Corporation of

WHERE RAILS AND WATER MEET

Welland

NOTICE

THE MAYOR HAS CALLED

A SPECIAL MEETING OF COUNCIL

AT 5:00 P.M.

TUESDAY, MAY 26, 2020

IN OPEN SESSION
IN COUNCIL CHAMBERS, CIVIC SQUARE

TO CONSIDER ANY CORRESPONDENCE, REPORTS, AND BY-LAWS

T Stephens

Tara Stephens,
City Clerk

Corporation of Welland

SPECIAL COUNCIL MEETING AGENDA
Tuesday, May 26, 2020
5:00 p.m.
Due to COVID-19 and the closure of the Civic Square
All Electronic Meetings can be viewed at:
City of Welland website: https://www.welland.ca/Council/LiveStream.asp
YourTV: The meeting will be aired on channel 700 on May 28, 2020 at 1:00 p.m.

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1. **OPEN SPECIAL COUNCIL MEETING (5:00 P.M.)**

   1.1 **ADDITIONS/DELETIONS TO AGENDA**

   1.2 **DISCLOSURES OF INTEREST**

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

2. **ORAL REPORTS AND DELEGATIONS**

   2.1 **PRESENTATION(S) - Nil**

   2.2 **DELEGATIONS(S) (maximum 5/10/5 policy) - Nil**

   2.3 **AGENCIES, BOARDS, COMMISSIONS AND COMMITTEES REPORT(S) - Nil**

   2.4 **LEGISLATED PUBLIC HEARINGS PURSUANT TO THE PLANNING ACT - Nil**

3. **COMMITTEE-OF-THE-WHOLE (OPEN)**
   (to discuss items removed from Agenda Block)

4. **BY-LAWS (SEE AGENDA INDEX)**

5. **CONFIRMATORY BY-LAW**

   A By-law to adopt, ratify and confirm proceedings of the Council of the Corporation of the City of Welland at its meeting held on the 26th day of May, 2020.
   Ref. No. 20-1

6. **ADJOURNMENT**

SPECIAL COUNCIL MEETING AGENDA INDEX

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AGENDA BLOCK

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

2. COMMITTEE AND STAFF REPORTS

1. Business Arising from Committee-of-the-Whole (closed) - Nil

2. Staff Reports

1 - 1029 **P&B-2020-24** Gen. Mgr., Infrastructure and Development Services, T. Fitzpatrick - Application for Official Plan Amendment (OPA 16), Zoning By-law Amendment (2018-01), and Draft Plan of Subdivision (26T-14-18003) submitted by the Biglieri Group for lands on the north and south side of Daimler Parkway, north of East Main Street east of Highway 406, south of the Welland River, and west of the Welland Shipping Canal, more specifically described as Part of Lots 19 and 20, Concession 1, Part of Lots 19 and 20, Concession 2, Part of the road allowance between Concessions 1 and 2 (closed), Part of Lot 19, Concession 3, Part of Lot 19, Concession 4, Part of the Road Allowance between Concessions 3 and 4 (closed), in the former Township of Crowland, Lots 25 to 28 (inclusive), Lots 50 to 56 (inclusive), Part of Lots 23, 24, 29, 30, 31, 32, 49 and 57, Part of Tutty Street (closed), Registered Plan 975 (Registered Plan 56, Township of Crowland), and Blocks 168, 169, and 170 on Registered Plan 59M-269, City of Welland, known municipally as 289 Daimler Parkway. Ref. No. 05-114
(See By-laws 1 and 2)
(Staff report has been previously distributed to members of Council).

3. NEW BUSINESS – Nil

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4. BY-LAWS

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

1. A By-law to amend City of Welland Zoning By-law 2017-117 (ZSM Development Group Ltd. - File No. 2018-01) 289 Daimler Parkway.
Ref. No. 05-114
(See Report P&B-2020-24)

2. A By-law to authorize the adoption of Official Plan Amendment No. 16.
Ref. No. 05-114
(See Report P&B-2020-24)

APPROVALS	
GENERAL MANAGER	
CFO	
CAO	

05-114

COUNCIL

INFRASTRUCTURE AND DEVELOPMENT SERVICES

REPORT P&B-2020-24
MAY 26, 2020

SUBJECT: **APPLICATION FOR OFFICIAL PLAN AMENDMENT (OPA 16), ZONING BY-LAW AMENDMENT (2018-01), AND DRAFT PLAN OF SUBDIVISION (26T-14-18003) SUBMITTED BY THE BIGLIERI GROUP FOR LANDS ON THE NORTH AND SOUTH SIDE OF DAIMLER PARKWAY, NORTH OF EAST MAIN STREET, EAST OF HIGHWAY 406, SOUTH OF THE WELLAND RIVER, AND WEST OF THE WELLAND SHIPPING CANAL, MORE SPECIFICALLY DESCRIBED AS PART OF LOTS 19 AND 20, CONCESSION 1, PART OF LOTS 19 AND 20, CONCESSION 2, PART OF THE ROAD ALLOWANCE BETWEEN CONCESSIONS 1 AND 2 (CLOSED), PART OF LOT 19, CONCESSION 3, PART OF LOT 19, CONCESSION 4, PART OF THE ROAD ALLOWANCE BETWEEN CONCESSIONS 3 AND 4 (CLOSED), IN THE FORMER TOWNSHIP OF CROWLAND, LOTS 25 TO 28 (INCLUSIVE), LOTS 50 TO 56 (INCLUSIVE), PART OF LOTS 23, 24, 29, 30, 31, 32, 49 AND 57, PART OF TUTTY STREET (CLOSED), REGISTERED PLAN 975 (REGISTERED PLAN 56, TOWNSHIP OF CROWLAND), AND BLOCKS 168, 169, AND 170 ON REGISTERED PLAN 59M-269, CITY OF WELLAND, KNOWN MUNICIPALLY AS 289 DAIMLER PARKWAY**

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

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

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

RECOMMENDATION:

THAT THE COUNCIL OF THE CITY OF WELLAND adopts an Amendment to the Official Plan to designate the lands on the north and south side of Daimler

Parkway, north of East Main Street, east of Highway 406, south of the Welland River, and west of the Welland Shipping Canal, more specifically described as Part of Lots 19 and 20, Concession 1, Part of Lots 19 and 20, Concession 2, Part of the Road Allowance between Concession 1 and 2 (closed), Part of Lot 19, Concession 3, Part of Lot 19, Concession 4, Part of the Road Allowance between Concessions 3 and 4 (Closed), in the former Township of Crowland, Lots 25 to 28 (inclusive), Lots 50 to 56 (inclusive), Part of Lots 23, 24, 29, 30, 31, 32, 49, and 57, Part of Tutty Street (closed), Reigstered Plan 975 (Registered Plan 56, Township of Crowland), and Blocks 168, 169, and 170 on Registered Plan 59M-269, City of Welland, municipally known as 289 Daimler Parkway from Parks, Open Space and Recreation to Low Density Residential, Medium Density Residential and Neighbourhood Commercial; and further,

THAT Welland City Council approves and Amendment to the Zoning By-law for lands on the north and south side of Daimler Parkway, north of East Main Street, east of Highway 406, south of the Welland River, and west of the Welland Shipping Canal, more specifically described as Part of Lots 19 and 20, Concession 1, Part of Lots 19 and 20, Concession 2, Part of the Road Allowance between Concession 1 and 2 (closed), Part of Lot 19, Concession 3, Part of Lot 19, Concession 4, Part of the Road Allowance between Concessions 3 and 4 (Closed), in the former Township of Crowland, Lots 25 to 28 (inclusive), Lots 50 to 56 (inclusive), Part of Lots 23, 24, 29, 30, 31, 32, 49, and 57, Part of Tutty Street (closed), Reigstered Plan 975 (Registered Plan 56, Township of Crowland), and Blocks 168, 169, and 170 on Registered Plan 59M-269, City of Welland, municipally known as 289 Daimler Parkway from the existing Community Open Space – O2 and Site Specific Neighbourhood Commercial (NC-26) to Residential Low Density 2 – RL2, Site Specific Residential Low Density 2 – RL2 and Site Specific Neighbourhood Commercial – NC; and further,

THAT no further notice under the *Planning Act* is required as the proposed changes to the proposed Zoning By-law Amendment are minor, as per Section 34(17) of the *Planning Act*; and further,

THAT Welland City Council approves a Plan of Subdivision for the lands on the north and south side of Daimler Parkway, north of East Main Street, east of Highway 406, south of the Welland River, and west of the Welland Shipping Canal, more specifically described as Part of Lots 19 and 20, Concession 1, Part of Lots 19 and 20, Concession 2, Part of the Road Allowance between Concession 1 and 2 (closed), Part of Lot 19, Concession 3, Part of Lot 19, Concession 4, Part of the Road Allowance between Concessions 3 and 4 (Closed), in the former Township of Crowland, Lots 25 to 28 (inclusive), Lots 50 to 56 (inclusive), Part of Lots 23, 24, 29, 30, 31, 32, 49, and 57, Part of Tutty Street (closed), Reigstered Plan 975 (Registered Plan 56, Township of Crowland), and Blocks 168, 169, and 170 on Registered Plan 59M-269, City of Welland, municipally known as 289 Daimler Parkway, subject to the following conditions:

1. That the Owner enter into a Subdivision Agreement with the City of Welland that is to be registered on title.
2. That no grading or construction work shall commence until such time as the Subdivision Agreement has been entered into and financial securities are in place.
3. That all development must conform to the City of Welland's 'Municipal Standards', as amended.
4. That all necessary easements required for utility and servicing purposes be granted to the appropriate Authority, free and clear of all encumbrances.
5. That the Owner dedicates to the City, the parklands identified, free and clear of all encumbrances.
6. That the Owner provide a Tree Planting Fee to the City at the time of registration of the plan of subdivision.
7. That the Owner submit an Urban Design Brief to the satisfaction of the City of Welland, which explains how the proposed Plan of Subdivision will comply with the City's Urban Design Guidelines and creates a plan with which all development must comply,
8. That, the Owner submit to the City at the registration of the first phase of the development, a Letter of Credit representing their portion of the cost of constructing the emergency entrance onto Highway 406, as well as the cost of constructing a road connection to the emergency entrance.
9. That the Owner shall be responsible for receiving approval from the Ministry of Transportation for the design of the emergency access shown on Block 758 of the Draft Plan of Subdivision.
10. That the Owner shall be responsible for their portion of the costs associated with the design and construction of the emergency access, as well as the costs of the construction of any temporary connection roads.
11. That the emergency access control gates be equipped with EMTRAC technology for emergency services purposes, the cost of which is to be borne by the Owner.
12. That the Owner implement the recommendations found in the Hunters Pointe Redevelopment Transportation Study Update completed by R. J. Burnside & Associates Ltd, dated February 2019, at their cost.
13. That prior to final approval, the owner shall submit to the Ministry of Transportation for their review and approval, a stormwater management report indicating the intended treatment of the calculated runoff and the impacts of drainage on the Highway 406 right-of-way.
14. That prior to final approval, the owner shall submit to the Ministry of Transportation for their review and approval, a traffic impact study indicating the anticipated volumes generated by the subdivision and their impacts on Highway 406/Daimler Parkway/Woodlawn Road interchange.

15. That the Owner be responsible for the costs associated with any required road upgrades outlined in the Traffic Impact Statement, as approved by the City, Region and Ministry of Transportation.
16. That the Owner design and construct the proposed traffic circle at Daimler Parkway/Proposed Intersection, as well as an eastbound right-turn by-pass lane, at their cost.
17. The Owner construct the proposed off-road bicycle and pedestrian trail on Block 769, to the satisfaction of the City and the Ministry of Transportation. All costs associated with the design and construction will be the responsibility of the Owner.
18. That the Owner be responsible for the upgrade and replacement of the existing sanitary sewer infrastructure on Oxford Road, from Brown Road to the Highway 406, to accommodate sanitary sewer flows coming from the golf course redevelopment, to the east of Highway 406. All costs associated with the installation/replacement will be at the sole expense of the Owner.
19. That the Owner upgrade and replace the existing watermain along Oxford Road to accommodate any future needs and looping requirements related to the golf course redevelopment. This would include the connection to the intersection of Brown and Oxford Roads. The City of Welland has identified this watermain in its 2019 Development Charges By-Law. A portion of the watermain replacement will be eligible for a contribution from the City of Welland in accordance with the by-law. All other costs associated with their portion upgrade/replacement will be at the expense of the Owner.
20. That the Owner submit a complete engineering design of the sanitary sewer and watermain connections, including specific details of the subterranean crossing, to the Ministry of Transportation and the City, for works required within the Highway 406 Corridor. The Owner shall be responsible for all associated costs.
21. The Owner shall install the watermain looping under Highway 406. The cost to do such crossing shall be split by the two developing entities including the subject lands (Hunters Pointe Plan of Subdivision) and the South Village Plan of Subdivision (City File 26T-14-18004). The costs to be borne by each shall be calculated on a per area basis each paying for their fair share of the installation and crossing under the Highway 406. The applicant will enter into a front ending agreement with the City, as permitted under the Development Charges Act, to ensure that cost sharing occurs.
22. The Owner shall re-instate Oxford Road to previous conditions, to the satisfaction of the City. All costs associated with the reconstruction will be at the sole expense of the Owner.
23. The Owner shall review servicing options of a gravity sewer lowering, crossing the Highway 406, in place of a sanitary sewage pumping station,

considering the sanitary sewers along Daimler Parkway crossing under Highway 406 will need to be enlarged to accommodate the increased flows.

24. If lowering the sanitary sewers is not acceptable or possible, the Owner will be required to construct a sanitary sewage pumping station at their expense, and provide a one-time 'maintenance payment' to the City. The one time payment shall be determined to be 25% of the cost of the pump station construction. The Owner will also be responsible for 100% of the maintenance of the pumping station up until the time of assumption of the entire subdivision, and then required to maintain it for up to a period of three (3) years after assumption.
25. Any sanitary infrastructure required to be installed to accommodate flows from the South Village Plan of Subdivision directed to Oxford Road through the former golf course lands, to enable the golf course property to utilize infrastructure installed for the proposed South Village, shall be cost shared between the Owners.
26. All recommendations of the Peer Review performed by GM BluePlan for the Wastewater Peer Review, dated May 5, 2020, be reviewed and incorporated into the final design.
27. All recommendations of the Peer Review performed by WOOD for the Stormwater Peer Review, dated Rev Feb 27, 2020, be reviewed and incorporated into the final design.
28. All recommendations of the Peer Review performed by Associated Engineering (AE) for the water servicing peer review, dated Jan 28, 2020, be reviewed and incorporated into the final design.
29. All costs related to existing and future Peer Reviews shall be paid for by the Owner.
30. The owner shall indicate in the Agreement, in words satisfactory to Bell Canada, that it will grant to Bell Canada any easements that may be required, which may include a blanket easement, for communication/telecommunication infrastructure. In the event of any conflict with existing Bell Canada facilities or easements, the Owner shall be responsible for the relocation of such facilities or easements.
31. The owner shall ensure all of the Hydro One Networks Inc technical requirements are met to its satisfaction, and acquire all applicable agreements, and the developer must contact Jim Oriotis, Senior Real Estate Co-ordinator (905)-946-6261 to discuss all aspects of the subdivision design.
32. Prior to Hydro One Networks Inc providing its final approval, the developer must make arrangements satisfactory to Hydro One Networks Inc for any lot grading and drainage. Digital PDF copies of the lot grading and drainage plans (true scale), showing existing and proposed final grades, must be

submitted to Hydro One Networks Inc for review and approval. The drawings must identify the transmission corridor, location of towers within the corridor and any proposed uses within the transmission corridor. Drainage must be controlled and directed away from the transmission corridor.

33. Any development in conjunction with the subdivision must not block vehicular access to any Hydro One Networks Inc facilities located on the transmission corridor. During construction, there must be no storage of materials or mounding of earth, snow, or other debris on the transmission corridor.
34. At the developer's expense, temporary fencing must be placed along the transmission corridor prior to construction, and permanent fencing must be erected where subdivision lots directly abut the transmission corridor after construction is completed.
35. The costs of any relocations or revisions to Hydro One Networks Inc facilities which are necessary to accommodate the subdivision will be borne by the developer. The developer will be responsible for restoration of any damages to the transmission corridor or Hydro One Networks Inc facilities thereon resulting from construction of the subdivision.
36. Hydro One Networks Inc's easement rights must be protected.
37. The transmission lines abutting the subject lands operate at either 500 000, 230 000, or 115 000 volts. Section 188 of Regulation 213/91 pursuant to the *Occupational Health and Safety Act*, require that no object be brought closer than 6 metres (20 feet) to an energized 500 kV conductor. The safe vertical distance for 230 kV conductors is 4.5 metres (15 feet), and for 115 kV conductors it is 3 metres (10 feet). It is the developer's responsibility to be aware, and to make all personnel on site aware, that all equipment and personnel must come no closer than the safe vertical distance specified in the *Act*. All parties should also be aware that the conductors can raise and lower without warning, depending on the electrical load placed on the line.
38. The Owner shall ensure the safety setback of habitable buildings from the railway rights-of-way to be a minimum of 15 metres in conjunction with a safety berm. The safety berm shall be adjoining and parallel to the railway rights-of-way with returns at the ends, 2.0 metres above grade at the property line, with side slopes not steeper than 2.5 to 1.
39. The Owner shall engage a consultant to undertake an analysis of noise. At a minimum, a noise attenuation barrier shall be adjoining and parallel to the railway rights-of-way, having returns at the ends, and a minimum total height of 4.0 metres above top-of-rail. Acoustic fence to be constructed without openings and of a durable material weighing not less than 20 kg. per square metre of surface area. Subject to the review of the noise report, CNR may consider other measures recommended by an approved Noise Consultant.

40. Ground-borne vibration transmission to be evaluated in a report through site testing to determine if dwellings within 75 metres of the railway rights-of-way will be impacted by vibration conditions in excess of 0.14 mm/sec RMS between 4 Hz and 200 Hz. The monitoring system should be capable of measuring frequencies between 4 Hz and 200 Hz, ±3dB with an RMS averaging time constant of 1 second. If in excess, isolation measures will be required to ensure living areas do not exceed 0.14 mm/sec RMS on and above the first floor of the dwelling.
41. The Owner shall install and maintain a chain link fence of minimum 1.83 metre height along the mutual property line with CNR.
42. The following clause is required to be inserted in all development agreements, offers to purchase, and agreements of Purchase and Sale or Lease of each dwelling unit within 300 metres of the railway right-of-way: “Warning: Canada National Railway Company or its assigns or successors in interest has or have a rights-of-way within 300 metres from the land the subject hereof. There may be alterations to or expansions of the railway facilities on such rights-of-way in the future including the possibility that the railway or its assigns or successors as aforesaid may expand its operations, which expansion may affect the living environment of the residents in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the development and individual dwelling(s). CNR will not be responsible for any complaints or claims arising from use of such facilities and/or operations on, over or under the aforesaid rights-of-way.”
43. Any proposed alterations to the existing drainage pattern affecting railway property must receive prior concurrence from the CNR and be substantiated by a drainage report to the satisfaction of the CNR.
44. The Owner shall through restrictive covenants to be registered on title and all agreements of purchase and sale or lease provide notice to the public that the safety berm, fencing and other vibration isolation measures implemented are not to be tampered with or altered and further that the Owner shall have sole responsibility for and shall maintain these measures to the satisfaction of CN.
45. The Owner shall enter into an Agreement stipulating how CN’s concerns will be resolved and will pay CN’s reasonable costs in preparing and negotiating the agreement.
46. The Owner shall be required to grant CN an environmental easement for operational noise and vibration emissions, registered against the subject property in favour of CN.
47. That the Owner shall include on all offers of purchase and sale, a statement that advises the prospective purchaser:

a. That the home/business mail delivery will be from a designated Centralized Mail Box.
b. That the developers/owners be responsible for officially notifying the purchasers of the exact Centralized Mail Box locations prior to the closing of any home sales.

48. That the Owner further agrees to:

    a. Work with Canada Post to determine and provide temporary suitable Centralized Mail Box locations which may be utilized by Canada Post until the curbs, boulevards and sidewalks are in place in the remainder of the subdivision.

    b. Install a concrete pad in accordance with the requirements of and in locations to be approved by Canada Post to facilitate the placement of Community Mail Boxes.

    c. Identify the pads above on the engineering servicing drawings. Said pads are to be poured at the time of the sidewalk and/or curb installation within each phase of the plan of subdivision.

    d. Determine the location of all centralized mail receiving facilities in co-operation with Canada Post and to indicate the location of the centralized mail facilities on appropriate maps, information boards, and plans. Maps are also to be prominently displayed in the sales office(s) showing specific Centralized Mail Facility locations.

49. Canada Post's multi-unit policy, which requires that the owner/developer provide the centralized mail facility (front loading lockbox assembly or rear-loading mailroom (mandatory for 100 units or more)), at their own expense, will be in effect for buildings and complexes with a common lobby, common indoor, or sheltered space.

50. That the Developer obtain a Work Permit from the Niagara Peninsula Conservation Authority prior to beginning any site alteration, including restoration work, within 15 metres of watercourse UN-1. In support of the Work Permit, the following information will be required:

    a. A landscape plan demonstrating adequate riparian planting to ensure a naturalized riparian corridor along watercourse UN-1.

    b. Any other information as may be determined at the time a Work Permit application is submitted to the Niagara Peninsula Conservation Authority.

51. That the Developer obtain a Work Permit from the Niagara Peninsula Conservation Authority prior to beginning any site alteration, including restoration work, within 30 metres of the Provincially Significant Wetland

(PSW) north of the subject lands. In support of the Work Permit application, the following information will be required:

a. A landscape plan demonstrating appropriate restoration and enhancement plantings in the PSW buffer.

b. Any other information as may be determined at the time a Work Permit application is submitted to the Niagara Peninsula Conservation Authority.

52. That the Developer obtain a Work Permit(s) from the Niagara Peninsula Conservation Authority prior to beginning any site alteration, grading within any area regulated by the Niagara Peninsula Conservation Authority, including work on watercourse UN-3.

53. That the O2 zone for Blocks 769, 780, and 786 be amended to prohibit any buildings or structures to the satisfaction of the Niagara Peninsula Conservation Authority.

54. That the Developer submit to the Niagara Peninsula Conservation Authority for review and approval, a landscape plan demonstrating adequate riparian planting to ensure a naturalized riparian corridor along watercourse UN-1, to the satisfaction of the Niagara Peninsula Conservation Authority.

55. That the Developer submit to the Niagara Peninsula Conservation Authority for review and approval, a landscape plan demonstrating appropriate restoration and enhancement plantings in the PSW buffer, to the satisfaction of the Niagara Peninsula Conservation Authority.

56. That the Developer submit to the Niagara Peninsula Conservation Authority for review and approval, a stormwater servicing plan showing how flow from UN-3 is being maintained through the subject lands, to the satisfaction of the Niagara Peninsula Conservation Authority.

57. That the Developer submit to the Niagara Peninsula Conservation Authority for review and approval, detailed grading and construction sediment and erosion control plans. The plans will provide limit of work fencing or other similar barrier to watercourse UN-1, the 30 metre buffer to the PSW and the 7.5 metre setback from the physical top of slope to the Welland River valleylands (as identified by the Niagara Peninsula Conservation Authority staff).

58. That the Developer provide a 1.5 metre high chain link fence along the boundary of Block 786, to the satisfaction of the Niagara Peninsula Conservation Authority.

59. That conditions requested by the Niagara Peninsula Conservation Authority be incorporated into the Subdivision Agreement between the Developer and the City of Welland, to the satisfaction of the Niagara Peninsula Conservation Authority. The City of Welland shall circulate the draft Subdivision Agreement to the Niagara Peninsula Conservation Authority for its review and approval.

60. That following the completion of any site remediation, the Owners shall file a Record of Site Condition (RSC) on the Ministry of Environment, Conservation, and Parks [Brownfields] Environmental Site Registry in accordance with Ontario Regulation 153/04, as amended and that the owner provide the Niagara Region and the City with copies of the Environmental Site Assessment and site remediation reports as well as a copy of the Ministry of the Environment's written acknowledgement of the filing of the RSC.

61. That the subdivision agreement between the Owner and the City contain provisions whereby the Owner agrees to implement the approved noise mitigation measures as outlined in the *Noise & Vibration Feasibility Study* (dated November 4, 2019) prepared by Aerocoustics Engineering Ltd.

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

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

63. That Channel UN-1 and its 30 metre wide buffer/corridor (i.e. portions of Blocks 769, 780, and 786) be zoned Environmental Conservation Area (ECA) or similar zoning which achieves the same level of protection.

64. That the subdivision agreement contain wording wherein the Owner agrees to implement the mitigation measures and recommendations found in Section 7.0 of the EIS, including but not limited to:

    a. That vegetation removals take place between October 1st and March 15th, outside of both the breeding bird nesting period and bat active season; and,

    b. That standard best management construction practices shall be used to mitigate construction dust, noise, and/or exhaust fumes and prevent spills.

65. That a Landscape/Buffer Planting Plan be prepared for Regional staff approval, by a full member of the Ontario Association of Landscape Architects (OALA), to identify and illustrate the location of additional native trees, shrubs, and groundcover to be planted along the Welland River, within the 30 metre corridor along Drainage Feature UN-1, and along the slopes of Pond 6e and 6g. Only native vegetation that provides for wildlife habitat and improved ecological functions will be supported.

66. That a copy of an active Environmental Compliance Approval (ECA) for Stormwater Management Pond 6e be submitted to the Region.

67. That permanent rear-lot fencing be provided for all lots bordering Channel UN-1 and the Welland River. Rear yard gates will not be permitted to reduce human encroachment and limit movement of pets into the adjacent natural areas.

68. That the Grading Plan be provided for Regional Staff approval.

69. That an Erosion and Sediment Control (ESC) Plan be provided for Regional staff approval. The ESC Plan shall include details for, but not limited to, ESC fencing and other ESC measures, dust suppression and topsoil storage. ESC measures must be monitored regularly to ensure they are functioning properly and promptly fixed if issues are identified.

70. That a Tree Savings Plan be prepared in accordance with the Niagara Region Tree and Forest Conservation By-law (By-law 30-2008) Section 1.36 and provided for Regional staff approval.

71. That a Fish and Wildlife Rescue Plan be provided for Regional staff approval.

72. That a Wetland Restoration Plan be provided for Regional staff approval.

73. That an Invasive Species Management Plan and implementation strategy be prepared for the subject lands in an effort to enhance the Core Natural Heritage System remaining post-development.

74. That the subdivision agreement contain wording wherein the owner agrees to implement the recommendations of the approved Grading Plan, ESC Plan, Tree Saving Plan, Fish and Wildlife Rescue Plan, Wetland Restoration Plan, and Invasive Species Management Plan.

75. That the Owner obtain all necessary approvals from the Ministry of Environment, Conservation and Parks (MECP) relating to Species at Risk (SAR) on the subject lands and provide Regional staff with a copy of the MECP approval. If required by the MECP, the Owner shall revise the layout of the subdivision in order to conform with the requirements of the *Endangered Species Act.*

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

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

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

77. That prior to final approval for registration of this plan of subdivision, the Owner shall submit design drawings for proposed work along the north end of the Hunters Pointe Golf Course Subdivision plan required to service this development to ensure that there is no conflicts with the Regional forcemain.

78. That the Owner provides a written acknowledgement to the Niagara Region Planning and Development Services Department stating that draft approval of this subdivision does not include a commitment of servicing allocation by the Niagara Region as servicing allocation will not be assigned until the plan is registered and that any pre-servicing will be at the sole risk and responsibility of the Owner.

79. That the Owner provides a written undertaking to the Niagara Region Planning and Development Services Department stating that all Offers and Agreements of Purchase and Sale or Lease, which may be negotiated prior to registration of this subdivision, shall contain a clause indicating that servicing allocation for the subdivision will not be assigned until the plan is registered, and a similar clause be inserted into the Subdivision Agreement between the Owner and the City.

80. That prior to final approval for registration of this plan of subdivision, the Owner shall submit the design drawings (with calculations) for any proposed municipal sanitary and storm drainage systems required to service this development and obtain Ministry of Environment, Conservation and Parks, Environmental Compliance Approval (ECA) under the Transfer of Review Program.

81. That the Owner provide a detailed servicing study which shall include, overall servicing strategy for the developments in the area, detailed plan and profile drawings and required Regional costs analysis information, to ensure that all development in the area can be serviced by gravity to the trunk sewer or by gravity to the proposed pumping station and this servicing study shall be reviewed and approved by the Regional staff prior to design of a future Regional Pumping Station. This condition is only required if the SPS is intended to be transferred to the Region.

82. That the Owner comply with the Regional Design standards for a pumping station and forcemain, engage Regional staff in the design works and receive Regional review and approval prior to submitting Environmental Compliance Certificates to the MECP for approval. This condition is only required if the SPS is intended to be transferred to the Region.

83. That the Owner transfer the pumping station land block to the Region once the size of the property has been reviewed and approved by Regional staff, the minimum land block required will be determined by the City. This condition is only required if the SPS is intended to be transferred to the Region.

84. That a noise and odour study be completed for the proposed sewage pumping station and required mitigation measures are completed for the existing and proposed lots surrounding the SPS and that the subdivision agreement contain wording acceptable to the Region wherein the Owner agrees to implement the approved mitigation measures. This condition is only required if the SPS is intended to be transferred to the Region.

85. That the assumption of the Pumping Station and forcemain will not occur until all the Regional conditions and policy conditions are completed, as well as the subdivision has reached 50% of the build-out of the lots that drain to the pumping station and Regional staff have reviewed and approved the information provided. This condition is only required if the SPS is intended to be transferred to the Region.

86. That the Owner and the City obtain a connection permit for the proposed new connection to the Regional Trunk Sanitary sewer and removal of the existing connection. This condition is only required if a new connection to the Regional Trunk Sanitary is required.

87. That prior to approval of the final plan or any on-site grading, the Owner shall submit a detailed stormwater management plan for the subdivision and following plans designed and sealed by a qualified professional engineer in accordance with the Ministry of Environment, Conservation and Parks documents entitled Stormwater Management Planning and Design Manual,

March 2003 and Stormwater Quality Guidelines for New Development, May 1991, or their successors to the Niagara Region Planning and Development Services Department for review and approval:

a. Detailed lot grading, servicing, and drainage plans, noting both existing and proposed grades and the means whereby overland flows will be accommodated across the site;

b. Detailed erosion and sedimentation control plans;

c. Detailed phasing of construction of the stormwater management facility to coincide with phasing of development of residential lands (internal and external to the subdivision) planned to be serviced by the stormwater management facility.

88. That the Subdivision Agreement between the Owner and the City contain provisions whereby the Owner agrees to implement the approved plan(s) required in accordance with the condition above.

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

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

Canada Post Conditions: 47, 48, 49

Region of Niagara Conditions: 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 7, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89

Niagara Peninsula Conservation Authority Conditions: 50, 51, 52, 53, 54, 55, 56, 57, 58, 59

Ministry of Transportation: 13, 14, 15

Bell Canada: 30

Hydro One Networks Inc.: 31, 32, 33, 34, 35, 36, 37

Canadian National Rail/GIO Railway: 38, 39, 40, 41, 42, 43, 44, 45, 46

91. That if Final Approval is not given to this Plan within four (4) years of the approval date, and no extensions have been granted, Draft Approval shall

lapse. If the Owner wishes to request extension of Draft Plan Approval, a written request with reasons why the extension is required and the applicable application fee, must be received by the City prior to the lapsing date; and

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

ORIGIN AND BACKGROUND:

Applications for Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision for the lands on the north and south side of Daimler Parkway, north of East Main Street, east of Highway 406, south of the Welland River, and west of the Welland Shipping Canal was received on March 5, 2018 and was deemed to be complete on March 7, 2018.

A Public Open House was held on April 12, 2018 and Statutory Public Meeting under the Planning Act on May 1, 2018. An additional Open House with residents was held on September 6, 2018.

A resubmission with a revised Plan of Subdivision and Zoning By-law Amendment, as well as revised reports, were submitted on November 13, 2019. The proposed changes were based on comments received through the public process and from agencies. The revised plans and studies were circulated to agencies and the public for comment and review on November 21, 2019. Comments were requested by December 20, 2019, however, extensions to this timeline were granted.

The original application for Official Plan Amendment was to re-designate the lands from the existing Parks, Open Space, and Recreation to Low and Medium Density Residential and Neighbourhood Commercial. There are areas on the lands that are designated as Core Natural Heritage. This designation will not change. The resubmission of the application has not changed the proposed designations.

The purpose of the application for Zoning By-law Amendment is to rezone the lands from Community Open Space (O2) and Site Specific Neighbourhood Commerical (NC-26) to Residential Low Density 2 – RL2, Site Specific Residential Low Density 2 (RL2), and Site Specific Neighbourhood Commercial (NC). The areas that are currently zoned Environmental Protection are not proposed to be amended. The requested amendments to the Zoning By-law are:

	By-law 2017-117 Requirement	**Site Specific Request**
Stacked Townhouses (RL2 Zone)	11 metres (3 storeys)	12 metres (4 storeys)
Mixed-Use Buildings (NC Zone)	11 metres (3 storeys)	12 metres (3 storeys)

Number of storeys of residential above permitted commercial uses (NC Zone)	1 storey	2 storeys
Multiple Dwellings (NC Zone)	Not permitted	Permitted

The original application requested the maximum height in the Neighbourhood Commercial Zone to be four (4) storeys. The application was amended to lower the height of the mixed-use buildings to be consistent with the height of the existing clubhouse building. The amended applications has also requested that multiple dwellings be permitted on the Neighbourhood Commercial blocks to permit stacked townhouses on these blocks in the future. These modifications to the original application are minor. With respect to the height permission for the mixed use buildings, these have decreased from the original request.

The proposed number of dwelling units has been provided in the chart below, in comparison to the number of units that were proposed in the original submission for Draft Plan approval.

	2018 Draft Plan Submission	**2019 Revised Draft Plan**
Single Detached dwellings	747	735
Street Townhouses	160	178
Condominium Townhouses	35	28
Stacked Townhouses	51	44
Mixed Use Units	201 (4 storeys)	170 (3 storeys)
Total	**1194**	**1155**

Modifications to the play also included changes to the park blocks entering the neighbourhood along Daimler Parkway. These were redesigned to maintain the current view of the stormwater management pond, and maintain the existing vista. Amendments were made to the lay-out of the blocks to include mid-block connections with the proposed South Village Plan of Subdivision to the east.

COMMENTS AND ANALYSIS:

The Proposal

The City received applications for Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision on March 5, 2018 from the Biglieri Group on behalf of 2599587 Ontario Limited. The revised Applications were submitted to the City for review and circulation on November 13, 2019. The request for Official Plan Amendment has been made to redesignate the lands from Parks, Open Space and Recreation to Low and Medium Density Residential and Neighbourhood Commercial. The area designated Core Natural Heritage at the southern end of the development will be redesignated to residential.

The Application for Zoning By-law Amendment has been made to rezone the lands form Community Open Space (O2) and Site Specific Neighbourhood Commercial (NC-26) to Residential Low Density 2 – RL2, Site Specific Residential Low Density 2 (RL2) and Site Specific Neighbourhood Commercial (NC). The exceptions to the RL2 Zone that have been requested are to allow the maximum height of stacked townhomes to be 12 metres (4 storeys), whereas the By-law only permits 11 metres (3 storeys). The exceptions to the NC Zone would be to allow the buildings to be a maximum of three (3) storeys where there are residential units over the commercial uses, whereas a maximum of two (2) storeys is permitted. The site specific amendment to the NC Zone will also allow for multiple dwellings on the property with a maximum height of 12 metres (3 storeys).

The purpose of the modified application for Draft Plan of Subdivision is to allow the development of the lands with 735 single detached dwellings, 178 street townhouse dwellings, 28 condominium townhouse dwellings, 44 stacked townhouse dwellings, and 170 mixed-use residential and commercial units. A total of 1155 new units are proposed. The applications were deemed complete on March 7, 2018. The modifications to the applications were submitted to the City on November 13, 2019.

The modifications to the applications included: reducing the number of overall units; reducing the height requested for Neighbourhood Commercial uses from four (4) storeys to three (3) stories; requesting permission for multiple dwellings to be constructed on the Neighbourhood Commercial blocks; modifying the block layout to include connections to the proposed South Village Plan of Subdivision to the east; modifications to include additional parkland at the entrance to the neighbourhood along Daimler Parkway; and, to include an emergency access to Highway 406 at the south end of the development.

The Site

The property is located on the north and south side of Daimler Parkway, north of East Main Street, east of Highway 406, south of the Welland River, and west of the Welland Shipping Canal. The site is the former location of the Lochness Golf Course and has been developed with a clubhouse, ponds, and trails. An aerial phot of the subject lands has been provided as Appendix II to this report.

Surrounding Uses

The property immediately adjacent to the north and east is currently being developed as a partially private, residential community with a mix of single-detached and townhouse dwellings, as well as private community centre, tennis courts, and green space. There is also the Central Village Plan of Subdivision under construction to the east of the subject lands, which contains a mix of single detached and townhouse dwellings. The proposed South Village Plan of Subdivision also runs to the east of the subject property, and includes a number of connections between the two sites. To the north runs the Welland River. To the east is the Welland Shipping Canal. To the south of the property is East Main

Street. To the west of the property runs Highway 406, and further west is a shopping area and industrial properties.

Development and Agency Comments Received

Enbridge Gas Distribution (March 21, 2018 & December 12, 2019)	• Enbridge Gas Distribution does not object to the proposed application(s). • The applicant shall contact Enbridge Gas Distribution's Customer Connections department by emailing SalesArea80@enbridge.com for service and meter installation details and to ensure all gas piping is installed prior to the commencement of site landscaping (including, but not limited to: tree planting, silva cells, and/or soil trenches) and/or asphalt paving. • If the gas main needs to be relocated as a result of changes in the alignment or grade of the future road allowances or for temporary gas pipe installations pertaining to phase construction, all costs are the responsibility of the applicant. • In the event that easement(s) are required to service this development, the applicant will provide the easement(s) to Enbridge Gas Distribution at no cost. • The applicant will grade all road allowances as close to final elevation as possible, provide necessary field survey information and all approved municipal road cross sections, identifying all utility locations prior to the installation of the gas piping. • December 12, 2019 correspondence confirms that no changes to their previous comments and conditions are requested.
Canada Post Corporation (December 9, 2019)	• This development will receive mail to centralized mail facilities provided through our Community Mailbox Program.

- The owner shall complete to the satisfaction of the Director of Engineering of the City of Welland and Canada Post:

    1. Include in all offers of purchase and sale, a statement that advises the prospective purchaser:

        a. That the home/business mail delivery will be from a designated Centralized Mailbox.

        b. That the developers/owners be responsible for officially notifying the purchasers of the exact Centralized Mailbox locations prior to the closing of any home sales.

    2. The owner further agrees to:

        a. Work with Canada Post to determine and provide temporary suitable Centralized Mailbox locations which may be utilized by Canada Post until the curbs, boulevards, and sidewalks are in place in the remainder of the subdivision.

        b. Install a concrete pad in accordance with the requirements of and in locations to be approved by Canada Post to facilitate the placement of Community Mailboxes.

        c. Identify the pads above on engineering service drawings. Said pads are to be poured at the time of sidewalk and/or curb installation within each phase of the plan of subdivision.

        d. Determine the location of all centralized mail receiving facilities in co-operation with Canada Post and to indicate the location of the centralized mail facilities on appropriate maps, information boards, and plans. Maps are also to be prominently displayed in sales

office(s) showing specific Centralized Mail Facility locations.

3. Canada Post's multi-unit policy, which requires that the owner/developer provide the centralized mail facility (front loading lockbox assembly or rear-loading mailroom [mandatory for 100 units or more]), at their own expense, will be in effect for buildings and complexes with a common lobby, common indoor or sheltered space.

- Should the description of the project change, I would appreciate an update in order to assess the impact of the change of mail service.

Bell Canada
(December 3, 2019)

- The following paragraph is to be included as a condition of approval:

- "The Owner shall indicate in the Agreement, in words satisfactory to Bell Canada, that it will grant to Bell Canada any easements that may be required, which may include a blanket easement, for communication/telecommunication infrastructure. In the event of any conflict with existing Bell Canada facilities or easements, the Owner shall be responsible for the relocation of such facilities or easements."

- We hereby advise the Developer to contact Bell Canada during detailed design to confirm the provision of communication/telecommunication infrastructure needed to service the development.

- As you may be aware, Bell Canada is Ontario's principal telecommunications infrastructure provider, developing and maintaining an essential public service. It is incumbent upon the Municipality and the Developer to ensure that the development is serviced with communication/telecommunication infrastructure. In fact, the 2014 Provincial Policy Statement (PPS) requires the development of coordinated, efficient and cost-effective

	infrastructure, including telecommunications systems (Section 1.6.1).
	• The Developer is hereby advised that prior to commencing any work, the Developer must confirm that sufficient wire-line communication/telecommunication infrastructure is available. In the event that such infrastructure is unavailable, the Developer shall be required to pay for the connection to and/or extension of the existing communication/telecommunication infrastructure.
	• If the Developer elects not to pay for the above noted connection, then the Developer will be required to demonstrate to the satisfaction of the Municipality that sufficient alternative communication/telecommunication will be provided to enable, at a minimum, the efficient delivery of communication/telecommunication services for emergency management services (i.e. 911 Emergency Services).
Welland Hydro (December 23, 2019)	• The only comment from Welland Hydro is regarding the requirements for electrically servicing the development. Referring to Drawing No. DP-04, Welland Hydro will require an easement along Block 756 for underground electrical infrastructure. We would likely also require an easement on either Block 755 or Block 757 for underground cabling.
Ministry of Transportation (March 20, 2018, November 26, 2019 & January 10, 2020)	• The proposed site is within the Ministry's permit radius. The owner should be advised that ministry building/land-use permit(s) will be required prior to any grading or construction on this site.
	• Building/land-use permit(s) will be required for all buildings within 395m radius of the intersection of the centrelines of Highway 406 and East Main Street. As well, all buildings on the site and within 46m (150 feet) of the Highway 406 property line and within 46m (150 feet) of the East Main Street property line will require ministry building/land-use permit(s).

- Sign permits will also be required for all signs related to the proposed development and visible from Highway 406/ramps.

- All proposed permanent buildings and structures (above and below ground), utilities, frontage roads/fire routes, essential parking facilities, stormwater management ponds, and associated berms or any amenity deemed essential to the operation of the site, must be setback a minimum of 4.0 metres (45 feet) from the right-of-way of Highway 406 and the right-of-way of East Main Street.

- Please note that noise berms or grading of any kind will not be permitted on ministry property. The developer is solely responsible for all noise mitigation measures and such measures must be located beyond ministry property.

- Further to the letters of November 26, 2019 and a May 7, 2019 letter to C.F Crozier and Associates from Ms. Morgan Lawrence, we see that Block 758 is labelled 'Emergency Access' on the Draft Plan.

- Note that among other things and prior to the issuance of MTO permit(s), MTO will need to review and approve the geometrics and all engineering aspects of the design of the access and the developer will be responsible for all cost associated with the access.

- We reviewed the referenced study/report and provide the following comments:

- Municipal Servicing Study & Stormwater Management Plan/Functional Servicing Report

    - MTO will review a detailed stormwater management report at a later stage.

    - Please confirm if outlet of Pond 2 is outside of MTO's 14m setback. Setback should be shown on the drawing to confirm.

- Please clarify if the backwater from the culvert under Daimler Parkway (Node 3) and additional flows entering the watercourse that crosses Highway 406 south of Trillium Railway track will not impact flows and water levels at MTO's culvert crossing at this location.
- Is any flow from the subdivision conveyed to ditches along Highway 406 as MTO does not allow any increase in flow for 5 to 100 year storm events to its drainage system.
- The proponent should provide an itemized reply to MTO's comments.

- Transportation Study: it is likely all modes of transportation will be utilizing this corridor and the report should assess pedestrians and cyclist activities at ramp terminals.
  - **2.5 Existing Traffic Volumes** – the TMCs used for both ramp terminals were conducted in October 2017 by Accu-Traffic Inc, however volumes for some movements are significantly lower than MTO's counts done in March 2017 by approx. 100 vehicles. Proponent should use MTO's counts for a more constructive approach.
  - **3.0 Future Background Conditions** – proponent should provide a table and document background developments in the vicinity of the development, with respect to size, land use and generated trips to ensure all site trips are accounted for in the report.
  - **4.1 Trip Generation** – it was assumed 30% (31 in, 19 out trips) commercial trips are interaction trips during both AM and PM peaks, and 35% (40 in, 40 out trips) are pass-by trips during PM peak. Since the type of commercial development will determine number of trips, the assumption should reflect a more high volume commercial type.

- **4.2 Trip Distribution & Assignment** – provide a statement on local travel patterns.

- **6.0 Traffic Operation Analysis** – Table 4, under 2022 Future Total Condition, both 406NB and 406SB off-ramps will result in LOS F with failure v/c ratios in both AM & PM peaks. As per Table 7, Traffic control signals are warranted and recommended for installation at both off-ramp terminals. However, LOS for movements from off-ramp will result in LOS E and v/c rations >0.75. Indicating installation of additional lanes may be required. As per MTO's TIS guideline, off-ramps should be operating at LOS D or better with v/c ratio up to 0.75.

- **6.2.4 – Proposed Roundabout on Daimler Parkway Intersection just East of the CN Rail**: Drawings do not show the proposed roundabout, also the Synchro models do not include the proposed roundabout. The proponent should update accordingly with the proposed roundabout.

- **7.1 Potential Queuing Across the Railway Crossing** – the report mentions the usual travel pattern of trains and the traffic impact appears minimal. However, the proponent should obtain documentation from CN Rail to confirm current train schedule assumptions/future schedule. Since Daimler Parkway is currently the only public access point for the proposed development and all road users will need to cross the CN Rail tracks, consideration should be given for additional safety measures beyond the recommended installation of "Do not Block Intersection" sign.

- **Synchro Model** – the geometry of the model should be updated as per following:

a. At 406 SB off-ramp, both SB lanes should be connected, taper and storage lengths should match with existing geometry.

b. At 406 NB off-ramp, taper and storage lengths should match with existing geometry.

c. Roundabout should be included to complete the Synchro Model.

- We request the following conditions of draft plan approval for this plan of Subdivision:

1. That prior to final approval, the owner shall submit to the Ministry of Transportation for their review and approval, a stormwater management report indicating the intended treatment of the calculated runoff and the impacts of drainage on the Highway 406 right-of-way.

2. That prior to final approval, the owner shall submit to the Ministry of Transportation for their review and approval, a traffic impact study indicating the anticipated volumes generated by the subdivision and their impacts on Highway 406/Daimler Parkway/Woodlawn Road interchange.

- A copy of the Registered Plan of Subdivision must be submitted to the ministry prior to the issuance of ministry permit(s).

Niagara Peninsula Conservation Authority
(May 1, 2018)

- The NPCA regulates watercourses, floodplains (up to 100 year flood level), Great Lakes shorelines, hazardous land, valleylands, and wetlands regulated under *Ontario Regulation 155/06* of the *Conservation Authorities Act*.

- The subject land contains two watercourses in which the NPCA has interest, and the southern bank of the Welland River. There is a 100 year floodplain associated with the Welland River as well as regulated slope as part of the Welland River valleylands. There is the Welland River between the

Canals Wetland Complex which is a PSW, along the bank of the Welland River.

- Many of the NPCA regulated features are associated with the Welland River at the northern limit of the subject lands. The Plan of Subdivision has identified Block 748 for open space and recreation. The PSW buffer 30 metre setback, 100 year flood plain, and Welland River valleylands are all contained within Block 748. NPCA has no objections to placing these regulated area in a block as this is consistent with NPCA policies.

- The OPA and ZBA propose to leave the existing designation and zoning on Block 748 as they are (Core Natural Heritage and O2, respectively). NPCA staff supports this. We do request that the O2 zone be site specific to prohibit any type of building or structures as this is more consistent with NPCA policies. Please note, that any development/site alteration within the NPCA-regulated area will require approval from the NPCA.

- The NPCA has requested the applicant provide an EIS for two watercourses running through the subject lands. The Plan of Subdivision has placed these watercourses in Blocks 748, 758, 759, and 765 (northern watercourse) and 775 and 776 (southern watercourse). The Natural Heritage Report is not an EIS as it does not provide an impact assessment of the proposed development on the watercourses. This is required to determine if the blocks are large enough to contain the watercourses and provide sufficient protection. Because of this, NPCA staff are unable to determine if the various blocks are appropriately sized.

- Based on the above, the NPCA is unable to support the application at this time as there is outstanding information.

Niagara Peninsula Conservation Authority (January 16, 2020)

- The NPCA has received revised applications for Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision.
- The NPCA indicated in our comments of May 1, 2018 that there was outstanding information about the watercourses on the subject lands required for the NPCA to properly review the application. The applicant has provided an Environmental Impact Study.
- The NPCA regulates watercourses, floodplains (up to 100 year flood level), Great Lakes Shorelines, hazardous land, valleyland, and wetlands under *Ontario Regulation 155/06* of the *Conservation Authorities Act*. It should be noted that although the NPCA's regulations were updated in September 2018, these applications will continue to be reviewed under the previous NPCA policies since the applications were commenced before September, 2018.
- The subject land has two watercourses in which the NPCA has interest. There is a 100 year flood plain associated with the Welland River, as well as regulated slope as part of the Welland River valleylands. Finally, there is the Welland River Between the Canals Wetland Complex, which is a provincially significant wetland, along the bank of the Welland River.
- The wetland boundaries defined on the draft plans and in the EIS appear to accurately reflect the Ministry of Natural Resources and Forestry defined wetland boundary limit. The draft plans and EIS confirm that a wetland setback of at least 30 metres has been maintained. As well, the top of slope and a 7.5 metre setback has been shown within the EIS. As proposed, the setbacks are adequate to protect the form and function of the PSW feature.
- The OPA and ZBA propose to maintain the existing designation and zoning on Block 786 in place as they

are Core Natural Heritage and O2, respectively. NPCA staff support this and request that the O2 zone be site-specific to prohibit any type of buildings or structures as this is more consistent with NPCA policies. The applicant has acknowledged this, and will be incorporating this into the O2 Zone. Please note, that any development or site alteration within the NPCA regulated area will require a permit from the NPCA.

- The Ecological Land Classification (ELC) section of the EIS identified several small, isolated vegetation communities with wetland vegetation types associated with the constructed ponds and drainage features. The pockets range in size from 0.007 hectares to 0.2 hectares in size and are dispersed across the site. Given the extremely small size and lack of connectivity with the defined PSW, the features would not be considered complexing with the PSW and not subject to the NPCA's previous policies (less than two hectares).

- It is expected that the various smaller ponds located on the site (i.e. those not identified as storm water management (SWM) ponds) will be decommissioned as part of the development. There are no objections to decommissioning the ponds as defined in the draft plan. The NPCA recommend that a fish and amphibian rescue plan be completed prior to the decommissioning in order to relocate wildlife. Please note that approval from the MNRF will be required to undertake that work.

- The NPCA previously requested additional information to determine if the blocks containing the primary watercourse (UN-1) are appropriately sized. The primary watercourse provides direct habitat and is considered Type 2 (important) Fish Habitat. The EIS indicates that this channel will remain in its current location with a 30 metre corridor through the subdivision. The field assessment suggest that the quality of the channel is channelized and degraded

through the northern portion of the development area. Currently, the width to depth ratio and entrenchment limit the channel habitat and productivity. There are opportunities for channel enhancements through natural channel design and additional plantings, which should be further explored.

- The bank full width is reported at 4.5 to 5.5 metres which would suggest there would be a buffer of 10 to 12 metres on either side. However, the channel is not centred in the proposed block such that the buffer does not appear equal on both sides of the channel.

- Additionally, there is a pinch point at the northeastern corner of SWM Pond 1 (Block 786) that reduces the channel corridor to less than 20 metres in width and the channel block adjacent to Lots 58-72 is less than 30 metres based on the drawing scale. There are no measurements provided for the various distances of the channel block throughout the site.

- Unfortunately, there is no commentary in the EIS about how the channel not being centred in the Block will impact abutting lots in the future. This matter should be resolved before proceeding to Draft Plan Approval as it has the potential to trigger a revision to draft plan layout.

- Park Blocks 780 and 769 are also located in the channel block. Conceptual details regarding the proposed uses in the Blocks and through the channel corridor are needed to ensure that the channel is adequately protected throughout the open space areas and that the Blocks are sufficiently sized. All proposed uses, including trails, public amenities and an access or crossings need to be detailed.

- The field assessments completed were sufficient to define the watercourse features and functions and those observed in the drainage features between ponds. NPCA agrees with the assessment conclusions regarding limited function of the isolated drainage features (UN-2, UN-4, UN-5) that link the

golf course ponds or have no connectivity to natural systems. UN-3, though limited in function, does contribute to a downstream regulated feature, such that continued flow contribution to the downstream channel should be considered. This can be achieved through stormwater management design and an NPCA permit.

- Based on the above, NPCA staff are unable to support the applications as there is outstanding information.

Niagara Peninsula Conservation Authority
(March 26, 2020)

- The NPCA has received the revised applications for Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision.
- The NPCA had indicated in comments of January 16, 2020 that there were questions about the size of Block 786 and its ability to accommodate watercourse UN-1. Since that time, the applicant met with NPCA, Region, and City staff on February 4, 2020 and based on discussions at that meeting, has provided a formal response. We have reviewed the response and offer the following comments. Please note that these comments are to be read in conjunction with previous NPCA comments dated May 1, 2018 and January 16, 2020.
- The NPCA previously expressed concern regarding a pinch point at the northeast corner of SWM Pond 1 (Block 786) that reduces the channel corridor of the primary watercourse UN-1 to less than 20 metres in width and the channel block adjacent to Lots 58-72. The NPCA required additional detail to ensure there is sufficient width to properly accommodate the watercourse and an appropriate buffer.
- The applicant has revised the draft plan to increase the block width along UN-1 to ensure there is a minimum 15 metre buffer on the west side. NPCA staff are satisfied that this provides sufficient width to

accommodate watercourse UN-1 and a sufficient buffer.

- The applicant also explored the potential for channel enhancements to watercourse UN-1. The response letter notes that opportunities to incorporate natural channel design for UN-1 are limited due to restrictions imposed by the existing site grading and location of existing development. Other restoration opportunities are available and will be incorporated into Block 786. NPCA has no objection to this and has included it as a condition of approval.

- Park Blocks 780 and 769 are also located within the channel block. The applicant clarified during the February 4, 2020 meeting that these blocks are not for public park purposes, but are intended to contain the watercourse. The NPCA staff are satisfied with this and have included a Condition requesting that the O2 Zone for those blocks include a provision to ensure no buildings or structures are allowed.

- Based on the above, the NPCA staff have no further objections and consider the applications to conform to NPCA policies. The NPCA request that the following Conditions be incorporated into the Conditions of Draft Plan Approval.

    1. That the Developer obtain a Work Permit from the Niagara Peninsula Conservation Authority prior to beginning any site alteration, including restoration work, within 15 metres of watercourse UN-1. In support of the Work Permit, the following information will be required:

        a. A landscape plan demonstrating adequate riparian planting to ensure a naturalized riparian corridor along watercourse UN-1.

        b. Any other information as may be determined at the time a Work Permit application is submitted to the Niagara Peninsula Conservation Authority.

2. That the Developer obtain a Work Permit from the Niagara Peninsula Conservation Authority prior to beginning any site alteration, including restoration work, within 30 metres of the Provincially Significant Wetland (PSW) north of the subject lands. In support of the Work Permit application, the following information will be required:

    a. A landscape plan demonstrating appropriate restoration and enhancement plantings in the PSW buffer.

    b. Any other information as may be determined at the time a Work Permit application is submitted to the Niagara Peninsula Conservation Authority.

3. That the Developer obtain a Work Permit(s) from the Niagara Peninsula Conservation Authority prior to beginning any site alteration, grading within any area regulated by the Niagara Peninsula Conservation Authority, including work on watercourse UN-3.

4. That the O2 zone for Blocks 769, 780, and 786 be amended to prohibit any buildings or structures to the satisfaction of the Niagara Peninsula Conservation Authority.

5. That the Developer submit to the Niagara Peninsula Conservation Authority for review and approval, a landscape plan demonstrating adequate riparian planting to ensure a naturalized riparian corridor along watercourse UN-1, to the satisfaction of the Niagara Peninsula Conservation Authority.

6. That the Developer submit to the Niagara Peninsula Conservation Authority for review and approval, a landscape plan demonstrating appropriate restoration and enhancement plantings in the PSW buffer, to the satisfaction of the Niagara Peninsula Conservation Authority.

7. That the Developer submit to the Niagara Peninsula Conservation Authority for review and approval, a stormwater servicing plan showing how flow from UN-3 is being maintained through the subject lands, to the satisfaction of the Niagara Peninsula Conservation Authority.

8. That the Developer submit to the Niagara Peninsula Conservation Authority for review and approval, detailed grading and construction sediment and erosion control plans. The plans will provide limit of work fencing or other similar barrier to watercourse UN-1, the 30 metre buffer to the PSW and the 7.5 metre setback from the physical top of slope to the Welland River valleylands (as identified by the Niagara Peninsula Conservation Authority staff).

9. That the Developer provide a 1.5 metre high chain link fence along the boundary of Block 786, to the satisfaction of the Niagara Peninsula Conservation Authority.

10. That Conditions 1 to 9 be incorporated into the Subdivision Agreement between the Developer and the City of Welland, to the satisfaction of the Niagara Peninsula Conservation Authority. The City of Welland shall circulate the draft Subdivision Agreement to the Niagara Peninsula Conservation Authority for its review and approval.

City of Welland Fire & Emergency Services Department (May 1, 2020)

- Due to required emergency response drive times into the Hunters Pointe subdivision, it is our recommendation that no further development commence south of the Central Village portion presently being developed without the installation of an Emergency Access off of Highway 406.

- This Emergency Access shall be gated and equipped with EMTRAC control system for Fire and Emergency Services.

- Development of the property on the north and south side of Daimler Parkway may proceed at this time.

City of Welland Infrastructure and Development Services – Building Division
(July 12, 2018)

- Staff has reviewed the information provided, and while the final decision on the issuance of a Building Permit will be based upon the information submitted at that time, we wish to offer the following comments.
- In order to obtain a building permit, a Record of Site Condition (RSC) must be filed with the MOECP anytime there is a change of use of property from commercial, industrial or community use to institutional, parkland, residential, agricultural or other use. A building permit cannot be issued until the RSC is filed and accepted by the MOECP.
- Phase 1 Environmental Site Assessment prepared by Soil Engineers Ltd. Recommends that Phase 2 ESA is required to address the identified potential environmental concerns contained in the report.
- A subsurface Geotechnical report prepared by Soil Engineers Ltd., and dated October 2017, recommends that reinforcement for foundations constructed on engineered fill. The foundation reinforcement must be designed by a professional engineer.
- Footing and underground subgrade must be inspected by a geotechnical firm that supervised the engineered fill placement.
- A Building and Land Use Permit is required from the Ministry of Transportation.
- The Noise and Vibration Feasibility Study prepared by Aerocoustics Engineering Ltd. Recommends that any dwelling units affected by excessive noise levels as determined by the MOECC guidelines, should be provided with air conditioning units and that future occupants be advised to that effect through warning clauses as part of the subdivision approval process.

City of Welland Infrastructure and Development Services – Traffic, Parking & By-laws Division (April 6, 2018; April 24, 2018; and November 22, 2019)	• Upon confirming the timing for the second access off of Oxford Road, I am recommending that the consultant should carry out intersection analysis for Brown Road/Oxford and Atlas/Oxford. • Further to my earlier comments, as part of the background development, I would like the consultant to include the traffic generated from South and Central Villages and revise the analysis carried out in the TIS. • The City will approve the TIS if the following condition is satisfied: • The Developer confirm/agree that Design and Construction of the proposed roundabout at Daimler Parkway/Proposed intersection as well as eastbound right turn by-pass lane will be at their cost.
District School Board of Niagara (April 20, 2018)	• Future students from the proposed subdivision would attend Quaker Road PS (gr. JK to 8) and Welland Centennial SS. • The Quaker Road PS and Welland Centennial SS catchment areas includes other areas of growth in Welland and in Port Robinson (Thorold). Projections indicate that enrolment at Quaker Road PS will increase over the long term (10 years) and the school will reach capacity in the next few years. Welland Centennial SS shows a similar projection. • The Board has a number of options available to address capacity issues, including boundary changes, program changes, and facility improvements. • DSBN Planning staff has completed its review and has no objections to the applications. • The Board requests that, as a condition of approval, sidewalks be constructed within the subdivision to facilitate student travel to/from bus stop locations.

City of Welland Infrastructure and Development Services Department – Engineering Division (May 5, 2020)

- The Engineering Division has the following comments and conditions regarding the Hunters Pointe Plan of Subdivision:
- That the Owner be responsible for the upgrade and replacement of the existing sanitary sewer infrastructure on Oxford Road, from Brown Road to the Hwy 406, to accommodate sanitary sewer flows coming from the golf course redevelopment, to the east of Highway 406. All costs associated with the installation/replacement will be at the sole expense of the owner.
- The Owner shall install the watermain looping under Highway 406. The cost to do such crossing shall be split by the two developing entities including the subject lands (Hunters Pointe Plan of Subdivision) and the South Village Plan of Subdivision (City File 26T-14-18004). The costs to be borne by each shall be calculated on a per area basis each paying for their fair share of the installation and crossing under the Highway 406.
- That the Owner upgrade and replace the existing watermain along Oxford Road to accommodate any future needs and looping requirements related to the golf course redevelopment. This would include the connection to the intersection of Brown and Oxford Roads. The City of Welland has identified this watermain in its 2019 Development Charges By-Law. A portion of the watermain replacement will be eligible for a contribution from the City of Welland in accordance with the by-law. All other costs associated with the upgrade/replacement will be at the expense of the Owner.
- That the Owner submit a complete engineering design of the sanitary sewer and watermain connections, including specific details of the subterranean crossing, to the Ministry of Transportation and the City, for works required within

the King's Highway 406 Corridor. The Owner shall be responsible for all associated costs.

- The Owner shall reconstruct Oxford Road to a semi-urban standard, to the satisfaction of the City. All costs associated with the reconstruction will be at the sole expense of the Owner.

- The Owner shall review servicing options of a gravity sewer lowering, crossing the King's Highway 406, in place of a sanitary sewage pumping station, considering the sanitary sewers along Daimler Parkway crossing under Highway 406 will need to be enlarged to accommodate the increased flows.

- If lowering the sanitary sewers is not acceptable or possible, the Owner will be required to construct a sanitary sewage pumping station at their expense, and provide a one-time 'maintenance payment' to the City. The one time payment shall be determined to be 25% of the cost of the pump station construction. The Owner will also be responsible for 100% of the maintenance of the pumping station up until the time of assumption of the entire subdivision, and then required to maintain it for up to a period of five (5) years after assumption.

- All roadway changes, upgrades, realignments, and reconstructions shall be at the sole cost to the developer. If signalization of any portion of the roadways is required, this shall also be at the sole expense to the developer.

- Any sanitary infrastructure required to be installed to accommodate flows from the South Village Plan of Subdivision directed to Oxford Road through the former golf course lands, to enable the golf course property to utilize infrastructure installed for the proposed South Village, shall be at the expense of the Owner (2599587 Ontario Ltd.).

- All recommendations of the Peer Review performed by GM BluePlan for the Wastewater Peer Review,

dated May 5, 2020, be reviewed and incorporated into the final design.

- All recommendations of the Peer Review performed by WOOD for the Stormwater Peer Review, dated Rev Feb 27, 2020, be reviewed and incorporated into the final design.
- All recommendations of the Peer Review performed by Associated Engineering (AE) for the water servicing peer review dated Jan 28, 2020, be reviewed and incorporated into the final design.
- All costs related to existing and future Peer Reviews shall be paid for by the developer.

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

- Regional staff are generally supportive of the proposed development in principle, and provides these preliminary comments.
- Both Provincial and Regional planning policies encourage infilling and intensification within settlement areas. The subject lands are identified as being within the City's Built-Up area, and will help the City achieve their intensification target of 40%.
- During Pre-consultation Regional staff provided comment regarding the urban design of the development, including road connections and patterns that will improve access for future residents, emergency services, and waste collection.
- Regional staff note that an Environmental Site Assessment (ESA) Phase 1 was submitted in support of the application, which identifies that a Phase 2 will be required. The information provided in the ESA Phase 1 Report does not meet all requirements set out in the regulations, and therefore cannot be used in support of filing a RSC. Updated Phase 1 and Phase 2 reports will be required prior to the filing for a RSC.
- A Noise and Vibration Feasibility Study was submitted as part of the application. The applicant is instructed

to ensure that traffic projections are done over a 10 year period at a growth rate of 2.5%.

- Due to the proximity of the Gateway Economic Zone, warning clauses will be required to be placed on title to recognize the potential for impacts from adjacent industries.

- A Natural Heritage Existing Conditions report was prepared for the project. The applicant is required to submit a full Environmental Impact Study to support the redevelopment of the site.

- The Region has reviewed the servicing reports submitted (municipal servicing and stormwater) and will work with the Owner and the City to confirm that the development can be accommodated, and to receive updates to required reports.

- The Region will complete a detailed review of the road network to confirm that waste collection can be accommodated when detailed road designs are provided.

- Region staff supports the applications in principle. The Region has indicated that further technical studies and/or designs relating to road networks and servicing, etc. will need to be submitted in support of the applications. This may result in the layout and design of the subdivision being amended. Regional staff will provide additional comments and conditions at a later date.

Region of Niagara – Planning & Development Services
(May 1, 2020)

- Preliminary comments were provided on May 31, 2018 and since that time the applicant has revised the layout of the subdivision, reducing the number of units and provided additional supplementary information.

- The proposed plan is within the Provincially designated Built-Up Area and the Urban Area of Welland. The proposed residential growth will count towards the City's annual residential intensification target of 40% and therefore, generally conforms with

Provincial and Regional growth management policy directions.

- Regional staff are pleased to see a variety of residential unit types and uses included, and are pleased to see a potential emergency vehicular connection in the south end of the development.

- The Region recommends that an architectural control process be considered for the subdivision and included in the subdivision agreement. In addition to this recommendation, the approval of the development should include comprehensive urban design guidelines. Comprehensive comments on the design of the subdivision have been provided by the Region in the comments submitted.

- The PPS requires that contaminated sites be remediated as necessary to ensure there will be no adverse impacts to the proposed use. The applicant has submitted an EIS to support this, and separated the property into three areas. Parcels 'A' and 'B' were identified as requiring no further environmental investigations. Parcel 'C' has been identified as requiring minor soil remediation in order to complete the Phase 2 Environmental Site Assessment on the property.

- Regional staff notes the change in use from commercial (golf course) to a more sensitive land use (i.e. residential) requires a Record of Site Condition (RSC) in accordance with O. Reg. 153/04 to be filed with the MOECP's Brownfield Environmental Site Registry for this project.

- The subject lands are located adjacent to a railway and Highway 406, both of which are significant sources of noise and vibration. As such, a detailed noise and vibration analysis was required to be completed for the property.

- The noise study concluded that a noise barrier will need to be constructed, in addition to Ontario Building

Code construction requirements, central air conditioning in the dwellings, and warning clauses to be included on title. In order to ensure that the mitigation measures required are addressed, appropriate conditions have been included.

- The lands are within the Region's Highway 406 Economic Corridor Strategic Location for Investment. It can be expected that future industrial developments will happen on the west side of Highway 406. Although any new industrial developments will have to comply with the Province's D-Series guidelines, there is the potential for air quality, noise, odour, and vibration to impact the residential subdivision. As such, warning clauses are proposed to be registered on the title of each of the lots to address this potential.

- An Environmental Impact Study was conducted for the subject property. The property is adjacent to portions of the Region's Core Natural Heritage System (CNHS), including an Environmental Protection Area (EPA) associated with a Provincially Significant Wetland (PSW) and an Environmental Conservation Area (ECA) associated with Significant Valleyland and Significant Woodland, all located in the northernmost property boundary. A Critical Type-1 Fish Habitat is provided adjacent to the Welland River, and a Marginal Type-3 Fish Habitat is provided adjacent to the site along the Welland Canal.

- Regional staff are satisfied that the EIS adequately demonstrates that the development can be accommodated without negative impact to the CNHS, provided concerns related to the proposed location for restoration and *Endangered Species Act* (ESA) can be addressed. Staff are satisfied that that sufficient information has been provided to justify the location of the proposed wetland restoration adjacent to the Welland River is appropriate. Conditions have been included to require that Regional staff reviews and approves the details of the required Restoration Plan prior to implementation. In addition to this, the Region

requires that the Owner provide any relevant correspondence and approvals from the MECP with respect to ESA implications.

- The Region notes that based on the Province's Criteria for Assessing Archaeological Potential, the property displays potential for the discovery of archaeological materials as it is within 300 metres of a watercourse. As the site has been substantially disturbed by both the use of the property as a golf course, the requirement for an archaeological assessment has been waived. Conditions requiring standard warning clauses have been included.

- The Region has provided detailed comments regarding sanitary services, and stormwater management. To address a number of scenarios in the servicing of the property, conditions have been included. The full comments have been provided as an attachment to this report.

- The Region has reviewed the plan for the potential for waste management services to collect recycling and waste through the subdivision. This will be further reviewed when detailed design plans are submitted. If the subdivision is going to e phased, a phasing plan will be required to show that no temporary turn arounds will be required for waste management vehicles. Staff notes that a number of the streets will require turn arounds if they do not connect to the development to the east.

- Regional Transportation has reviewed the TIS submitted, and provides no further comments.

- Regional staff supports, in principle, the redevelopment of the property as it aligns with the intent and direction of Regional and Provincial Policy. Regional Planning and Development Services offer no objections, subject to the inclusion of the following conditions:

1. That following the completion of any site remediation, the Owners shall file a Record of Site Condition (RSC) on the Ministry of Environment, Conservation, and Parks [Brownfields] Environmental Site Registry in accordance with Ontario Regulation 153/04, as amended and that the owner provide the Niagara Region and the City with copies of the Environmental Site Assessment and site remediation reports as well as a copy of the Ministry of the Environment's written acknowledgement of the filing of the RSC.

2. That the subdivision agreement between the Owner and the City contain provisions whereby the Owner agrees to implement the approved noise mitigation measures as outlined in the *Noise & Vibration Feasibility Study* (dated November 4, 2019) prepared by Aerocoustics Engineering Ltd.

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

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

4. That Channel UN-1 and its 30 metre wide buffer/corridor (i.e. portions of Blocks 769, 780, and 786) be zoned Environmental Conservation Area (ECA) or similar zoning which achieves the same level of protection.

5. That the subdivision agreement contain wording wherein the Owner agrees to implement the mitigation measures and recommendations found in Section 7.0 of the EIS, including but not limited to:

a. That vegetation removals take place between October 1st and March 15th, outside of both the breeding bird nesting period and bat active season; and,

b. That standard best management construction practices shall be used to mitigate construction dust, noise, and/or exhaust fumes and prevent spills.

6. That a Landscape/Buffer Planting Plan be prepared for Regional staff approval, buy a full member of the Ontario Association of Landscape Architects (OALA), to identify and illustrate the location of additional native trees, shrubs, and groundcover to be planted along the Welland River, within the 30 metre corridor along Drainage Feature UN-1, and along the slopes of Pond 6e and 6g. Only native vegetation that provides for wildlife habitat and improved ecological functions will be supported.

7. That a copy of an active Environmental Compliance Approval (ECA) for Stormwater Management Pond 6e be submitted to the Region.

8. That permanent rear-lot fencing be provided for all lots bordering Channel UN-1 and the Welland River. Rear yard gates will not be permitted to reduce human encroachment and limit movement of pets into the adjacent natural areas.

9. That the Grading Plan be provided for Regional Staff approval.

10. That an Erosion and Sediment Control (ESC) Plan be provided for Regional staff approval. The ESC Plan shall include details for, but not limited to, ESC fencing and other ESC measures, dust suppression and topsoil storage. ESC measures must be monitored regularly to ensure they are functioning properly and promptly fixed if issues are identified.

11. That a Tree Savings Plan be prepared in accordance with the Niagara Region Tree and Forest Conservation By-law (By-law 30-2008) Section 1.36 and provided for Regional staff approval.

12. That a Fish and Wildlife Rescue Plan be provided for Regional staff approval.

13. That a Wetland Restoration Plan be provided for Regional staff approval.

14. That an Invasive Species Management Plan and implementation strategy be prepared for the subject lands in an effort to enhance the Core Natural Heritage System remaining post-development.

15. That the subdivision agreement contain wording wherein the owner agrees to implement the recommendations of the approved Grading Plan, ESC Plan, Tree Saving Plan, Fish and Wildlife Rescue Plan, Wetland Restoration Plan, and Invasive Species Management Plan.

16. That the Owner obtain all necessary approvals from the Ministry of Environment, Conservation and Parks (MECP) relating to Species at Risk (SAR) on the subject lands and provide Regional staff with a copy of the MECP approval. If required by the MECP, the Owner shall revise the layout of the subdivision in order to conform with the requirements of the *Endangered Species Act.*

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

    "Should previously undocumented archaeological resources be discovered on the property during construction activities, construction and alteration of the site shall immediately cease and the owner shall notify the Ministry of Heritage, Sport, Culture and Tourism Industries in London (519-675-6898)

and engage a licensed consultant archaeologist to carry out archaeological fieldwork in compliance with Section 48(1) of the Ontario Heritage Act."

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

18. That prior to final approval for registration of this plan of subdivision, the Owner shall submit design drawings for proposed work along the north end of the Hunters Pointe Golf Course Subdivision plan required to service this development to ensure that there is no conflicts with the Regional forcemain.

19. That the Owner provides a written acknowledgement to the Niagara Region Planning and Development Services Department stating that draft approval of this subdivision does not include a commitment of servicing allocation by the Niagara Region as servicing allocation will not be assigned until the plan is registered and that any pre-servicing will be at the sole risk and responsibility of the Owner.

20. That the Owner provides a written undertaking to the Niagara Region Planning and Development Services Department stating that all Offers and Agreements of Purchase and Sale or Lease, which may be negotiated prior to registration of this subdivision, shall contain a clause indicating that servicing allocation for the subdivision will not be assigned until the plan is registered, and a similar

clause be inserted into the Subdivision Agreement between the Owner and the City.

21. That prior to final approval for registration of this plan of subdivision, the Owner shall submit the design drawings (with calculations) for any proposed municipal sanitary and storm drainage systems required to service this development and obtain Ministry of Environment, Conservation and Parks, Environmental Compliance Approval (ECA) under the Transfer of Review Program.

22. That the Owner provide a detailed servicing study which shall include, overall servicing strategy for the developments in the area, detailed plan and profile drawings and required Regional costs analysis information, to ensure that all development in the area can be serviced by gravity to the trunk sewer or by gravity to the proposed pumping station and this servicing study shall be reviewed and approved by the Regional staff prior to design of a future Regional Pumping Station. This condition is only required if the SPS is intended to be transferred to the Region.

23. That the Owner comply with the Regional Design standards for a pumping station and forcemain, engage Regional staff in the design works and receive Regional review and approval prior to submitting Environmental Compliance Certificates to the MECP for approval. This condition is only required if the SPS is intended to be transferred to the Region.

24. That the Owner transfer the pumping station land block to the Region once the size of the property has been reviewed and approved by Regional staff, the minimum land block required will be 40m x 40m. This condition is only required if the SPS is intended to be transferred to the Region.

25. That a noise and odour study be completed for the proposed sewage pumping station and required

mitigation measures are completed for the existing and proposed lots surrounding the SPS and that the subdivision agreement contain wording acceptable to the Region wherein the Owner agrees to implement the approved mitigation measures. This condition is only required if the SPS is intended to be transferred to the Region.

26. That the assumption of the Pumping Station and forcemain will not occur until all the Regional conditions and policy conditions are completed, as well as the subdivision has reached 50% of the build-out and Regional staff have reviewed and approved the information provided. This condition is only required if the SPS is intended to be transferred to the Region.

27. That the Owner and the City obtain a connection permit for the proposed new connection to the Regional Trunk Sanitary sewer and removal of the existing connection. This condition is only required if a new connection to the Regional Trunk Sanitary is required.

28. That prior to approval of the final plan or any on-site grading, the Owner shall submit a detailed stormwater management plan for the subdivision and following plans designed and sealed by a qualified professional engineer in accordance with the Ministry of Environment, Conservation and Parks documents entitled Stormwater Management Planning and Design Manual, March 2003 and Stormwater Quality Guidelines for New Development, May 1991, or their successors to the Niagara Region Planning and Development Services Department for review and approval:

    a. Detailed lot grading, servicing, and drainage plans, noting both existing and proposed grades and the means whereby overland flows will be accommodated across the site;

b. Detailed erosion and sedimentation control plans;

c. Detailed phasing of construction of the stormwater management facility to coincide with phasing of development of residential lands (internal and external to the subdivision) planned to be serviced by the stormwater management facility.

29. That the Subdivision Agreement between the Owner and the City contain provisions whereby the Owner agrees to implement the approved plan(s) required in accordance with the condition above.

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

Infrastructure and Development Services – General Manager's Office (April 8, 2020)

- Having been the Director of Planning & Development Services when the original Hunters Pointe subdivision was proposed and developed, I thought some historical perspective may be of assistance.
- Site visits prior to approvals found that there was a pond on site, now being the stormwater management pond for the subdivision to the north and the golf course, and was created as a result of piling of fill material from the Welland Canal By-pass construction.
- The lands north of Daimler Parkway were developed on private services, with private road, that were not to municipal standards. The lands south and east were developed with public roads and services.

- Having returned as the General Manager of Infrastructure and Development Services, I have a number of observations to make with respect to the emergency access to the lands versus a flyover. The decision comes down to a choice between convenience and need, and the need to be mindful of the City's long-term needs as well as appropriate Asset Management.

- I am firmly of the opinion given the circumstances in Welland that **need** trumps convenience for a variety of reasons that are set out below. One of the major decisions to be made in the effective management of assets is the underlying decision as to whether an asset is in fact a necessity or a convenience. An overpass/flyover at Oxford Road to provide secondary access to the development is a convenience versus a necessity and is therefore in my opinion totally unnecessary. The emergency access to the development which has been approved by the Ministry of Transportation meets the needs of the development.

- According to our last Comprehensive Asset Management Plan update (2016), the City needs an annual infrastructure expenditure of $35 Million. That is a significant expenditure when one considers that the City of Welland's TOTAL operating budget, including utilities was marginally over $91 Million

- Regional Niagara periodically engages the BMA Group to conduct a comparative analysis amongst area municipalities and other municipalities in the Province. The 2018 BMA Study made the following observations:

- The City of Welland is the ***7th lowest of 108 municipalities*** in the BMA study of 2018 relative to weighted and unweighted assessment. The City's unweighted and weighted assessment is $82,100 for unweighted and $91,809 weighted assessments. The average of the surveyed municipalities unweighted $154,140 (vs Welland's $82,500) and weighted $156,898 (vs Welland's $91,809) (pages 32 - 34) The upshot of this is that Welland generates less taxation from it's assessed properties than the majority of the municipalities surveyed

thereby requiring a higher tax rate or more development the generate taxation to pay for services.

- The City of Welland's Total Outstanding per Capita Debt ***85th out of 108*** of the surveyed municipalities. Welland's Total Debt is $830 per capita while the tax debt is $730 per capita. The average per capita debt in the surveyed communities is $731 (vs Welland's $830) while the tax debt is $507 (vs Welland's $730).

- The ***2018 total property tax rates*** of the city of Welland were, across the board, well above both the median and average of the 108 municipalities surveyed in the BMA report.

- Welland's water costs across the board are higher than the average and medium water costs of the surveyed municipalities.

- Welland's wastewater costs are significantly higher than both the median and average wastewater cost when compared with the 108 municipalities surveyed in the BMA report.

- Welland's combined water and wastewater costs are significantly higher than the median and average combined water and wastewater costs when compared to the other municipalities in the survey.

- Welland's water and wastewater costs as a percentage of household income is ***96th of 108 at 1.6% of average household income***. The ***average and median costs is 1.1%*** of reported household income of the comparator municipalities.

- Of the 80 municipalities surveyed Welland has ***zero water reserves*** while the ***average*** water reserve is ***$160 per capita*** and ***the medium water reserve is $129 per capita***.

- Wastewater reserves per capita in Welland are ***$26 per capita***, while the ***average*** per capita reserve is ***$155*** and the ***median*** per capita reserve is ***$103.*** This is a significant differential between Welland and other surveyed municipalities.

- Of the 108 communities surveyed by the BMA study Welland ranked ***eighth lowest*** with an average household income estimated in 2018 at ***$73,910*** while the ***average*** household income was estimated at $***102,194*** and the ***median*** household income at ***$95,406.***

- Property taxes as a percentage of household income Welland is ***90th of 108*** in the percentage of household income that was taken up with property tax payments was ***4.4%.*** Both the median and average for the surveyed municipalities was ***3.8%.***

- The Total Municipal Burden (taxes & water/wastewater costs) as a percentage of average household income in Welland is ***6.1% or 101st of 108*** surveyed communities. The average of the surveyed communities is ***4.9%.***

- In addition to our low assessments, high tax and water rates, low per capita income, high per capita debt and low or negligible reserves the City of Welland according to our last Comprehensive Asset Management Plan update (2016), the City needs ***an annual infrastructure expenditure of $35 Million.***

- Plainly, given findings of the BMA Report the most reasonable solution a second access to Hunters Point subdivision which would provide the necessary emergency access is the emergency access that has been approved by the Ministry of Transportation.

- The construction of a flyover at Oxford Road whether paid for by the developer or MTO is a totally unnecessary addition to the City's assets which will require ongoing maintenance and eventual replacement. Given the City's current infrastructure deficit, the City should not be burdened with an additional structure ($10-$15 Million) that will require replacement in the future.

Public Comments Received

The application was circulated to a number of City Departments and outside Agencies, as well as to members of the public in accordance with the requirements of the Planning Act. A Public Information Meeting was held by City Staff on April 12, 2018. Approximately 180-200 members of the public attended the Public Information Meeting, and raised comments and concerns regarding:

- Only one access to the site via Daimler Parkway;
- Water pressure;
- Height of mixed use commercial blocks;
- The need for a secondary access to the site;
- Loss of golf course lands;
- Traffic impact and increased cars and school buses/city transit buses;
- Loss of adult lifestyle community;
- Environmental concerns (pesticides used on the golf course);
- Loss of natural environment lands;
- Loss of property values;
- Noise from Highway 406;
- Safety with railway track and increased crossings;
- Do not want rental units;
- Do not want students in the neighbourhood; and,
- Do not want high density residential dwellings.

The Statutory Public Meeting under the Planning Act was held on May 1, 2018, where approximately 180-200 people attended. Two (2) residents spoke in favour of the application and nine (9) people spoke in opposition to the applications. The comments made at that meeting echo the comments made at the Public Open House.

Approximately 110 letters from residents were received regarding the original submission. Approximately 60 pieces of correspondence were received regarding the revised submission, including an assessment and analysis of the planning merits of the applications completed on behalf of the Highlands Resident's Association. A review of the comments has been provided, and all comments received have been provided an attachments to this report.

Planning Analysis

Planning Act Considerations

When considering the applications, Council must have regard to matters of provincial interest set out in section 2 of the *Planning Act*, as follows:

(a) The protection of ecological systems, including natural areas, features and functions;	• All natural areas, including floodplain and streams, will remain as natural areas and will not be developed. The designation will remain as environmental conservation.

- An Environmental Impact Study was completed for the property which examined the natural features. It determined that many of the ponds and other areas on the property were man-made and part of the development of the golf course. The natural features that were found on the property were primarily located at the north end and are associated with the Welland River. Wetland pockets were found on the property, associated with the man-made ponds. The proposal was made to remove and relocate many of these wetlands to an area along the Welland River with improved habitats for amphibians, turtles, and other aquatic species. The recommendations also included improving the watercourse that runs from the existing stormwater management pond to the Welland River. The improvements included plantings of native species, as well as improving the plantings along the stormwater management ponds with native species.

- The habitats of two Species at Risk were also identified on the site: Barn Swallow and Eastern Meadowlark. The habitat of the Eastern Meadowlark is confined to an area at the south of the development. The developer will be required to work with the Ministry of Natural Resources and Forestry to determine where a suitable habitat on the site can be identified and created, should they wish to develop these areas. They will be required to create a similar grassland habitat to what currently exists on the former golf course property.

	• An area at the southern end of the property was also identified as having core natural features associated with a significant woodland that is primarily within the MTO corridor. The EIS confirmed that there would be no negative impact if this feature is removed as it is primarily on MTO lands.
(b) The protection of agricultural resources of the Province;	• The property is not designated as Prime Agricultural Lands. There will be no impact to agricultural resources as a result of this development.
(c) the conservation and management of natural resources and the mineral resource base;	• These lands do not contain mineral or aggregate resources. There will be no impact to aggregate resources.
(d) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;	• The subject lands were substantially disturbed when the Welland Shipping Canal was constructed, therefore, any significant archaeological resources have been deeply buried. The area has not been identified as having significant architectural heritage, nor significant scientific heritage. There will be no negative impact to architectural, archaeological, cultural, historical or scientific heritage.
(e) the supply, efficient use and conservation of energy and water;	• The proposal has not outlined any energy saving measures within their plan. The Ontario Building Code (OBC) contains measures which promote energy efficiency. All new buildings in Ontario are required to receive a building permit, in compliance with the regulations of the OBC.
(f) the adequate provision and efficient use of communication, transportation, sewage	• The property will be connected to City sewer services, as well as to City Road infrastructure. Any upgrades to sewer or water services that are required, will be at

and water services and waste management systems;	the cost of the developer. Any upgrades to road infrastructure, including new construction, will be at the cost of the developer. • The developer has provided a Letter of Credit to the City representing their portion of the upgrade to the City's water pumping station that was constructed in 2019. The developer will also be required to pay for their costs of looping the water systems, as well as the sanitary sewer, under Highway 406 to ensure safety and security of the systems. • The proposed road network has also been designed to allow for road connections between the subject development, and the proposed development to the east, South Village. This will allow for the future provision of transit, as well as for cars and people to move throughout the area efficiently. • A requirement of the approval of this Plan of Subdivision, as well as the South Village Plan of Subdivision, is that an emergency access be provided to the neighbourhood. This is to ensure that emergency services can access the neighbourhood should the access along Daimler Parkway be blocked, and to provide an exit out of the neighbourhood during a catastrophic event.
(g) the minimization of waste;	• The properties will be eligible for Regional Waste Collection, which includes recycling and green bin programs. The existing clubhouse building will remain, but will be repurposed for new commercial and/or residential uses.

(h) the orderly development of safe and healthy communities;	• The development will be constructed in phases with the installation of sidewalks, trails and parklands occurring with each phase of development in an integrated and coordinated way. • The phasing of the development will ensure that infrastructure improvements are completed at the appropriate points in the development, and only when required. The City will also require that a Letter of Credit be provided at the time of registration of the first phase of the subdivision to cover the cost of the construction of the emergency exit, and the cost of the road connection to the emergency exit. • The Fire & Emergency Services Department has also identified that they can support the construction of new homes no further south than the existing Central Village Plan of Subdivision without the construction of an emergency access onto Highway 406. Any development south of this point will require that the emergency access be constructed with connecting roadways.
(h.1) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;	• The requirements for accessibility will be built into the individual dwellings, as per the homeowner's requirements. All public spaces, including sidewalks, will be constructed to City Standards, which include accessibility standards.

(i) the adequate provision and distribution of educational, health, social, cultural and recreational facilities;	• Comments provided from the school boards have identified that there is capacity in the existing schools within Welland. Discussions with the District School Board of Niagara and the Niagara Catholic District School Board have identified that there is capacity in the current schools to accommodate the future students. The school boards did not indicate that they would require a new school site within the neighbourhood as the volume of students would not be above what can be accommodated in existing schools. • The applicant has proposed ample parkland for passive and active recreational purposes which can be accessed by current and future residents. The City's Parks and Recreation Division will ensure that the parklands are developed to provide playground equipment, pavilions, etc. where appropriate. The City has a number of organized recreation facilities, including the Youngs Sportsplex, in the surrounding area that residents can also access. • The closest local branch of the Welland Public Library is located at the Seaway Mall, which is accessible by the TransCab service, and potentially a full bus service in the future. • Medical and other social services are located throughout the City and accessible by car. The proposed Neighbourhood Commercial zoning would permit medical offices and other social services to locate within the neighbourhood.

(j) the adequate provision of a full range of housing, including affordable housing;	• A range of housing types have been included. These are not limited to: singles, townhouses, stacked townhouses, apartment units, and condominiums. There has been no specific provision for affordable housing made in the proposal.
(k) the adequate provision of employment opportunities;	• The proposed mixed use buildings will provide local employment opportunities in the neighbourhood commercial uses, and will provide for the opportunity for live-work units. The City's Zoning By-law also allows for home occupations in single-detached, semi-detached, and townhouse dwellings, which will allow for home-based businesses to provide employment for residents. The lands have access to Highway 406 from Daimler Parkway which will allow residents easy access to all areas of Welland, and those areas outside of Welland.
(l) the protection of the financial and economic well-being of the Province and its municipalities;	• The City will require that any upgrades to services, roads, etc. that are necessary because of the development of this property will be at the expense of the Owner, not the City. • The City has required that an emergency access be provided to the area for any new residential development south of Central Village. One of the options that has been requested by the existing neighbourhood is an overpass. The City is of the opinion that the long term maintenance and ownership of an overpass would not be financially prudent. The cost of maintaining this infrastructure would be considerable, and would be in addition to the aging infrastructure throughout the City that is currently in need of replacement.

(m) the co-ordination of planning activities of public bodies;	• The Region and Niagara Peninsula Conservation Authority are both commenting agencies for the subject applications. Any conditions that they have requested have been included as a Condition of Draft Plan Approval. The City has also co-ordinated with the Ministry of Transportation in terms of access and proximity to Highway 406. The MTO has provided comments and requirements with respect to the proposed redevelopment plan. The City has also had consultations with the local school boards to confirm capacity and projections of the number of students that will need to be accommodated.
(n) the resolution of planning conflicts involving public and private interests;	• The City has worked with the neighbouring developer to ensure that the developments are interconnected in order to address concerns from emergency services. A number of neighbouring residents have identified concerns regarding the proposed appearance of the development and how it will integrate with the existing development. Additional comments have been received from members of the adjacent neighbourhoods. Their comments have been reviewed later in this report. In an effort to recognize the comments and concerns raised by the public, the City will require that the owner prepare an Urban Design Brief with will provide details as to how the proposed development is consistent with the City's Urban Design Guidelines.

(o) the protection of public health and safety;	• As a requirement of the development, an emergency access to the property will be required. This will ensure that Emergency Services can reach all areas within their response times. The entrance will be constructed when development is proposed further south than the existing Central Village development to the east. A Letter of Credit will be required at the time of the first phase being registered, which will cover the cost of the entrance and the roadway to connect to the development. • One of the conditions of draft plan approval is that the Owner must implement the recommendations of the Noise Study, as well as implement noise attenuation measures required by CN Rail. The implementation of these requirements will ensure that the noise levels within houses are appropriate.
(p) the appropriate location of growth and development;	• The subject lands are within the Urban Area of Welland and within the Built Boundary. The lots can be serviced by existing municipal services in the area and have access to municipal roads, as well as a Provincial highway. The development of these lands will contribute to the City achieving its intensification goals. These lands are in the appropriate location for residential and mixed use development.
(q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;	• The proposal includes the provision of sidewalks and separated bike lanes along arterial roads for pedestrian safety. The development also proposes the inclusion of mid-block corridors to ensure that all houses are within a five minute walk (400 metres) of public parklands. The majority of the dwelling units will be well below a 400 metre walking distance to a park. The

	redevelopment of this property will also allow for the provision of municipal transit to the area. A ring-road through the development will provide access for municipal transit and will support transit ridership.
(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;	• As previously mentioned, all residential development has been designed so that all residents are within a five minute walk of a public park. At least one side of all roads will have a sidewalk, which will also promote active transportation. This will provide safe walking access to all of these sites. The City has also included a Condition of Draft Plan Approval that the Owner submit an Urban Design Brief to ensure that all development complies with the City's Urban Design Guidelines and creates a high-quality development. • City Parks staff will work with the community to develop the parks with amenities that will be the most beneficial to the neighbourhood. Playground equipment, multi-functional play spaces, gazebos, etc. are all possible amenities that the City will explore. The City Parks Staff will work with the community to develop the parkland to ensure that what is developed will meet their needs. This is the same process that has been implemented in other residential neighbourhoods, such as the Sparrow Meadows and the Clare Estates subdivisions.

Section 51(24) of the *Planning Act* sets out the following criteria to be considered when

reviewing a draft plan of subdivision, as follows:

Whether the subdivision is premature in the public interest;	• The subject lands are within the Urban Boundary of Welland and are part of the City's Built Boundary. The lands have access to municipal infrastructure, roads, as well as telecommunication infrastructure, natural gas, electricity, etc.. The current use of the land as a golf course is inefficient and does not wisely use the resources and infrastructure that are available. The golf course does not provide public recreational lands as they were privately owned and operated and access to them required payment. The redevelopment will not result in the loss of parkland but will provide public parks in a neighbourhood currently lacking them. The redevelopment will help the City achieve intensification goals set by the Province. The lands will take advantage of municipal infrastructure that is available at the property line. The development will provide additional housing in the City, will increase housing options, and will take advantage of the commercial, social, and institutional amenities in the community. • The property will not result in the uneconomical expansion of municipal services. • A condition of draft plan is that the owner will be required to construct an emergency access to the property. This requirement is to ensure that emergency services will continue to have access to the area if Daimler Parkway is blocked. This is also a requirement of the developer of the South Village Plan of Subdivision.

Whether the plan conforms to the Official Plan and adjacent plans of subdivision, if any;

- The proposal complies with the infilling and intensification policies in the City's Official Plan, which will be examined in further detail later in this report.

- The proposed plan of subdivision has been broken into seven areas in the Planning Justification Report prepared by the Agent for the Applicant. Their conformity will be examined by the phases (identified as precincts in the application).

  - The area north of Daimler Parkway will back onto an existing residential subdivision. The lot fabric proposed mimics the size and configuration of the residential developments to the east. The least amount of density is proposed, whereas the residential lands to the east are zoned to allow for medium density residential. Staff are of the opinion that these uses are still compatible

  - The second area is on the south side of Daimler Parkway, and includes a mixed use node of commercial and residential uses, with a maximum height of three (3) storeys, the existing stormwater management pond, and part of the parkland area. The proposed buildings are in the same area as the Highlands Residents Association building to the north and the former golf course clubhouse. This will create a node of mixed use development. The uses are appropriate as it concentrates community and local commercial uses to a central area and along the arterial road.

- The proposed main park area will provide public parklands for the proposed residential development, as well as the existing residences to the north. There is currently no public parkland within the existing residential developments, and this will be beneficial to all residential uses.

- The third area is south of Daimler Parkway and on the west side of the proposed new road that will run north-south through the property from Daimler Parkway. It proposed to be developed a private condominium development with predominantly townhouses. This will be consistent with the private development to the north that has a mix of single detached and townhouse dwellings on private roads.

- The fourth area is south of the stormwater management pond, and on the east side of the new road running north-south, and west of the existing Central Village. It is proposed to be developed with single detached lots (12 metre frontages) with a parkland buffer with the residential uses to the east. The uses and lot sizes are consistent with the approved plan to the east.

- The fifth area is located south of the existing Central Village and west of the proposed South Village development. It is comprised mainly of single-detached residential dwellings with 15 metre frontages. Modifications have been made to this plan to create connections between this proposal and

the proposed subdivision to the east, South Village. This will ensure that there are greater pedestrian and vehicular linkages between the two and creates a more cohesive neighbourhood.

- The sixth area is another mixed use node. The proposal is for a maximum of three (3) storey mixed use (commercial and residential). Requests have also been made to allow for multiple dwellings to be constructed within the mixed use nodes to increase the types of residential units permitted on these blocks. This node will provide local services to the neighbourhood, as well as provide housing options. It will also link to the proposed South Village Plan of Subdivision.

- The seventh and final area is at the most southern end of the development. It is north of East Main Street, and east of Highway 406. It is proposed to have the highest density of development with stacked townhomes and traditional townhomes. The emergency access will be constructed in this area to allow for emergency services to have a second access to the neighbourhood.

The suitability of the land for the purposes for which it is to be subdivided;	• The lands are within the Urban Boundary of Welland, and within the City's Urban Area. The lands have access to municipal sewer and water services, as well as access to municipally maintained roads. The area proposed for development is not impacted by any natural environment features. A Record of Site Condition will

	be required prior to any development on the property due to the previous use of the property for commercial and golf course uses. The proposed subdivision for residential purposes is appropriate.
If any affordable housing units are being proposed, the suitability of the proposed units for affordable housing;	• No affordable housing units are proposed, however, a range of types and tenures of housing are provided for in the proposed plan. There is a range of singles, townhouses, apartments, stacked townhouses, and condominium units are proposed.
The number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;	• The site is accessed via Daimler Parkway and a proposed emergency access at the centre of the property. The existing Daimler Parkway connects to Woodlawn Road, and to Highway 406. All the municipal roads (Daimler Parkway and Woodlawn Road) meet and exceed the minimum 20 metre wide right-of-way and the minimum pavement width. Woodlawn Road and Daimler Parkway both exceed the minimum 20 metre right of way. All municipal roads are at the same grade as the proposed development, with Highway 406 being elevated at Daimler Parkway, and at a lower elevation at the southern end of the property.
Dimensions and shapes of the proposed lots;	• The dimensions and shapes of the lots are appropriate and meet the minimum frontage and area requirements in the City's Zoning By-law. The majority of the lots are standard shapes, with a minimal number of irregular shaped lots.
The restrictions, or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and	• Restrictions will be placed on the areas that are designated as Core Natural Heritage and Zoned Environmental Protection and Environmental

the restrictions, if any, on adjoining land;	Conservation Area at the north end of the property, however, they have not been proposed for residential development. • The lands are impacted by the MTO Permit Control Area, which means that the houses may need to be constructed with measures to mitigate roadway noise. All construction (houses, accessory buildings, etc.) within the Permit Control Area will require a permit from MTO before construction can occur. • The lands are also adjacent to an active CN Rail line which is operated by GIO Rail. As required by CN Rail for any development along their corridors, fencing and spill berms are required along the property line. The railway will also require that warning clauses be placed on the title of all properties within 300 metres of the railway, as well as additional noise and vibration studies being completed to ensure no negative impact on the proposed houses.
Conservation of natural resources and flood control;	• All areas that have been identified as Core Natural Heritage Areas (including floodplains) will not be developed and will remain undeveloped.
The adequacy of utilities and municipal infrastructure;	• The property has access to municipal water, sanitary and storm sewers. There has been an upgrade to the City's Booster Station in order to achieve minimum water pressure standards and accommodate full built out. The costs of the upgrades to infrastructure will be split between the City, the Owner of the subject lands and the Owner of the South Village Plan of Subdivision.

The adequacy of school sites;	• Discussions have occurred with two of the local school boards and comments have been received from the District School Board of Niagara. Both have indicated that there is sufficient capacity in existing schools to accommodate new students.
The area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;	• The applicant has proposed to dedicate to the City approximately 17.57 hectares of land for open space and parkland purposes. Of this, 6.17 hectares is for parklands that will be developed for passive recreational purposes. The additional 11.4 hectares represents areas that are impacted by natural features such as watercourses, wetlands, etc. that may be developed with walking and biking trails, but will be maintained in a natural state. In addition to this, the proposed biking and walking trail that will be constructed starting at Daimler Parkway and extending to the southern end of the development is also considered as a part of the 10.73 hectares. This excludes any stormwater management areas that will be naturalized. This area exceeds the minimum 5% land area, or the alternative 1 hectare per 300 units, that is required by the City.
The extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy; and,	• The submission does not include an energy conservation guide, but the buildings will need to comply with the Ontario Building Code which requires energy efficient design.
The interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also within a site plan	• All lands within the City of Welland are within a Site Plan Control Area. One, two, and three unit dwellings are all exempt from Site Plan Control. Any dwellings that are proposed that are greater than three units, and any commercial buildings that

control area designated under subsection 41(2) of the Act.	are proposed will be subject to Site Plan Control By-law prior to the issuance of a Building Permit. This will apply to any mixed-use buildings and the stacked townhouses.

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

Provincial Policy Statement (PPS) 2020

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

Section 1.1.3.1 identifies that Settlement Areas shall be the focus of growth and development. Section 1.1.3.2 outlines the land use patterns upon which settlement areas shall be based on, including:

- Densities and a mix of land uses which:
    - Efficiently use land and resources;
    - Are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
    - Minimize negative impacts to air quality and climate change, and promote energy efficiency;
    - Prepare for the impacts of a changing climate;
    - Support active transportation;
    - Are transit-supportive, where transit is planned, exists or may be developed; and
    - Are freight supportive; and,
- Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.

- **Efficient Use of Land and Resources**

The subject applications are for the redevelopment of a former golf course with predominantly residential dwellings, with some neighbourhood commercial uses included. The proposed development of these lands can be accommodated by

existing services, and not require their expansion. Some improvements to the system will be required, including the looping of the watermain and sanitary lines, but these costs will be the responsibility of the developer. The proposal includes the provision of parkland which exceeds the minimum requirements, and will be dedicated to the City for use by all residents. This will provide parkland for existing and future residents as there currently are no public parks for the area residents. The development of the subject lands will improve the amenities available in the areas.

- **Are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion**

The area currently has existing municipal infrastructure, including water, sanitary, and stormwater facilities. The water and sanitary services will need to be looped under Highway 406 to ensure the safety and security of the system, however, this will be the cost of the owner, not the City. The looping of the sanitary system under Highway 406 is to ensure that there is existing capacity in the system. The development of these lands will not result in upgrading costs to be borne by the City, any infrastructure costs will be the responsibility of the owner

The owner will also be responsible for the construction of the emergency exit onto Highway 406, which has been required by the City. This is also a requirement of the South Village Plan of Subdivision to the east, and the two developers will be responsible for sharing the cost of the construction. The emergency exit is required to ensure that emergency services can access the site efficiently and in accordance with National Fire Protection Association Standards.

- **Minimize negative impacts to air quality and climate change, and promote energy efficiency**

The development has not identified any methods upon which energy efficiency will be promoted, however, the Ontario Building Code does include energy efficiency requirements for all new dwellings. The City has identified that the development should include enhanced stormwater management standards to be able to accommodate the increasing frequency of peak storm events, including sizing the stormwater management facilities appropriately.

- **Support active transportation**

The plan includes mid-block walkways for residents to access parklands and other amenities quickly and easily. It also incorporates separated bike lands and sidewalks along the main arterial road to provide recreational opportunities, as well as to encourage trips via active transportation methods. The linear parks will promote walking and cycling throughout the development. As per the City standards, sidewalks will be provided along at least one side of the streets proposed. The connections between the subject development and the proposed South Village Plan of Subdivision to the east will allow for walking and cycling between parks, as well as houses, encouraging active transportation.

- **Are transit-supportive, where transit is planned, exists or may be developed**

The existing residential areas are currently serviced only by the TransCab service, and do not have the population to support a full bus route. As the developments in this area are constructed, and as the roads can be looped, there is the possibility of a full transit route being extended to this neighbourhood. The population will need to first be present to enable a bus route as to be supported. The proposed roads will have adequate room in the boulevards to construct bus stops and associated furniture in the future. Welland Transit has been made aware of the proposed developments and will monitor the growth and development of the area to be able to provide bus service. The TrasCab service will continue to operate in this neighbourhood until a full bus route can be supported by the population.

- **Are freight supportive**

This policy in the PPS does not apply to this proposal, as it is for a residential development. This policy applies commercial and industrial development.

Policy 1.1.3.3 of the PPS states: *Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.* The subject lands are within an area that can accommodate this additional growth as the infrastructure is available, and the public service facilities in the City can accommodate the new residents. The infrastructure is available, and can accommodate the proposed development. Any upgrades to the services will be the cost of the developer. The proposal will include a range of housing types, including single detached and townhouse dwellings, as well as apartment dwellings.

In accordance with Policy 1.1.3.5, the City has identified that a minimum of 40% of all new residential units per will be created through infilling and intensification. This target is the same as what is included in the Places to Grow Plan. The subject development will enable the City to continue to meet this target, which is likely to be increased to 50% at the time of the next review of the City's Official Plan. The City's ongoing monitoring of growth and intensification has identified that there will be a deficiency in lots available for infilling and intensification, which would mean that this target is not achieved. The redevelopment of these lands is necessary to assist the City in achieving the intensification targets.

Policy 1.1.3.6 of the PPS directs that new development in growth areas should occur adjacent to the existing built-up area, and should have compact form, mix of uses and densities. The proposed development and associated applications are to develop lands which are within the settlement boundary of the City of Welland, and propose development adjacent to existing areas to the east and south. The

adjacent residential development to the east and south are predominantly low density residential with a mix of single, semi-detached, and townhouse residences. There is a block at the north end of the development that has the allowances for a maximum eight (8) storey building and the two blocks along Daimler Parkway allow for Neighbourhood Commercial uses, with a mix of residential and commercial uses. The property along Daimler Parkway is currently used as a private multi-purpose facility. The proposal incorporates a mix of uses, including residential, commercial, and open space lands, as well as with a mix of densities. The proposed applications meet the intent of this policy in the PPS.

Section 1.4 'Housing' of the PPS requires municipalities to provide an appropriate range and mix of housing types and densities required to meet current and future needs. It requires municipalities to maintain at all times a minimum of 15 years supply of land to accommodate residential growth through infilling and intensification. The redevelopment of the golf course lands for residential purposes will assist the City in ensuring that a 15 year supply of residential lands is available for residential growth. Servicing capacity is available, and upgrades to the system have been undertaken to ensure that there is adequate water pressure to accommodate the proposed development.

Policy 1.4.3 of the PPS requires municipalities to provide for an appropriate range and mix of housing options and densities. This section also requires municipalities to provide for market-based and affordable housing for current and future residents. The proposed Plan of Subdivision includes a range of housing types, including single detached, townhouses, and apartment units. The City's Zoning By-law permits accessory apartment units as of right in all single, semi-detached, and townhouse dwellings. The range of housing types, as well as the accessory apartment units, will provide a range of affordability options in the development, as is encouraged by the PPS.

The proposed development does not provide any units that would meet the definition of affordable housing. The City and Regional policies do encourage a minimum of 30% of all new residential units to be affordable. The subject application does not provide any units that are considered to be affordable, however, staff can still support the proposal as services and amenities that would support affordable housing units are not currently provided in this area. The proposal includes a range of housing option types which may provide housing for a variety of household incomes, however, none will meet the definition of affordable housing.

The policies in this section also encourage new residential development to efficiently use existing services and resources, and to encourage the use of active transportation and transit, in areas where it exists or is to be developed. As previously identified, the proposed development includes the provision of a separated bike lane and walking path to encourage active transportation through the development, and creates mid-block walking corridors to encourage future residents to walk to destinations within the development. The development of the

site may also provide the necessary population to support transit, as will the proposed road network which will create a bus loop to serve the community. The proposed development of this site is consistent with the policy direction of Policy Section 1.4 of the PPS.

Section 1.5 of the PPS, “Public Spaces, Recreation, Parks, Trails and Open Space” identifies that healthy, active communities should be created by:

a) *Planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;*
b) *Planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;*
c) *Providing opportunities for public access to shorelines; and,*
d) *Recognizing provincial parks, conservation reserves and other protected areas, and minimizing negative impacts on these areas.*

The proposal has incorporated a complete streets approach to encourage active transportation throughout the neighbourhood. The proposal incorporates a linear walking and cycling trail that will run north-south from Daimler Parkway. This will be separated from the roadway, providing a buffer from cars. The City requires that sidewalks be provided, at a minimum, along one side of all collector roads and both sides of arterial roads. The City also requires that sidewalks be provided on both sides of the streets where they lead to community facilities, such as parks or schools, or connect to a bus route. The subdivision has been redesigned since the original submission to include road and pedestrian connections to the South Village Development to the east, which will facilitate active transportation, and connects the communities. Mid-block pedestrian connections have been included to encourage active transportation, and to create shorter walking distances to parklands and between residential areas. T

The proposed development will create parklands which will be publicly owned, and available to new and existing residents. The existing developments to the north and east (the Highlands and the Magnolia Lane developments) have no public parkland for residents. The subject proposal would create a centralized main park (approximately 5.5 hectares in size) that will service both the new and existing areas. Additional neigbourhood parks will be developed in the southern portion of the development, however, the largest of the parks will be created along Daimler Parkway. Although comments have been provided from neighbouring residents that the use of the golf course was used for recreational purposes, it was not public lands for recreational purposes as it required a fee for use. The City will work with the residents to identify how the parks should be developed, including the type of equipment that should be constructed.

There are no shorelines, provincial parks, or conservation reserves on the subject lands that would need to be protected. The areas that have been identified as having core natural heritage features will remain and be protected. Enhanced planting and removal of invasive species will also be included as one of the requirements of the development of this property.

The PPS identifies that areas with municipal water and sewage systems are the preferred areas for the focus of growth and development. Growth and development use efficiently use and optimize existing municipal services. The development can be accommodated by the existing municipal services, with some upgrades being required to loop the water and sewer mains under Highway 406 to ensure capacity, as well as safety and security in the system. Previously, there were issues with the water pressure to the development, however, the City has constructed a booster station which has been designed to accommodate the proposed development.

A Place to Grow - Growth Plan for the Greater Golden Horseshoe (2019)
The Places to Grow Plan (P2G) is another policy document under Section 3 of the Planning Act. The P2G document applies to the proposed development. The development and any recommendations must conform with the policies in this document. The P2G encourages the creation of complete communities, and encourages growth to be directed to the delineated built-up area where services are available. The document encourages the creation of complete communities that include the provision of a range and mix of housing types and densities to serve all household incomes and ages. The guidance for implementing and interpreting the document identifies that the targets set out in the plan are minimums, and encourages decision-makers to go beyond the minimums to address matters of importance.

Section 2.2 of the P2G provides the policies for where and how communities should grow. This section identifies that applying the policies of the Plan will support the creation of complete communities. The definition of “complete community” is:

> *Places such as mixed-use neighbourhoods or other areas within cities, towns and settlement areas that offer and support opportunities for people of all ages and abilities to conveniently access most of the necessities for daily living, including an appropriate mix of jobs, local stores, and services, a full range of housing, transportation options and public service facilities. Complete communities are age-friendly and may take different shapes and forms appropriate to their contexts.*

The subject Official Plan, Zoning By-law, and Draft Plan of Subdivision applications have been made to allow for the creation of a complete community. The proposal has included a range of housing types, as well as the provision of commercial spaces that would provide services to the immediate area. Large scale commercial businesses are located to the west, on the opposite side of Highway 406. The

intent of the commercial spaces within the development is to provide local services that residents can walk or bike to access. The development includes two nodes of neighbourhood commercial, with residential apartments above and the potential for multiple dwelling units. The remainder of the site is predominantly low density residential uses, with the medium density uses located at the south of the property. Parkland, walking trails, bike paths, and natural areas have been incorporated into the design of the development to promote active transportation. The plan incorporates public neighbourhood and community parklands, which are currently absent in the existing development to the east. Parklands have been incorporated in the Central Village Plan of Subdivision, but in a limited scale and size and will not provide adequate parklands for the existing and proposed development. The parkland in Central Village will not be able to accommodate playground equipment, but will be able to accommodate park furniture, such as benches and gazebos.

Section 2.2.1 – Managing Growth
The Managing Growth section, specifically 2.2.1.2 of the P2G states the following:

2. *Forecasted growth to the horizon of this Plan will be allocated based on the following:*
    a. *The vast majority of growth will be directed to settlement areas that:*
        i. *Have a delineated built boundary;*
        ii. *Have existing or planned municipal water and waste water systems;*
        iii. *Can support the achievement of complete communities;*
    b. *Growth will be limited in settlement areas that:*
        i. *Are rural settlements;*
        ii. *Are not serviced by existing or planned municipal water and wastewater systems; or,*
        iii. *Are in the Greenbelt Area;*
    c. *Within settlement areas, growth will be focused in:*
        i. *Delineated built-up areas;*
        ii. *Strategic growth areas;*
        iii. *Locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and,*
        iv. *Areas with existing or planned public service facilities*
    d. *Development will be directed to settlement areas, except where the policies of this plan permit otherwise;*
    e. *Development will generally be directed away from hazardous lands; and,*
    f. *The establishment of new settlement areas is prohibited.*

The subject lands are within the delineated built-up area of the City of Welland, and have access to existing municipal services. Water, sanitary, and stormwater systems are currently in place, and the property is accessible by municipally maintained roads. The City undertook upgrades to the water booster station in 2019 which can accommodate the proposed development of these lands. As has previously been reviewed, the design of the proposed subdivision includes a range

of dwelling types and densities, as well as the inclusion of neighbourhood commercial nodes and public parklands. The design of the neighbourhood encourages active transportation, and modifications have been made to create connections to neighbouring residential areas. The lands are not part of the Greenbelt, and Welland is not a rural settlement area, as such, the policies promote growth and development to be directed to this area. Although this area is not a strategic growth location as identified in the City's Official Plan, these lads do meet the criteria in the P2G to be identified as strategic growth areas. The lands are along a major arterial road (Highway 406), servicing is available, and the lands present an opportunity for infilling and redevelopment. The area is currently only serviced by the TransCab service, however, there is the potential that Transit will expand a full route to this area once demand is present. The development of these lands will not result in the establishment of a new settlement area, and the development on this property continues to preserve and protect the natural areas.

Policy 2.2.1.4 of the P2G speaks to the creation of complete communities. It encourages a mix of land uses, housing options in both form and affordability, providing transit and encouraging active transportation, creating public spaces, ensuring that the impacts of climate change are considered and mitigation measures incorporated, and incorporate green infrastructure. The proposed Plan of Subdivision incorporates the requirements outlined in the P2G.

Clause 2.2.1.4 (a) encourages a range of uses, including residential, employment, and convenient access to local stores. The proposal includes a mix of uses, including local commercial nodes to provide services to local residents. The Applicant undertook a Commercial Needs Assessment to identify the amount of commercial that could be supported by the projected residential development. The commercial blocks were revised to remove proposed buildings in recognition of the smaller amount of commercial development that could be supported. In addition to this, the revised proposal also includes the potential for multiple dwellings to be constructed on these mixed use blocks, which is consistent with this policy. The Neighbourhood Commercial Zone permits a range of commercial uses to provide services for the immediate neighbourhood, as offices that would support local employment options. The City's Zoning By-law also permits home based occupations, which reflects the growing sector of people working from home. This will allow for a mix of uses, which reflects this policy.

Policy 2.2.1.4 (b) identifies that by incorporating the tenets of a complete community, development will improve the social equity and quality of life for all residents, regardless of age, income, or ability. The subject proposal incorporates walking trails, parklands, as well as a range of housing types. The inclusion of parklands, as well as commercial nodes will provide services to the existing residents, as well as to future residents. The details of how the remaining clauses in Policy 2.2.1.4 will be examined further below, which will also identify how it will improve the social equity and quality of life for residents.

Policy 2.2.1.4 (c) promotes the inclusion of a range of housing types in new developments, including secondary units and affordable housing, to accommodate all household incomes and sizes. The subject proposal has included a range of residential uses, including: apartment units above commercial uses; townhouses; stacked townhouses; condominium townhouse units; as well as a range of single detached dwelling lot sizes. The City's Zoning By-law permits secondary dwelling units as-of-right in single-detached, semi-detached, and townhouse dwellings. Both the apartment units and secondary dwelling units can be seen as affordable housing choices that are incorporated into the development. The inclusion of a range of housing types will allow for a greater range of incomes and ages to move into this neighbourhood, implementing the goals of the P2G.

Policy 2.2.1.4 (d) encourages convenient access to transportation options (including transit and active transportation), public service facilities, public parklands, and local food options. The area is currently serviced by the Welland Transit TransCab service that connects neighbourhoods currently without transit routes to the closest transit stop. In this instance, the closest transit location is at the Seaway Mall. Welland Transit will monitor the level of usage of the TransCab service to determine when, and if, the transit system should be extended to this area. The proposed road network has been aligned to accommodate the future extension of a bus route to this area. The proposal has also included separated bike lanes along the new north-west arterial road, well as including sidewalks and pedestrian connections throughout the remainder of the development. The inclusion of public parklands within the neighbourhood will also ensure that there are public facilities that can be accessed by all residents. The current use of the property as a golf course does not provide recreational facilities that can be accessed by all residents, but only by those who pay a fee. The creation of public parklands through the overall redevelopment of the site will allow all residents access to the public parklands. The City's Open Space 2 (O2) Zoning permits the creation of community gardens on public lands. The development of the parklands will be done in consultation with the community, and there is the potential that community gardens can be incorporated. The development, at this time, does not include any public service facilities as the City has not identified the need for any of these services in this neighbourhood. Local school boards have also not requested any school sites to be included in the neighbourhood. Should the City, or any other government agency, need a location in the future, the City's Zoning By-law permits these uses to locate in any zone.

Policy 2.2.1.4 (e) encourages compact built form and the creation of a vibrant public realm. The City's Urban Design Guidelines identifies how the City encourages a high quality of urban design in all new developments, including public spaces. To ensure that this is achieved, the City has included a condition of approval that the Applicant submit an Urban Design Brief which identifies how the City's Urban Design Guidelines will be implemented. The Urban Design Brief will be required for the residential and the mixed use areas. The City will also work with the developer to ensure that the public realm spaces, such as parkland, are

designed and built to City Standards to create vibrant and attractive community spaces.

Policies 2.2.1.4 (f) and (g) speak to the importance of adapting to, and mitigating the impacts of climate change, as well as incorporating green technologies into the design. As has previously been identified, the City's Engineering Division has been in consultation with the consultants for the Applicants regarding the engineering design of the development, in particular stormwater management. The City will be requiring of the Applicant information that takes into account the increasing frequency of peak storm events. The City will also incorporate any best practices with respect to green infrastructure that can be included in the design.

Section 2.2.2 of the P2G provides direction for the development of lands that are located within the Delineated Built-Up Area. The subject lands are within the delineated Built-Up Area. The P2G currently requires that every year a minimum of 40% of all new residential development be within the designated Built-Up Area. At the time of the next municipal comprehensive review, the minimum must be increased to 50% of the yearly residential growth being within the Built-Up Area. The P2G states that these targets are minimums, and does allow for these minimums to be exceeded. The policies encourage intensification to occur throughout the Built-Up Area, in addition to identifying strategic areas for growth. Although the subject lands have not been identified as a strategic growth area, they are within the City's Built-Up Area and have immediate access to municipal infrastructure.

The policies encourage intensification to occur throughout the Built-Up Area, and to ensure that there is land available and zoned for the development. The applicant has come forward with applications for Official Plan Amendment and Zoning By-law Amendment to allow for the property to be used for residential purposes. The re-designation and rezoning of this property will allow for the property to be development ready to achieve the intensification goals as set by the Province. The design and proposed goals of the redevelopment are consistent with the policies in the P2G, and will encourage the creation of a complete community.

Section 3.2 of the P2G outlines policies for infrastructure to support growth. This section mainly examines municipal infrastructure, such as roads and sewers, but also examines higher-order transit. The policies encourage municipalities to examine infrastructure provision in an integrated manner, basing it on long range needs of land-use, environmental, and financial planning. These policies are intended to provide direction to municipalities on how to wisely plan for, and construct, municipal infrastructure. The City has reviewed the application with respect to the servicing impacts that the development may have on the overall area. It was previously determined that upgrades to the water pumping station were required to service the existing neighbourhood. The construction of the pumping station was completed in 2019, and the subject proposal, as well as the South Village development were included in the capacity of the system. Both developers provided Letters of Credit to cover their share of the upgrades required

to the system. In addition to this, any upgrades that are required to the existing water, sanitary or storm systems will be completed at the cost of the Applicant. This includes the looping of the watermain and sanitary system under Highway 406.

The one area of Section 3.2 which speaks directly to the impact of new development is with respect to Stormwater Management (Section 3.2.7). These policies identify that Stormwater Management Plans should be submitted, based upon:

- A subwatershed plan or equivalent;
- Incorporates an integrated treatment system approach to minimize stormwater flows and reliance on stormwater management ponds, which includes appropriate low impact development and green infrastructure;
- Establishes planning, design and construction practices to minimize vegetation removal, grading and soil compaction, sediment erosion, and impervious surfaces;
- Aligns with the stormwater management plan or equivalent for the settlement area, where applicable.

The City currently does not have an overall Master Stormwater Management Plan, but is in the process of planning for its creation, and is anticipated to be in place by 2022. Despite this, the City looks at all developments in a holistic manner, considering all developments in the area. The plan submitted has looked at the stormwater management for the existing residential subdivisions, as well as the proposed subdivision, and has incorporated them into the calculations for the subject development. The submitted Stormwater Management Plans has taken the required stormwater needs of the neighbouring developments into account when designing the required facilities. The development has not incorporated any low impact development features, or green infrastructure at this time, but they may be incorporated at the time of registration of the individual phases. Conditions of Approval of both the NPCA and Region require that sediment and erosion control measures are implemented at the time of construction to limit sediment runoff from the site into the natural environment, as well as filling the stormwater management facilities with sediment. The NPCA and Region have also included conditions that limit any vegetation removal around natural features, providing them a vegetated buffer from construction. In addition to these measures, the City has had the applicants' Stormwater Management Plan peer reviewed at the applicant's expense to ensure that the information is accurate. This peer review has identified some additional information that needs to be provided to ensure that the proposed facilities are appropriately sized. The Applicant will be required to be updated to include five-year basic design, rather than a two year design. The City will also be providing a new intensity-duration-frequency (IDF) to the Applicant to update these reports. The City's Engineering Division is satisfied that this information can be provided without any design changes being made to the overall Plan of Subdivision, and has required that this information be included as a condition of

Draft Plan Approval. Staff are satisfied that the proposed development meets the intent of this section of the P2G.

The P2G includes policies regarding the Natural Heritage System, to ensure development considers the natural environment constrains on a property. In 2018, mapping was provided by the Ministry which identifies the natural heritage systems throughout the Greater Golden Horseshoe. The mapping has identified that there are natural system features at the north end of the property, being wetlands associated with the Welland River. No other areas on the property have been identified in the Places to Grow Natural Heritage System mapping. As this Natural Heritage area is not proposed for development, it is consistent with P2G policies.

Region of Niagara Official Plan

The subject lands are identified as being within the Urban Area of Welland, and within the Built-Up area in the Regional Official Plan (ROP) mapping. A small area at the north end of the property along the Welland River has been identified as being an Environmental Protection Area.

Section 4: Managing Growth

Section 4 of the Region's Official Plan contains the policies regarding growth in urban areas. The policies encourage a range of land uses which efficiently use land, resources and infrastructure, and take advantage of existing transit networks, as well promote active transportation. The ROP encourages intensification while fostering development that conserves natural resources, and maintains or enhances natural systems. The policies found in Section 4 are similar to those found in the P2G, and specifically refer to the creation of complete communities in Niagara. The proposed development is within the City of Welland's Urban Area, and is therefore to be the focus for growth. The proposed development will utilize lands which have access to municipal services, promote active transportation, and includes a range of housing types and commercial uses. The natural environment areas that were identified on the property will be maintained in a natural state, with improvement to planting and health of the feature to be completed, where possible. The majority of the policies in Section 4 provide direction for the Region and local municipalities on how to plan for and encourage growth. The policies regarding development criteria are found further in the ROP.

The development promotes a mix of housing types and densities, all within the Built-Up area identified by the Province and the Region. This is consistent with the Region's policies as it will encourage development within the serviced urban areas of municipalities. The redevelopment of the property will help the Region to achieve their overall intensification goal of 40%, which will increase to 50% in 2031. The phased development of this site will continue to contribute to the intensification goals for a number of years.

Municipal services are available in the area, and there is capacity in the system to accommodate the proposed development. Upgrades to the booster station have been completed to address existing water pressure issues. The new facility can

accommodate the proposed and development, but they are incorporated into an overall City plan that was examining the need for system upgrades. The Region has not identified any issues with the capacity of the Regional Waste Water Treatment Plant that would impact the development of these lands, nor are there capacity issues with the infrastructure leading to the facility.

The policies in this section encourage the creation of compact, mixed use, and transit supportive communities. They also encourage areas to be active transportation friendly. Growth should also be directed towards areas with existing municipal services, such as water, sanitary and storm sewers. The Region's Policies also encourage that new development be directed to locally identified Intensification Areas. As previously noted, the development implements these policies.

Section 11 – Housing and Community Services

Section 11 of the ROP includes the policies with respect to residential development. These policies are similar to those in the PPS and the P2G. The policies in the ROP encourage that new residential growth and development be directed to the urban areas in municipalities, and to direct growth away from agricultural and environmentally protected lands. The policies promote the creation of neighbourhoods that promote transit, active transportation, and are a compact, mixed-use built form. They encourage the creation of communities with a high level of urban design, and to create neighbourhoods that serve the needs of all ages of residents, at all stages of life. Community connectivity, as well as access to parkland is also identified as being important in creating attractive and well-designed neighbourhoods.

The proposal incorporates a range of residential uses and densities, as well parkland and commercial nodes. One of the key changes in the resubmission of the plan was to create connectivity with the proposed residential development to the east. This will encourage active transportation between the two developments, as well as meeting the principles of the ROP. It will provide easy movement of cars, pedestrians, and cyclists, and will create integration between the two developments to create a community. The proposed Plan of Subdivision includes parkland, and has been designed so that the majority of residents are within a five minute walk of a public park, which become focal points of a community. As a condition of the draft plan approval, the Applicant will be required to submit an Urban Design Brief to identify how the development will implement the City's Urban Design Guidelines. This will assist in achieving the Region's goal of creating well-designed and attractive neighbourhoods.

The proposed Official Plan Amendment, Zoning By-law Amendment and Plan of Subdivision are consistent with the policies in the Region's Official Plan. The development will represent a range of densities and dwelling types, as well as promote active transportation and provide commercial spaces that will provide services for the day-to-day needs of residents. The development is outside of the sensitive natural areas that are identified in the Plan, and will not have any negative

impact on these features. The development creates public open space, which is currently lacking in the surrounding neighbourhoods. The proposed plan meets the criteria for the creation of a complete community.

City of Welland Official Plan

The City of Welland currently designates the property as Parks, Open Space, and Recreation. The subject lands are also within the Built-up Area of the City, and are identified as an area with existing water and sanitary services, as identified on Schedule 'D' of the Official Plan. There is a portion of the property at the northern end that is designated as Core Natural Heritage in association with the Welland River floodplain and associated natural features, and at the south end of the development which is part of a significant woodland primarily on MTO lands. The applications submitted are to re-designate the property to Low and Medium Density Residential and Neighbourhood Commercial. The requested re-designation will allow for the redevelopment of the site on full municipal services.

The City has policies regarding Intensification in Section 3.4.4 of the Official Plan. The City's Official Plan uses the same definition for Intensification as in the PPS. The policies identify that intensification is an appropriate means of accommodating growth as it makes better use of existing, service lands, and it is a good approach to maintaining and improving vibrancy. The City's policies direct that intensification should happen through-out the built-up area, with focus on Downtown, brownfield sites, along the Welland Recreational Canal, and along key transit corridors within the City. Although this property is not identified on Schedule 'A' to the Official Plan as being an Intensification Area, it is along a major corridor, is under-utilized land, and can be considered to be a prime area for intensification.

The City's Intensification Strategy is found at policy 3.4.4.1 C in the Official Plan, and was created to be in conformity with Provincial Policy. These policies encourage intensification for residential and employment areas because:

- It offers opportunities for economic development;
- It is a viable approach to reducing the amount of Greenfield land needed for growth;
- It takes advantage of already serviced and underutilized land; and,
- It helps improve the vibrancy and aesthetics of Welland's existing areas.

When the former golf course on the subject lands was closed, it provided an opportunity for reinvestment and redevelopment on the property. The lands are within the City's identified Built-Up area, and the development of these lands will reduce the Greenfield lands needed for development in the future. As previously identified, the City's growth management calculations have identified that there will be a shortfall of Built-Up residential lands in order to meet intensification targets. The lands are within an area that is served with municipal infrastructure, and is undeveloped, which is consistent with the encouragement to develop lands that are currently underutilized. The development of these lands can utilize the infrastructure that is in place, without the need for expansions to the municipal system by the City. As previously identified, the Owner will be required to submit

an Urban Design Brief to ensure that the it will meet the City's guidelines, as well as maintain a compatible character with neighbouring residential areas.

Consistent with the policies of the Places to Grow Plan, the City has a minimum density target currently of 40%, which is consistent with the 2006 Places to Grow Plan. When the City's Official Plan is updated, the City will require a minimum target of 50% of all new residential development per year being accommodated within the Built-Up area. This growth will be accommodated through providing policies which encourage infilling, allowing for the creation of secondary suites, allowing for different forms of development, and creating secondary plans, where necessary.

Section 4.2.3 of the Official Plan includes additional policies for new residential developments in Greenfield Areas, as well as the Built-Up Area. Policy 4.2.3.1 provides design policies for existing neighbourhoods, particularly for redevelopment or intensification. The development should reinforce and improve upon the character of the neighbourhood through tools, such as by-laws, civic beautification, and urban design guidelines. The City is ensuring that this policy is implemented through the requirement of an Urban Design Brief to identify how the City's Urban Design Guidelines will be achieved. This will assist in creating cohesion between the existing and new developments.

Policy 4.2.3.5 addresses the prevention of neighbourhood isolation when designing new subdivisions. The policies require that new neighbourhoods shall be connected by public streets and/or public trails. New streets should extend from existing street patterns, and no gated developments should be created. The resubmission of the development was re-designed to provide road connections between this development and the proposed South Village development to the east. This will ensure connections between the neighbourhoods for vehicular and pedestrian traffic. The resubmission maintained the pedestrian connections through the parklands that were proposed in the original development. The redesigned subdivision is consistent with this policy of the City's Official Plan.

Policy 4.2.3.6, Infill and Intensification Development, of the City's Official Plan includes a list of criteria to review when looking at applications for infill and intensification. That list is reviewed below:

Land use and neighbourhood character compatibility;	• The existing neighbourhood to the north is a private development consisting of a mix of single detached and townhouse dwellings. There is also a private recreation centre fronting onto Daimler Parkway. • The developed neighbourhood to the east along Magnolia Lane consists single-detached dwellings.

- The Central Village development is a mix of single-detached dwellings and townhouse dwellings on public streets. There are also a number of small park areas incorporated into the development.

- The proposed development provides a range of housing types and lot sizes, and has been designed to take into consideration the existing developments. The proposed development directs the largest single-detached lots to the northern portion of the lands to complement the existing development. The higher density development has been located at the southern end of the development, away from the existing residential uses.

- The proposal includes neighbourhood commercial uses fronting onto Daimler Parkway around the former golf clubhouse, and across from the Highlands Residents Association Building. The applicant has amended the plan to reduce the area for the neighbourhood commercial and reduce the height to three storeys to be consistent with the height of the existing clubhouse building. These uses are proposed along the existing main road into the development and will provide day-to-day services for residents. The proposed mixed use nodes are within

Lot pattern and configuration;

- The development has been designed with five separate precincts. The north and north east precinct are both adjacent to existing developments. The proposed lots at the north of the development have a similar lot area, frontage and depth to those lots within the existing retirement community.

- The southern precinct proposes lots that are smaller than is at the north end of the

	development to increase the density and to provide an alternative form of housing.
	• The pattern and configuration are consistent with the surrounding neighbourhood, creates pedestrian and road linkages, and creates grid-like road patterns.
Accessibility;	• The development will have sidewalks on one side of the street for local roads, and both sides on arterial roads.
	• Parklands and community areas must conform with AODA standards.
	• The accessibility of each of the houses will be at the discretion of the property owners, and subject to Building Code requirements.
Parking requirements;	• The parking requirements will be met as each dwelling will have a parking spot in an attached garage and in the driveway. The City's Zoning By-law requires one parking space per dwelling/dwelling unit.
	• The parking requirements for the commercial and mixed use blocks will be required to meet the minimum parking requirements in the Zoning By-law, and will be addressed at time of Site Plan Approval.
The potential for traffic and traffic maneuverability;	• Between the subject development proposal and the South Village Plan of Subdivision proposal, approximately 1500 new dwelling units will be constructed in this area, which will increase traffic volumes.
	• A Traffic Impact Study was completed by Burnside and Associates to support the development of this property. There were a number of recommendations found within that report, including road upgrades that will be required to Daimler Parkway.

	• Road improvements include: traffic lights along Daimler Parkway at Highway 406 northbound off-ramp; and, a traffic circle with a bypass lane along Daimler Parkway where new roads will be constructed. An emergency access onto Highway 406 will also be constructed. • The original plan has been redesigned in conjunction with the South Village development to create a ring-road through the development and increase the number of road connections between the two developments. It creates a grid pattern of blocks, which improves traffic maneuverability and flow. The redesign will allow traffic to move more easily through both developments, improves connectivity. • The Traffic Impact Study also looked at the need for a secondary access to the development. Although the Traffic Study identified that the traffic volumes would not warrant an additional entrance, for safety and emergency purposes, an emergency entrance is required. The City has been working with both developers for Hunters Pointe and for South Village, and the MTO to identify the preferred emergency access location to the site. Based on the design proposals, and permissions from the MTO, the preferred emergency entrance is shown on the draft plan, and will be at the cost of the developers to install.
The potential for transit ridership;	• The area is currently only serviced by the TransCab service as there is not the population density to justify a bus route. The redevelopment of the site may provide the population needed to support servicing the area with transit services. The redesign of the developments to include a ring-road will

	allow a bus loop to be included for this area. The City's Transit Services will be responsible for monitoring the transit needs of the area in the future.
Natural (including natural hazards) and built heritage conservation/protection;	• The site is impacted by Environmental Protection areas (valleys, flood plain, fish habitat, and Provincially Significant wetlands) associated with the Welland River along the northern part of the property. There is also a small area of Environmental Conservation at the south of the property which has been identified as a Significant Woodlot. A water-course has also been identified as running through the centre of the property from the opposite side of the Highway 406 to the Welland River. No additional environmental constraints have been identified as being associated with it. Although not identified in mapping, the water course that runs north from Daimler Parkway to the Welland River has been identified as having environmental features and functions. Improvements to this watercourse have been proposed. • An Environmental Impact Study was competed for the property, investigating any natural areas that were identified on the property. Two locations on the property were identified as being part of the natural heritage system in the City's Official Plan and the Region's Official Plan. The applicant has reviewed the entire site, completing breeding amphibian surveys, reptile surveys, breeding bird surveys, vegetation communities and floral surveys, bat habitat assessment, bat acoustic monitoring, other wildlife reviews, aquatic habitat assessment and fisheries sampling, and feature staking. A series of mitigation measures were identified, including

construction mitigation measures, planting plans, wildlife and fish rescue plans, pond and wetland creation, and Species at Risk relocation programs.

- There are a number of ponds on the site, which have been identified by members of the public as being fish habitat and being sensitive natural features. These ponds were created as Stormwater Management Ponds to collect the stormwater from the Highlands residential development, Magnolia Lane, and Lochness Court. The ponds will also accommodate the stormwater from the Central Village development. The ponds also accepted storm water from the golf course lands. Stormwater Management Ponds fall under the jurisdiction of the Ministry of Environment, Conservation and Parks, and are treated as municipal infrastructure as their role is to collect run-off water from surrounding developments, and then release into streams or rivers. Any contaminants in the water are filtered out through natural filters, such as bulrushes. Any sedimentation from roads and construction areas would flow into the stormwater management ponds and settle at the bottom before being released. The stormwater management ponds on the property are not identified as natural heritage features, and are therefore not the subject of review under the Environmental Impact Study.

The available capacity of municipal infrastructure; and,

- There is currently capacity in the existing infrastructure systems to accommodate the additional development. In order to ensure that the water pressure meets the minimum standards, upgrades to the City's booster station have been completed. The City has

	worked with the developers to ensure that the development is paying their fair share of the costs of the upgrades, and is not a burden on the existing taxpayers of Welland.
Residential intensification targets in this plan.	• The City's Official Plan encourages that a minimum of 40% of all new residential development is within the Built-up area. The redevelopment of this property will assist the City in continuing to achieve these intensification goals. • The City's Official Plan includes minimum and maximum densities for Low, Medium, and High Density developments. The proposed density of the development will be within the permitted densities of each designation.

The applicant has proposed that the area around the former golf clubhouse, and a transportation node at the south of the development, be used and designated for Neighbourhood Commercial uses. Section 4.4.2.7 of City's Official Plan allows for neighbourhood commercial uses in residential areas that are intended to provide daily or weekly convenience shopping or services for nearby residents. The intent of these designations are allow for small scale retail, personal service shops, and restaurants to locate in neighbourhoods, thereby providing necessary services locally. It allows people to access these services without having to leave the neighbourhood, and by using active transportation. The neighbourhood commercial designation allows for residential uses to be located above the commercial uses.

Although the Neighbourhood Commercial uses are permitted in the Official Plan, they are not identified on the land use schedules because they are permitted in all residential areas. The Official Plan does include locational criteria to be used when identifying where they should be located. The policies identify that neighbourhood commercial uses should be located at the intersection of arterial roads and local roads. At the time of application, Daimler Parkway has been identified as a local road in the City's Official Plan, but will be reviewed again once the development is fully constructed. The applicant has identified central nodes within the development for the neighbourhood commercial areas. In addition to this, the golf clubhouse property is already zoned to permit neighbourhood commercial uses, these applications will just expand the permitted uses.

Although the property was designated as Parks, Open Space, and Recreation, the property was used as a private golf course. The re-designation of this property will

not result in the loss of public green space, as it is private land. The redevelopment of the site will result in an increase of public green space, and will create public parklands that are currently not available in the area. The Central Village development does include parkland, but will not be sufficient to accommodate the existing and proposed development. The subject land will include parks facilities that can accommodate existing and proposed residents.

Section 7.6.6, the Implementation Section of the City's Official Plan, outlines the minimum criteria that should be used when evaluating new applications. They are:

Consistency with the Official Plan, Secondary Plan and any other applicable plans and policies;	• The application for subdivision has been submitted in conjunction with the application for Subdivision Approval. • The proposed applications are consistent with the City's Official Plan, Region's Official Plan and all applicable Provincial Policies.
Availability of services without undue financial commitment by the City;	• The City has completed upgrades to the existing booster station and sized it appropriately to meet the needs of existing and future developments. A portion of the costs of the upgrades to the booster station will be borne by the applicant.
Suitable provision of municipal services, including, but not limited to: public streets, water, storm and sanitary sewers, waste collection and disposal, public and/or private utilities, fire and police protection, parks, schools, and other community facilities;	• The proposed subdivision has access via Daimler Parkway, and will be developed with public roads to provide access throughout the site. • The site will be developed in accordance with municipal standards, which will require that street widths and road patterns that will accommodate emergency service vehicles and waste collection vehicles. • The lands can be provided with municipal services, which are located along Daimler Parkway. As previously identified, the booster station in the area has been upgraded to be able to accommodate this development, as well as the neighbouring residential developments. The developer

	has entered into a cost-sharing with the City and other area developers. • The redevelopment will provide public parkland at a scale which is currently not available within the community. • Comments have been received from the District School Board of Niagara and the Niagara Catholic District School Board and they have both indicated that there is capacity in the existing schools to accommodate any future students.
Exposure to noise, air pollution and other negative impacts, along with suitable mitigation measures;	• The subject lands are adjacent to the existing Highway 406. A Noise Study was completed to support the development of the property. A number of recommendations have been included to ensure that the dwellings comply with the Ministry of Environment's noise guidelines. The applicant will also need to comply with any noise barrier requirements that are required by the Ministry of Transportation. These requirements will be included in the building requirements at the time of building permit, as well as warning clauses that will be registered on title.
Integration with surrounding land uses;	• The neighbouring residential area on the north side of Daimler Parkway has been developed as a private, retirement community with a mix of single detached and townhouse dwellings, as well as a private recreational centre. There will be no road or pedestrian connections between the new development and the existing retirement community. There will be pedestrian linkages through the proposed parklands to Central Village Plan, which is currently under construction. There will be pedestrian and road

	connections between this subdivision and the proposed South Village Subdivision, which is located to the east of the subject lands.
Integration with the transportation network;	• The new road network will be connected to the existing Daimler Parkway, with a traffic circle being constructed to allow traffic to move north or south at the new road connection. Internal road connections between the proposed South Village Plan of Subdivision have also been created to allow for vehicle and pedestrian traffic between the two residential areas. The development will be connected at the end of Bluewater Drive to create a complete loop road. The Traffic Impact Study identified that Daimler Parkway can accommodate the proposed traffic, and have also recommended improvements in the area of the Highway 406 interchange to improve traffic movements.
Impacts to, and mitigation of, negative impacts on the natural environment;	• The majority of the natural environment area is located at the north of the property and is associated with the Welland River, being floodplain and wetlands. There is also a stream that runs north of Daimler Parkway between the retirement community to the east and the proposed development to the west. There are no plans to develop these two areas, and part of the plans in the EIS is to improve the flow and plantings along this stream. The stream is fairly straight, and is impacted by some invasive species, as well as physical barriers for fish and other species. Some of the proposed mitigation measures includes removing the barriers, creating a meandering stream, creating pool areas,

	and plating native species that will create habitats for amphibians and fish.
	• Wetland improvements are also proposed along the Welland River, including improved plantings and the creation of pools with permanent water to provide frog habitats, and create gravel areas to serve as turtle nesting areas. Both of these improvements will also encourage waterfowl nesting.
	• The habitat of the Easter Meadowlark, an identified Species at Risk in Ontario, was found on the property, at the very south of the property and in a more central location. The proposal will be to find a new suitable habitat for the species, either on the subject lands or within a distance approved by the Ministry of Natural Resources and Forestry (MNRF). The relocation of Species at Risk is a permit process that is implemented by the MNRF, and will be a condition of draft plan approval.
Optimization of the supply, means of supplying, efficient use, and conservation of energy;	• There are no energy efficient measures that have been identified or proposed as part of the redevelopment of this property. All buildings will need to comply with the Building Code requirements for energy efficiency.
The provision of appropriate urban design and landscaping for the proposed development;	• As previously mentioned earlier in this report, one of the conditions of approval is that an Urban Design Brief be submitted to ensure that the proposed dwellings have a consistent appearance that conforms with the City's urban design guidelines. This will help create a development with a high

	standard of urban design, and is consistent with the surrounding neighbourhood.
Compliance with applicable City guidelines;	• The development will be required to comply with the City's Urban Design Guidelines for the proposed appearance of the dwellings, and will be required to complete architectural control guidelines for all buildings within the development. • The proposed development will also be required to comply with the City's Municipal Standards to ensure that the infrastructure and development of the site complies with the engineering requirements of the City.
Exposure to nearby air pollution and mitigation of impacts.	• There are no pollution causing industries within the area of influence, as outlined by the Ministry of Environment. The primary source of any air pollution would be traffic along Highway 406, and setback requirements as outlined by the Ministry of Transportation will be implemented.

The City's Official Plan includes policies regarding development within the Core Natural Heritage Area. The policies prohibit any development and/or site alteration within Environmental Protection Areas. The areas on the subject lands that have been identified as being Environmental Protection (EPA) are not proposed for development, and will remain as open space areas when the property is developed. Development and/or site alteration may be permitted in Environmental Conservation (EC) areas, where it has been identified that there will be no negative impact on the natural features, or on the ecological functions. Although there are only two areas on the property that have been identified as being impacted by Natural Heritage features in the City's OP, the applicant conducted an Environmental Impact Study (EIS) for the entire property.

The EIS was completed to describe and evaluate the existing conditions and features on the subject land, as well as to identify any impacts the development will have to natural features and functions. The EIS also identified appropriate mitigation measures to be implemented to allow for the redevelopment to proceed. The EIS determine that the features and functions of the natural heritage system will not be negatively impacted by the proposed development, and has included steps that will be taken to improve the existing Natural Heritage features.

CITY OF WELLAND ZONING BY-LAW 2017-117

The property is currently zoned Community Open Space – O2, Special Exception Neighbourhood Commercial – NC-26, and has an Environmental Conservation Area identified at the south of the property and Environmental Conservation and Floodplain at the north of the property. The current O2 Zoning permits a range of recreational uses, including a golf course, bandshell, arena, cemetery, community centre, gardens, etc.. The property was used as a golf course, associated retail and a restaurant. It should be noted that the golf course use would permit a resort and associated activities. The associated activities for a golf course include restaurant, clubhouse, driving range, and hotel, as well as any accommodations and similar uses associated with the operation of a golf course, and are located on the same lot. There is the possibility, that with the existing zoning, residential uses could be incorporated.

The application for Zoning By-law has been made to rezone the lands to: Residential Low Density 2 (RL2), Site Specific RL2, and Site Specific Neighbourhood Commercial. The purpose of the Site Specific RL2 zoning is to allow the proposed stacked townhouses at the south end of the development to have a maximum height of four storeys (12 metres), whereas the Zoning By-law currently only permits three storeys (11 metres). The requested exemption to the Neighbourhood Commercial zone is to permit a maximum height of three storeys (12 metres), whereas two storeys is permitted (11 metres), and to permit multiple dwellings with a maximum height of three storeys (12 metres).

The proposed RL2 zone for the majority of the residential areas is consistent with the zoning on the adjacent lands to the west (Highlands Community) which is zoned RL2-23 and RM-63. The existing, approved residential areas further along Daimler Parkway are all zoned RL2 and RM, with some areas having special exceptions. The proposed South Village Development is zoned as Residential Low Density 1 (RL1). The proposed zoning is consistent with the surrounding neighbourhood.

The proposed NC Zone will remove the special exception currently on the former golf clubhouse, which restricts the use of the building to: golf course, golf clubhouse, pro shop, restaurant, platform tennis courts, and accessory uses. The proposed rezoning could allow for all the uses in the Zone, as well as permit a maximum height of three storeys (12 metres), which would be used for residential uses above. The three storey maximum (12 metres) height is consistent with the height of the existing clubhouse building. In addition to the clubhouse block, there are also two blocks at the south of the development proposed for neighbourhood commercial purposes. The intent of these areas are to provide local, commercial services, as well to provide alternative dwelling options by providing units above the commercial. The request has also been made to permit Multiple Dwelling Units within the Neighbourhood Commercial Zones with a maximum height of three storeys (12 metres). This will allow for additional residential units to be placed on these blocks, and provide a greater range of dwelling types. The proposed height

is also consistent with the proposed height of the mixed use buildings in the Neighbourhood Commercial Zone, as well as consistent with the height of the existing clubhouse.

The proposed parklands will remain in a Community Open Space (O2) Zone. These lands will be dedicated to the City as Parkland Dedication, as is required in the Planning Act. The proposed Parkland Dedication exceeds the minimum of 5% that is required and the calculation of 1 hectare per 300 units. The City will develop these as public parklands, with recreational amenities.

As outlined through the proposed Official Plan Amendment and Subdivision plan, the proposed redevelopment will create a complete community by offering a range of housing options, recreational facilities, and local amenities. The proposed amendments to the Zoning By-law are appropriate and can be supported.

Public Comments

A considerable number of public comments were received from the public regarding the proposed Draft Plan of Subdivision, Official Plan Amendment and Zoning By-law Amendment. All of the comments has been provided as an appendix to this report. In addition to this, staff have reviewed the comments and can provide the following comments.

Parkland

A number of comments have been submitted regarding the amount of parkland that is being proposed is inadequate and will not be sufficient in size for any recreational programming. The Planning Act and the City's Official Plan requires that parkland be provided as 5% of the land, or 1 hectare per every 300 dwelling units. The proposed parkland exceeds both of these calculations by providing 6.27 hectares of parkland, which does not include the Natural Heritage areas, or the linear park that runs south from Daimler Parkway. The required minimum amount based on 5% of the total area of the lands would be 4.2 hectares, and the minimum based on 1 hectare per 300 units is 3.85 hectares. The City's Official Plan has a standard provision of parklands of 1 hectare of parkland per 1,000 persons for neighbourhood parks, which these parklands would be classified. The proposed parklands exceed this requirement as this calculation in the City's Official Plan, based on Statistics Canada average of 2.3 persons per household, would require 2.88 hectares of parkland. It should be noted that there are currently no public parks within the private development north of Daimler Parkway, and the park blocks that were created through the development of the Central Village plan are not large enough to accommodate playground equipment or other park facilities. These neighbourhoods currently lack any public parks. The redevelopment of the subject lands will provide this neighbourhood with public amenity space that it is currently lacking.

The proposed parkland areas have been reviewed by City staff to confirm if they are an appropriate size and shape for programmable park spaces. It was indicated

that these lands will not be used for the creation of soccer fields or baseball diamonds, but would be developed with playground equipment, pavilions and passive recreation spaces. Parks staff pointed to Winfield Park, Riceland Park, and Gaiser Park as examples of parklands that have been developed by the City as passive recreational spaces that are heavily used and prized within their neighbourhoods. These parklands have been developed with walking paths, playground equipment, multi-use basketball/tennis courts, and other facilities that will serve the immediate neighbourhood. The City's experience has been that these parks are highly sought after in neighbhouhoods, and the intent would be to develop these in the same way. The size of the parks will allow for multiple users, ages, and abilities.

In addition to the parklands, the applicant has also proposed to create a separated walking and cycling path from Daimler Parkway to the south of the development. This will allow for additional recreational opportunities for all residents in the area to engage in active transportation.

A number of comments have been received suggesting that a portion of the lands should be retained as a nine-hole golf course. It is unclear as to who would be responsible for the maintenance and operation of golf course, the City or the private developer. The City's Parks Division was consulted regarding this proposal and they were firmly in opposition to this suggestion of the City operating a golf course. The City does not have the capability to operate a golf course, and experiences in neighbouring municipalities have shown that they are not profitable operations. It should also be noted that a municipally operated golf course would not represent publicly accessible open space. Only members of the public that are able to pay would be able to use the golf course, or those interested in playing golf. The creation of a municipal golf course would not provide public open space to an area that currently lacks any substantial public open space areas. This proposal would not implement the policies regarding Open Space in the P2G as it would not be accessible to all, only accessible to those who can pay. It should also be noted that there is an abundance of golf courses within the Niagara Region, including one within the City of Welland and two immediately on the City's municipal boundary with the Town of Pelham. The redevelopment of the subject lands will not result in there being a lack of golf courses in the Region.

The points raised by the neighbouring residents that the redevelopment of the former golf course will result in the loss of open space is an imprecise argument. The golf course was open area, but it was not public open space. Any resident accessing the site without permission of the property owner, or without paying the greens fee, was trespassing. Although the neighbourhood appears to have used the lands for public use, it was not public land. The redevelopment proposal will provide public lands that can be accessed by any resident, creating free open spaces.

<u>Existing Stormwater Management Pond (south of Daimler Parkway)</u>

A number of comments have been received regarding the existing stormwater management pond on the property, south of Daimler Parkway, and located behind the former clubhouse building. A number of comments have been submitted that the pond should be considered a significant wildlife habitat, as turtles, fish, and beavers have been found in the pond. A review of the EIS was undertaken by an environmental consultant on behalf of a resident who identified the pond as an aquatic system that should be protected, including permissions for the removal of fish by the Department of Fisheries and Oceans. Although the study does provide historic evidence that this pond has been on the property for some time, it has been used as a stormwater management pond since 1998, servicing the existing residential development, as well as the former golf course.

The stance of the City, Region, and the Ministry of Environment continues to be that the pond is a stormwater management facility, not a natural feature. The pond has been used for over 20 years for stormwater management purposes for residential developments. Although the pond is on private property, it has been used as a part of municipal infrastructure. As part of the approval of the redevelopment of the subdivision, the pond will be turned over to the City for future maintenance and ownership. The maintenance of the pond will include cleaning and removing of sediment, which are permitted and required actions for storm pond maintenance, and to ensure that the pond can accommodate the existing and future stormwater flows. Staff will require that as part of the assumption of the stormwater management ponds, that they have been cleaned of any sediment and are in good working condition.

Servicing

A number of concerns have been raised by the neighbouring developer with respect to servicing, including stormwater, water, and sanitary sewers.

The concerns raised regarding the stormwater management is that the proposed development's servicing designs re-directs the stormwater flow from the proposed South Village development to new stormwater management ponds. The existing developments have released their stormwater into the existing stormwater pond on the golf course property, which was approved when the golf course was still active and there was an arrangement between the two property owners. As the golf course is proposed for redevelopment, and is now under new ownership, any flow of new stormwater into the existing pond will need permission from the current property owner. Once the stormwater management pond is in City ownership, the City will be responsible for ensuring that there is capacity for any future development. The proposed South Village Plan of Subdivision development has not provided a detailed design, nor have they provided stormwater calculations for the City to review and confirm. As with all proposed development, the City encourages developers to work together to share servicing costs, and the City is often a part of these discussions. Any future drainage to this pond will need the permission from the new property owners.

Comments have been provided that the servicing in Daimler Parkway were planned, allocated, and implemented only for the existing residential developments and future developments by the developer who installed the services. The proposed development should only be able to use any capacity that is surplus to these developments. It should be noted that the infrastructure within Daimler Parkway, although originally constructed at the expense of a developer, is now owned by the City. The City does not pre-allocate any capacity for developments, and it is done on a first come, first served basis. The City does work with developers to ensure that there is capacity in the system, and identifies any upgrades and improvements as required. It should be noted that at this time, the full engineering submission for the South Village development has not been submitted, and therefore the City cannot confirm what, if any, servicing upgrades are required. It should be noted that improvements to the water system are required for both the South Village and the Hunters Pointe redevelopment as the watermain will need to be looped under Highway 406. The City will work with both developers to ensure that the services are appropriately constructed and connected, and any upgrades are at the cost of the appropriate developer. The City will ensure that both developments can proceed in an orderly fashion.

As part of the City's review of the engineering submissions and the design of the systems, the impacts of climate change will be reviewed. The City's Engineering Division has been updating the City's standards to recognize increased flooding events, as well as an increase in the amount of hard surfaces in developments. As such, stormwater management ponds capacity requirements will be calculated with a higher coefficient to ensure the ponds are properly sized. This will ensure that peak storm events can be accommodated in the facilities constructed. In addition to this, the City does not permit downspouts, foundation weeping tiles, or sump pumps to be connected to the municipal sanitary system. This helps to ensure that excess water is not entering the system.

Secondary Access and Traffic

The requirement for a secondary access to the area was first identified at the time of the approval of the Central Village Plan of Subdivision in 2010. The comments from the City's Traffic & Parking Division at that time were:

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

It has always been a City requirement that no houses south of the Central Village Subdivision would be supported unless there was a second access to the area. The reason for this requirement was to ensure that the City's Fire & Emergency Services Division can meet the required National Fire Protection Association (NFPA) standards. It was also required to ensure that the neighbourhood was accessible if the railway tracks along Daimler Parkway were blocked for an extended period of time. The requirement for an emergency access to the site

was not a result of traffic pressures. The same requirement for an emergency access will be included in the South Village Plan of Subdivision, and the owner of that development will be responsible for a portion of the costs.

The Traffic Impact Study that was completed on behalf of the developer has identified a number of upgrades that should be completed to the existing road network, including improvements at the Highway 406 interchange that will improve traffic movements. The proposed re-development will also introduce a traffic circle at the intersection of the new north-south roads off of Daimler Parkway with a southward by-pass lane that will help ensure that traffic moves efficiently through the new intersection. Based on the analysis, the intersection should function with the highest level of service and a seven (7) second delay. The request for a full second access to the site is not warranted.

A number of comments were received requesting that a second access to the site be provided, either in the form of an overpass or a clover-leaf access to Highway 406. The MTO has identified that a clover-leaf, or unrestricted access onto the highway would not be permitted as it does not meet the distance requirements between onramps, and the traffic counts do not necessitate a new access. The overpass suggestion, although constructed by a developer, would become a piece of City owned infrastructure. The City would be required to maintain, repair, and eventually, replace this piece of infrastructure at the cost of all residents of Welland. The City currently has a considerable amount of infrastructure that is aging and in need of replacement. It would be financially imprudent on the part of staff to recommend that an additional piece of infrastructure, with a considerable cost, be taken on by the City when it is not required. The proposed emergency access onto Highway 406 will provide a means for emergency services to access the site, as well as provide a way for residents to exit the neighbourhood should there be a catastrophic event at the north end of the development. The City will be responsible for the maintenance of this access, which is considerably less cost than a second access above grade at Oxford Road.

The emergency access will be equipped to allow emergency vehicles to remotely open the gates. It will also allow Fire & Emergency Services to access the southern end of the development, including South and Central Villages, which are currently outside of the NFPA required response time.

A number of questions have been raised regarding the potential for public traffic using the private roads in the Highlands Community. The responsibility for monitoring and controlling public traffic on the private roads is that of the homeowners association, not the City.

Compatibility with Surrounding Neighbourhood

Numerous comments have been received that the proposed development will not be compatible with the neighbouring developments due to the density and the type of housing. The residential fabric that is proposed adjacent to the existing neighbourhoods is consistent with what currently exists, in terms of frontage and

lot area, as well as in dwelling types proposed. The existing residential areas are designated Low Density Residential and developed with a mix of singles and townhouse dwellings. The proposed neighbourhood density is considered to be low density, which is consistent with the existing neighbourhoods. The proposed development is also primarily single detached residential lots, with the proposed townhouse units concentrated mainly at the south end of the development.

Comments have also been received identify that any development should be a retirement community, consistent with the current neighbourhood. Although the statistics show that by the year 2041 approximately 25% of the population will be over the age of 60, the City must plan for all residents. The City is responsible for ensuring that all ages and incomes can be provided with services and housing. In addition to this, the City's Planning Department does not plan for people, but plans for the use of the property. Planning for people can lead to discriminatory practices that are not consistent with the *Canadian Charter of Rights and Freedoms*. Requiring that the proposed development must only be for retirees would be inappropriate and inconsistent with the Charter.

There have also been comments that the proposed neighbourhood commercial blocks would not be compatible with the existing neighbourhoods, nor are the commercial uses needed. The intent of these commercial blocks is to provide services and uses that residents would use on a daily basis. The incorporation of these blocks of commercial will allow them to stay within their neighbourhood to access, reducing the number of car trips required. The intent of these blocks is not to replace large scale shopping centres, but to provide small scale services that can be supported on a neighbourhood level. These blocks can provide an important service, and will provide for a mix of uses. The inclusion of these blocks meets the intent of the PPS and the P2G as it will create a community where the needs of residents can be met, and will encourage accessing these uses via active transportation. It should be noted that the vacant lot at the corner of Daimler Parkway and Old Course Trail is currently zoned Neighbourhood Commercial, which would allow for these uses to be constructed within neighbourhood.

A component of the proposed neighbourhood commercial is the potential for the creation of residential units above the commercial uses. It is possible that these units could be rental. The City's Official Plan encourages that neighbourhoods provide a range of types and tenures of housing units to serve the City's mix of individuals and families. The inclusion of rental units will provide a form of housing that is currently not represented in the community. The City's policies promote rental units, as do Provincial Policies.

Assessing the compatibility of the proposed redevelopment of the former golf course is not based on who is residing in the existing neighbourhood, but is based on land uses. The existing residential areas are developed as low density residential, with predominantly single detached and townhouse dwellings. The final phase of the adult-lifestyle community is identified as an "Intensification Area" in the City's Official Plan, which will require it to be constructed at a higher density

than currently exists. The proposed redevelopment of the golf course lands is predominantly low density residential, with the medium density townhouse dwellings located in areas that are not adjacent to the established neighbourhoods. The compatibility is examined based on the neighbouring land uses. Upon review of the proposed redevelopment application, it is compatible with the existing neigbhourhood, both in terms of design and use.

FINANCIAL CONSIDERATION:

All costs associated with the development of this property will be borne by the developer. Where appropriate, cost sharing agreements with neighbouring developers will be required.

The City has completed an extensive review of the financial implications associated with the development of the subject lands. Of particular concern was the long-term financial impact that an over-pass at Oxford Road would have on the City. Based on the City's 2016 Comprehensive Asset Management Plan, the City is significantly behind on funding for infrastructure investments. The Asset Management Plan noted that in order to upgrade and maintain the existing infrastructure, the City would require a $35 million yearly investment, which would represent approximately one-third of the current (2016) Operating Budget. The suggestion that the City should now be requiring that an overpass be constructed for this development, rather than an emergency access, would be an additional infrastructure burden that the City cannot afford. An overpass would be a multi-million piece of infrastructure that the City would be responsible for maintaining. Given the investment that the City currently requires to maintain the existing infrastructure, the construction of an overpass which has not been deemed necessary would be a financial burden the City cannot afford and should therefore be avoided.

The Region periodically undertakes a comparative analysis of local municipalities with municipalities across Ontario to determine financial health. The last study was undertaken in 2018 by BMA Management Consulting Group. The information in the latest report identified that the City is consistently ranking low within the Province in a number of areas. The City has some of the lowest assessed values in property, as well as having an average household income that is well below the Provincial median income. In addition to this, the City has some of the highest water and wastewater costs, without having any water and wastewater reserves. The impact that the requirement that the applicant construct an overpass would have an overwhelmingly negatively effect on the financial positioning of the City in comparison to other Ontario municipalities. Based on the information in the BMA report, the City does not have the financial resources within the tax base to maintain the structure in the future.

There are a number of infrastructure upgrades that are required to facilitate the development of the subject lands, as well as the proposed South Village Subdivision to the east. In order to ensure that cost sharing occurs between the

owners, the City will enter into a Front Ending Agreement with the Owner of the subject property to complete the necessary works. The Front Ending Agreement will allow for the construction works to commence, in this instance the installation of the water and sanitary lines that are needed to go under Highway 406, and the City will recoup the costs from the neighbouring developer when they begin construction.

OTHER DEPARTMENT IMPLICATIONS:

Other City Departments and agencies have been circulated the subject applications. Where appropriate their comments and conditions have been included. Other City Departments have also reviewed this application to ensure that their comments have accurately been reflected.

SUMMARY AND CONCLUSION:

The proposed applications for Official Plan Amendment to redesignate the property from Open Space, Parks and Recreation to Low Density Residential, Medium Density Residential and Neighbourhood Commercial; Zoning By-law Amendment to rezone the property from the existing Community Open Space – O2 and Site Specific Neighbourhood Commercial (NC-26) to Residential Low Density 2 – RL2, Site Specific Residential Low Density 2 – RL2 and Site Specific Neighbourhood Commercial – NC; and Draft Plan of Subdivision for the creation of 735 single detached dwellings, 250 townhouse and multiple dwellings, and 170 mixed use units, as well as nine (9) blocks for open space and recreation purposes, four (4) stormwater management blocks, two (2) blocks for future residential uses, and one emergency access block, represents good planning because:

1. Is consistent with Provincial, Regional and City policies which encourage infill and intensification within the identified Built-Up Area;
2. Uses existing municipal infrastructure and does not require the expansion of these services;
3. Is consistent in character and form with neighbouring developments;
4. Will support active transportation, and has been designed to accommodate future provision of a full transit route;
5. Implements the provincial directions to create a Complete Community through a mix of residential and commercial uses, as well as mix of housing types;
6. Protects the natural environment from development; and,
7. Will assist the City in achieving the yearly intensification target.

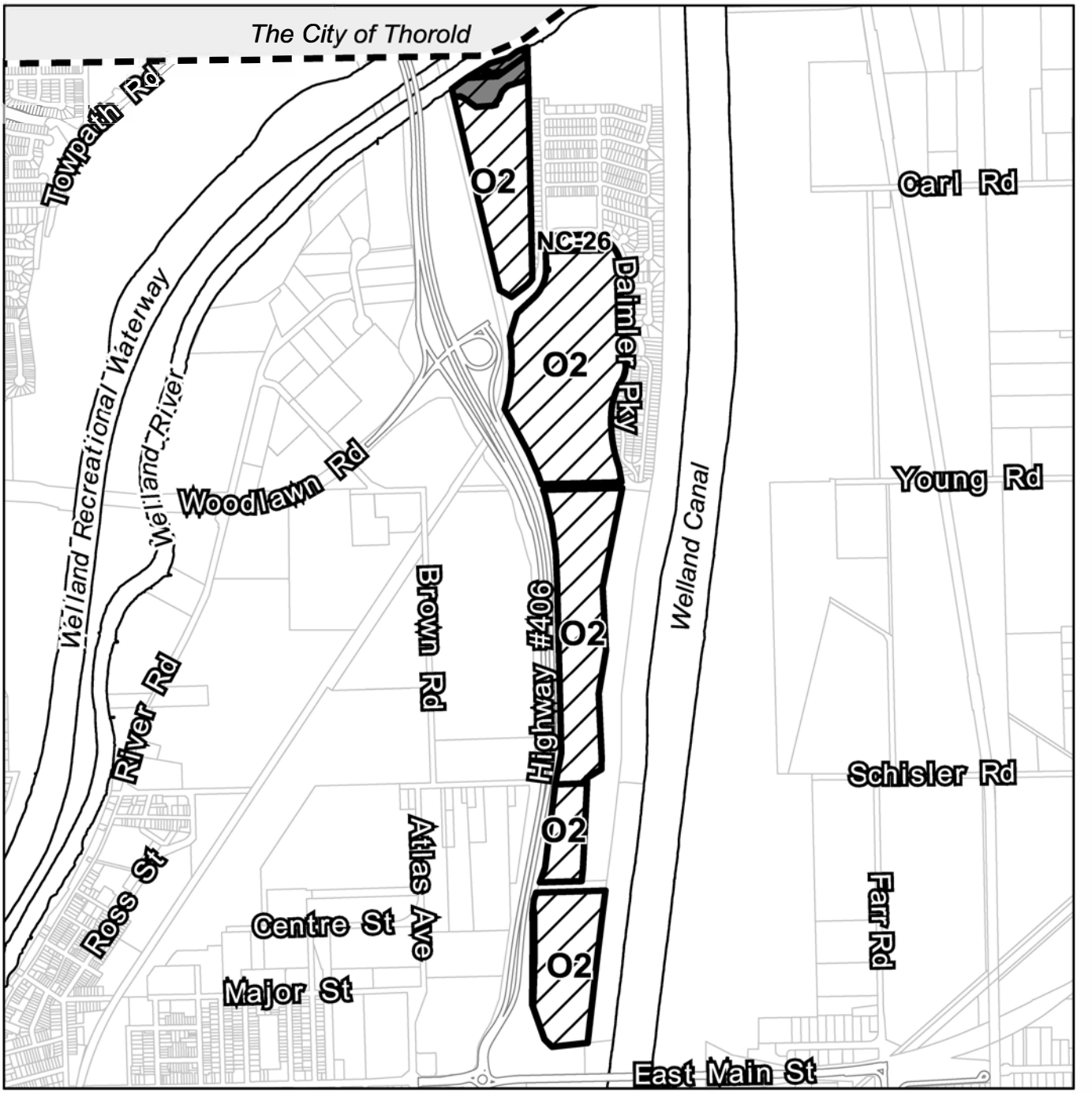
ATTACHMENTS:

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

Appendix IV - Draft Official Plan Amendment
Appendix V - Agency Correspondence
Appendix VI - Public Correspondence

Appendix I

26T-14-18003, 2018-01 & OPA



KEY MAP

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EP

EC

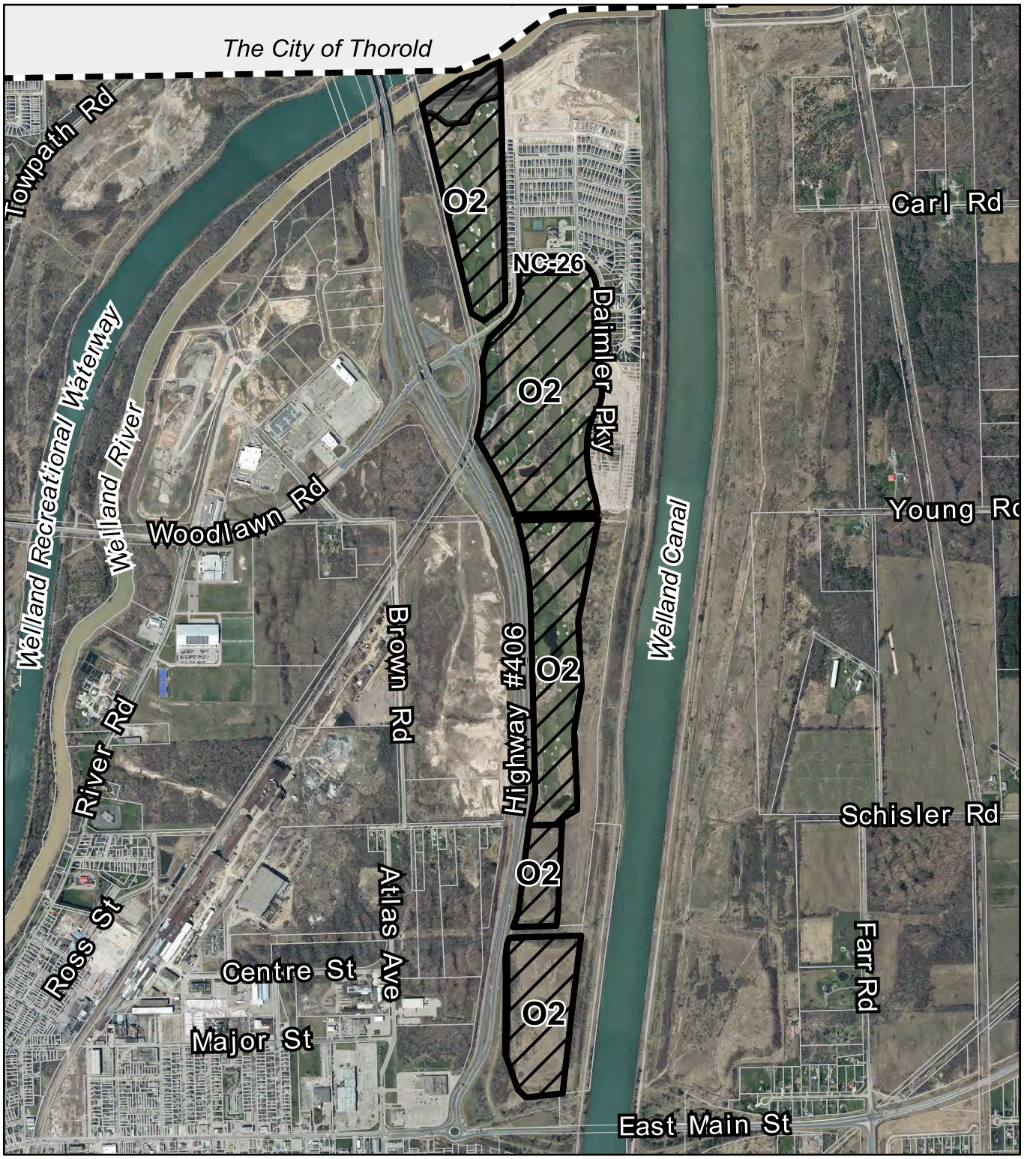
SUBJECT LANDS

Welland
ONTARIO • CANADA

Infrastructure and Development Services
Planning Division

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March 8, 2018



AERIAL PHOTO OF THE SUBJECT LANDS

26T-14-18003, 2018-01 & OPA

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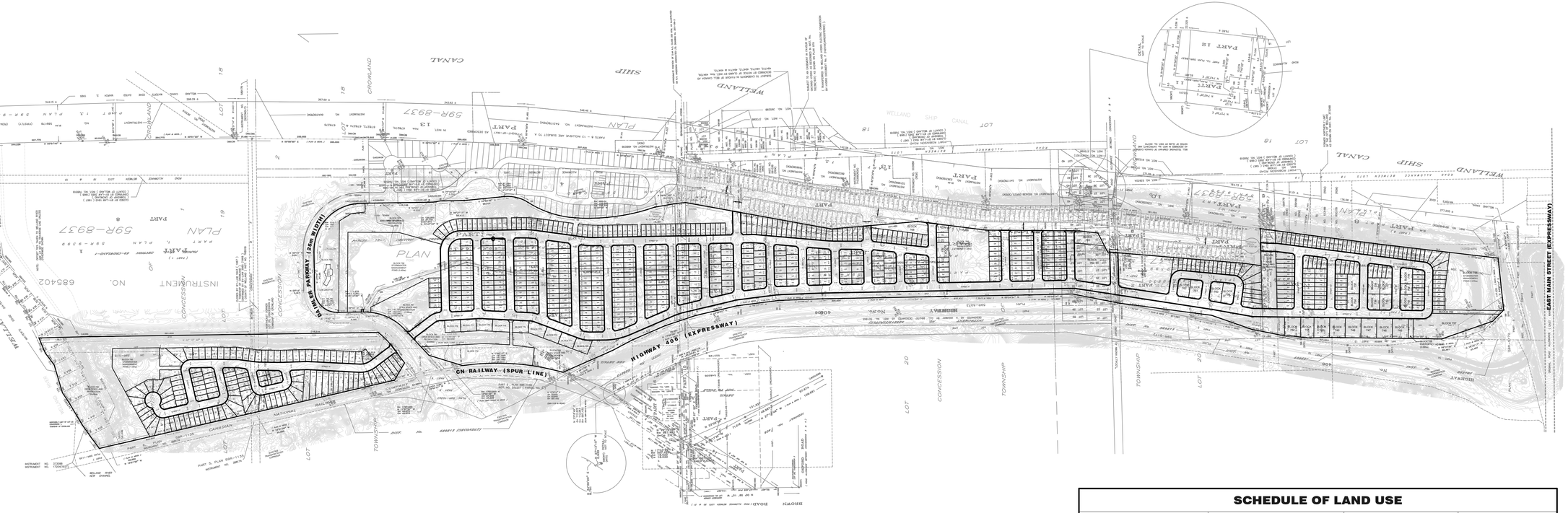
SUBJECT LANDS

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ONTARIO • CANADA

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March 8, 2018

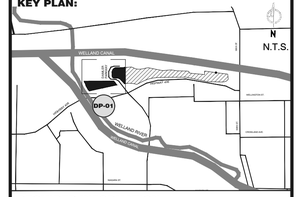

HIGHWAY 406 (EXPRESSWAY)
CN RAILWAY (SPUR LINE)
DAIMLER PARKWAY (26m WIDTH)
EAST MAIN STREET (EXPRESSWAY)
WELLAND SHIP CANAL
CONCESSION
LOT
TOWNSHIP
CROWLAND
59R-8937
59R-9399
INSTRUMENT NO. 685402
PART 5, PLAN 59R-11351
INSTRUMENT NO. 388174
DETAIL
SCALE 1:1000
PART 12
PART 13
BLOCK 787
BLOCK 788
BLOCK 789
BLOCK 790
BLOCK 791
BLOCK 792
BLOCK 793
BLOCK 794
BLOCK 795
BLOCK 796
BLOCK 797
BLOCK 798
BLOCK 799
BLOCK 800
BLOCK 801
BLOCK 802
BLOCK 803
BLOCK 804
BLOCK 805
BLOCK 806
BLOCK

DRAFT PLAN OF SUBDIVISION

LEGAL DESCRIPTION:

PART OF LOTS 19 AND 20, CONCESSION 1
PART OF LOTS 19 AND 20, CONCESSION 2
PART OF THE ROAD ALLOWANCE BETWEEN CONCESSIONS 1 AND 2 (CLOSED BY BY-LAW 3565)
PART OF LOT 19, CONCESSION 3
PART OF LOT 19, CONCESSION 4
PART OF THE ROAD ALLOWANCE BETWEEN CONCESSIONS 1 AND 4 (CLOSED BY BY-LAW 3565)
IN THE
TOWNSHIP OF CROWLAND
AND
LOTS 25 TO 28 (INCLUSIVE)
LOTS 50 TO 56 (INCLUSIVE)
PART OF LOTS 23, 24, 28, 30, 31, 32, 49 AND 57
PART OF TUTTY STREET (CLOSED BY BY-LAW 3565)
REGISTERED PLAN 875
(REGISTERED PLAN 54, TOWNSHIP OF CROWLAND)
AND
BLOCKS 166, 166 AND 170,
REGISTERED PLAN 59-M269
ALL IN THE
CITY OF WELLAND
REGIONAL MUNICIPALITY OF NIAGARA

KEY PLAN:



REQUIRED INFORMATION:

AS REQUIRED UNDER SECTION 51(17) OF THE PLANNING ACT R.S.O. 1990.

(a) SEE PLAN
(b) SEE PLAN
(c) SEE KEY MAP
(d) SEE SCHEDULE OF LAND USE
(e) SEE PLAN
(f) SEE PLAN
(g) SEE PLAN
(h) MUNICIPAL WATER AND SEWAGE AVAILABLE
(i) SILTY CLAY/ SILT & SANDY SILT (j) SEE PLAN
(k) MUNICIPAL WATER AND SEWAGE AVAILABLE
(l) SEE PLAN
NOTE: CONTOURS RELATE TO CANADIAN GEODETIC DATUM

SURVEYOR'S CERTIFICATE:

I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LANDS TO BE SUBDIVIDED AS SHOWN ON THIS PLAN AND THEIR RELATIONSHIP TO THE ADJACENT LANDS ARE ACCURATE AND CORRECTLY SHOWN IN ACCORDANCE WITH A PLAN OF SURVEY PREPARED BY SUDA & MALESZYK SURVERYING INC.

ORIGINAL SIGNED
Philip S. Suda, O.L.S.
Suda & Maleszyk Surveying Inc.

ORIGINAL SIGNED
DATE

OWNER'S CERTIFICATE:

I HEREBY AUTHORIZE THE BIGLIERI GROUP LTD. TO PREPARE AND SUBMIT THIS DRAFT PLAN OF SUBDIVISION TO THE CITY OF WELLAND

ORIGINAL SIGNED
Zhou Qing
2599587 Ontario Ltd.

ORIGINAL SIGNED
DATE

HUNTERS POINTE

2599587 Ontario Ltd.

APPROVAL STAMP:

ANTHONY BIGLIERI — REGISTERED PROFESSIONAL PLANNER — R.P.P.

REVISIONS

No.	Description	Date	Int.
3			
2			
1	REVISION FOR SECOND SUBMISSION	19.11.12	JS

PROJECT No.: 17453

DATE: March 1, 2018

0 5 15 25 50 75 100

SCALE: 1:1500

DRAFTED BY: JS | CHECKED BY: MM

DRAWING No.: **DP-01**

THE BIGLIERI GROUP LTD.
Planning | Development | Project Management | Urban Design
20 Leslie Street, Suite 121, Toronto
126 Catharine Street North, Hamilton
(416) 693-9193
thebiglierigroup.com

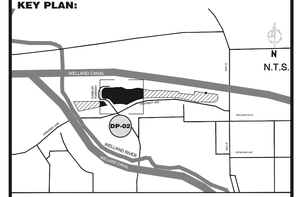
DP-02

DRAFT PLAN OF SUBDIVISION

LEGAL DESCRIPTION:

PART OF LOTS 19 AND 20, CONCESSION 1
PART OF LOTS 19 AND 20, CONCESSION 2
PART OF THE ROAD ALLOWANCE BETWEEN CONCESSIONS 1 AND 2 (CLOSED BY LAW 3565)
PART OF LOT 19, CONCESSION 3
PART OF LOT 19, CONCESSION 4
PART OF THE ROAD ALLOWANCE BETWEEN CONCESSIONS 3 AND 4 (CLOSED BY BY-LAW 3565)
IN THE
TOWNSHIP OF CROWLAND
AND
LOTS 24 TO 28 (INCLUSIVE)
LOTS 50 TO 56 (INCLUSIVE)
PART OF LOTS 23, 24, 28, 30, 31, 32, 49 AND 57
PART OF TUTTY STREET (CLOSED BY BY-LAW 3565)
REGISTERED PLAN 673
(REGISTERED PLAN 56, TOWNSHIP OF CROWLAND)
AND
BLOCKS 166, 169 AND 170,
REGISTERED PLAN 59-M269
ALL IN THE
CITY OF WELLAND
REGIONAL MUNICIPALITY OF NIAGARA

KEY PLAN:



REQUIRED INFORMATION:

AS REQUIRED UNDER SECTION 51(17) OF THE PLANNING ACT R.S.O. 1990.

(a) SEE PLAN
(b) SEE PLAN
(c) SEE KEY MAP
(d) SEE SCHEDULE OF LAND USE
(e) SEE PLAN
(f) SEE PLAN
(g) SEE PLAN
(h) MUNICIPAL WATER AND SEWAGE AVAILABLE
(i) SILTY CLAY/ SILT & SANDY SILT
(j) SEE PLAN
(k) MUNICIPAL WATER AND SEWAGE AVAILABLE
(l) SEE PLAN
NOTE: CONTOURS RELATE TO CANADIAN GEODETIC DATUM

SURVEYOR'S CERTIFICATE:

I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LANDS TO BE SUBDIVIDED AS SHOWN ON THIS PLAN AND THEIR RELATIONSHIP TO THE ADJACENT LANDS ARE ACCURATE AND CORRECTLY SHOWN IN ACCORDANCE WITH A PLAN OF SURVEY PREPARED BY SUDA & MALESZYK SURVERYING INC.

ORIGINAL SIGNED
Philip S. Suda, O.L.S.
Suda & Maleszyk Surveying Inc.

ORIGINAL SIGNED
DATE

OWNER'S CERTIFICATE:

I HEREBY AUTHORIZE THE BIGLIERI GROUP LTD. TO PREPARE AND SUBMIT THIS DRAFT PLAN OF SUBDIVISION TO THE CITY OF WELLAND

ORIGINAL SIGNED
Zhou Qing
2599587 Ontario Ltd.

ORIGINAL SIGNED
DATE

HUNTERS POINTE

2599587 Ontario Ltd.

APPROVAL STAMP:



REVISIONS

No.	Description	Date	Int.
3			
2			
1	REVISION FOR SECOND SUBMISSION	19.11.12	JS

PROJECT No.: 17453
DATE: March 1, 2018
0 5 15 25 50 75 100
SCALE: 1:1500
DRAFTED BY: JS
CHECKED BY: MM
DRAWING No.: **DP-02**

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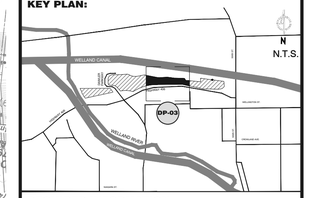
DP-01
DP-03

DRAFT PLAN OF SUBDIVISION

LEGAL DESCRIPTION:

PART OF LOTS 19 AND 20, CONCESSION 1
PART OF LOTS 19 AND 20, CONCESSION 2
PART OF THE ROAD ALLOWANCE BETWEEN CONCESSIONS 1 AND 2 (CLOSED BY BY-LAW 3565)
PART OF LOT 19, CONCESSION 3
PART OF LOT 19, CONCESSION 4
PART OF THE ROAD ALLOWANCE BETWEEN CONCESSIONS 3 AND 4 (CLOSED BY BY-LAW 3565)
IN THE
TOWNSHIP OF CROWLAND
AND
LOTS 25 TO 28 (INCLUSIVE)
LOTS 50 TO 56 (INCLUSIVE)
PART OF LOTS 23, 24, 29, 30, 31, 32, 49 AND 57
PART OF TUTTY STREET (CLOSED BY BY-LAW 3565)
REGISTERED PLAN 870
(REGISTERED PLAN 56, TOWNSHIP OF CROWLAND)
AND
BLOCKS 166 AND 170,
REGISTERED PLAN 59-M269
ALL IN THE
CITY OF WELLAND
REGIONAL MUNICIPALITY OF NIAGARA

KEY PLAN:



REQUIRED INFORMATION:

AS REQUIRED UNDER SECTION 51(17) OF THE PLANNING ACT R.S.O. 1990.

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(d) SEE SCHEDULE OF LAND USE
(e) SEE PLAN
(f) SEE PLAN
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(h) MUNICIPAL WATER AND SEWAGE AVAILABLE
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(j) SEE PLAN
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NOTE: CONTOURS RELATE TO CANADIAN GEODETIC DATUM

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ORIGINAL SIGNED
Philip S. Suda, O.L.S.
Suda & Maleszyk Surveying Inc.

ORIGINAL SIGNED
DATE

OWNER'S CERTIFICATE:

I HEREBY AUTHORIZE THE BIGLIERI GROUP LTD. TO PREPARE AND SUBMIT THIS DRAFT PLAN OF SUBDIVISION TO THE CITY OF WELLAND

ORIGINAL SIGNED
Zhou Qing
2599587 Ontario Ltd.

ORIGINAL SIGNED
DATE

HUNTERS POINTE

2599587 Ontario Ltd.

APPROVAL STAMP:

ANTHONY BIGLIERI
REGISTERED PROFESSIONAL PLANNER
R.P.P.

REVISIONS

No.	Description	Date	Int.
3			
2			
1	REVISION FOR SECOND SUBMISSION	19.11.12	JS

PROJECT No.: 17453
DATE: March 1, 2018
0 5 15 25 50 75 100
SCALE: 1:1500
DRAFTED BY: JS
CHECKED BY: MM
DRAWING No.: **DP-03**

THE BIGLIERI GROUP LTD.
Planning | Development | Project Management | Urban Design
20 Leslie Street, Suite 121, Toronto
126 Catherine Street North, Hamilton
(416) 693-8105
thebiglierigroup.com

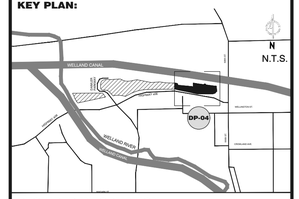
DP-02
DP-04

DRAFT PLAN OF SUBDIVISION

LEGAL DESCRIPTION:

PART OF LOTS 19 AND 20, CONCESSION 1
PART OF LOTS 19 AND 20, CONCESSION 2
PART OF THE ROAD ALLOWANCE BETWEEN CONCESSIONS 1 AND 2 (CLOSED BY BY-LAW 3565)
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IN THE
TOWNSHIP OF CROWLAND
AND
LOTS 31 TO 39 (INCLUSIVE)
LOTS 50 TO 56 (INCLUSIVE)
PART OF LOTS 23, 24, 26, 30, 31, 32, 49 AND 57
PART OF TUTTY STREET (CLOSED BY BY-LAW 3565)
REGISTERED PLAN 870
(REGISTERED PLAN 54, TOWNSHIP OF CROWLAND)
AND
BLOCKS 166, 169 AND 170,
REGISTERED PLAN 59-M269
ALL IN THE
CITY OF WELLAND
REGIONAL MUNICIPALITY OF NIAGARA

KEY PLAN:



REQUIRED INFORMATION:

AS REQUIRED UNDER SECTION 51(17) OF THE PLANNING ACT R.S.O. 1990.

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ORIGINAL SIGNED
Philip S. Suda, O.L.S.
Suda & Maleszyk Surveying Inc.

ORIGINAL SIGNED
DATE

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ORIGINAL SIGNED
Zhou Qing
2599587 Ontario Ltd.

ORIGINAL SIGNED
DATE

HUNTERS POINTE

2599587 Ontario Ltd.

APPROVAL STAMP:

ANTHONY BIGLIERI
REGISTERED PROFESSIONAL PLANNER
R.P.P.

REVISIONS

No.	Description	Date	Int.
3			
2			
1	REVISION FOR SECOND SUBMISSION	19.11.12	JS

PROJECT No.: 17453
DATE: March 1, 2018
SCALE: 1:1500 (0 5 15 25 50 75 100)
DRAFTED BY: JS
CHECKED BY: MM
DRAWING No.: **DP-04**

THE BIGLIERI GROUP LTD.
Planning | Development | Project Management | Urban Design
20 Leslie Street, Suite 121, Toronto
126 Catharine Street North, Hamilton
(416) 693-9155
thebiglierigroup.com

DP-03

Appendix IV

AMENDMENT NO. 16

to the

OFFICIAL PLAN

of the

CORPORATION OF THE CITY OF WELLAND

26 MAY, 2020

THE CORPORATION OF THE CITY OF WELLAND
BY-LAW NUMBER 2020-XX

A BY-LAW TO AUTHORIZE THE ADOPTION OF OFFICIAL PLAN AMENDMENT NO. 16

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. 16 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. 16 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. 16 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 26TH DAY OF MAY, 2020.

_____MAYOR

_____CLERK

Amendment No. 16

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 May 26, 2020 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.
MANAGER OF DEVELOPMENT APPROVALS
INFRASTRUCTURE AND DEVELOPMENT SERVICES
THE CORPORATION OF THE CITY OF WELLAND

AMENDMENT NO. 16 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 COMPONENTS 1

PART B - THE AMENDMENT 2

SCHEDULE "A" LAND USE PLAN 3

PART C - THE APPENDICES 7

APPENDIX I - AFFIDAVIT 8

SCHEDULE "A" TO APPENDIX 1 - AFFIDAVIT 9

APPENDIX II - NOTICE OF ADOPTION 10

APPENDIX III - MINUTES OF PUBLIC MEETING - 12

APPENDIX IV - STAFF REPORT 13

APPENDIX V - COUNCIL RESOLUTION 25

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. 16 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.16 is to redesignate the lands shown on the attached Schedule B. The purpose of the Amendment is to allow the property to be used for low and medium density residential dwellings and neighbourhood commercial uses in mixed-use nodes.

LOCATION

The lands subject to this Amendment are located north and south of Daimler Parkway, east of Highway 406 and are legally known as Part of Lots 19 and 20, Concession 1 and 2, Part of the Road Allowance between Concessions 1 and 2, Part of Lot 19, Concession 3, Part of Lot 19, Concession 4, Part of the Road Allowance between Concessions 3 and 4, and Lots 25 to 28, Lots 50 to 56, Part of Lots 23, 24, 29, 30, 31, 32, 49 and 57, Part of Tutty Street, Registered Plan 975 and Blocks 168, 169 and 170, Registered Plan 59-M269 and municipally known as 289 Daimler Parkway. The subject lands have an approximate land area of 84.82 hectares.

BASIS

The subject lands are within the urban area boundary for the City of Welland and currently designated Open Space and Recreation and Core Natural Heritage System. A proposal has been put forth to use the lands for a residential subdivision with neighbourhood commercial uses in mixed-use nodes.

PART B - THE AMENDMENT

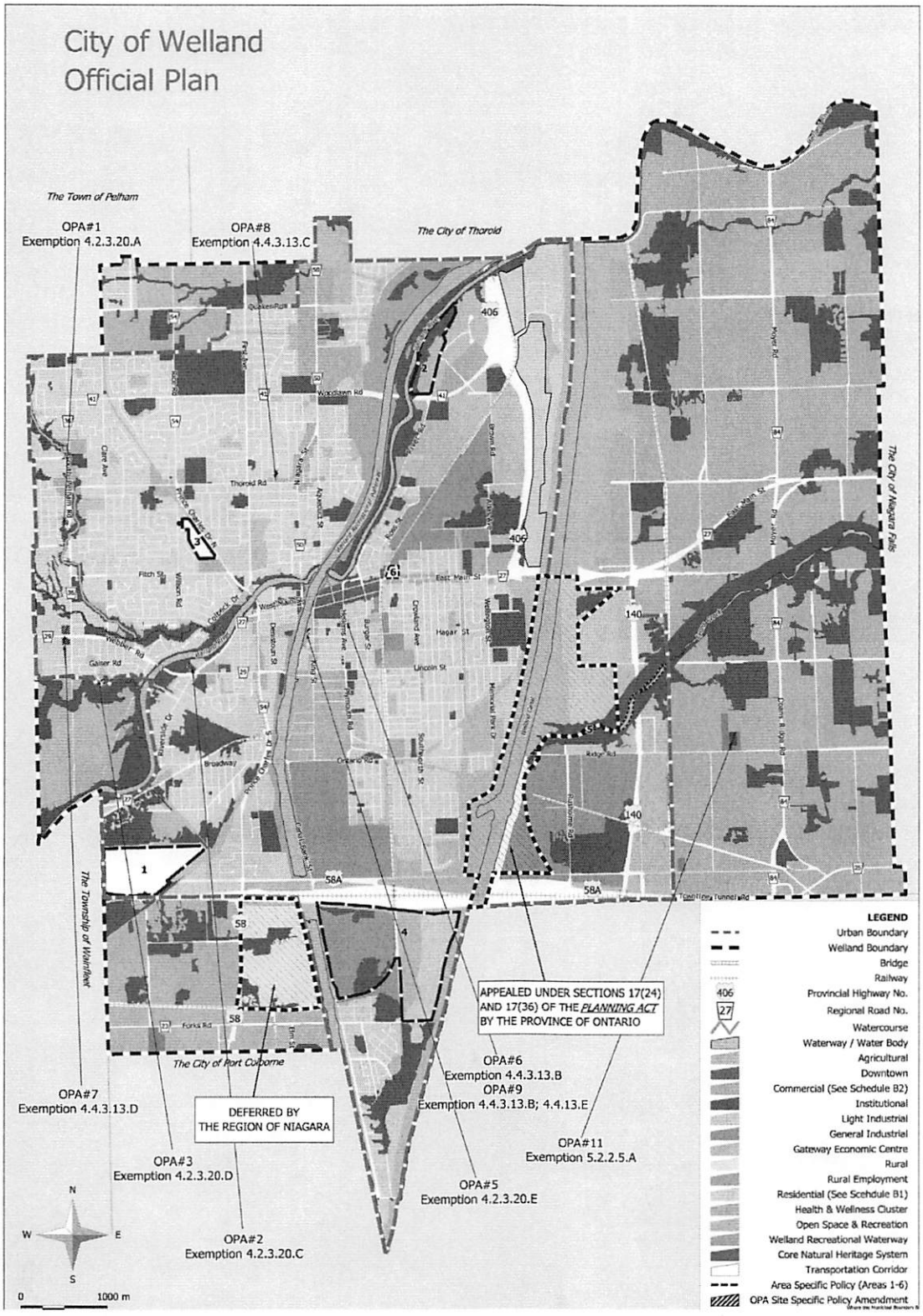
All of the Amendment entitled PART B - THE AMENDMENT, consisting of the following Policies and the map referred to as Schedule "A" - Land Use Plan and Policies, constitutes Amendment No. 16 to the Official Plan of the Corporation of the City of Welland.

Map Changes

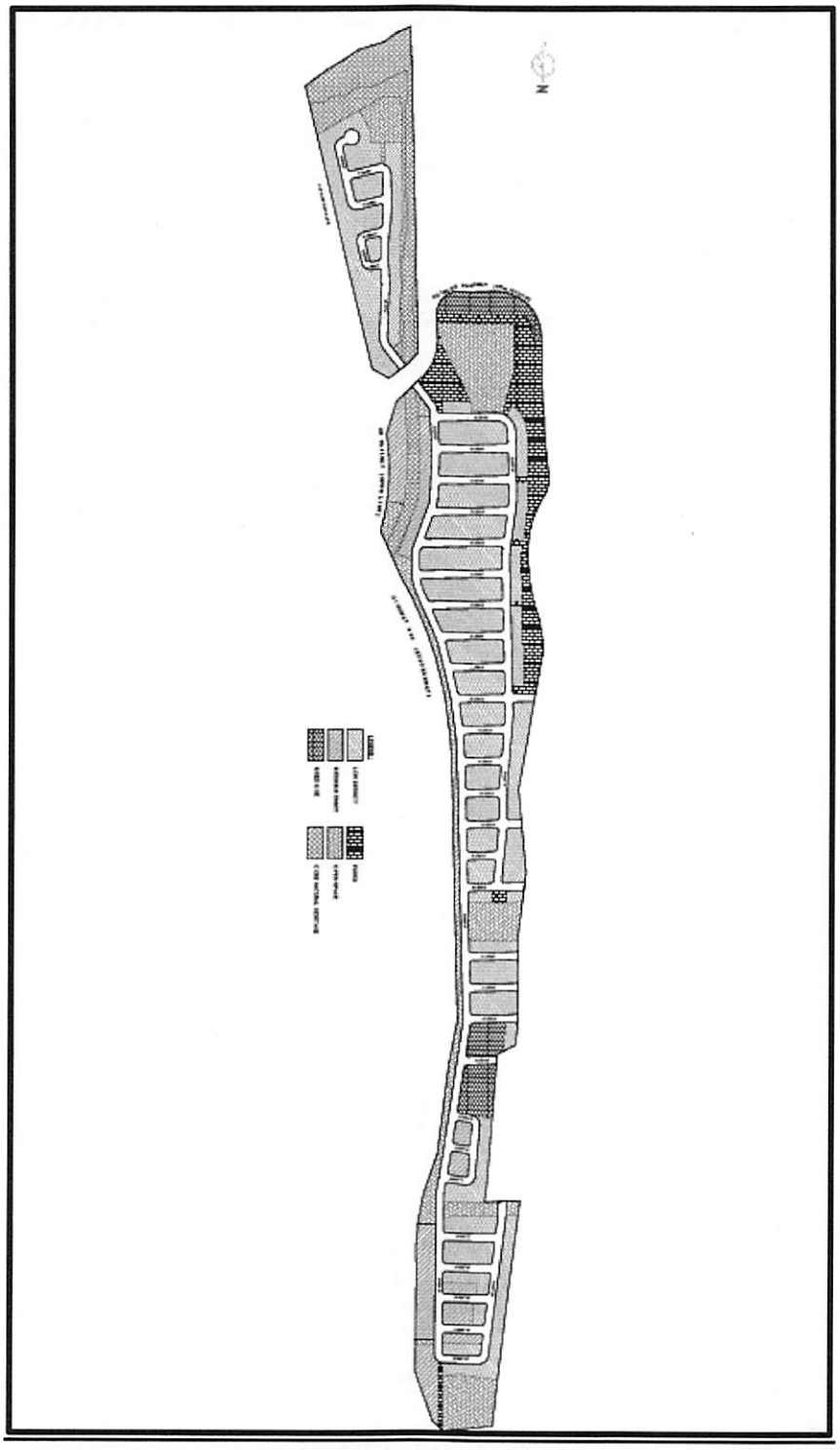
1. Schedule B, Land Use Map is hereby amended by re-designating lands identified as Block 1, from being Open Space and Recreation and Core Natural Heritage to Residential and Core Natural Heritage, as shown on Schedule 'A' attached hereto.
2. Schedule B1, Residential Hierarchy Map is hereby amended by identifying the lands identified as Block 1 as Low Density Residential and Medium Density Residential Core Natural Heritage as shown on Schedule 'A' attached hereto.

The effect of this Official Plan Amendment is to maintain portions of the Open Space and Recreation and Core Natural Heritage System designation and to include Low and Medium Density Residential and Neighbourhood Commercial to allow the development of the property for a residential subdivision with neighbourhood commercial uses in mixed-use nodes.

SCHEDULE "A" LAND USE PLAN



SCHEDULE 'A' LAND USE PLAN



PART C - THE APPENDICES

The following appendices do not constitute part of Amendment No. 16 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. 16 BY BY-LAW 2018-XX PASSED BY COUNCIL OF THE CORPORATION OF THE CITY OF WELLAND ON MAY 26, 2020

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

1. I am the Manager of Development Approvals, Infrastructure and Development Services of the Corporation of the City of Welland.
2. That in accordance with Section 17(15) of The Planning Act, as amended and Section 3 of Ontario Regulation 543/06, Notice of the Public Meeting was published in the Welland Tribune on March 15, 2018. I hereby certify that the required Public Meeting was held on May 1, 2018 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 Provincial Plan or Plans.

Sworn before me at the City of Welland
in the Regional Municipality of Niagara,
this DAYTH day of MONTH, 2020.

_____

SCHEDULE "A" TO APPENDIX 1 - AFFIDAVIT

List of individuals who made oral submission in support and in opposition to the application at the Statutory Public Meeting conducted May 1, 2018 concerning Amendment No. 16 to the Official Plan of the Corporation of the City of Welland.

In Support
Melinda Holland, The Biglieri Group
Anthony Biglieri, The Biglieri Group
David Giugovaz, Valdor Engineering
Ron Huizer, Beacon Environmental
Victor Muratori, Sullivan Mahoney LLP
Peggy Andrews

In Opposition
David Snook
Rick Adams
Jamie Almas
Sigrid Reid
Alec Lorentiu
Ken Beard
Nick Smit
Andrew Walker, Gagnon Walker Domes Planners
Jim D'Orazio

APPENDIX II - NOTICE OF ADOPTION

CITY OF WELLAND
NOTICE OF ADOPTION OF
AMENDMENT NO. 16 TO THE
OFFICIAL PLAN OF THE CORPORATION OF THE CITY OF WELLAND

Take notice that the Council of the Corporation of the City of Welland passed By-law 2020-XX, being a By-law to adopt Amendment No. 16 to the Official Plan on May 26, 2020 under Section 17(23) of The Planning Act, as amended.

The Purpose of Amendment No. 16 is to redesignate the property from Open Space and Recreation to Low and Medium Density Residential and Neighbourhood Commercial to allow the development of the property for a residential subdivision with neighbourhood commercial uses in mixed-use nodes. The areas that are designated as Core Natural Heritage will remain in this designation.

The Effect of the redesignation is to allow for the future construction of a residential plan of subdivision.

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.

Any person or agency may appeal, to the Local Planning Appeal Tribunal, in respect to the Amendment to the Official Plan by filing with the Clerk of the City of Welland, no later than [INSERT DATE], 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 Local Planning Appeal Tribunal Act in the amount of $300.00 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 individuals, Corporations or public bodies may appeal a Decision of the municipality to the Local Planning Appeal Tribunal. 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 Tribunal, 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 2018-01 and Application for Draft Plan of Subdivision - File 26T-14-18003.

A copy of the Amendment and Staff Report are available for inspection by the public as of May 25, 2020 on the City of Welland Website at www.welland.ca.

Dated at the City of Welland this X day of May, 2020.

GRANT MUNDAY, B.A.A.
MANAGER OF DEVELOPMENT APPROVALS
INFRASTRUCTURE AND DEVELOPMENT SERVICES
OF THE CORPORATION OF THE CITY OF WELLAND

APPENDIX III - MINUTES OF PUBLIC MEETING -

APPENDIX IV - STAFF REPORT

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

APPENDIX V - COUNCIL RESOLUTION

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

May 5, 2020

TO: Rachelle Larocque, B.E.S., M.Sc.,MCIP,RPP

FROM: J. Tosta, CBCO, CPSO

Chief Building Official

DATE: July 12, 2018

SUBJECT: Request for Rezoning, OP Amendment and Draft Plan of Subdivision - **289 Daimler Parkway**

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

1. In order to obtain a building permit, a Record of Site Condition (RSC) must be filed with the MOE anytime there is a change of use of property from commercial, industrial or community use to institutional, parkland, residential, agricultural or other use. A building permit cannot be issued until the RSC is filed and accepted by the MOE

2. Phase 1 Environmental Site Assessment prepared by Soil Engineers Ltd. Recommends that Phase 2 ESA is required to address the identified potential environmental concerns contained in the report.

3. A subsurface Geotechnical report prepared by Soil Engineers Ltd., and dated October 2017, recommends that reinforcement for foundations constructed on engineered fill. The foundation reinforcement must be designed by a professional engineer.

4. Footing and underground subgrade must be inspected by a geotechnical firm that supervised the engineered fill placement.

5. Parkland dedication shall be established in accordance with By-law 2014-101. If a 5% Cash-in-Lieu of Parkland method is utilized, the Developer shall establish the value of land for each lot, to the satisfaction of the City, prior to execution of the Subdivision Agreement. The values shall be determined by an Appraiser in accordance with City Policy as of the day before the day the first building permit is issued for the development. The values shall be referenced in the Special Conditions and Building Restrictions of the Subdivision Agreement.

RE:

May 5, 2020

6. A Building and Land Use Permit is required from the Ministry of Transportation.

7. The Noise and Vibration Feasibility Study prepared by Aerocoustics Engineering Ltd. Recommends that any dwelling units affected by excessive noise levels as determined by the MOECC guidelines, should be provided with air conditioning units and that future occupants be advised to that effect through warning clauses as part of the subdivision approval process.

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

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

March 21, 2018

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

Dear Rachelle,

Re: Draft Plan of Subdivision, Official Plan Amendment, & Zoning By-law Amendment
2599587 Ontario Ltd.
289 Daimler Parkway
City of Welland
File No.: 26T-14-18003 & 2018-01

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

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

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

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

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

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

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

Sincerely,



Alice Coleman
Municipal Planning Coordinator
Long Range Distribution Planning
—
ENBRIDGE GAS DISTRIBUTION
TEL: 416-495-5386
MunicipalPlanning@enbridge.com
500 Consumers Rd, North York, ON, M2J 1P8
enbridgegas.com
Integrity. Safety. Respect.

AC/jh

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

December 12, 2019

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

Dear Rachelle,

Re: Draft Plan of Subdivision, Official Plan Amendment, Zoning By-law Amendment
259957 Ontario Limited
289 Daimler Parkway
City of Welland
File No.: 26T-14-18003, OPA 16, 2018-01

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

Sincerely,

Alice Coleman
Municipal Planning Coordinator
Long Range Distribution Planning
—
ENBRIDGE GAS INC.
TEL: 416-495-5386
MunicipalPlanning@enbridge.com
500 Consumers Rd, North York, ON, M2J 1P8

enbridgegas.com
Safety. Integrity. Respect

CANADA POST
955 HIGHBURY AVE N
LONDON ON N5Y 1A3
CANADAPOST.CA

POSTES CANADA
955 HIGHBURY AVE N
LONDON ON N5Y 1A3
POSTESCANADA.CA

December 9th, 2019

RACHELLE LAROCQUE
CITY OF WELLAND
60 EAST MAIN STREET
WELLAND, ON L3B 3X4

Re: City File No.: 26T-14-18003 - Hunters Pointe

Dear Rachelle,

This development will receive mail service to centralized mail facilities provided through our Community Mailbox program.

I will specify the conditions which I request to be added for Canada Post Corporation's purposes.

The owner shall complete to the satisfaction of the Director of Engineering of the City of Welland and Canada Post:

a) Include on all offers of purchase and sale, a statement that advises the prospective purchaser:

   i) that the home/business mail delivery will be from a designated Centralized Mail Box.

   ii) that the developers/owners be responsible for officially notifying the purchasers of the exact Centralized Mail Box locations prior to the closing of any home sales.

b) The owner further agrees to:

   i) work with Canada Post to determine and provide temporary suitable Centralized Mail Box locations which may be utilized by Canada Post until the curbs, boulevards and sidewalks are in place in the remainder of the subdivision.

ii) install a concrete pad in accordance with the requirements of and in locations to be approved by Canada Post to facilitate the placement of Community Mail Boxes

iii) identify the pads above on the engineering servicing drawings. Said pads are to be poured at the time of the sidewalk and/or curb installation within each phase of the plan of subdivision.

iv) determine the location of all centralized mail receiving facilities in co-operation with Canada Post and to indicate the location of the centralized mail facilities on appropriate maps, information boards and plans. Maps are also to be prominently displayed in the sales office(s) showing specific Centralized Mail Facility locations.

a) Canada Post's multi-unit policy, which requires that the owner/developer provide the centralized mail facility (front loading lockbox assembly or rear-loading mailroom [mandatory for 100 units or more]), at their own expense, will be in effect for buildings and complexes with a common lobby, common indoor or sheltered space.

Should the description of the project change, I would appreciate an update in order to assess the impact of the change on mail service.

If you have any questions or concerns regarding these conditions, please contact me.

I appreciate the opportunity to comment on this project.

Regards,

A. Carrigan

Andrew Carrigan
Delivery Services Officer
Andrew.Carrigan@canadapost.ca

Rachelle Larocque

From: circulations@wsp.com
Sent: December 3, 2019 3:43 PM
To: Rachelle Larocque
Subject: OPA (OPA 16), ZBLA (2018-01) and Draft Plan of Subdivision (26T-14-18003); Hunters Pointe; 289 Daimler Pkwy., Welland

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2019-12-03

Rachelle Larocque

Welland
, ,

Attention: Rachelle Larocque

Re: OPA (OPA 16), ZBLA (2018-01) and Draft Plan of Subdivision (26T-14-18003); Hunters Pointe; 289 Daimler Pkwy., Welland; Your File No. OPA 16,2018-01,26T-14-18003

Our File No. 85986

Dear Sir/Madam,

We have reviewed the circulation regarding the above noted application.

The following paragraph is to be included as a condition of approval:

"The Owner shall indicate in the Agreement, in words satisfactory to Bell Canada, that it will grant to Bell Canada any easements that may be required, which may include a blanket easement, for communication/telecommunication infrastructure. In the event of any conflict with existing Bell Canada facilities or easements, the Owner shall be responsible for the relocation of such facilities or easements".

We hereby advise the Developer to contact Bell Canada during detailed design to confirm the provision of communication/telecommunication infrastructure needed to service the development.

As you may be aware, Bell Canada is Ontario's principal telecommunications infrastructure provider, developing and maintaining an essential public service. It is incumbent upon the Municipality and the Developer to ensure that the development is serviced with communication/telecommunication infrastructure. In fact, the 2014 Provincial Policy Statement (PPS) requires the development of coordinated, efficient and cost-effective infrastructure, including telecommunications systems (Section 1.6.1).

The Developer is hereby advised that prior to commencing any work, the Developer must confirm that sufficient wire-line communication/telecommunication infrastructure is available. In the event that such

infrastructure is unavailable, the Developer shall be required to pay for the connection to and/or extension of the existing communication/telecommunication infrastructure.

If the Developer elects not to pay for the above noted connection, then the Developer will be required to demonstrate to the satisfaction of the Municipality that sufficient alternative communication/telecommunication will be provided to enable, at a minimum, the effective delivery of communication/telecommunication services for emergency management services (i.e., 911 Emergency Services).

WSP operates Bell Canada's development tracking system, which includes the intake and processing of municipal circulations. Please note, however, that **all responses to circulations and other requests, such as requests for clearance, come directly from Bell Canada, and not from WSP.** WSP is not responsible for the provision of comments or other responses.

As of June 1, 2019, Meaghan Palynchuk will be taking maternity leave and returning in the first quarter of 2020. In my absence please contact Ryan Courville for any matters concerning this file.

Yours truly,

Ryan Courville
Access Network Provisioning Manager
Municipal Relations
Phone: 416-570-6726
Email: planninganddevelopment@bell.ca

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DISTRICT SCHOOL BOARD OF NIAGARA
191 Carlton St. ▪ St. Catharines, ON ▪ L2R 7P4 ▪ 905-641-1550 ▪ dsbn.org

April 20, 2018

Grant Munday, B.A.A.
Manager of Development Approvals
Infrastructure and Development Services
City of Welland
60 East Main Street,
Welland ON, L3B 3X4

Dear Mr. Munday:

Re: Applications for Draft Plan of Subdivision (26T-14-18003), Official Plan Amendment (OPA 16), & Zoning By-law Amendment 2017-117 (2018-01)
Hunters Pointe

Thank you for circulating the District School Board of Niagara (DSBN) the above noted applications for a Draft Plan of Subdivision, Official Plan Amendment and Zoning By-law Amendment. The draft Plan of Subdivision proposes to subdivide the 84.82 hectare subject property (formerly Hunters Pointe Golf Course) for residential housing units, mixed used residential units/commercial uses, open space and recreation. A total of 1,194 residential units are proposed. The Official Plan Amendment and Zoning Bylaw Amendment applications would redesignate and rezone the property to facilitate the proposed subdivision development.

The DSBN's interest is to ensure students from the future development can be accommodated at its schools. Future students from the proposed subdivision would attend Quaker Road PS (gr. JK to 8) and Welland Centennial Secondary School (gr. 9 to 12). The school boundary for Quaker Road PS and Welland Centennial SS includes other areas of growth in Welland as well as the Port Robinson Secondary Plan area in Thorold. DSBN Planning staff has developed enrolment projections for Quaker Road PS and Welland Centennial SS that incorporate future growth expected in each of the school's boundary areas. Projections indicate that enrolment at Quaker Road PS will increase over the long term (10 years) and the school will reach capacity within the next few years. Welland Centennial SS projections show a similar pattern.

The Board has a number of options available to address capacity at the schools should the situation become an issue. This includes school boundary changes, program changes, and facility improvements. Board staff met with City Planning staff to further discuss the proposed Hunters Pointe draft Plan of Subdivision in light of longer term school accommodation planning. We understand that a second road access, over Highway 406, to connect the southern portion of the subdivision with the City's road network to the west (via Oxford Road) will be requested as a condition of approval. Board Planning staff fully support the development of this road connection as it would aid in student transportation and facilitate ideal options for long-term school accommodation planning in the area. However, the timing of the southern road connection is key. We understand that this subdivision will proceed in 7 phases and could

potentially be fully built out in 10 years. The Board's school accommodation options for the area would not be viable if the road connection is provided too late during the subdivision development or not provided at all. We would urge the City to ensure that approval of the draft plan of subdivision includes a condition that the southern road connection be completed very early in the overall development of the subdivision.

DSBN Planning staff has completed its review and has no objections to the applications subject to the above comments. Board staff request that, as a condition of approval, sidewalks be constructed within the subdivision to facilitate student travel to the school/bus stop locations.

The Hunters Pointe development is an opportunity for DSBN to work with the City, through the planning process, to ensure students in Welland are provided with the best education opportunities, student transportation, and long-term school accommodations. We appreciate City Planning staff meeting with us and keeping us informed of the process to date, and we look forward to the continued collaboration.

If you have any questions feel free to contact me at ext. 54225.

Yours truly,



Sue Mabee, MCIP, RPP
Supervisor of Planning Services

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

March 21, 2018

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

Dear Rachelle,

Re: Draft Plan of Subdivision, Official Plan Amendment, & Zoning By-law Amendment
2599587 Ontario Ltd.
289 Daimler Parkway
City of Welland
File No.: 26T-14-18003 & 2018-01

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

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

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

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

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

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

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

Sincerely,



Alice Coleman
Municipal Planning Coordinator
Long Range Distribution Planning
—
ENBRIDGE GAS DISTRIBUTION
TEL: 416-495-5386
MunicipalPlanning@enbridge.com
500 Consumers Rd, North York, ON, M2J 1P8
enbridgegas.com
Integrity. Safety. Respect.

AC/jh

INTERDEPARTMENTAL MEMORANDUM

INFRASTRUCTURE & DEVELOPMENT SERVICES
ENGINEERING DIVISION

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

From: C. Scott Richardson, C.E.T., Development Supervisor, and

Marvin Ingebrigtsen, P. Eng. - Infrastructure Planning & Development Supervisor

Date: May 5, 2020

Subject: The Highlands – Golf Course Redevelopment Comments

The Engineering Division has the following comments for 'The Highlands Golf Course Redevelopment';

1. That the Owner be responsible for the upgrade and replacement of the existing sanitary sewer infrastructure on Oxford Road, from Brown Road to the Hwy 406, to accommodate sanitary sewer flows coming from the golf course redevelopment, to the east of Highway 406. All costs associated with the installation/replacement will be at the sole expense of the owner.
2. That the Owner upgrade and replace the existing watermain along Oxford Road to accommodate any future needs and looping requirements related to the golf course redevelopment. This would include the connection to the intersection of Brown and Oxford Roads. The City of Welland has identified this watermain in it`s 2019 Development Charges By-Law. A portion of the watermain replacement will be eligible for a contribution from the City of Welland in accordance with the by-law. All other costs associated with the upgrade/replacement will be at the expense of the Owner.
3. That the Owner submit a complete engineering design of the sanitary sewer and watermain connections, including specific details of the subterranean crossing, to the Ministry of Transportation and the City, for works required within the King's Highway 406 Corridor. The Owner shall be responsible for all associated costs.
4. The Owner shall install the watermain looping under Highway 406. The cost to do such crossing shall be split by the two developing entities including the subject lands (Hunters Pointe Plan of Subdivision) and the South Village Plan of Subdivision (City File 26T-14-18004). The costs to be borne by each shall be

calculated on a per area basis each paying for their fair share of the installation and crossing under the Highway 406.

5. The Owner shall reconstruct Oxford Road to a semi-urban standard, to the satisfaction of the City. All costs associated with the reconstruction will be at the sole expense of the Owner.
6. The Owner shall review servicing options of a gravity sewer lowering, crossing the King's Highway 406, in place of a sanitary sewage pumping station, considering the sanitary sewers along Daimler Parkway crossing under Highway 406 will need to be enlarged to accommodate the increased flows.
7. If lowering the sanitary sewers is not acceptable or possible, the Owner will be required to construct a sanitary sewage pumping station at their expense, and provide a one-time 'maintenance payment' to the City. The one time payment shall be determined to be 25% of the cost of the pump station construction. The Owner will also be responsible for 100% of the maintenance of the pumping station up until the time of assumption of the entire subdivision, and then required to maintain it for up to a period of five (5) years after assumption.
8. All roadway changes, upgrades, realignments, and reconstructions shall be at the sole cost to the developer. If signalization of any portion of the roadways is required, this shall also be at the sole expense to the developer.
9. Any sanitary infrastructure required to be installed to accommodate flows from the South Village Plan of Subdivision directed to Oxford Road through the former golf course lands, to enable the golf course property to utilize infrastructure installed for the proposed South Village, shall be at the expense of the Owner (2599587 Ontario Ltd.).
10. All recommendations of the Peer Review performed by GM BluePlan for the Wastewater Peer Review, dated May 5, 2020, be reviewed and incorporated into the final design.
11. All recommendations of the Peer Review performed by WOOD for the Stormwater Peer Review, dated Rev Feb 27, 2020, be reviewed and incorporated into the final design.
12. All recommendations of the Peer Review performed by Associated Engineering (AE) for the water servicing peer review dated Jan 28, 2020, be reviewed and incorporated into the final design.
13. All costs related to existing and future Peer Reviews shall be paid for by the developer.

City of Welland
WELLAND FIRE AND EMERGENCY SERVICES
Director of Fire Prevention, Cheri Busch, BPhEd, BEd, CFEI
636 King Street, Welland, ON L3B 3L1
Phone: 905-735-1700 Ext. 2405 | **Fax:** 905-732-2818
Email: cheri.busch@welland.ca | www.welland.ca

MEMORANDUM

TO: Grant Munday

FROM: Cheri Busch
Director of Fire Prevention
Welland Fire and Emergency Services

DATE: December 16, 2019
SUBJECT: Hunters Pointe Development Resubmission – Fire Dept. Comments

The Fire Prevention Division of Welland Fire and Emergency Services have reviewed the following site plan for the above noted project: Hunters Pointe

Fire Department Access:
Please indicate road widths and turn radii. As required per Municipal Standards, minimum standards are 6m road width and 12m centre line turn radii (preference of 14m centre line turn radii).

Please advise if Street "AD" will eventually connect to the turn around currently labelled as "BLOCK 178 – Future Residential". This future connected is requested.

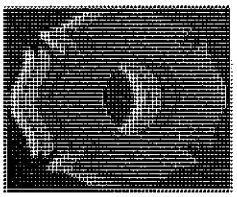
Fire Hydrants:
Please indicate location of fire hydrants on site plan.

Marking of Hydrants All barrels are to be painted red.
Class AA — Rated capacity of 5680 L/min (1500 gpm) or greater – light blue
Class A — Rated capacity of 3785–5675 L/min (1000–1499 gpm) - green
Class B — Rated capacity of 1900–3780 L/min (500–999 gpm) – orange
Class C — Rated capacity of less than 1900 L/min (500 gpm) – red

RE:

December 16, 2019

(Note: reflective plastic collars, colour coded to reflect the hydrant capacity, are now being used on our hydrants – 2 collars in total, one on each stem of hydrant)



No Parking Fire Route Signs:



No parking fire route signs shall be installed in areas designated as fire routes as required under the Ontario Building Code as well as those deemed necessary to provide access for emergency services.
The signs shall be 30cm in width and 45cm in length and shall display the information "Fire Route" and no parking (black "P" with red circle and stroke through).
Signs at the ends of a fire route shall display single headed arrows pointing in the direction in which the regulation is in effect. At intermediate points throughout the regulated area, double headed arrows shall indicate that the prohibition or restriction exists in each direction. ***Fire route signs shall be installed and approved prior to the occupancy of the building.***
Installation Requirements:

a) One at each limit of the fire route, and
a) At intervals of not less than 15 metres and not more than 45 metres along the fire route.
b) At fire hydrants located on private property when not located along the fire route.
c) At gates, post and chain and barriers installed as part of an emergency access.
d) Additional fire route signs shall be installed at the discretion of the Fire Chief or designate based on individual site conditions.
e) Signs shall be placed horizontally to the street or at an angle no more than 45 degrees, to a line parallel to the flow of traffic and should always be visible to approaching traffic.
f) Shall be located so as that the bottom of the sign is between 183cm and 213cm measured to the finished pavement/grade.
g) Signs shall be installed at a maximum of 3 metres and a minimum 1 metre measured horizontally from the curb.

RE:

December 16, 2019

h) Signs shall be installed so as that there are no visual obstructions within 6 metres of the sign and be visible to approaching traffic.

Emergency Access Route:
Provide additional information with regards to the emergency access route including:

- Please indicate road widths and turn radii. As required per Municipal Standards, minimum standards are 6m road width and 12m centre line turn radii (preference of 14m centre line turn radii).
- Will there be control gate(s) located at the entrance from Hwy 406 as well as from the community?
- How can illegal parking in the entrance to the emergency access from the community be avoided? Will two control gates be required?
- Details of the control of the emergency gates by the Fire Dept. required. This shall be an EMTRAC controlled access.
- How will the roadway be maintained during winter months (snow removal)?
- The emergency access should be lined up with Street "AD" or "AC".

Review conducted by:

Signature: C Busch Date of review: Dec 16/19

Cheri Busch
Director of Fire Prevention

Ministry of Transportation

Central Region
Corridor Management Section
159 Sir William Hearst Ave.
7th Floor, Bldg. D
Downsview, ON M3M 0B7
Tel.: 416-235-4572
Fax.: 416-235-4267
Email: hugh.fyffe@ontario.ca

Ministère des Transports

Région du Centre
section de gestion des couloirs routiers
159 Sir William Hearst Avenue
7e étage, édifice D
Downsview, ON M3M 0B7
Tél: 416 235-4572
Téléc: 416 235-4267
Email: hugh.fyffe@ontario.ca

January 10, 2020

Rachelle Larocque
Planning Supervisor
Planning Division
Corporation of the City of Welland
60 East Main Street, Welland,
ON, L3B 3X4

Re: Resubmission Application for: Draft Plan of Subdivision – File 26T-14-18003; Transportation Study, Municipal Servicing Study & Stormwater Management Plan / Functional Servicing Report

Dear Ms. Larocque:

Further to my letter of November 26, 2019 to yourself and a May 7, 2019 letter to C. F. Crozier and Associates from Ms. Morgan Lawrence on which you were cced, we see that Block 758 is labelled 'Emergency Access' on the Draft Plan.

Note that among other things and prior to the issuance of MTO permit(s), MTO will need to review and approve the geometrics and all engineering aspects of the design of the access and the developer will be responsible for all cost associated with the access.

We reviewed the referenced study / report and provide the following comments:

Municipal Servicing Study & Stormwater Management Plan / Functional Servicing Report

- MTO will review a detailed stormwater management report at a later stage.
- Please confirm if outlet of Pond 2 is outside of MTO's 14m setback. Setback should be shown on the drawing to confirm.
- Please clarify if the backwater from the culvert under Daimler Pkwy (Node 3) and additional flows entering the watercourse that crosses Highway 406 south of Trillium Railway track will not impact flows and water levels at MTO's culvert crossing at this location.
- Is any flow from subdivision conveyed to ditches along Highway 406 as MTO does not allow any increase in flow for 5 to 100 year storm events to its drainage system.

The proponent should provide an itemized reply to MTO's comments.

Transportation Study
It is likely all modes of transportation will be utilizing this corridor and the report should assess pedestrians and cyclist activities at the ramp terminals.

1. **2.5 Existing Traffic Volumes** - the TMCs used for both ramp terminals were conducted in October 2017 by Accu-Traffic Inc, however volumes for some movements are significantly lower than MTO's counts done in March 2017 by approx. 100 vehicles. Proponent should use MTO's counts for a more conservative approach.

2. **3.0 Future Background Conditions -** proponent should provide a table and document background developments in the vicinity of the development, with respect to size, land use and generated trips to ensure all site trips are accounted for in the report.

3. **4.1 Trip Generation** - it was assumed 30% (31 in, 19 out trips) commercial trips are interaction trips during both AM and PM peaks, and 35% (40 in, 40 out trips) are pass-by trips during PM peak. Since the type of commercial development will determine number of trips, the assumption should reflect a more high volume commercial type.

4. **4.2 Trip Distribution & Assignment** – provide a statement on local travel patterns.

5. **6.0 Traffic Operations Analysis** - Table 4, under 2022 Future Total Condition, both 406NB and 406SB off-ramps will result in LOS F with failure v/c ratios in both AM & PM peaks. As per Table 7, Traffic control signals are warranted and recommended for installation at both off-ramp terminals. However, LOS for movements from off-ramp will result in LOS E and v/c ratios >0.75. Indicating installation of additional lanes maybe required. As per MTO's TIS guideline, off-ramps should be operating at LOS D or better with v/c ratio up to 0.75.

6. **6.2.4 - Proposed Roundabout on Daimler Parkway Intersection just East of the CN Rail**: Drawings do not show the proposed roundabout, also the Synchro models do not include the proposed roundabout. The proponent should update accordingly with the proposed roundabout.

7. **7.1 Potential Queuing Across the Railway Crossing** – the report mentions the usual travel pattern of trains and the traffic impact appears minimal. However, the proponent should obtain documentation from CN Rail to confirm current train schedule assumptions / future schedule. Since Daimler Parkway is currently the only public access point for the proposed development and all road users will need to cross the CN Rail tracks, consideration should be given for additional safety measures beyond the recommended installation of "Do not Block Intersection" sign.

8. **Synchro Model** - the geometry of the model should be updated as per following:
    a. At 406 SB off-ramp, both SB lanes should be connected, taper and storage lengths should match with existing geometry.
    b. At 406 NB off-ramp, taper and storage lengths should match with existing geometry.
    c. Roundabout should be included to complete the Synchro Model.

The report should be revised to address the above comments.

The proponent will be responsible for the cost of all improvements to Highway 406 made necessary by the proposed development.

If you have any questions, please feel free to contact me.

Yours truly,

Senior Project Manager

Ministry of Transportation

Central Region
Corridor Management Section
159 Sir William Hearst Ave.
7th Floor, Bldg. D
Downsview, ON M3M 0B7
Tel.: 416-235-4572
Fax.: 416-235-4267
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Ministère des Transports

Région du Centre
section de gestion des couloirs routiers
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November 26, 2019

Rachelle Larocque
Planning Supervisor
Planning Division
Corporation of the City of Welland
60 East Main Street, Welland,
ON, L3B 3X4

Re: Application for: Draft Plan of Subdivision – File 26T-14-18003
Zoning By-Law Amendment (2018-01)
Official Plan Amendment Application (OPA 16)
Hunter's Point Golf Course Resubmission
City of Welland

Dear Ms. Larocque:

The ministry has reviewed the referenced applications and offer the following comments.

The proposed site is within the ministry's permit radius. The owner should be advised that ministry building / land-use permit(s) will be required prior to any grading or construction on this site. Building / land-use permit(s) will be required for all buildings within a 395m radius of the intersection of the centerlines of Highway 406 and Daimler Parkway, all buildings within a 395m radius of the intersection of the centerlines of Highway 406 and East Main Street. As well, all buildings on the site and within 46m (150 feet) of the Highway 406 property line and within 46m (150 feet) of the East Main Street property line will require ministry building / land-use permit(s).

Sign permits will also be required for all signs related to the proposed development and visible from Highway 406 / ramps.

All proposed permanent buildings and structures (above and below ground), utilities, frontage roads/fire routes, essential parking facilities, stormwater management ponds and associated berms or any amenity deemed essential to the operation of the site, must be set back a minimum of 14.0 metres (45 feet) from the right-of-way of Highway 406 and the right-of-way of East Main Street.

Please note that noise berms or grading of any kind will not be permitted on ministry property. The developer is solely responsible for all noise mitigation measures and such measures must be located beyond ministry property.

Condition(s) of Draft Plan Approval

We request the following conditions of draft plan approval for this Plan of Subdivision.

1. That prior to final approval, the owner shall submit to the Ministry of Transportation for their review and approval, a storm-water management report indicating the intended treatment of the calculated runoff and the impacts of drainage on the Highway 406 right-of-way.

2. That prior to final approval, the owner shall submit to the Ministry of Transportation for their review and approval, a traffic impact study indicating the anticipated volumes generated by the subdivision and their impacts on Highway 406 / Daimler Parkway / Woodlawn Road Interchange.

A copy of the Registered Plan of Subdivision must be submitted to the ministry prior to the issuance of ministry permit(s).

All reports submitted to the ministry must be stamped and signed by a professional engineer of Ontario.

If you have any questions, please feel free to contact me

Yours truly,

Senior Project Manager

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

Courier:
185 Clegg Road
Markham, Ontario L6G 1B7

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

March 21, 2018

Infrastructure and Development Services
Planning Division
Corporation of the City of Welland
60 East Main Street, Welland, Ontario L3B3X4

Attention: Rachelle Larocque

Dear Rachelle Larocque:

Re: Draft Plan of Subdivision, The Biglieri Group LTD.
289 Daimler Parkway
Corporation of the City of Welland
File: 26T-14-18003

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

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

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

1. The developer must contact **Jim Oriotis**, Senior Real Estate Coordinator at **(905)-946-6261** to discuss all aspects of the subdivision design, ensure all of HONI's technical requirements are met to its satisfaction, and acquire the applicable agreements.

2. Prior to HONI providing its final approval, the developer must make arrangements satisfactory to HONI for lot grading and drainage. Digital PDF copies of the lot grading and drainage plans (true scale), showing existing and proposed final grades, must be submitted to HONI for review and approval. The drawings must identify the transmission corridor, location of towers within the corridor and any proposed uses within the transmission corridor. Drainage must be controlled and directed away from the transmission corridor.

3. Any development in conjunction with the subdivision must not block vehicular access to any HONI facilities located on the transmission corridor. During construction, there must be no storage of materials or mounding of earth, snow or other debris on the transmission corridor.

4. At the developer's expense, temporary fencing must be placed along the transmission corridor prior to construction, and permanent fencing must be erected where subdivision lots directly abut the transmission corridor after construction is completed.

5. The costs of any relocations or revisions to HONI facilities which are necessary to accommodate this subdivision will be borne by the developer. The developer will be responsible for restoration of any damage to the transmission corridor or HONI facilities thereon resulting from construction of the subdivision.

6. HONI's easement rights must be protected and maintained.

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

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

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

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

Yours truly,



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

Cc: Jim Oriotis – Hydro One Networks Inc.

Ministry of Transportation

Central Region
Corridor Management Section
159 Sir William Hearst Ave.
7th Floor, Bldg. D
Downsview, ON M3M 0B7
Tel.: 416-235-4572
Fax.: 416-235-4267
Email: hugh.fyffe@ontario.ca

Ministère des Transports

Région du Centre
section de gestion des couloirs routiers
159 Sir William Hearst Avenue
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March 20, 2018

Rachelle Larocque
Planning Supervisor
Planning Division
Corporation of the City of Welland
60 East Main Street, Welland,
ON, L3B 3X4

Re: Application for Draft Plan of Subdivision – File 26T-14-18003
Application to Amend Zoning By-Law 2017-117 – File No. 2018-01
Official Plan Amendment Application
289 Daimler Parkway (Hunter's Point Golf Course)
City of Welland

Dear Ms. Larocque:

The ministry has reviewed the referenced applications and offer the following comments.

The proposed site is within the ministry's permit radius. The owner should be advised that ministry building / land-use permit(s) will be required prior to any grading or construction on this site. Building / land-use permit(s) will be required for all buildings within a 395m radius of the intersection of the centerlines of Highway 406 and Daimler Parkway, as well, all buildings within 46metres (150 feet) of the Highway 406 property line will require ministry building / land-use permit(s). Sign permits will also be required for all signs related to the proposed development and visible from Highway 406 / ramps.

All proposed permanent buildings and structures (above and below ground), utilities, frontage roads/fire routes, essential parking facilities, stormwater management ponds and associated berms or any amenity deemed essential to the operation of the site, must be set back a minimum of 14.0 metres (45 feet) from the right-of-way of Highway 406.

Please note that noise berms or grading of any kind will not be permitted on ministry property. The developer is solely responsible for all noise mitigation measures and such measures must be located beyond ministry property.

Condition(s) of Draft Plan Approval

We request the following conditions of draft plan approval for this Plan of Condominium.

1. That prior to final approval, the owner shall submit to the Ministry of Transportation for their review and approval, a storm-water management report indicating the intended treatment of the calculated runoff and the impacts of drainage on the Highway 406 right-of-way.

2. That prior to final approval, the owner shall submit to the Ministry of Transportation for their review and approval, a traffic impact study indicating the anticipated volumes generated by the subdivision and their impacts on Highway 406 / Daimler Parkway / Woodlawn Road Interchange.

A copy of the Registered Plan of Subdivision must be submitted to the ministry prior to the issuance of ministry permit(s).

All reports submitted to the ministry must be stamped and signed by a professional engineer of Ontario.

If you have any questions, please feel free to contact me

Yours truly,

Project Manager

NIAGARA PENINSULA CONSERVATION AUTHORITY

250 Thorold Road West, 3rd Floor, Welland, Ontario L3C 3W2
Telephone 905.788.3135 | Facsimile 905.788.1121 | www.npca.ca

January 16, 2020

Via Email Only

Ms. Rachelle Larocque, BES, M.Sc., MCIP, RPP
Planning Supervisor
City of Welland
60 East Main Street
Welland, ON, L3B3X4

Our File: PLSUB201800228

Dear Ms. Larocque

Re: Niagara Peninsula Conservation Authority (NPCA) Comments
Applications for Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision
Hunter's Pointe – Second Submission
City of Welland
Applicant: Biglieri Group Ltd.
File Nos.: OPA No. 16, 2018-01 and 26T-14-18003

The NPCA has received revised applications for Official Plan amendment (OPA), Zoning By-law amendment (ZBA) and Draft Plan of Subdivision for the above project. The purpose of the OPA and ZBA is to provide the appropriate land use designations and zoning to accommodate the proposed Draft Plan of Subdivision. The Draft Plan of Subdivision proposes a variety of residential housing types on 84.82 hectares of land.

The NPCA had indicated in our comments of May 1, 2018 that there was outstanding information about the watercourses on the subject lands required for the NPCA to properly review the application. The Applicant has provided an environmental impact study (EIS), prepared by Beacon Environmental, dated November 2019, in response to our concerns. We have reviewed the revised applications and offer the following comments.

NPCA Policies

The NPCA regulates watercourses, flood plains (up to the 100 year flood level), Great Lakes shorelines, hazardous land, valleylands, and wetlands under *Ontario Regulation 155/06* of the *Conservation Authorities Act*. It should be noted that although the NPCA's policies were updated in September 2018, these applications will continue to be reviewed under the NPCA's previous

policies since the applications were commenced before September 2018. The subject lands contain two watercourses in which the NPCA has interest. There is 100 year flood plain associated with the Welland River as well as a regulated slope as part of the Welland River valleylands. Finally, there is the Welland River Between the Canals Wetland Complex, which is a provincially significant wetland (PSW), along the bank of the Welland River.

The wetland boundaries defined on the draft plans and in the EIS appear to accurately reflect the Ministry of Natural Resources and Forestry (MNRF) defined wetland boundary limit. The draft plans and EIS confirm that a wetland setback of at least 30 metres has been maintained. As well, the top of slope and a 7.5 metre setback has been shown within the EIS. As proposed, the setbacks are adequate to protect the form and function of the PSW feature. The OPA and ZBA propose to leave the existing designation and zoning on Block 786 in place as they are Core Natural Heritage and O2, respectively. NPCA staff support this and request that the O2 zone be site-specific to prohibit any type of buildings or structures as this is more consistent with NPCA polices. The Applicant has acknowledged this and will be incorporating this into the O2 zone. Please note that any development/site alteration within an NPCA-regulated area will require approval from the NPCA.

The Ecological Land Classification (ELC) section of the EIS identified several small isolated vegetation communities with wetland vegetation types associated with the constructed ponds and drainage features. The pockets range in size from 0.007 hectares to 0.2 hectares in size and are dispersed across the site. Given the extremely small size and lack of connectivity with the defined PSW, these features would not be considered for complexing with the PSW and not subject to the NPCA's previous policies (since less than two hectares).

It is expected that the various smaller ponds located on the site (i.e. those not identified as storm water management (SWM) ponds) will be decommissioned as part of the site development. There are no objections to decommissioning the ponds as defined in the draft plan. NPCA staff recommend that a fish and amphibian rescue plan will be completed prior to the decommissioning in order to relocate the wildlife. Please note that approval from the MNRF will be required for that work.

Figure 3A shows a proposed wetland/pond creation area which is assumed to offset the ponds that will be decommissioned. While the location would be suitable given the River and PSW adjacent, the works would constitute works within a Regulated Area and would require details and an NPCA Work Permit to ensure that the existing wetland form and function is not compromised.

The NPCA previously requested additional information to determine if the blocks containing the primary watercourse (UN-1) are appropriately sized. The primary watercourse provides direct habitat and is considered Type 2 (important) Fish Habitat. The EIS indicates that the channel will remain in its current location within a 30 metre corridor through the subdivision. The field assessment suggest that the quality of the channel is channelized and degraded through the northern portion of the development area. Currently, the width to depth ratio and entrenchment limit the channel habitat and productivity. There are opportunities for channel enhancements through natural channel design and additional plantings, which should be further explored.

The bank full width is report at 4.5 to 5.5 metres which would suggest that there will be a buffer of 10 to 12 metres on either side. However, the channel is not centred in the proposed block such that the proposed buffer does not appear to be equal on both sides of the channel. Additionally,

there is an apparent pinch point at the northeast corner of SWM Pond 1 (Block 786) that reduces the channel corridor to less than 20 metres in width and the channel block adjacent to Lots 58-72 in less than 30 metres based on the drawing scale. There are no measurements provided for the various distances of the channel block throughout the site. Unfortunately, there is no commentary in the EIS about how the channel not being centred in the Block will impact abutting lots in the future (e.g. if the channel develops a meander pattern, will there be erosion points that impact adjoining lots?). This matter should be resolved before proceeding to Draft Plan Approval as it has the potential to trigger a revision to the draft plan layout.

Park Blocks 780 and 769 are also located within the channel block. Conceptual details regarding the proposed uses in these Blocks and through the channel corridor are needed to ensure that the channel is adequately protected throughout the open space areas and that the Blocks are sufficiently sized. All proposed uses including all trails, public amenities and an access or crossings need to be detailed.

The field assessments completed were sufficient to define the watercourse features and functions and those observed in the various drainage features between ponds and I agree with the assessment conclusions regarding the limited function of the isolated drainage features (UN-2, UN4 and UN5) that link the golf course ponds or have no connectivity to natural systems. UN-3, though limited in function on the subject lands, does contribute to a downstream regulated feature such that continued flow contribution to the downstream channel should be considered. This can be achieved through the stormwater system design and will require NPCA an NPCA Work Permit

Based on the above, NPCA staff are unable to support the applications, as there is outstanding information. At this time, NPCA staff recommend that the Applicant meet with City, Region and NPCA staff to further discuss and resolve these issues.

Conclusion

At this time, NPCA staff are not yet able to support the applications. I hope this information is helpful. Please send a copy of any staff reports to Committee/Council once they are available. If you have any questions, please let me know.

Regards,



David Deluce, MCIP, RPP
Senior Manager, Planning & Regulations

cc: Ms. Lindsay Earl, MCIP, RPP, Region of Niagara (email only)

NIAGARA PENINSULA CONSERVATION AUTHORITY

250 Thorold Road West, 3rd Floor, Welland, Ontario L3C 3W2
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March 26, 2020

Via Email Only

Ms. Rachelle Larocque, BES, M.Sc., MCIP, RPP
Planning Supervisor
City of Welland
60 East Main Street
Welland, ON, L3B3X4

Our File: PLSUB201800228

Dear Ms. Larocque

Re: Niagara Peninsula Conservation Authority (NPCA) Comments
Applications for Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision
Hunter's Pointe – Third Submission
City of Welland
Applicant: Biglieri Group Ltd.
File Nos.: OPA No. 16, 2018-01 and 26T-14-18003

The NPCA has received revised applications for Official Plan amendment (OPA), Zoning By-law amendment (ZBA) and Draft Plan of Subdivision for the above project. The purpose of the OPA and ZBA is to provide the appropriate land use designations and zoning to accommodate the proposed Draft Plan of Subdivision. The Draft Plan of Subdivision proposes a variety of residential housing types on 84.82 hectares of land.

The NPCA had indicated in our comments of January 16, 2020 that we had questions about the size of Block 786 and its ability to accommodate watercourse UN-1. Since that time, the Applicant met with NPCA, Regional and City staff on February 4, 2020 and, based on discussions at the meeting, has provided a formal response (prepared by Beacon Environmental, dated November 2019) to our concerns. We have reviewed the response and offer the following comments. Please note that these comments are to be read in conjunction with the previous NPCA comments of May 1, 2018 and January 16, 2020.

NPCA Policies

The NPCA regulates watercourses, flood plains (up to the 100 year flood level), Great Lakes shorelines, hazardous land, valleylands, and wetlands under *Ontario Regulation 155/06* of the

Conservation Authorities Act. It should be noted that although the NPCA's policies were updated in September 2018, these applications will continue to be reviewed under the NPCA's previous policies since the applications were commenced before September 2018. The subject lands contain two watercourses in which the NPCA has interest. There is 100 year flood plain associated with the Welland River as well as a regulated slope as part of the Welland River valleylands. Finally, there is the Welland River Between the Canals Wetland Complex, which is a provincially significant wetland (PSW), along the bank of the Welland River.

The NPCA previously expressed concern regarding a pinch point at the northeast corner of SWM Pond 1 (Block 786) that reduces the channel corridor of the primary watercourse (UN-1) to less than 20 metres in width and the channel block adjacent to Lots 58-72. The NPCA required additional detail to ensure there is sufficient width to properly accommodate the watercourse and an appropriate buffer. The Applicant has revised the draft plan to increase the block width along UN-1 to ensure there is a minimum 15 metre buffer on the west side. NPCA staff are satisfied that this provides sufficient width to accommodate watercourse UN-1 and a sufficient buffer.

The Applicant has also explored the potential for channel enhancements to watercourse UN-1. The response letter notes that opportunities to incorporate natural channel design for watercourse UN-1 are limited due to restrictions imposed by the existing site grading and location of existing development. Other restoration opportunities are available and will be incorporated into Block 786. NPCA staff have no objection to this and have included a Condition of Draft Plan Approval to ensure this.

Park Blocks 780 and 769 are also located within the channel block. The Applicant clarified during the February 4, 2020 meeting that these blocks are not for a public park but intended to contain the watercourse. NPCA staff are satisfied with this and have included a Condition requesting that the O2 zone for those blocks include a provision to ensure no buildings or structures are allowed.

Based on the above, NPCA staff have no further objections and consider the applications to conform to NPCA policies.

Conditions of Draft Plan Approval

NPCA staff request that the following Conditions be incorporated into the Conditions of Draft Plan Approval.

1. That the Developer obtain a Work Permit from the Niagara Peninsula Conservation Authority prior to beginning any site alteration, including restoration work, within 15 metres of watercourse UN-1. In support of the Work Permit application, the following information will be required:

    a. A landscape plan demonstrating adequate riparian planting to ensure a naturalized riparian corridor along watercourse UN-1.
    b. Any other information as may be determined at the time a Work Permit application is submitted to the Niagara Peninsula Conservation Authority.

2. That the Developer obtain a Work Permit from the Niagara Peninsula Conservation Authority prior to beginning any site alteration, including restoration work, within 30 metres of the

Provincially Significant Wetland (PSW) north of the subject lands. In support of the Work Permit application, the following information will be required:

a. A landscape plan demonstrating appropriate restoration and enhancement plantings in the PSW buffer.
b. Any other information as may be determined at the time a Work Permit application is submitted to the Niagara Peninsula Conservation Authority.

3. That the Developer obtain a Work Permit(s) from the Niagara Peninsula Conservation Authority prior to beginning any site alteration, grading within any area regulated by the Niagara Peninsula Conservation Authority, including work on watercourse UN-3.

4. That the O2 zone for Blocks 769, 780 and 786 be amended to prohibit any buildings or structures to the satisfaction of the Niagara Peninsula Conservation Authority.

5. That the Developer submit to the Niagara Peninsula Conservation Authority for review and approval, a landscape plan demonstrating adequate riparian planting to ensure a naturalized riparian corridor along watercourse UN-1, to the satisfaction of the Niagara Peninsula Conservation Authority.

6. That the Developer submit to the Niagara Peninsula Conservation Authority for review and approval, a landscape plan demonstrating appropriate restoration and enhancement plantings in the PSW buffer, to the satisfaction of the Niagara Peninsula Conservation Authority.

7. That the Developer submit to the Niagara Peninsula Conservation Authority for review and approval, a stormwater servicing plan showing how flow from UN-3 is being maintained through the subject lands, to the satisfaction of the Niagara Peninsula Conservation Authority.

8. That the Developer submit to the Niagara Peninsula Conservation Authority for review and approval, detailed grading and construction sediment and erosion control plans. The plans will provide limit of work fencing or other similar barrier to watercourse UN-1, the 30 metre buffer to the PSW and the 7.5 metre setback from the physical top of slope to the Welland River valleylands (as identified by the Niagara Peninsula Conservation Authority Staff).

9. That the Developer provide 1.5 metre high chain link fencing along the boundary of Block 786, to the satisfaction of the Niagara Peninsula Conservation Authority.

10. That conditions 1 to 9 above be incorporated into the Subdivision Agreement between the Developer and the City of Welland, to the satisfaction of the Niagara Peninsula Conservation Authority. The City of Welland shall circulate the draft Subdivision Agreement to the Niagara Peninsula Conservation Authority for its review and approval.

Conclusion

NPCA staff have no objections to the applications subject to the Conditions of Draft Plan Approval provided above. I hope this information is helpful. Please send a copy of any staff reports to Committee/Council once they are available. If you have any questions, please let me know.

Regards,



David Deluce, MCIP, RPP
Senior Manager, Planning & Regulations

cc: Mr. Mike Pettigrew, The Biglieri Group (email only)
Ms. Lindsay Earl, MCIP, RPP, Region of Niagara (email only)

NIAGARA PENINSULA CONSERVATION AUTHORITY
250 Thorold Road West, 3rd Floor, Welland, Ontario L3C 3W2
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May 1, 2018

Via Email Only

Ms. Rachelle Larocque, BES, M.Sc., MCIP, RPP
Planning Supervisor
City of Welland
60 East Main Street
Welland, ON, L3B3X4

Our File: PLSUB201800228

Dear Ms. Larocque

Re: Niagara Peninsula Conservation Authority (NPCA) Comments
Applications for Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision
Hunter's Pointe
City of Welland
Applicant: Biglieri Group Ltd.
File Nos.: OPA No. 16, 2018-01 and 26T-14-18003

The NPCA has received applications for Official Plan amendment (OPA), Zoning By-law amendment (ZBA) and Draft Plan of Subdivision for the above project. A natural heritage existing conditions report (Natural Heritage Report) (prepared by Beacon Environmental, dated December 2017) was provided in support of the applications. The purpose of the OPA and ZBA is to provide the appropriate land use designations and zoning to accommodate the proposed Draft Plan of Subdivision. The Draft Plan of Subdivision proposes a variety of residential housing types on 84.82 hectares of land. We have reviewed the applications and offer the following comments.

NPCA Policies

The NPCA regulates watercourses, flood plains (up to the 100 year flood level), Great Lakes shorelines, hazardous land, valleylands, and wetlands under *Ontario Regulation 155/06* of the *Conservation Authorities Act*. The NPCA's *Policies, Procedures and Guidelines for the Administration of Ontario Regulation155/06 and Land Use Planning Policy Document* (NPCA policies) provides direction for managing NPCA regulated features. The subject lands contain two watercourses in which the NPCA has interest and about the southern bank of the Welland River. There is 100 year flood plain associated with the Welland River as well as a regulated slope as part of the Welland River valleylands. Finally, there is the Welland River Between the Canals Wetland Complex, which is a provincially significant wetland (PSW), along the bank of the Welland River.

Many of the areas regulated by the NPCA are associated with the Welland River at the northern limit of the subject lands. The Plan of Subdivision has identified Block 748 for open space and recreation. The PSW, 30 metre buffer, 100 year flood plain, and Welland River valleylands are all contained within Block 748. NPCA staff have no objection to placing these regulated areas in a block as this is consistent with NPCA policies.

The OPA and ZBA propose to leave the existing designation and zoning on Block 748 as they are (Core Natural Heritage and O2, respectively). NPCA staff support this. We do request that the O2 zone be site-specific to prohibit any type of buildings or structures as this is more consistent with NPCA polices. Please note that any development/site alteration within an NPCA-regulated area will require approval from the NPCA.

The NPCA requested the applicant provide an EIS for two watercourses running through the subject lands. The Plan of Subdivision has placed these watercourses in Blocks 748, 758, 759, and 765 (northern watercourse and 775 and 776 (southern watercourse). The Natural Heritage Report is not an environmental impact study as it does not provide an impact assessment of the proposed development on the watercourses. This is required to determine if the Blocks are large enough to contain the watercourses and provide sufficient protection for the watercourses. Because of this, NPCA staff are unable to determine if the various Blocks containing the watercourse are sized appropriately.

Based on the above, NPCA staff are unable to support the applications, as there is outstanding information.

Conclusion

NPCA staff are unable to support the applications, at this time, due to insufficient information provided with the applications. I hope this information is helpful. Please send a copy of any staff reports to Committee/Council once they are available. If you have any questions, please let me know.

Regards,



David Deluce, MCIP, RPP
Manager, Plan Review & Regulation (ext. 224)

cc: Ms. Lindsay Earl, MCIP, RPP, Region of Niagara (email only)
Ms. Lee Ann Hamilton, NPCA (email only)
Mr. Darren MacKenzie, C.Tech, rcsi, NPCA (email only)

Planning and Development Services
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Via E-mail Only

May 31, 2018

Files: D.11.11.SD-18-010
D.10.11.OPA-18-014
D.18.11.ZA-18-030

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

Dear Ms. Larocque:

Re: Preliminary Regional and Provincial Review Comments
Draft Plan of Subdivision, Official Plan and Zoning By-law Amendments
Agent: The Biglieri Group
289 Daimler Parkway
City of Welland

Regional Planning and Development Services staff has reviewed the application and supporting studies submitted by the Biglieri Group on behalf of 2599587 Ontario Ltd. for a Plan of Subdivision at 289 Daimler Parkway in the City of Welland. Regional staff notes that applications for an Official Plan Amendment and a Zoning By-law Amendment have been submitted concurrently with the Subdivision application. A pre-consultation with the applicant's Planning Consultant (Biglieri Group) was held for this proposed development on September 7, 2017 with City, Regional and Niagara Peninsula Conservation Authority (NPCA) staff in attendance.

The Draft Plan of Subdivision represents a comprehensive redevelopment of the existing Hunters Point Golf Course property. Specifically, the draft Plan proposes:

- 747 Single Detached Dwellings
- 160 Street Townhouses
- 51 Stacked Townhouses
- 35 Condominium Townhouses
- 201 Mixed-Use Units (Residential & Commercial)

The concurrent Official Plan Amendment application proposes to redesignate the subject lands from Open Space, Parks and Recreation and Core Natural Heritage System to Low Density Residential, Medium Density Residential, Neighbourhood Commercial, Parks, Open Space and Recreation and Core Natural Heritage System.

The concurrent Zoning By-law Amendment application proposes to change the zoning of the subject lands from the existing Community Open Space (O2), Environmental Protection Overlay (EP), and Site Specific Neighbourhood Commercial (NC-26) to a Site Specific Neighbourhood Commercial (NC), Community Open Space (O2), Site Specific Residential Low Density 2 (RL2) and Environmental Protection Overlay (EP). The purpose of these amendments is to facilitate the development as proposed.

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

Regional and Provincial Policies

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

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

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

Proposed Design

The redevelopment of the Hunter's Pointe Golf Course lands proposes 1194 residential units, including single-detached houses, street townhouses, stacked townhouses, mixed use nodes with neighbourhood commercial uses, parkland and a comprehensive trail system.

During pre-consultation, Regional staff suggested that although given the narrow and somewhat limiting shape of the subject lands, there is merit in considering the draft plan be modified to accommodate a better design and road network with additional entrance points specifically toward the southern portion. Such modifications would offer improved access for future residents, emergency vehicles, waste collection as well as servicing the subject lands. Further, it is important to ensure that the design of the proposed development reflects the City's vision for Hunters Pointe and connections to surrounding proposed and established neighbourhoods. Regional staff will continue to be available to support the applicant in enhancing urban design solutions for this development.

Environmental Site Assessment

The PPS requires that contaminated sites be remediated as necessary to ensure there will be no adverse effects to the proposed use. *A "Phase I Environmental Site Assessment"* (ESA) by

Soil Engineers Ltd. (dated October 4, 2017) has been submitted to address potential contamination associated with land use activities on the subject property. The study (completed in accordance with CSA Standard Z768-01) concluded that the property contained the following potential environmental concerns:

- Two above-ground oil storage tanks,
- A golf course, maintenance facility and pesticides that have been used for the golf course,
- A railway track previously located on the property and an existing one on adjacent lands,
- Fill material of unknown environmental quality on the subject property.

Regional Staff notes that the previous use (Golf Course) on the property is defined as a commercial use and the large scale application of pesticides are a potentially contaminating activity under the *Environmental Protection Act*. A change in use from commercial to a more sensitive land use (i.e. residential) requires a Record of Site Condition (RSC) in accordance with O. Reg. 153/04 to be filed on the Ministry of Environment's Brownfields Environmental Site Registry for this development.

The information supplied in the *Phase I ESA* report and its format does not meet all the requirements as set out in O. Reg. 153/04. Therefore, the report cannot be used in support of the filing of a RSC. As such, a Phase One and a Phase Two Environmental Site Assessment in accordance with the requirements of O. Reg. 153/04 must be completed prior to submission of the RSC for filing.

These further studies and confirmation of remediation of the site (if warranted) needs to be submitted to our office for review prior to the Region providing conditions of draft plan approval for the subdivision.

Noise and Vibration

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

The applicant has submitted a "*Noise and Vibration Feasibility Study"* (dated February 23, 2018) prepared by Aercoustics Engineering Limited. The applicant is to be instructed to ensure that traffic projections are done over a 10 year period at a growth rate of 2.5%. As a condition of Subdivision approval, the applicant will be required to submit a detailed noise and vibration study.

Gateway Economic Centre

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

Accordingly, it can be expected that future industrial developments will occur on the west side of Highway 406. Depending on these uses, there may be land use compatibility concerns regarding air quality, odour, noise or vibration. Although any new development will have to demonstrate compatibility through the Provincial D-Series Guidelines, it is recommended that all

offers of Purchase, Sale or Lease for the development include a warning clause noting the potential for future adjacent industrial development.

Natural Heritage

The subject property is located adjacent to the Welland River and St. Lawrence Seaway Shipping Canal and contains an Environmental Protection Area (EPA) identified as Provincially Significant Wetlands and an Environmental Conservation Area (ECA) identified as Significant Woodlands, Valley Shoreline Buffer and Fish Habitat on the Region's Core Natural Heritage mapping.

A *"Natural Heritage Existing Conditions*" report prepared by Beacon Environmental (dated December 2017) has been submitted in support of these applications. Staff has been working with the Consultant who has been advised that an Environmental Impact Study (EIS) will be required to confirm the extent of natural heritage features on site. Staff has reviewed the draft Terms of Reference for the required EIS and has provided comments directly to the applicant regarding scope of the required study.

Please note that in accordance with the approved Regional EIS Guidelines, the EIS will be required to be submitted to the satisfaction of the City of Welland for this development. Niagara Region shall be circulated a copy of the EIS for review and comment, and will provide feedback to the City of Welland.

Archaeology

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

As the subject lands have been significantly graded/altered to establish the existing golf course, the site is considered deeply disturbed. Accordingly, the requirement for the completion of an Archaeological Assessment is waived. To address any potential discoveries during development, Regional staff will request that standard warning clauses be included in the Subdivision Agreement regarding deeply buried archaeological resources and human remains.

Servicing

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

- *"Municipal Servicing Study & Stormwater Management Plan for Hunter's Pointe Subdivision"* by Valdor Engineering Inc. (dated February 2018),
- *"Hunters Pointe Golf Course Redevelopment Transportation Study"* by R.J. Burnside & Associates Limited (dated February 2018) and
- *"Draft Plan of Subdivision for Hunter's Pointe"* by Biglieri Group Ltd. (dated March 1, 2018).

Regional staff agree that a meeting shall be coordinated with City, Regional and MTO staff since the proposal contemplates works under the MTO highway, the need for a second access point and various other technical proposals that would benefit from collaboration.

The Hunters Pointe Golf Course studies have considered providing locations where the servicing for the Lochness (adjacent development proposal) could be tied into this system. As such, confirmation will have to be provided to identify which services are owned and operated by the City.

Water Services

The Hunters Pointe Golf Course functional servicing strategy for the watermain has the proposed subdivision connecting to the existing system to the north and a new connection which is to cross the 406 Hwy at the Oxford Road location in the south. According to the servicing reports the City of Welland has added an item to their Development Charges capital budget to provide this loop under the 406 Hwy and potentially the addition of a water booster station. Given that there are no regional watermains in the area, City staff will comment on the watermain proposal and any related draft plan conditions that may apply to the proposed water system.

Sanitary Sewer

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

The MSP has identified sufficient dry weather flow at the Welland Wastewater Treatment Plant based on the allotted growth that was added to the sewershed and all the contributing sewersheds that reach the WWTP. All of Welland's pumping stations and WWTP sewershed experience wet weather flows. The City of Welland is working to reduce infiltration and inflow to the contributing sewershed through various reduction programs. The Welland Water Treatment Plant has a current rated capacity of 54.6 MLD and a peak flow capacity of 136.2 MLD. The reserve capacity calculation for 2016 confirms that the plant does have capacity for growth. The final MSP can be found at the following link:
https://www.niagararegion.ca/2041/master-servicing-plan/default.aspx

The Hunters Pointe Golf Course functional servicing strategy for the sanitary sewer has the proposed subdivision to be split into three drainage areas. The south section will go to a new proposed sewer along the Oxford Road extension and cross under the 406 Hwy to the existing sewer on Oxford Road. The northern section located south of Daimler Parkway will be directed to the existing sewer on Daimler Parkway however, this sewer does not have the capacity to accommodate the proposed flow and therefore would have to be replaced under the 406 Hwy and along Woodlawn Road. The new sewer would connect to the Regional Trunk Sewer. The new connection and removal of the existing sewer connection would have to reviewed and approved by Regional Water and Wastewater staff. The northern section located north of Daimler Parkway is showing a proposed sewage pumping station. This station was not identified in the report and it is unclear of the intended ownership of this station. The applicant shall be advised that the Region will not support an additional pumping station be added if the intention is to transfer it to the Region. Therefore, the subdivision shall be serviced by gravity.

Additional servicing options should be provided to the Region prior to further analysis/design of the sewage pumping station. Further, there is a Regional forcemain at the north end of this site and any work around this forcemain including grading would need to be reviewed and approved

by the Region. No connection is permitted to the Regional forcemain. Staff notes that the Regional system has the capacity to accommodate the proposed development.

Stormwater Management

The Hunters Pointe Golf Course Stormwater Management Plan proposes to reconfigure the existing golf course ponds into four separate ponds and four new outlets. The most southerly pond is to outlet to the Welland Canal which is located to the east of this site. The outlet would have to be confirmed with the St. Lawrence Seaway. The second pond is to outlet to a MTO culvert under the 406 Hwy and note that the MTO shall confirm that this outlet is permissible. The existing main pond which provides SWM for the current subdivision in the area shows that the outlet is being re-routed to the unnamed tributary to the west of the golf course lands instead of the existing outlet which is to the Welland Canal. This proposed outlet is to a culvert which passes under the Trillium rail line which would also need to be confirmed for size. The most northerly pond is outletting to the Welland River. As such, this new outlet would need to be approved by the NPCA.

All four ponds should be designed to provide quality controls to an enhanced level. While ponds 2, 3 and 4 were designed to this level, pond 1 was only designed to a normal level.

On a cursory review of the calculations, the exiting subdivision area pre-development infiltration was shown as the existing run-off the current subdivision. Regional staff require confirmation that the proposed pond was sized to accommodate the post development flow to the pre development flow as if the existing site was being developed from before the original subdivision was built, since the current proposal is to modify the existing ponds that were used for the original SWM for the subdivision. Please note that a detailed review of the calculations was not completed by Regional staff given that the outlets should be confirmed prior to reviewing the details. The overall concept of relocating the ponds is acceptable but location, size and outlets need to be confirmed.

Waste Management Services

The draft plan of subdivision was reviewed for the potential for waste management services to collect recycling and waste through the subdivision. However, since the plans do not show detailed road design, further review will be required once the servicing plans have been completed. If the subdivision is going to be phased, a phasing plan should be submitted to ensure that no temporary turn arounds are required for the waste management/emergency services vehicles.

Transportation Services

The Hunter's Pointe Subdivision Traffic Impact analysis acknowledges the need to provide a second access to the subdivisions, although does not provide the timing for the construction. The study notes that the City, Region and MTO staff should further discuss the requirement for the second access. Regional transportation staff is reviewing the study and will be available to meet to discuss the timing requirement for the secondary access with the City and MTO. Regional staff will provide more detailed comments (including appropriate conditions of draft approval) once this has been addressed.

Conclusion

Based on the discussion above, Regional staff supports, in principle, the redevelopment of 289 Daimler Parkway through the Draft Plan of Subdivision and concurrent Official Plan and Zoning By-law Amendment Applications. Regional staff notes that it is important to ensure that the design of the proposed development reflects the City's vision for Hunters Pointe and surrounding area.

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

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

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

Best regards,



Lindsay Earl, MES, MCIP, RPP
Senior Development Planner

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

Niagara Region

Planning and Development Services
1815 Sir Isaac Brock Way, Thorold, ON L2V 4T7
905-980-6000 Toll-free:1-800-263-7215

Via Email Only

May 1, 2020

Files: D.11.11.SD-18-010
D.10.11.OPA-18-014
D.18.11.ZA-18-030

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

Dear Ms. Larocque:

Re: Regional and Provincial Review Comments
Draft Plan of Subdivision, Official Plan and Zoning By-law Amendments
Agent: The Biglieri Group
289 Daimler Parkway
City of Welland

Regional Planning and Development Services staff has reviewed the application and supporting studies submitted by the Biglieri Group on behalf of 2599587 Ontario Ltd. for a Plan of Subdivision at 289 Daimler Parkway in the City of Welland. Regional staff notes that applications for an Official Plan Amendment and a Zoning By-law Amendment have been submitted concurrently with the Subdivision application. A pre-consultation with the applicant's Planning Consultant (Biglieri Group) was held for this proposed development on September 7, 2017 with City, Regional and Niagara Peninsula Conservation Authority (NPCA) staff in attendance.

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

The Draft Plan of Subdivision represents a comprehensive redevelopment of the existing Hunters Point Golf Course property. Specifically, the revised draft Plan proposes:

- 735 Single Detached Dwellings
- 178 Street Townhouses
- 44 Stacked Townhouses
- 28 Condominium Townhouses
- 170 Mixed-Use Units (Residential & Commercial)

The concurrent Official Plan Amendment application proposes to redesignate the subject lands from Open Space, Parks and Recreation and Core Natural Heritage System to Low Density Residential, Medium Density Residential, Neighbourhood Commercial, Parks, Open Space and Recreation and Core Natural Heritage System.

The concurrent Zoning By-law Amendment application proposes to change the zoning of the subject lands from the existing Community Open Space (O2), Environmental Protection Overlay (EP), and Site Specific Neighbourhood Commercial (NC-26) to a Site Specific Neighbourhood Commercial (NC), Community Open Space (O2), Site Specific Residential Low Density 2 (RL2) and Environmental Protection Overlay (EP). The purpose of these amendments is to facilitate the development as proposed.

Regional and Provincial Policies

The subject lands are located within the Welland Urban Area, as designated in the Regional Official Plan (ROP). The Welland Urban Area is considered as a Settlement Area by the 2020 Provincial Policy Statement (PPS).

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

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

Proposed Design

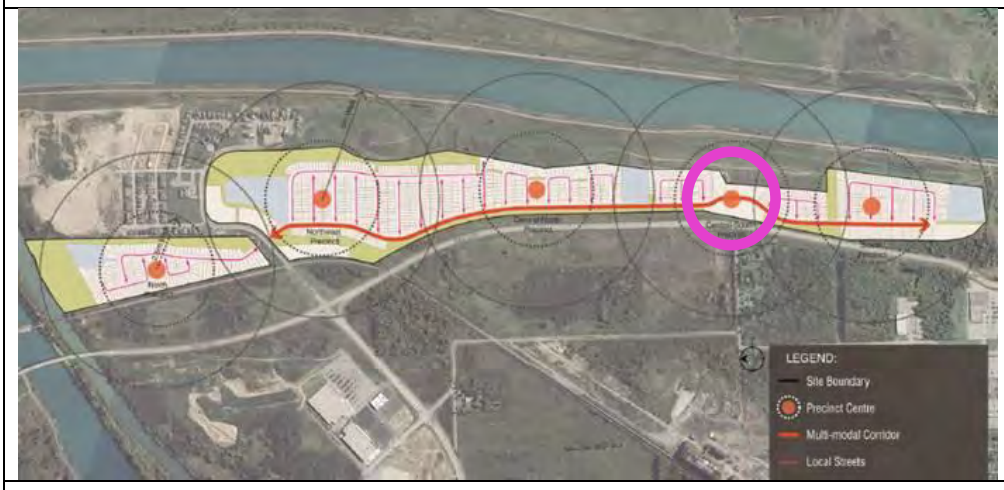
Regional Staff support the variety of residential unit types and uses that are included in the proposal. Staff are also pleased to see a potential emergency vehicular connection

in the south portion of the site from Hwy #406. As such, staff offer the following detailed comments on the revised submission.

Architectural control

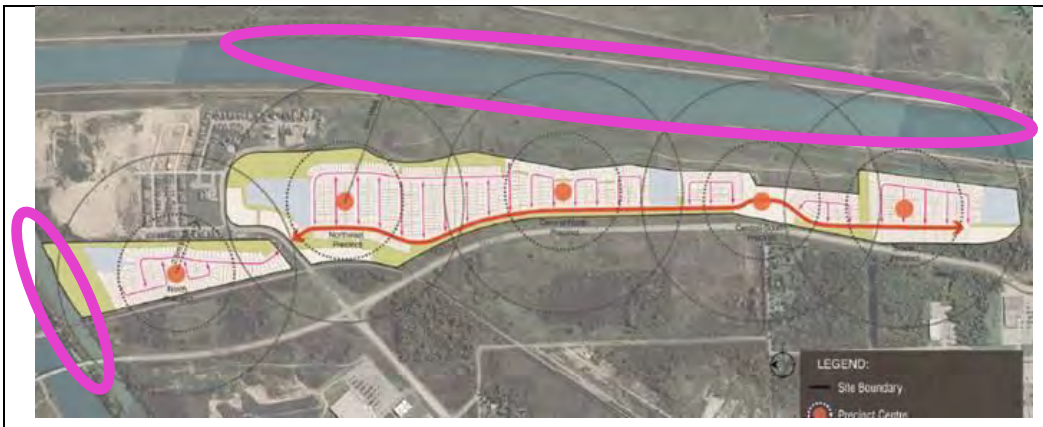
Staff recommend that an architectural control process be considered for this subdivision application and included in the subdivision agreement. Ordinarily, the control architect's role is to implement architectural design guidelines that form part of the urban design of developments of this type and scale. An architectural control process would be privately administered and would require that building designs be reviewed by a control architect who can ensure that buildings are designed to be visually interesting and varied. This will ensure that streetscapes exhibit a variety of architectural types, forms, materials and colours.

In conjunction with this request, approval of the development should include the preparation of comprehensive urban design guidelines that address: urban design of the community, streetscapes, architectural design, design of park spaces, gateways, implementation and other features.

Community design – Precinct centres The urban design brief states that the site is broken into 5 precincts each with a distinct centre, however, this is not apparent based upon the concept plan. Best practices in urban design are to create a precinct centre with a tangible element that serves as an organizing feature around which each precinct is designed. The precinct centre should be a walkable distance and contain a destination for residents. This could be a parkette, an enhanced boulevard (i.e. linear green space), a mixed-use node or a community space.	
	Walkability map: Note that the only precinct with a true centre is the central south precinct which proposes a mixed-use node.
Community Design – Blocks The design and length of blocks is a key design element of communities. Staff are respectful of the housing range planned for this	

community as proposed. However, the distribution of housing type remains segregated into large blocks of similar housing. Currently, a better practice is to also mix housing by type at a street scale and breaking up long street blocks by introducing – for instance – another housing type at specific location within the block. For example, the placement of townhouses within the centre of blocks provides visual breaks of the block and visual variety. The requested urban design guidelines should explore design options for creating architectural variety within the block.	
	Concept plan: One of many examples of homogenous blocks of residential uses
<u>Community design – Parks and open spaces</u> The majority of proposed parks are placed behind residential lots, resulting in back yards facing the park. Best practices in urban design are to place parks where homes can front onto the park. This creates "eyes on the park". It also assists with utilizing park space as an organizing element for each precinct. The requested urban design guidelines should explore design options that allow these spaces to be successful contributions to the community.	
	Concept Plan: These park spaces have limited visibility and access.
<u>Community design – Stormwater Management Ponds</u> Ideally, stormwater management ponds should be designed to not only manage stormwater, but to also function as additional open space. This can be achieved by including passive recreation (e.g. trail system) around the perimeter of each pond. It can also be achieved by placing parks adjacent to ponds. The requested urban design guidelines should explore design options for making these spaces as community assets that can contribute to passive recreation.	

	Concept plan: proposed SWM ponds some with limited connectivity to parks and open space system.
<u>Community design – Vehicular network</u> Connectivity is crucial for both vehicles and pedestrians. Therefore, cul-de-sacs are discouraged. Single-loaded roads are effective when they provide a view to a natural element (e.g. SWM ponds, parks and open spaces, etc.). However, the proposed single-loaded road between the Central North and Central South precincts is inefficient. It would be more functional to include built form along the west side of the road (similar to the south precinct. This would also contribute to traffic calming. Creating a "straightaway" type of road can lead to excessive speeds and have a negative impact on the pedestrian environment. The requested urban design guidelines should explore design options for calming vehicular flow and ensuring that the community is pedestrian friendly.	
	Concept plan: Cul-de-sac proposed in the north district. Single-loaded "straightaway" between the Central North and Central South precincts.
<u>Community design – Views</u> It is recommended that physical and visual access to the canal and the river be enhanced even further. The requested urban design guidelines should explore design options for optimizing the views of water even for those residents that do not face the water. The terminating vistas should be made larger so as to provide oblique views of the water – a primary feature in any waterfront development.	

	Concept plan: Subdivision has visual access to canal and river.
<u>Transit-Friendly design</u> The area of the site that proposes the most affordable housing with a variety of tenures is in the south precinct. This is the most remote part of the site with respect to access to public transit. Ideally, the more affordable housing should be located as close as possible to transit services (e.g. closest to Daimler Parkway).	
	Transit Map: Note location of existing transit system.

Environmental Site Assessment

The PPS requires that contaminated sites be remediated as necessary to ensure there will be no adverse effects to the proposed use. To address this requirement, the applicant has submitted supporting documents for three separate parcels within the development:

Parcel A- The applicant has submitted *A "Phase One Environmental Site Assessment"* (ESA) by Soil Engineers Ltd. (dated February 27, 2019) for the lands south of Welland River and east of Highway 406. The report revealed a low environmental concern given that the subject property was a piece of vacant undeveloped lands containing a wetland along the bank of the river. As such, no further environmental investigation is warranted.

Parcel B- the applicant has submitted a *"Phase One Environmental Site Assessment"* (ESA) by Soil Engineers Ltd. (dated February 27, 2019) for the lands north of Daimler Parkway and east of Highway 406. The report revealed that the railway track located to the western portion of the subject site as well as the potential use of pesticides as part of the golf course maintenance are of environmental concern and recommended a Phase Two ESA be conducted. As such, a "*Phase Two Environmental Site Assessment"* by Soil Engineers Ltd. (dated March 4, 2019) has been submitted to determine the soil and groundwater quality of the subject property. The report concluded that there are no contaminants identified at a concentration above the applicable site condition standards (Table 8 standards - Environmental Protection Act) and that no further environmental investigation is recommended.

Parcel C- the applicant has submitted a *"Phase One Environmental Site Assessment"* (ESA) by Soil Engineers Ltd. (dated February 27, 2019) for the lands located south of Daimler Parkway. The report revealed that the property contained the following potential environmental concerns:

- Two above-ground oil storage tanks,
- A golf course maintenance facility,
- An existing railway track adjacent to the northwest of the subject site and a former railway track on the subject site,
- Possible pesticides use for the operation of the golf course,
- A railway track previously located on the property and an existing one on adjacent lands, and
- Fill material of unknown quality on the subject property.

The report concluded that a Phase Two Environmental Site Assessment be conducted to address the identified potential environmental concerns. In their letter dated June 18, 2019, Soil Engineers Ltd. confirmed that initial site investigation for Phase Two ESA has been completed for the subject property. Based on the findings of the study, minor soil remediation will be required in order to complete the Phase Two ESA.

Regional Staff notes the change in use from commercial (golf course) to a more sensitive land use (i.e. residential) requires a Record of Site Condition (RSC) in accordance with O. Reg. 153/04 to be filed on the Ministry of Environment's Brownfields Environmental Site Registry for this development. As such, an appropriate condition of draft plan approval has been included in the attached Appendix.

Noise and Vibration

The subject lands are situated adjacent to Provincial Highway 406 and are crossed by an operational railway line. As both of these transportation networks represent significant sources of noise and vibration, a detailed noise and vibration study was requested.

Regional staff has reviewed the "*Noise & Vibration Feasibility Study"* (dated November 4, 2019) and a Memorandum (dated April 21, 2020) prepared by Aercoustics Engineering Limited which were submitted in support of the applications. The report concluded that the future noise levels of the combined rail and traffic predictions may be above the applicable limits for the proposed development. As such, the development will require physical noise control measures to mitigate the noise levels which include the construction of acoustical fences/barriers 2.0 metres in height, as well as standard Ontario Building Code construction requirements, central air conditioning and the inclusion of warning clauses to be included in purchase and/or lease agreements. The report also suggested that additional OLA (outdoor living area) calculations be completed when final grading plans are available.

As the proposed residential development is located within 75 meters of the existing rail line, it will be subject to a vibration study to determine feasibility based on the CN Rail Guidelines and Procedures. Given the low railway traffic volumes, on site vibration measurements were not performed for this feasibility study. Regional staff understands that the development will also be subject to Canadian National Railway's *Principal Branch Line Requirements* which include safety setbacks, safety berm, and the construction of a noise attenuation barrier etc.

As such, in order to address the noise mitigation an appropriate condition of draft approval has been included in the attached Appendix.

Gateway Economic Centre

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

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

Core Natural Heritage System

The subject lands contain and are adjacent to portions of the Region's Core Natural Heritage System (CNHS), including an Environmental Protection Area (EPA) associated with Provincially Significant Wetland (PSW) and an Environmental Conservation Area (ECA) associated with Significant Valleyland and Significant Woodland, all located along the northernmost property boundary. In addition, Critical (Type 1) Fish Habitat is

provided adjacent the site via the Welland River and Marginal (Type 3) Fish Habitat is provided adjacent the site via the Welland Canal.

An Environmental Impact Study (EIS) prepared by Beacon Environmental Limited, dated November 2019, was completed to describe and assess the natural heritage features known to occur on the subject lands, as well as to identify and assess any natural heritage features currently not mapped in the Region's Official Plan (ROP). Regional Environmental Planning staff previously provided preliminary comments on the EIS on January 9, 2020. At that time, staff were satisfied that the EIS adequately demonstrated that the development could be accommodated without negative impact to the CNHS, provided concerns related to the proposed location for restoration and *Endangered Species Act* (ESA) requirements could be addressed. Staff then met with the applicant, City of Welland, and Niagara Peninsula Conservation Authority (NPCA) staff on February 4, 2020 to discuss preliminary comments. A response letter dated March 13, 2020 was subsequently submitted by Beacon.

Further to our preliminary comments, staff are satisfied that sufficient information is provided to justify that the location of the proposed wetland restoration area adjacent to the Welland River is appropriate. Staff have included a recommended condition of draft plan approval to ensure that the details associated with the Restoration Plan are reviewed and approved by Regional staff prior to the Plan being implemented. Further, staff are also satisfied that the requirements of the ESA and Ontario Regulation 242/08 will be adequately addressed. Specifically, any relevant correspondence and approvals from the Ministry of Environment, Conservation and Parks (MECP) as it relates to ESA implications will be provided to the Region. A condition of draft plan approval is also recommended to ensure this.

In summary, Regional Environmental Planning staff have reviewed the EIS and subsequent response letter, and find the results, proposed mitigation measures, and recommendations sufficient to satisfy Provincial and Regional environmental policies. Staff do not object to the development proposal in principle, provided all required authorizations are received from applicable regulatory agencies and the mitigation measures identified in the EIS and described below in the recommended conditions of approval are implemented.

Please note that the NPCA continues to be responsible for the review and comment on planning applications related to their regulated features. As such, NPCA should continue to be consulted with respect to their comments and potential Work Permit requirements pursuant to Ontario Regulation 155/06.

Archaeology

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

As the subject lands have been significantly graded/altered to establish the existing golf course, the site is considered deeply disturbed. Accordingly, the requirement for the completion of an Archaeological Assessment is waived. To address any potential discoveries during development, Regional staff will request that standard warning clauses be included in the Subdivision Agreement regarding deeply buried archaeological resources and human remains.

Servicing

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

- Municipal Servicing Study & Stormwater Management Plan for Hunter's Pointe Subdivision – Valdor Engineering Inc. – dated November, 2019
- Hunters Point Golf Course Redevelopment Transportation Study - R.J. Burnside & Associates Limited – dated February 2019

The Hunters Pointe Golf Course studies have considered providing locations where the servicing for the Lochness servicing could be tied into their system. Their strategy requires them to upgrade the existing systems in some manner. Again the City will have to comment on which services are owned and operated by the City. If the existing infrastructure that is to be used and is owned and operated by a condominium corporation then an agreement will have to be established.

Water

The Hunters Pointe Golf Course functional servicing strategy for the watermain has the proposed subdivision to be connecting to the existing system to the north and a new connect which is to cross the 406 HWY at the Oxford Road location in the south. According to the servicing reports the City of Welland has added an item to their DC capital budget to provide this loop under the 406 Hwy and potentially the addition of a water booster station. We would look to the City to comment on the watermain proposal and any conditions related to this proposal. There are no Regional watermains in the area so there are no comments or draft plan conditions regarding the proposed water system for this development.

Sanitary Sewer

We have reviewed the completed Master Servicing Plan (MSP) and have the following comments and figures from our MSP which can be shared as required:

- This property falls within the Welland Wastewater Treatment Plant (WWTP) sewershed, which has been allocated growth out to 2041 in consultation and collaboration with the City of Welland. This study was completed at a high level and did not allocate capacities to individual properties.

- Currently the MSP has identified sufficient dry weather flow at the Welland Wastewater Treatment Plant based on the allotted growth that was added to the sewershed and all the contributing sewersheds that reach the WWTP.
- All of Welland's pumping stations and WWTP sewershed experience wet weather flows and City of Welland is working to reduce infiltration and inflow to the contributing sewershed through various reduction programs.
- The final MSP can be found at the following link: https://www.niagararegion.ca/2041/master-servicing-plan/default.aspx

The following section provides detailed numbers as it relates to the capacity at the Welland Water Treatment Plant: the plant has a current rated capacity of 54.6 MLD and a peak flow capacity of 136.2 MLD. Also, the reserve capacity calculation for 2016 revealed information about plant performance:

Treatment Facility	MOE Plant Rated Capacity (m^3/day)	90 % of Plant Capacity (1) (m^3/day)	5-Year Average Daily Flow (m^3/day)	% of Total Capacity Used	Reserve Treatment Capacity (Based on 90%) (m^3/day)	Average Flow Rate (340 L/c/d)	Reserve Serviceable Population (Equivalents)	10-Year Forecast For Population (Residential & Employment)	Surplus Population Over 10-Year Projection
Welland WWTP	54,550	49,095	34,783	64%	14,312	340	42,095	12,912	29,183

K.3 Assessment of Wastewater Infrastructure (Existing and Future)

K.3.1 Treatment Plant Capacity

Figure 4.K.3 shows the projected future demands at the Welland Wastewater Treatment Plant. The plant has surplus capacity and will not reach 80% capacity within the 2041 time horizon.

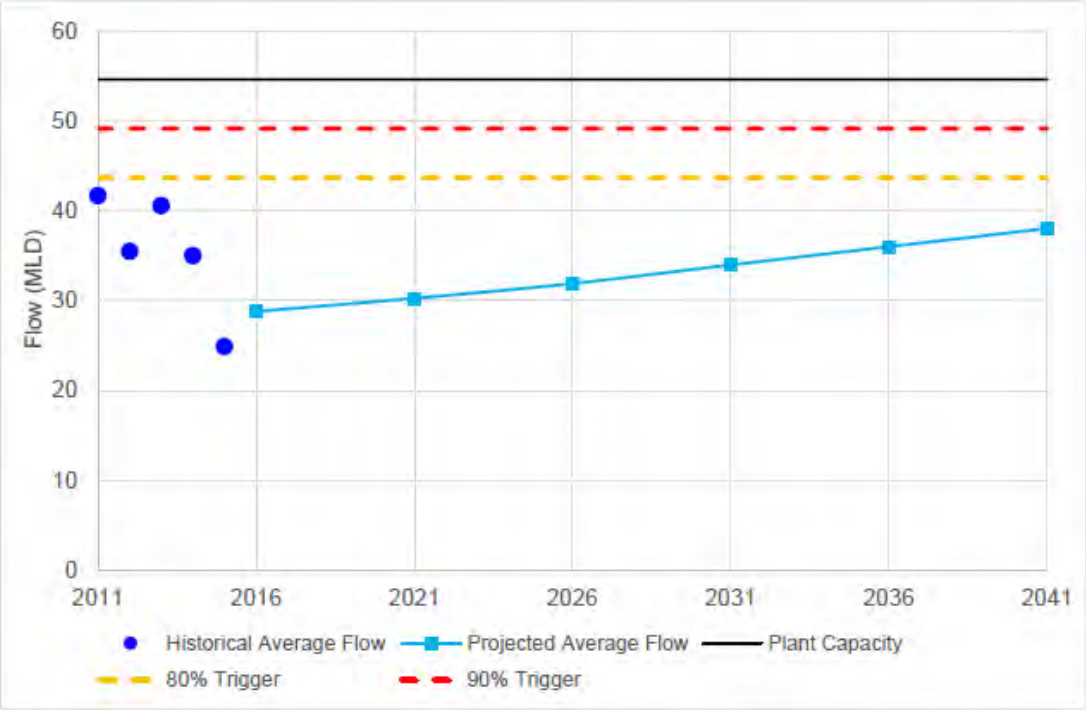


Figure 4.K.3 Projected future demands at Welland Wastewater Treatment Plant

The Hunters Pointe Golf Course functional servicing strategy for the sanitary sewer has the proposed subdivision to be split into three drainage areas. The South section will go to a new proposed sewer along the Oxford Road extension and cross under the 406 HWY to the existing sewer on Oxford Road. The northern half south of Daimler Parkway will be directed to the existing sewer on Daimler Parkway however, this sewer does not have the capacity to accommodate the proposed flow and the updated report is not recommending replacement of the sanitary sewer. If the City requires that the sewer is replaced and a new connection to the Regional Trunk Sewer is required, details of this connection/disconnection would have to be reviewed and approved by Water and Waste water staff. The subject lands located north of Daimler Parkway is showing a proposed sewage pumping station. This station was not mentioned in the report, and it is unclear of the intended ownership of this station. The Region would

prefer that no additional pumping stations be added if the intent is to transfer them to the Region and rather the subdivision be serviced by gravity. The Region has a policy which has been attached regarding the procedure that would be required if this station was intended to be transferred to the Region. Further discussions on the other options to provide servicing should be provided to the Region prior to further analysis/design of the sewage pumping station. As well there is a Regional forcemain at the north end of this site and any work around this forcemain including grading would need to be reviewed and approved by the Region, no connection is permitted to the Regional forcemain. The Regional system has the capacity to accommodate the proposed development.

Stormwater Management

- The Niagara Region is satisfied that four (4) stormwater management (SWM) wet ponds are sized to provide Enhanced water treatment for the development.
- The proposed stormwater Pond #3 is to provide water quality for the existing (Villages of Lochness Links subdivision, about 47.81 ha) and future development (about 32 ha). Please provide the plan to maintain the current stormwater management service to the existing subdivision during the construction of Pond #3.
- As inspection and maintenance of stormwater pond is part of the overall SWM plan for the development, please move the requirements from the Appendix to the report text.
- The spillway for Pond #2, Pond #3 is “The box manhole control structure will be equipped with an open top and grate cover to allow emergency flows to spill directly into the box manhole (sizing calculations for the box manhole emergency flow capture to be provided at detailed design)”. Please ensure the lots adjacent these two ponds to be above the emergency water ponding elevation.
- The Region will require that the grading plans and details of the pond outlet structure be circulated to this office.
- The Niagara Region is satisfied that the overall erosion and sediment control (ESC) plan for construction is included in the SWM plan. The Region will require the detailed ESC plan/drawing for each development phase be prepared and circulated to this office.

Waste Management Services

The draft plan of subdivision was reviewed for the potential for waste management services to collect recycling and waste through the subdivision; however, further review will be required once the servicing plans have been completed, since the plans do not show detailed road design. If either of the subdivisions are going to be phased, a phasing plan should be submitted to ensure that no temporary turn-arounds are required for the waste management services vehicles. Staff notes that there are several streets that will require turn-arounds at the end of if they do not connect through the development to the east (i.e. Streets R,S,T,U and AD).

Transportation Services

Regional transportation staff have reviewed the updated TIS and have no further comments.

Conclusion

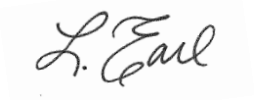
Based on the discussion above, Regional staff supports, in principle, the redevelopment of 289 Daimler Parkway as the proposed applications are considered to align with the intent and direction of Regional and Provincial policy. As such, Regional Planning and Development Services staff would offer no objections to the Draft Plan of Subdivision or the concurrent Official Plan and Zoning By-law Amendments subject to the discussion above and the Conditions outlined in the Appendix.

Staff has reviewed the draft Official Plan Amendment and notes that given the site specific nature of the application, the Official Plan Amendment is exempt from Regional approval in accordance with the Memorandum of Understanding with Area Municipalities, and the Regional Official Plan.

If you have any questions or wish to discuss these comments, please contact me at extension 3387. If you have any questions regarding the core natural heritage comments, please contact Jennifer Whittard, Manager, Environmental Planning at 905-980-6000 ext. 3430 or jennifer.whittard@niagararegion.ca.

Please send notice of Council's decision on these applications.

Best regards,



Lindsay Earl, MES, MCIP, RPP
Senior Development Planner

Attch: Appendix I – Regional Conditions of Draft Plan of Subdivision Approval
PWA 49-2010 "Regional Sewage Pumping Station Policy"

cc: Rino Mostacci, MCIP, RPP, Commissioner, Planning and Development Services, Niagara Region
Diana Morreale, MCIP, RPP, Director, Development Approvals, Niagara Region
Susan Dunsmore, P.Eng., Manager, Development Engineering, Niagara Region
David Deluce, MCIP, RPP, Manager, Plan Review & Regulation, Niagara Peninsula Conservation Authority

APPENDIX I
REGIONAL CONDITIONS OF DRAFT SUBDIVISION APPROVAL
289 DAIMLER PARKWAY, WELLAND

1. That the applicant submit updated Urban Design Guidelines to the satisfaction of the City of Welland.

2. That the Subdivision Agreement between the owner and the City contain appropriate provisions whereby the owner agrees to implement the approved Urban Design Guidelines and the Architectural Control Process to the satisfaction of the City of Welland.

3. That following completion of any site remediation, the owners shall file a Record of Site Condition (RSC) on the Ministry of the Environment, Conservation and Parks [Brownfields] Environmental Site Registry in accordance with Ontario Regulation 153/04, as amended and that the owner provide the Niagara Region and the City with copies of the Environmental Site Assessment and site remediation reports as well as a copy of the Ministry of the Environment's written acknowledgement of the filing of the RSC.

4. That the subdivision agreement between the owner and the City contain provisions whereby the owner agrees to implement the approved noise mitigation measures as outlined in the *Noise & Vibration Feasibility Study* (dated November 4, 2019) prepared by Aerocoustics Engineering Ltd.

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

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

6. That Channel UN-1 and its 30 m wide buffer/corridor (i.e., portions of Blocks 769, 780 and 786) be zoned Environmental Conservation Area (ECA) or similar zoning which achieves the same level of protection.

7. That the subdivision agreement contain wording wherein the owner agrees to implement the mitigation measures and recommendations found in Section 7.0 of the EIS, including but not limited to:

   a. That vegetation removals shall be undertaken between October 1st and March 15th, outside of both the breeding bird nesting period and bat active season, and

   b. That standard best management construction practices shall be used to mitigate construction dust, noise and/or exhaust fumes and prevent spills.

8. That a Landscape/Buffer Planting Plan be prepared for Regional staff approval, by a full member of the Ontario Association of Landscape Architects (OALA), to identify and illustrate the location of additional native trees, shrubs and groundcover to be planted along the Welland River, within the 30 m corridor along Drainage Feature UN-1, and along the slopes of Ponds 6e and 6g. Only native vegetation that provides for wildlife habitat and improved ecological functions will be supported.

9. That a copy of an active Environmental Compliance Approval (ECA) for Stormwater Management Pond 6e be submitted to the Region.

10. That permanent rear-lot fencing be provided for all lots bordering Channel UN-1 and the Welland River. A no-gate bylaw is recommended to reduce human encroachment and limit the movement of pets into the adjacent natural areas.

11. That the Grading Plan be provided for Regional staff approval.

12. That the Erosion and Sediment Control (ESC) Plan be provided for Regional staff approval. The ESC Plan shall include details for, but not be limited to, ESC fencing and other ESC measures, dust suppression and topsoil storage. ESC measures must be monitored regularly to ensure they are functioning properly and promptly fixed if issues are identified.

13. That a Tree Saving Plan be prepared in accordance with the Region of Niagara Tree and Forest Conservation By-law (By-law 30-2008) Section 1.36 and provided for Regional staff approval.

14. That a Fish and Wildlife Rescue Plan be provided for Regional staff approval.

15. That a Wetland Restoration Plan be provided for Regional staff approval.

16. That an Invasive Species Management Plan and implementation strategy be prepared for the subject lands in an effort to enhance the Core Natural Heritage System remaining post-development.

17. That the subdivision agreement contain wording wherein the owner agrees to implement the recommendations of the approved Grading Plan, ESC Plan, Tree Saving Plan, Fish and Wildlife Rescue Plan, Wetland Restoration Plan, and Invasive Species Management Plan.

18. That the Developer obtain all necessary approvals from the Ministry of Environment, Conservation and Parks (MECP) relating to Species at Risk (SAR) on the subject lands and provide Regional staff with a copy of MECP approval. If required by the MECP, the Developer shall revise the layout of the subdivision in order to conform with the requirements of the *Endangered Species Act*.

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

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

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

20. That prior to final approval for registration of this plan of subdivision, the owner shall submit the design drawings for proposed work along the North end of the Hunter's Pointe Golf Course subdivision plan required to service this development to ensure that there is no conflicts with the Regional forcemain.

21. That the owner provides a written acknowledgement to the Niagara Region Planning and Development Services Department stating that draft approval of this subdivision does not include a commitment of servicing allocation by the Niagara Region as servicing allocation will not be assigned until the plan is registered and that any pre-servicing will be at the sole risk and responsibility of the owner.

22. That the owner provides a written undertaking to the Niagara Region Planning and Development Services Department stating that all Offers and Agreements of Purchase and Sale or Lease, which may be negotiated prior to registration of this subdivision, shall contain a clause indicating that servicing allocation for the subdivision will not be assigned until the plan is registered, and a similar clause be inserted in the Subdivision Agreement between the owner and the City.

23. That prior to final approval for registration of this plan of subdivision, the owner shall submit the design drawings [with calculations] for any proposed municipal sanitary and storm drainage systems required to service this development and obtain Ministry of the Environment, Conservation and Parks, Environment Compliance Approval under the Transfer of Review Program.

<u>Conditions 24-28 are only applicable IF the SPS is intended to be transferred to the Region:</u>

24. That the owner provide a detailed servicing study which shall include, overall servicing strategy for the developments in the area, detailed plan and profile drawings and required Regional costs analysis information, to ensure that all development in the area can be serviced by gravity to the trunk sewer or by gravity to the proposed pumping station and this servicing study shall be reviewed and approved by Regional Staff prior to design of a future Regional Pumping station.

25. That the owner comply with the Regional Design standards for a pumping station and forcemain, engage Regional staff in the design works and receive Regional review and approval prior to submitting Environmental Compliance Certificates to the MECP for approval.

26. That the owner transfer the pumping station land block to the Region once the size of the property has been reviewed and approved by Regional Staff, the minimum land block required will be 40m x 40m.

27. That a noise and odour study be completed for the proposed sewage pumping station and required mitigation measures are completed for the existing and proposed lots surrounding the SPS and that the subdivision agreement contain wording acceptable to the Region wherein the owner agrees to implement the approved mitigation measures.

28. That the assumption of the Pumping Station and forcemain will not occur until all the Regional conditions and policy conditions are completed as well as the subdivision has reached 50% of the build-out and Regional Staff have reviewed and approved the information provided.

Condition 29 is only applicable IF there is going to be a connection to the Region's Trunk sewer the Region will require the following condition:

29. That the owner and City obtain a connection permit for the proposed new connection to the Regional Trunk Sanitary sewer and removal of the existing connection.

30. That prior to approval of the final plan or any on-site grading, the owner shall submit a detailed stormwater management plan for the subdivision and the following plans designed and sealed by a qualified professional engineer in accordance with the Ministry of the Environment and Climate Change documents entitled Stormwater Management Planning and Design Manual, March 2003 and Stormwater Quality Guidelines for New Development, May 1991, or their successors to the Niagara Region Planning and Development Services Department for review and approval:

    i. Detailed lot grading, servicing and drainage plans, noting both existing and proposed grades and the means whereby overland flows will be accommodated across the site;

    ii. Detailed erosion and sedimentation control plans;

iii. Detailed phasing of construction of the stormwater management facility to coincide with phasing of development of residential lands (internal and external to the subdivision) planned to be serviced by the stormwater management facility; and,

31. That the Subdivision Agreement between the owner and the City contain provisions whereby the owner agrees to implement the approved plan(s) required in accordance with the Condition above.

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

33. That the owner agree to construct the emergency access (block 758) once the requirement for timing has been decided between the government agencies and the owner.

Clearance of Conditions

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

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

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

Niagara Region

REPORT TO: Chair and Members of the Public Works Committee

SUBJECT: Sewage Pumping Stations and Forcemains Policy
Proposed Policy Amendments

RECOMMENDATION(S)

That this Committee recommend to Regional Council:

That the current Sewage Pumping Stations and Forcemains Policy be amended, as presented in draft form in Appendix A.

EXECUTIVE SUMMARY

Regional Council previously adopted a Sewage Pumping Stations and Forcemains Policy (PWA 100-2005 dated May 31, 2005) regarding upper tier and lower tier ownership and responsibilities.

In the course of applying the Sewage Pumping Stations and Forcemains Policy since its implementation in 2005, it became apparent to staff that the current policy could be improved through review and refinement. Staff have completed a review and are proposing revisions to the policy to:

- Clarify responsibility for documenting the need for new pumping stations. The need for new stations is sometimes identified by the Region at the Master Servicing Plan level, but more often by the Local Area Municipality at the secondary plan stage, or through a development request.

- Clarify responsibility for the funding of new sewage pumping stations. This is becoming a significant issue as neither the Region nor area municipalities have included the cost of any new sewage pumping stations in their current respective Development Charge Background Studies.

- Clarify the basis by which a new pumping station is to be compared against the option of servicing by gravity sewer, by defining the process for carrying out a life cycle cost analysis.

It is the intent of the policy that the Region will ultimately own, operate and maintain pumping stations that are planned, funded, and constructed in accordance with the policy.

The proposed revisions to the Policy were reviewed with Public Works Officials from the Region and local area municipalities at a meeting on May 20, 2010.

FINANCIAL IMPLICATIONS

There are no immediate financial implications associated with this report but there are longer term financial implications associated with Regional ownership of additional facilities. These include increased operational, maintenance and capital reinvestment costs.

PURPOSE

The purpose of this report is to make recommendations for amending the Sewage Pumping Stations and Forcemains Policy.

BACKGROUND

Wastewater servicing in Niagara is operated under a two-tier system. The relative roles and responsibilities between the Region and area municipalities were initially defined in the 1969 MacLaren report carried out immediately prior to formation of the Region.

The Region was given responsibility for wastewater treatment. Ownership of sewers was based in part on the degree to which there were service connections, but primarily on capacity. The Region is generally responsible for sewers with a design capacity of 170 litres/second (peak dry weather flow). This size is characteristic to trunk systems with larger capacity to convey effluent from a large area to the wastewater treatment plant.

Regional responsibility for sewage pumping stations was based on whether the pumping station and forcemain discharged directly to a Regional trunk sewer or wastewater treatment plant. It would appear, however, that this criteria was not definitive, as it was not followed in subsequent years. Records show that the Region soon assumed other pumping stations and forcemains from the Ministry of the Environment and area municipalities, including some that discharged to local sewers. This pattern of transfer of ownership continued from 1970 to 2005 for both new and older stations. By 2005 the Region owned about 80% of all municipal sewage pumping stations.

Regional Council previously adopted a Sewage Pumping Stations and Forcemains Policy (PWA 100-2005 dated May 31, 2005) regarding upper tier and lower tier ownership and responsibilities. This included agreeing to transfer to the Region all of the 23 sewage pumping stations remaining in the hands of the local municipalities. The majority of these stations have since been transferred to the Region. There are a few, however, which have not been transferred, either because they have not met the requirement that they first be upgraded to Regional standards, or because the land cannot be transferred as it is owned by a third party.

REPORT

In the course of applying the Sewage Pumping Stations and Forcemains Policy since its implementation in 2005, it became apparent to staff that the current policy could be improved through review and refinement. The reasons for proposing amendments to the current policy include:

- Responsibility for documenting the need for new pumping stations is not clear. The need for new stations is sometimes identified by the Region at the Master Servicing Plan level, but more often by the Local Area Municipality at the secondary plan stage or through a development request.

- Responsibility for the funding of new sewage pumping stations is not clear. This is becoming a significant issue as neither the Region or area municipalities have included the cost of any new sewage pumping stations in their respective Development Charge Background Studies.

The need for a new pumping station should be compared to the option of servicing by gravity sewer on the basis of a lifecycle cost analysis. While it may be less expensive initially to build a pumping station, over the life cycle of the infrastructure, a gravity sewer may have a better net present value. The amended policy clarifies the criteria on which the cost analysis is to be based.

The proposed amended policy is based on the following statements:

- Gravity sewers are the most reliable method of transferring sewage from the sanitary collection system to wastewater treatment facilities.

- There are limitations to the practical depth of gravity sewers such that new pumping stations will be only allowed where it can be shown that pumping is a more cost effective and feasible option than gravity.

- The need for a new pumping station, as well as an assessment of capacity of the downstream infrastructure, must be documented in engineering and/or planning studies such as Wastewater Master Servicing Plans carried out by the Region and/or Area Servicing Plans prepared by a Local Area Municipality.

- The cost for a new pumping station required to accommodate growth is to be included in the applicable Development Charges bylaw, either the Region's or the Local Area Municipality's.

The purpose of the proposed amended policy is to:

- Minimize the overall lifecycle costs associated with conveying sewage to wastewater treatment plants.

- Minimize the risk of basement flooding and the risk of spills to the environment associated with conveying sewage to wastewater treatment plants.

- Define a decision making process to detrmine when an area is to be serviced by gravity sewers versus a pumping station.

- Delineate roles and responsibilities between the Region and local area municipalities for funding of new pumping stations.

- Define procedures under which the Region will assume ownership of an existing pumping station currently owned by a local area municipality.

- Define procedures under which the Region will operate and maintain sewage pumping stations on behalf of local area municipalities.

- Minimize the number of sewage pumping facilities by ensuring that new stations are designed for the maximum drainage area that can be serviced by incoming gravity sewers.

It is the intent of the proposed amended policy that the Region continue to own, operate and maintain pumping stations that are planned, funded, and constructed in accordance with the policy.

The proposed revisions to the Sewage Pumping Stations and Forcemains Policy were reviewed with Public Works Officials from the Region and local area municipalities at a meeting on May 20, 2010. The key concern raised at the meeting was from a public works official who questioned whether or not the proposed policy was in compliance with the Development Charges Act. The concern was specific to the matter of an area municipality including the cost of a new pumping station in their development charges with the intent of turning ownership over to the Region following expiration of the one year construction warranty period. This question was subsequently directed to Mr. Cam Watson of Watson and Associates who reviewed the matter and expressed the opinion that this approach is appropriate.

Submitted by:

Kenneth J. Brothers, P. Eng.
Commissioner of Public Works

Approved by:

for Mike Trojan
Chief Administrative Officer

Attachments
This report was prepared by Peter Baker, P. Eng., Associate Director of Water & Wastewater Engineering, and Betty Mathews-Malone, P. Eng., Director Water & Wastewater Services

APPENDIX A

PUBLIC WORKS POLICY MANUAL

SECTION	NAME OF POLICY
WATER AND WASTEWATER	**SEWAGE PUMPING STATIONS AND FORCEMAINS**

DEVELOPED BY: PUBLIC WORKS DEPARTMENT

APPROVED BY: DATE:

EFFECTIVE DATE: July 1, 2010 LATEST REVISION: May 19, 2010

POLICY STATEMENT:

Gravity sewers are the most reliable method of transferring sewage from the sanitary collection system to wastewater treatment facilities as the risk of sewer collapse or blockage is lower than the risk of pumping station mechanical failure or loss of electrical power. In addition, the life cycle cost of a sewer is generally lower than that of a pumping station.

Given that there are limitations to the practical depth of gravity sewers, new Pumping Stations will be considered in situations where it can be shown that pumping is a more cost effective option than gravity.

The need for a new pumping station, as well as an assessment of capacity of the downstream infrastructure, must be documented in engineering and/or planning studies such as the Wastewater Servicing Plans carried out by the Region and/or Area Servicing Plans prepared by the Local Area Municipality.

The cost for a new pumping station required to accommodate growth is to be included in the Development Charges bylaw of the Region or Local Area Municipality in accordance with the roles and responsibilities regarding funding defined in this Policy.

The Region will ultimately own, operate and maintain new pumping stations that are planned, funded, and constructed in accordance with the policy. Unless directed otherwise by a resolution of Regional Council, the Region shall not:

- Fund any new pumping station or assume ownership of any existing pumping station from an area municipality that does not meet the requirements of this policy.
- Operate or maintain any pumping station located on private property (with the exception of stations covered by existing agreements).

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- Operate or maintain any privately owned pumping station.
- Fund or assume ownership of any interim (i.e. temporary) pumping station.

This amended policy supersedes the previous Sewage Pumping Stations and Forcemains policy that was approved by Regional Council May 31, 2005 (PWA 100-2005) and came into effect September 1, 2005.

PURPOSE

The purpose of this policy is to:

- Minimize the overall lifecycle costs associated with conveying sewage to wastewater treatment plants.
- Minimize the risk of basement flooding and the risk of spills to the environment associated with conveying sewage to wastewater treatment plants.
- Define a decision making process for when an area is to be serviced by gravity sewers versus a pumping station.
- Delineate roles and responsibilities between the Region and local area municipalities for funding of new pumping stations.
- Define procedures and conditions under which the Region will assume ownership of an existing pumping station currently owned by a local area municipality.
- Define procedures under which the Region will operate and maintain sewage pumping stations on behalf of local area municipalities.
- Minimize the number of sewage pumping facilities by ensuring that new stations are designed for the maximum drainage area that can be serviced by incoming gravity sewers.

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DEFINITIONS

In this policy, the following definitions shall apply:

a. **"Region"** shall mean the Regional Municipality of Niagara

b. **"MOE Design Guidelines"** shall mean the most current edition of the Ontario Ministry of the Environment Design Guidelines for Sewage Works.

c. **"Regional Design Standards"** shall mean the most current version of the Region's Public Works Department Project Design and Technical Specifications Manual and includes the Region's most current SCADA standards, Process Control Narratives and Security Standards.

d. **"Life-cycle costs"** shall mean all costs associated with the planning, development, approvals, design, construction, operation and maintenance of the new asset throughout its expected life.

e. **"Pumping Station"** shall mean sanitary sewage pumping station.

f. **"Forcemain"** shall mean the pressure pipe conveying sewage from the Pumping Station to the downstream collection system or wastewater treatment plant.

g. **"Maximum Drainage Area"** shall mean the maximum area within an Urban Area Boundary that can be cost effectively serviced by a single pumping station in conjunction with incoming gravity sewers. The Maximum Drainage Area shall include areas beyond the Urban Area Boundary where there is a reasonable expectation that the boundary will be expanded in the future, but in no way shall be deemed as supporting an urban boundary expansion.

h. **"Wastewater Master Servicing Plan"** shall mean a report which documents current wastewater flows and Regional infrastructure capacities and forecasts future flows and Regional infrastructure requirements based on population and employment growth projections.

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i. **"Area Servicing Plans"** shall mean plans such as Secondary Plans, or drainage area specific servicing plans which are prepared to address the development or redevelopment of large areas of land or neighbourhoods and include servicing studies identifying both local and Regional infrastructure requirements and constraints.

j. **"Urban Area Boundary"** shall mean as defined by the Region's Policy Plan and by Local Area Municipality Official Plans.

k. **"Dry Weather Flow"** flows shall mean sewage flows experienced during a period of dry weather

l. **"Wet Weather Flows"** shall mean sewage flows experienced during and following periods of wet weather and/or snowmelt during which the flows are significantly influenced by inflow/infiltration.

m. **"Interim Sewage Pumping Station"** shall mean a facility that is intended for the short term only with the understanding that it will be replaced in the longer term with a gravity sewer and/or a pumping station that services a larger drainage area.

n. **"Combined Sewers"** shall mean sewers that include both road drainage (catch basins) and private property connections (which may include foundation drain and/or roof leaders).

o. **"Partially Separated Sewers"** shall mean sewers which do not have road drainage (catch basin) connections but have foundation drain and/or roof leader connections.

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DESCRIPTION

ESTABLISHMENT OF NEW SEWAGE PUMPING STATIONS

The need for a new pumping station must be documented in engineering and/or planning studies such as the Wastewater Servicing Plans carried out by the Region and/or Area Servicing Plans prepared by the Local Area Municipality. The study is to assess the impact of the proposed flows on the downstream wastewater infrastructure, including sewers, pumping stations and treatment plants.

Where a new sewage pumping station is proposed by a local area municipality, a detailed life-cycle cost comparison between a sewage pumping station and a gravity sewer must be submitted to the Region by the municipality. Life cycle cost comparisons shall be undertaken as outlined in Schedule A to this Policy. No pumping station shall be constructed where, in the opinion of the Region, the construction of a gravity sewer is a viable and cost effective alternative.

For all new pumping stations and forcemains, consideration shall be given to a catchment area that would meet the ultimate build-out needs of the Maximum Drainage Area that could be serviced by incoming sewers.

Each proposed forcemain will be evaluated with regard to the potential for transient pressures and for odour and corrosion problems. The project design shall include pressure relief and odour and corrosion prevention measures as required. Where it is not possible to address these issues to the Region's satisfaction then further consideration will be given to a gravity solution and the degradation of downstream infrastructure will be included in the life cycle cost analysis.

All new pumping stations and forcemains shall be designed and constructed in accordance with current MOE Design Guidelines and current Regional Design Standards. New forcemains will not be allowed to discharge to existing forcemains.

Niagara Region approvals for new pumping stations proposed by a local area municipality shall be obtained in accordance with the procedures outline in this policy. The Region will deal directly with the local area municipality in following these procedures and will not deal directly with any third party that may have an interest in the new station. Any cost sharing agreement involving a third party shall be with the local area municipality.

The Region will assume ownership of a new pumping station from a local area municipality when the requirements of this policy have been met, including the following specific criteria:

i. a resolution is passed by the local municipal council to begin the transfer of ownership of the station to the Region;
ii. the station meets the MOE Design Guidelines and the Regional Design Standards;
iii. the design capacity of the station includes an allowance for inflow/infiltration (i.e. wet weather flows) to the satisfaction of the Region. In the case of new development, the allowance for Infiltration shall be as per the MOE Design Guidelines and Regional Design Standards. In the case of existing developed areas, the allowance for wet weather flows shall be decided on a case by case basis taking into consideration whether the area is serviced by combined, partially separated or fully separated sewers. In general, the Region will not allow the diversion of flows from an existing developed area to a new station where the existing peak wet weather flows from that developed area are more than two times existing peak dry weather flows (based on actual measurements from flow monitoring devices). The Region reserves the right not to allow flows to a new station from an existing area until inflow/infiltration is reduced to an acceptable level through sewer separation projects and/or other inflow/infiltration reduction measures.
iv. any and all construction contract deficiencies have been addressed to the satisfaction of the Region;
v. the appropriate Equipment and Operating Manuals have been received by the Region;
vi. a set of as-built drawings has been provided to the Region;

vii. the warranty period of any attached equipment has expired;
viii. the property, including the station and associated forcemain is transferred to the Region;
ix. the Ministry of the Environment Certificate of approval has been amended to reflect the change in ownership.
x. the region will only accept the property transfer, from private properties in Fee Simple, and must include access to a road and enough property for future expansion;
xi. for those situations wherein a pumping station is on public lands, the Region will consider accepting ownership of the pumping station subject to an easement agreement with the property owner;
xii. a resolution has been passed by Regional Council to assume ownership of the station.

REGIONAL ASSUMPTION OF OWNERSHIP OF EXISTING PUMPING STATIONS

The Region will consider assuming ownership of an existing pumping station that is currently owned by a local area municipality on a case by case basis. The Region will assume ownership of a pumping station that existed prior to the date that this revised policy comes into force when the requirements of this policy have been met, including the following specific criteria:

a. a resolution is passed by the local municipal council to begin the transfer of ownership of the station to the Region;
b. the station is upgraded as required at the expense of the local area municipality to meet the MOE Design Guidelines and the Regional Design Standards;
c. existing wet weather flows (i.e. inflow/infiltration) to the station are at levels considered to be acceptable to the Region as decided on a case by case basis taking into account whether the drainage area is serviced by combined, partially separated or fully separated sewers. In general, the Region will not assume ownership of an existing pumping station where the existing peak wet weather flows to the station are more than two times existing peak dry weather flows (based on actual measurements

from flow monitoring devices). The Region reserves the right not to assume ownership of an existing pumping station until inflow/infiltration is reduced to an acceptable level through sewer separation projects and/or other inflow/infiltration reduction measures.

d. any and all construction contract deficiencies have been addressed to the satisfaction of the Region;
e. the appropriate Equipment and Operating Manuals have been received by the Region;
f. a set of as-built drawings has been provided to the Region;
g. the warranty period of any attached equipment has expired;
h. the property, including the station and associated forcemain is transferred to the Region;
i. the Ministry of the Environment Certificate of approval has been amended to reflect the change in ownership.
j. the region will only accept the property transfer, from private properties in Fee Simple, and must include access to a road and enough property for future expansion;
k. for those situations wherein a pumping station is on public lands, the Region will consider accepting ownership subject to an easement agreement with the owner;
l. a resolution has been passed by Regional Council to assume ownership of the station.

INTERIM PUMPING STATIONS

A local area municipality may establish a new interim (i.e. temporary) pumping station as a short term solution to facilitate servicing of a smaller development area where a larger pumping station and/or gravity sewer is required over the longer term to service additional lands (i.e. the maximum drainage area). The Region will not fund or assume ownership of any interim pumping station nor assume ownership of multiple pumping stations servicing the maximum drainage area.

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OPERATION AND MAINTENANCE OF NON-REGIONALLY OWNED PUMPING STATIONS

The Region, at its discretion and without prejudice, may operate and maintain any pumping station owned by a local area municipality at the request of the local area municipality. Operation and maintenance of any non-regionally owned pumping station shall be in accordance with a written agreement executed by both the Region and the local area municipality. The Region will charge fees as detailed in such an agreement to cover its costs for the operation and maintenance of the station. The Region may cease operating and maintaining a pumping station should the requirements of the agreement not be met or in accordance with the termination clause of any such agreement. Any improvements or upgrades of the non-regionally owned stations shall be at the expense of the local area municipality whether undertaken by the Region or its agents as outlined in the agreement.

The Region will not operate or maintain any privately owned pumping station.

FINANCIAL RESPONSIBILITIES

The local area municipality will be responsible for the cost of any new pumping station with a design capacity of less than 170 litres per second peak dry weather flow.

The Region will be responsible for the cost of any new pumping station with a design capacity of equal to or greater than 170 litres per second peak dry weather flow.

In cases where it will be necessary for an existing Regional gravity sewer to be upgraded or a new Regional gravity sewer to be constructed to receive the sewage from the pumping station forcemain, and such works are not planned within the required timelines, the proponent may choose to "front end" the cost of the upgrade. The proponent shall receive credit for such upgrades as specified in an executed agreement between the proponent and the Region.

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Schedule A

Life Cycle Cost Comparison (Pumping Station vs. Gravity Sewer)

The life-cycle cost comparison between the sewage pumping (PS) option and the gravity sewer option is to be based on the component cost breakdown and component lifespan shown below. This table is based on the Region's Tangible Capital Assets Policy and was developed for purposes of compliance with Public Sector Accounting Board (PSAB) 3150 requirements.

Pumping Station Component	% of initial capital cost		Lifespan in years
	Wet Well/Dry Well	Submersible	
Building Architectural	10%	6%	20
Building Mechanical and Electrical	20%	16%	20
Building Structural	30%	17%	60
Process Electrical	8%	12%	30
Process Instrumentation	2%	6%	10
Process Piping & Equipment	26%	36%	20
Site Works	4%	7%	25

% of initial capital cost	Linear Component (gravity sewer or forcemain)	Lifespan in years
100%	Linear Piping	75

Calculation

The net present cost of each option is to be calculated as outlined below and as shown in the example provided.

1. Evaluate life cycle costs on the basis of a 75 year project life.
2. Multiply each component's proportional cost by the asset's total capital cost estimate and the project lifespan divided by the component lifespan. Sum the results for each component.
3. Include annual property taxes, utility costs (electrical, water, fuel, phone/SCADA) and misc. annual O&M costs (1% of PS capital cost) for the pumping station option.
4. Do not include annual Operation and Maintenance (O&M) costs for the forcemain and gravity sewer as they are assumed to be offsetting.
5. Assume that the rate of inflation equals the rate of return on investments.

Example – wet well/dry well PS versus gravity sewer:

Pumping Station (PS) capital cost estimate:	$600,000
Forcemain capital cost estimate:	$700,000
Gravity Sewer capital cost estimate:	$3,500,000
Annual property taxes on PS (estimated):	$3,000
Annual PS utility cost estimate (estimated):	$12,000
Annual misc. PS O&M costs (1% of PS capital cost)	$6,000
Anticipated project life:	75 years
Net present cost of PS/Forcemain (see below):	$4,042,000
Net present cost of Gravity Sewer:	$3,500,000

Net Present Cost of PS/Forcemain Calculation:

Component	Contribution	Cost
Building Architectural	10% x $600,000 x 75years/20 years	$225,000
Building Mechanical and Electrical	20% x $600,000 x 75years/20years	$450,000
Building Structural	30% x $600,000 x 75 years/60 years	$225,000
Process Electrical	8% x $600,000 x 75 years/30 years	$120,000
Process Instrumentation	2% x $600,000 x 75 years/10 years	$90,000
Process Piping & Equipment	26% x $600,000 x 75 years/20 years	$585,000
Site Works	4% x $600,000 x 75 years/25 years	$72,000
Forcemain	100% x $700,000 x 75 years/75 years	$700,000
Annual expenses	($3,000 + $12,000 + $6,000)/year x 75 years	$1,575,000
Total		$4,042,000

Rachelle Larocque

From: Ali Khan <ali.khan@welland.ca>
Sent: April 6, 2018 8:48 AM
To: Rachelle Larocque
Subject: Hunters Pointe Golf Course Redevelopment

Hi Rachelle,

Below are my comments pertaining to traffic issues:

------ Upon confirming the timing for the second access off of Oxford road, I am recommending that the consultant should carry out intersection analysis for Brown Road/Oxford and Atlas/Oxford.

Regards,

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

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Rachelle Larocque

From: Ali Khan
Sent: November 22, 2019 3:04 PM
To: Rachelle Larocque
Subject: Hunters Pointe Golf Course Resubmission

Hi Rachelle,

City will approve the TIS submitted, if the following condition is satisfied.

---- Developer to confirm/agree that Design and Construction of the proposed roundabout at Daimler Parkway/Proposed intersection as well as an eastbound right turn by-pass lane will be at their cost.

Regards,

Muhammad Ali Khan, M.A.Sc; P.Eng.
Supervisor Traffic,Parking & Bylaws
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Rachelle Larocque

From: Ali Khan <ali.khan@welland.ca>
Sent: April 24, 2018 1:14 PM
To: Rachelle Larocque
Subject: RE: Hunters Pointe Golf Course Redevelopment

Hi Rachelle,

Further to my earlier comments below. As part of the background development , I would like the consultant to include the traffic generated from the south and central village and revise the analysis carried out in TIS.

Regards,

Muhammad Ali Khan, M.A.Sc; P.Eng.
Supervisor Traffic,Parking & Bylaws
Infrastructure and Development Services
Corporation of the City of Welland
60 East Main Street, Welland, Ontario L3B 3X4
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From: Rachelle Larocque
Sent: April 6, 2018 4:25 PM
To: Ali Khan <ali.khan@welland.ca>
Subject: RE: Hunters Pointe Golf Course Redevelopment

Thank you Ali!

Rachelle Larocque, BES, M.Sc., MCIP, RPP
Planning Supervisor
Infrastructure and Development Services
Planning Division
Corporation of the City of Welland
60 East Main Street, Welland, Ontario L3B3X4
Hours: Monday - Friday: 8:30am-4:30pm
Phone: (905)735-1700 Ext. 2310 **Fax:** (905)735-8772

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From: Ali Khan
Sent: April 6, 2018 8:48 AM
To: Rachelle Larocque <rachelle.larocque@welland.ca>
Subject: Hunters Pointe Golf Course Redevelopment

Hi Rachelle,

Below are my comments pertaining to traffic issues:

------ Upon confirming the timing for the second access off of Oxford road, I am recommending that the consultant should carry out intersection analysis for Brown Road/Oxford and Atlas/Oxford.

Regards,

Muhammad Ali Khan, M.A.Sc; P.Eng.
Supervisor Traffic,Parking & Bylaws
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60 East Main Street, Welland, ON L3B 3X4
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Email: devserv@welland.ca | www.welland.ca

MEMORANDUM

From: Travers Fitzpatrick, General Manager, Infrastructure & Development Services

To: Rachelle Larocque, BES, M.SC., MCIP, RPP

Planning Supervisor, Planning Division

Date: 8 April, 2020

SUBJECT: Official Plan Amendment, Zoning By-law Amendment and Plan of Subdivision, former Hunter's Pointe Golf Course

Having been the Director of Planning & Development Services when the original Hunter's Pointe subdivision was proposed and initially developed, I thought some historical perspective may be of assistance relative to a number of comments that have been made by a variety of people.

When I first walked the site prior to any approvals being in hand nor any construction having commenced, I was surprised to see the pond in the northerly portion of the lands. As it turned out this man made pond was created as a consequence of the soil which was excavated from the construction/digging of the by-pass Canal being graded in such a way so as to form the pond. To suggest that this man made pond is now a lake is somewhat of an overstatement.

The development of the lands north of Daimler Parkway as a privately serviced/privately owned development was a creative way to permit what is now known as a vacant land condominium. The services in the development were not constructed to Municipal Standards and were always intended to remain privately owned. Lands south and east of Daimler Parkway have been developed on municipal services and roadways built to municipal standards and owned by the City.

The golf course which was eventually developed to the south and west of Hunter's Pointe was owned by a completely different company with no relationship whatsoever between the developers save for some minor easement issues. In fact, the Hunter's Pointe development constructed its owned club house rather than rely upon the golf course developer to provide that amenity.

Having returned to the City as the General Manager of Infrastructure and Development Services, I have a number of observations to make with respect to the emergency access

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Email: devserv@welland.ca | www.welland.ca

to the lands versus a flyover at the easterly terminus of Oxford Road. This decision comes down to a choice between convenience and need and the need to mindful of the City's long term needs as well as appropriate Asset Management.

I am firmly of the opinion given the circumstances in Welland that **need** trumps convenience for a variety of reasons that are set out below. One of the major decisions to be made in the effective management of assets is the underlying decision as to whether an asset is in fact a necessity or a convenience. An overpass/flyover at Oxford Road to provide secondary access to the development is a convenience versus a necessity and is therefore in my opinion totally unnecessary. The emergency access to the development which has been approved by the Ministry of Transportation meets the needs of the development.

According to our last Comprehensive Asset Management Plan update (2016), the City needs an annual infrastructure expenditure of $35 Million. That is a significant expenditure when one considers that the City of Welland's TOTAL operating budget, including utilities was marginally over $91 Million.

As you are aware Regional Niagara periodically engages the BMA Group to conduct an comparative analysis amongst area municipalities and other municipalities in the Province. The 2018 BMA Study made the following observations:

- The City of Welland is the ***7th lowest of 108 municipalities*** in the BMA study of 2018 relative to weighted and unweighted assessment. The City's unweighted and weighted assessment is $82,100 for unweighted and $91,809 weighted assessments. The average of the surveyed municipalities unweighted $154,140 (vs Welland's $82,500) and weighted $156,898 (vs Welland's $91,809) (pages 32 - 34) The upshot of this is that Welland generates less taxation from it's assessed properties than the majority of the municipalities surveyed thereby requiring a higher tax rate or more development the generate taxation to pay for services.
- The City of Welland's Total Outstanding per Capita Debt ***85th out of 108*** of the surveyed municipalities. Welland's Total Debt is $830 per capita while the tax debt is $730 per capita. The average per capita debt in the surveyed communities is $731 (vs Welland's $830) while the tax debt is $507 (vs Welland's $730).(pages 106 and 107) Welland is therefore deeper in debt than most other municipalities surveyed and should be prudent in assuming more debt or more assets which will eventually require replacement.
- The ***2018 total property tax rates*** of the city of Welland were, across the board, well above both the median and average of the 108 municipalities surveyed in the BMA report. (pages 288 to 290)

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- Welland's water costs across the board are higher than the average and medium water costs of the surveyed municipalities. (see pages 398 to 400)
- Welland's wastewater costs are significantly higher than both the median and average wastewater cost when compared with the 108 municipalities surveyed in the BMA report. (pages 401 to 403)
- Welland's combined water and wastewater costs are significantly higher than the median and average combined water and wastewater costs when compared to the other municipalities in the survey. (pages 404 to 406.)
- Welland's water and wastewater costs as a percentage of household income is ***96th of 108 at 1.6% of average household income***. The ***average and median costs is 1.1%*** of reported household income of the comparator municipalities. (pages 418 to 420)
- Of the 80 municipalities surveyed Welland has ***zero water reserves*** while the ***average*** water reserve is ***$160 per capita*** and ***the medium water reserve is $129 per capita***.(page 434)
- Wastewater reserves per capita in Welland are ***$26 per capita***, while the ***average*** per capita reserve is ***$155*** and the ***median*** per capita reserve is ***$103.*** This is a significant differential between Welland and other surveyed municipalities (page 435)
- Of the 108 communities surveyed by the BMA study Welland ranked ***eighth lowest*** with an average household income estimated in 2018 at ***$73,910*** while the ***average*** household income was estimated at ***$102,194*** and the ***median*** household income at ***$95,406.*** (pages 454 to 456)
- Property taxes as a percentage of household income Welland is ***90th of 108*** in the percentage of household income that was taken up with property tax payments was ***4.4%.*** Both the median and average for the surveyed municipalities was ***3.8%.*** (pages 457 to 459)
- The Total Municipal Burden (taxes & water/wastewater costs) as a percentage of average household income in Welland is ***6.1% or 101st of 108*** surveyed communities. The average of the surveyed communities is ***4.9%*** (pages 460 to 462)
- In addition to our low assessments, high tax and water rates, low per capita income, high per capita debt and low or negligible reserves the City of Welland according to our last Comprehensive Asset Management Plan update (2016), the City needs ***an annual infrastructure expenditure of $35 Million.***

Plainly, given findings of the BMA Report the most reasonable solution a second access to Hunters Point subdivision which would provide the necessary emergency access is the emergency access that has been approved by the Ministry of Transportation.

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The construction of a flyover at Oxford Road whether paid for by the developer or MTO is a totally unnecessary addition to the City's assets which will require ongoing maintenance and eventual replacement. Given the City's current infrastructure deficit, the City should not be burdened with an additional structure ($10-$15 Million) that will require replacement in the future.

Yours very truly;

Travers Fitzpatrick,
General Manager,
Infrastructure and Development Services,
City of Welland

Rachelle Larocque

From: Aaron White <aaron.white@trilliumrailway.com>
Sent: December 20, 2019 10:32 AM
To: 'rachelle.larocque@welland.ca'
Subject: Hunters Pointe Golf Course Resubmission
Attachments: Rail Line Classification.pdf; PBL.pdf

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Good Morning Rachelle,

I see I'm at the last minute to submit comments on this application. I apologize if I'm late. I do have some requirements for developments adjacent to rail lines that need to be included. The adjacent section of track is considered a principal branch line, so I have attached the requirements for that track classification. The 15m setback is the most crucial aspect.

Other than those requirements, Trillium doesn't have any other comments or concerns at this point.

Thanks,

Aaron White
TRILLIUM RAILWAY
p. 905-735-5529 f. 905-735-7559 c. 289-968-9357
www.trilliumrailway.com

Railway Properties

1 Administration Rd
Concord, ON L4K 1B9

Telephone: 905-760-5007
Fax: 905-760-5010

The following information generally describes CN's internal classification system. For confirmation of the classification for a particular rail line, please contact CN directly.

Principal Main Line

- traffic volume generally exceeds 10 trains per day
- high speeds, usually exceeding 80 kph (50 mph)
- includes heavy trains with 3 or 4 locomotives per train, commuter and passenger trains

Secondary Main Line

- traffic volume generally exceeds 10 trains per day
- high speeds, usually exceeding 80 kph (50 mph)
- trains generally of light to moderate weight with 3 or 4 locomotives per train
- majority of traffic may be commuter and passenger trains

Principal Branch Line

- regular scheduled traffic, usually less than 5 trains per day
- low speeds, generally limited to 50 kph (30 mph)
- trains generally of light to moderate weight with 1 or 2 locomotives per train but may include heavier trains with more units

Secondary Branch Line

- intermittent, unscheduled traffic, usually less than 1 train per day
- low speeds, generally limited to 50 kph (30 mph)
- trains generally of light to moderate weight with 1 locomotive per train

Spur Line

- unscheduled traffic on a demand basis
- low speeds, limited to 24kph (15 mph)
- trains generally of light to moderate weight with 1 locomotive per train

Canadian National Railway Properties
1 Administration Road
Concord, Ontario
L4K 1B9

PRINCIPAL BRANCH LINE REQUIREMENTS

A. Safety setback of habitable buildings from the railway rights-of-way to be a minimum of 15 metres in conjunction with a safety berm. The safety berm shall be adjoining and parallel to the railway rights-of-way with returns at the ends, 2.0 metres above grade at the property line, with side slopes not steeper than 2.5 to 1.

B. The Owner shall engage a consultant to undertake an analysis of noise. At a minimum, a noise attenuation barrier shall be adjoining and parallel to the railway rights-of-way, having returns at the ends, and a minimum total height of 4.0 metres above top-of-rail. Acoustic fence to be constructed without openings and of a durable material weighing not less than 20 kg. per square metre of surface area. Subject to the review of the noise report, the Railway may consider other measures recommended by an approved Noise Consultant.

C. Ground-borne vibration transmission to be evaluated in a report through site testing to determine if dwellings within 75 metres of the railway rights-of-way will be impacted by vibration conditions in excess of 0.14 mm/sec RMS between 4 Hz and 200 Hz. The monitoring system should be capable of measuring frequencies between 4 Hz and 200 Hz, ±3 dB with an RMS averaging time constant of 1 second. If in excess, isolation measures will be required to ensure living areas do not exceed 0.14 mm/sec RMS on and above the first floor of the dwelling.

D. The Owner shall install and maintain a chain link fence of minimum 1.83 metre height along the mutual property line.

E. The following clause should be inserted in all development agreements, offers to purchase, and agreements of Purchase and Sale or Lease of each dwelling unit within 300m of the railway right-of-way: "Warning: Canadian National Railway Company or its assigns or successors in interest has or have a rights-of-way within 300 metres from the land the subject hereof. There may be alterations to or expansions of the railway facilities on such rights-of-way in the future including the possibility that the railway or its assigns or successors as aforesaid may expand its operations, which expansion may affect the living environment of the residents in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the development and individual dwelling(s). CNR will not be responsible for any complaints or claims arising from use of such facilities and/or operations on, over or under the aforesaid rights-of-way."

F. Any proposed alterations to the existing drainage pattern affecting railway property must receive prior concurrence from the Railway and be substantiated by a drainage report to the satisfaction of the Railway.

G. The Owner shall through restrictive covenants to be registered on title and all agreements of purchase and sale or lease provide notice to the public that the safety berm, fencing and vibration isolation measures implemented are not to be tampered with or altered and further that the Owner shall have sole responsibility for and shall maintain these measures to the satisfaction of CN.

H. The Owner shall enter into an Agreement stipulating how CN's concerns will be resolved and will pay CN's reasonable costs in preparing and negotiating the agreement.

I. The Owner shall be required to grant CN an environmental easement for operational noise and vibration emissions, registered against the subject property in favour of CN.

Rachelle Larocque

From: Kevin Carver <kcarver@wellandhydro.com>
Sent: December 23, 2019 9:25 AM
To: Rachelle Larocque
Cc: Grant Munday
Subject: Application for Plan Amendment 26T-14-18003 (Hunters Pointe Golf Course Resubmission)

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Hi Rachelle,

I apologize that this is past the deadline for comment of December 20th.

The only comment that I have is regarding requirements for electrically servicing the development. Referring to Drawing No. DP-04, Welland Hydro will require an easement along Block 756 for underground electrical infrastructure. We would likely also require an easement on either Block 755 or Block 757 for underground cabling.

Please feel free to contact me if there are any questions or concerns regarding this.

Thanks,

Kevin Carver, P.Eng., ME
Director of Engineering and Operations
Welland Hydro Electric System Corp.
950 East Main Street | P.O. Box 280 | Welland, ON | L3B 5P6

Phone: 905-732-7798
Fax: 905-732-0123
E-Mail: kcarver@wellandhydro.com



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Rachelle Larocque

From: Alec Lorentiu
Sent: January 31, 2020 10:09 PM
To: council; Rachelle Larocque; Grant Munday
Subject: Revised Hunters Point Master Plan - AL Comments

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Dear Mayor, Council members and City Staff,

I fully support the findings and recommendations contained in the submission made, on behalf our community, by Gagnon Walker Domes Ltd (GWD), dated January 31, 2020. I strongly believe that the City of Welland should refuse to approve the Applicant's Amendment Applications, based on the strong arguments contained in GWD's Planning Assessment and Analysis Report.
I recognize that some of the original concerns we raised during the September 6, 2018 Community Open House have been addressed in the Applicant's "revised" Master Plan (**RMP**) of November 2019. However I am of the opinion that:

1. Without a **full secondary access**, the City of Welland cannot, in good conscience, allow any additional development beyond the North, Central and South Villages.
2. The Applicant should **redesign the layout of the Draft Plan of Subdivision**, with a view to maintaining the existing lifestyle and character of the Hunter's Pointe neighbourhood and **maintaining at least a portion of the golf course**, with residential lots backing onto it (e.g.nine holes - five bordering on Old Course Trail and four surrounding Loch Ness Lake).
3. If maintaining the golf course is not a viable option in the Applicant's opinion, **the Draft Plan of Subdivision be redesigned to significantly increase the amount of land set aside for open space** and programmable recreational opportunities, along with a corresponding reduction in the amount of land designated for residential units and commercial space.

I wish to also address aspects of the application that are not addressed in the RMP, and are other reasons to refuse to approve the application. The developer may state that it is too early in the project's development to address questions of phasing of the project and construction management of the project. However, I have viewed other similar applications where broad principles around phasing and construction management were addressed and where it was stipulated that city processes, such as Site Control, would be used to manage development aspects of the project. It is important to obtain such commitments early in the process. My specific comments and questions are as follows:

1. **Phasing of project. How is it likely that the development will proceed ?**

   There is no indication regarding when the project would start, where it would start, how the project would be phased and whether it would be a 5.10, or 20 year project. If development is from the north end to the south end, when will an access road at the south end actually be built?

2. **Management of Construction and Construction sites**
   a. The way in which the construction sites will be managed will be critical to existing residents. Construction sites by their very nature are extremely messy, dirty and ugly, and have a large negative impact on adjacent existing communities. In general, D'Orazio and Lucchetta manage their construction sites very well because they clean up debris and do not leave garbage scattered around the roads and the sites and they work to minimize the effects of dust and mud. Other developers/builders in, and around, Welland do not manage

the sites well and some actually look like DUMPS. These sites are eye-sores that are detrimental to adjacent communities and are also detrimental in attempting to sell new homes and resell existing homes.

b. Presumably the owner will retain a firm, such as D'Orazio's, to construct and install the development services, i.e. roads, utilities, etc. and may retain one, or more builders, such as Luchetta to actually carry out the home construction and selling of homes. Has the owner made any of these decisions at this point ? There is no stated policy about this. We have no information about the standards that the owner has used and will put in place. How will the City, and our community, know the standards that these firms employ on their current projects and what standards they will employ for this project ?
c. The Valdor report in the RMP (which includes MUNICIPAL SERVICING STUDY & STORMWATER MANAGEMENT PLAN) contains extensive detail measures to minimize erosion and for sediment control during construction. Its states that a set of Erosion and Sediment Control plans are to be prepared at the detailed engineering design stage to reflect the various construction stages. It also states that the performance of the measures that are implemented need to be inspected during construction to ensure that they are in accordance with guidelines published by the Greater Golden Horseshoe Area Conservation Authority. Is it the City or the Region that ensures that the guidelines are followed and that inspections do occur? There is no equivalent report to the Valdor report (which incorporates extensive design details) to address issues related to the management of construction. This needs to be addressed in any proposal.
d. How will the developer phase the levelling and clearing the various areas that will be developed? In the extreme residents don't want to be looking at a vast messy, dirty, ugly construction site for periods of 5-10+ years. The city must obtain commitments that our community will not be de-valued over long periods of time by a vast construction waste land.
e. The concerns in (d) are amplified when one considers the large amount of topsoil that will need to be moved. There will likely be a need for "mountains" of earth such as in the case of Central village. How will this be managed to minimize the negative impact on the existing community. These negative impacts Include:

    i. The negative appearance of the mountains of earth and in particular their negative impact on the beautiful vistas when driving along Daimler Parkway. Will this Parkway be turned into a Constructionway ?
    ii. Mud and dust from these mountains of earth

f. Will the City make it its policy to demand detail plans that specify how construction will be managed and will the city implement methods such as Site Control to extend its control over construction to ensure that construction is carried out in a manner that minimizes negative impacts on the existing community ?

Thank you for your attention to these matters.

Sincerely,

Alec Lorentiu

Rachelle Larocque

From: Rick - Fran Adams
Sent: February 6, 2020 4:19 PM
To: council; Rachelle Larocque
Subject: Hunters Pointe

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Attention: Councillors and Rachelle Larocque,

There is no news like old news. This is the 3rd Development Proposal put forward by the Biglieri Group and still no changes in the so called Urban Development Design. How can a developer propose a development in March 2018, September 2018 and again on November 2019 with no consideration to the requests put forward by the Residents from Hunters Pointe?

Unanswered questions:

1. Environmental Report does not adequately resolve the potential impacts on the natural environment and wildlife.
2. No open space has been provided for recreational endeavors.
3. I question the impact study on the watershed that exists. Where do the run-off waters go?
4. Transportation volumes have yet to be addressed in a functional manner ie: number of cars, school buses and construction vehicles.
5. Daimler Blvd was not designed to physically handle large volumes of traffic.
6. Where is the MTO study for a second road access? Not an emergency exit to nowhere as indicated by the Biglieri Redevelopment Proposal in November 2019.
7. The Mayor and Councilors promised a proper second entry and exit to the development and yet Rachelle Larocque is indicating that an emergency exit is all that is required.
8. Vision and Urban design is terribly lacking. Lack of community facilities schools, daycare, fire station, open space for kids to play in as a ball park or soccer field.
9. The Urban design looks more like an Arabic Tent City with excessive residential density not conducive with the existing housing design.
10. Inclusion of a Commercial Development, which we vehemently requested not be allowed at the entrance to the Loch Ness Lake area.

The two Proposals by GWD Option - 1 is by far the most desirable as 95% of the existing community purchased their property based on the Golf Course as the drawing card. Option 2 - Open Space with a Green Network is another good option as it opens up more property to fulfill some of the recreational needs of the community as a whole.

I am counting on the Welland City Council to be strong in their convictions and promises they have made to the community of Hunters Pointe and Magnolia Lane.

Rick Adams

DATE: **January 27, 2020**

FROM: **Bernadine Anne Murphy**
HRA member since 2013

TO: **Mayor Frank Campion**
Members of Welland City Council
Tony Dimarco Councillor Ward 4
Rachelle Laroque, Planning Supervisor
Vance Badaway, Member of Parliament Niagara
HRA Board of Directors

RE: **Proposal: Vineyard and Winery / 9-hole golf course at Hunters Pointe**

Dear Mayor Campion, Mr. Tony Dimarco, Members of Welland City Council, Rachelle Laroque, Mr. Vance Badaway, HRA Directors:

Municipal planning in Welland is aimed at promoting and investing in residential and tourism growth. The Biglieri Group might consider partnering with a group of investors, the federal and municipal government and industry resources to fund and develop a vineyard and winery (combined with a 9 hole golf course) as an alternate development project on previous Hunters Pointe golf course grounds.

In the following pages please find an outline of potential partners and resources which could be utilized and the benefits that would result. I hope you will read through these pages and give it serious consideration.

Thank you for giving HRA members an opportunity to voice their opinions. If you require further clarification please do not hesitate to contact me at Tel: .

Sincerely,



Bernadine A Murphy

POTENTIAL PARTNERS / RESOURCES / FOCAL POINT

1. **WINERY INVESTORS / SHAREHOLDERS**

2. **THE CORPORATION OF THE CITY OF WELLAND**

3. **FEDERAL ECONOMIC DEVELOPMENT ONTARIO**

4. **FEDERAL GOVERNMENT MINISTER OF TOURISM**

5. **BROCK UNIVERSITY DEPARTMENT OF OENOLOGY AND VITICULTURE**

6. **THE CANADIAN FOOD AND WINE INSTITUTE AT NIAGARA COLLEGE**

7. **CANADIAN VINTNERS ASSOCIATION**

8. **COOL CLIMATE WINE SYMPOSIUM July 12 to 16, 2020**

9. **9-HOLE GOLF COURSE ADJACENT TO CLUBHOUSE & OLD COURSE TRAIL INTEGRATED AS A FOCAL POINT**

10. **BENEFITS**

POTENTIAL PARTNERS/ RESOURCES / FOCAL POINT

1. **WINERY INVESTORS**
   - 20,000+ investors can be reached by posting a funding request at INVSTOR.com

2. **THE CORPORATION OF THE CITY OF WELLAND**
   - November 2019: Planning Objectives were revised to ensure there is an appropriate distribution of residential areas provided throughout the City. (This allows for other vacant lands in Welland, more suitable for the development of a residential subdivision.)
   - October 24, 2019: The mayor and council will consider a recommendation for a full-time tourism representative in the upcoming budget…and that having one person dedicated to this area would be its own "investment in tourism."

3. **FEDERAL ECONOMIC DEVELOPMENT ONTARIO**
   - With over **$1 billion** in funding, FedDev Ontario is making investments that drive innovation and growth in the region designed to meet the needs of our innovators, job creators and communities.

4. **FEDERAL GOVERNMENT MINISTER OF TOURISM,**
   - "Niagara tourism sector gets a boost": Melanie Joly announced in August 2019 new funding will aim to extend the tourism season year-round surrounding Niagara's beverage industry.
   - "We need to make sure we have people offering international tourists much more experiences throughout the year and throughout the different regions of the country."

5. **BROCK UNIVERSITY DEPARTMENT OF OENOLOGY AND VITICULTURE**
   - Assessment and rehabilitation of possible brownfield at the former Hunters Pointe Golf Course grounds can be done by utilizing soil science, soil management and adjustment techniques to prepare the soil for the planting and growth of quality grapes.

6. T**HE CANADIAN FOOD AND WINE INSTITUTE AT NIAGARA COLLEGE**

- Renowned for its outstanding reputation with graduates, employers and industry partners.
- The NC Welland campus would benefit from a vineyard development at Hunters Pointe similar to NOTL, with state-of-the-art facilities, hands-on learning environment, including a student-led restaurant.

7. CANADIAN VINTNERS ASSOCIATION

- The Canadian Vintners Association (CVA) is the national voice of the Canadian wine industry, representing more than 90% of annual wine production.
- CVA members are engaged in the entire wine value chain from grape growing, farm management, grape harvesting, research, wine production, bottling, retail sales and tourism.

8. COOL CLIMATE OENOLOGY AND VITICULTURE INSTITUTE INTERNATIONAL WINE SYMPOSIUM July 12 to 16, 2020

- Canada welcomes the world to Brock University for one of the most prestigious wine conferences (ICCWS), providing a chance to connect with leading researchers, winemakers, grape growers, educators and media from across the globe.

9. 9-HOLE GOLF COURSE ADJACENT TO CLUBHOUSE & OLD COURSE TRAIL

- Presented as Option 1 on 1 /22/20 by the GWD group: File no: 2511
- The abandoned golf course could be retrofitted as a 9 -hole course, thereby restoring this area as an attractive **focal point.**

10. BENEFITS

- Would likely transform Welland from what was once an industrial city to a major tourist destination
- Would be more likely to get HRA members approval
- Would not require secondary road access
- Would preserve Hunters Pointe wildlife
- Would provide an added tourist attraction with a 9-hole course being combined with the vineyard development.
- Would preserve the iconic Golf Course building and the aesthetic open appearance surrounding the Clubhouse

This is an example of what our local residents and tourists would enjoy:



Hunters Pointe Vineyard, Winery, 9-hole Golf Course
Clubhouse and Restaurant featuring Pub style and Fine Dining
A selection of wines from the wine store
Wine tasting from the vintage wine bar



Cheers!



-



Residents of Hunters Pointe, Blue Heron and Snowy Owl, as shown in actual photographs taken at Hunters Pointe, are in favour of a vineyard and winery.

Rachelle Larocque

From: Rusty Baillie
Sent: January 29, 2020 1:23 PM
To: council
Cc: Rachelle Larocque
Subject: Opposition to Hunters Pointe Development Proposal
Attachments: Letter of opposition to HP land development proposal.doc

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Dear Mayor and Members of Council;
Please consider the attached and the Mayor's prior advice to us barring any development with our a full secondary access to the 406.
Sincerely;
Rusty and Sue Baillie
66 Muirfield Trail

Rachelle Larocque

From: Bea Myers
Sent: January 27, 2020 8:55 AM
To: council; Rachelle Larocque
Subject: Fwd: Hunter's Point Submission 2020

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So sorry for the inconvenience to everyone who could not open my original e-mail The following is a copy of my letter. Thank you.

The purpose of this letter to the Mayor, City Council, and Planning Department of Welland is to express our deep concerns, once again, over the proposed redevelopment of Hunter's Pointe Golf Course.

We decided to retire in Welland because of the adult Iife style community, and Hunter's Pointe Golf Course in 2003. At the time we paid a substantial premium for a golf course lot. Since our home overlooks the redevelopment this will affect us greatly financially as well as the mental anguish that goes along with all the unfavourable proposed submissions.

The following is a list of some of our major concerns which we hope the Mayor, City Council, and City Planners will incorporate into their final decision making. This development will hugely impact us, our community, as well as the infrastructure, traffic, schools, police and fire departments to name a few in the City of Welland.

1. The need for a second exist and not an emergency exit. The city is aware of the railway line that crosses Daimler. We have been advised that the railway line on occasion carries toxic materials. Having only one entrance out of the community poses a potential hazard.

With the addition of 1200-1400 houses with the possibility of 2-3 cars per household this will greatly affect the volume of traffic using only **ONE** exit. There is also the consideration of the busing of children if this proposal goes through.

2. We have experienced significant wildlife, including many bird species in our backyard and inhabiting the creek behind our home. To name a few: green heron, white egret, kingfisher, blue heron, red tail hawk, snowy owl, speckled sandpiper, and kildeer. We also have had nesting and snapping turtles, deer and variety of ducks as they make their migration. We feel there is a need for a detailed assessment of the environment that includes wildlife habitat, species at risk, including stream and pond habitat.

3. This proposed development has excessive residential density, too broad a range of housing types and incompatible with our existing community.

4. The various proposals submitted by the Biglieri Group have not made any concessions dealing with most of our major concerns. They have had several opportunities to show a movement toward accommodating the residents of Hunter's Pointe.

5. **Almost 50% or more of the community is composed of snowbirds and out to the country in March. Why is this meeting scheduled at that time? This makes the timing of the City Council Meeting very unfair. Those people, who are also stakeholders, do not get a chance to physically appear before council.**

Bea Myers and Wietze Pluim
27 Old Course Trail, Welland

Rachelle Larocque

From: Raymond Boucher
Sent: January 28, 2020 2:24 PM
To: Rachelle Larocque; mayor; JBurch-OP@ndp.on.ca; Vance.Badawey@parl.gc.ca
Cc: council; Councillor Bryan Green; Councillor Tony DiMarco; fire; WATAC; info@wellandheritage.ca; clerk; scac
Subject: Highlands Redevelopment Plan Welland, Ontario - Biglieri Proposal - PRIORITY ATTENTION REQUIRED

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To Whom It May Concern:
As two of approximately 600 residents living in the Highlands (Hunter's Pointe) area of Welland, my wife and I are deeply concerned about the lack of support and cooperation we, as a community, have received from all parts of government with respect to the completely unacceptable and short-sighted redevelopment proposal currently being considered by our Planning Committee and City Council.

The current residents bought into the plan for this area at various times over the past 20 years, an adult style retirement-type community nestled amongst what they understood to be permanent green space with a pre-existing 18-hole golf course. The community grew over the years to 326 homes, attracting people from the GTA and surrounding areas who were willing to pay a premium for that lifestyle, both in terms of initial housing costs and higher than average property taxes. Many of those residents paid lot premiums of $100-250K to back on to the existing golf course. There are very few retirement communities in Ontario to begin with, let alone in the Niagara Region and this one is special and every effort should be made to preserve the plan as it was originally approved by City Council over 20 years ago.

The current proposal calls for adding approx. 1,100 high density family homes to our green space, formerly Hunter's Pointe Golf Course. No schools, no recreation facilities, no parks and minimal green space of any kind, but most importantly, not in keeping with the lifestyle that the existing 600 residents paid and continue to pay for!! Welland has an abundance of available lands to develop additional family housing. The focus here should be, not only on preserving Niagara's little gem, but consider expanding it further to become a much larger retirement community by redeveloping the area being considered into high end retirement properties and a 9-hole golf course. This would result in significant tax dollars to the city, put Welland back on the map as an attractive option to be considered and offset the negative stigma the city has developed over the past 20 years or more since we lost much of our industry base.

Many options for the re-development are worthy of consideration, but there are serious risk factors associated with the proposal as it stands. There's little value in listing them in detail here since a more formal submission will follow on behalf on the existing residents HRA Association. The issues and risks touch a number of areas within our city's control including but not limited to:
- Fire Dept.
- Emergency Medical Services
- Ministry of Transportation
- Police Services
- Heritage Society
- Wildlife Preservation
- Senior Citizens Advisory Committee
- Health Care Committee.

I have copied a few of them in this correspondence because i am so strongly opposed to the current plan to destroy our community that I will do anything within my power to stop it.
It is abundantly clear that the short-sighted view that seems to be driving this proposal forward is thinking only in terms of what tax revenue might be generated from these 1,100 homes, rather than 300-400 high-end properties that could be built

surrounding a golf course, a beautiful lake, additional parkland and, possibly even a future retirement residence that would service the needs of the potential 1200-1400 residents for years to come.

As I said the specific concerns relating to access to medical and fire safety will follow. In the interim, we can only ask that you, our representatives at various levels of the process, give serious consideration to the concerns that have been presented to date and those that will continue to follow between now and the council meeting scheduled for March 10th.

Regards,

Raymond & Melanie Boucher
22 Lochness Court
Welland, Ontario
L3B 6H4

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Rachelle Larocque

From: Raymond Boucher
Sent: January 30, 2020 12:38 PM
To: Rachelle Larocque; mayor; JBurch-OP@ndp.on.ca; Vance.Badawey@parl.gc.ca
Cc: council; Councillor Bryan Green; Councillor Tony DiMarco; fire; WATAC; info@wellandheritage.ca; clerk; scac
Subject: Re: Highlands Redevelopment Plan Welland, Ontario - Biglieri Proposal - FINANCIAL RISK FACTORS TO BE CONSIDERED

WARNING: This email originated from an external sender. Official email from City of Welland email accounts will not begin with this warning! Please do not click links or open attachments unless you are sure they are safe!

Good morning Ms. Larocque:
Thank you for your response confirming that the concerns expressed below will be included in the public record for consideration at the March City Council meeting.

In view of the significant impact that the redevelopment decision will have, not only on the 600 affected residents, but potentially on any other related parties, I wanted to ensure that a few **financial risk factors** were also given serious consideration. I have listed a few that come to mind:

- **Potential Class Action Suit against the City of Welland** - a large number of the Highland Community residents due to the drop in their property values resulting from the approval of a poorly planned hi-density subdivision right next door. Some residents have already taken steps to relocate due to the anticipated future disruption in the lifestyle they planned their retirement around. Homes along Old Course Road and those bordering Daimler Road will be directly affected but every single resident, with few exceptions, supports the concerns raised in the submission that has been presented.
- **Re-Assessment of Property Taxes of 300-350 homes -** Taxes currently being paid by residents are at least partly based on the area, the green space and the lifestyle giving rise to the value of the properties for assessment purposes. For the past 12-18 months, even the possibility of a 1,000+ home subdivision being considered has been enough to negatively impact property values, let alone the fear that the City might actually approve such a plan.
- **Individual lawsuits against the City of Welland due to life-threatening emergencies -** Having only one access, one way in or out, was deemed to be acceptable 20 years ago, although recognizing some level of risk was present. In the event of an emergency, ie, fire, serious medical issues, ie.,heart attack, or crime, ie, assault or burglary (even today!) that risk that was present 20 years ago has increased. The number of current residents is much higher than was anticipated and the average age would be 60-75 years old where the odds of requiring these types of services are higher. Any above average response time in reaching a potential victim and providing these services will be scrutinized and potentially legally actionable, which will impact the City financially and should be avoided. Considering any additional development for this area, without the approval of a second access point, is completely unacceptable and putting the City at risk unnecessarily. I've heard that there's been some debate about who should pay for that second access and based on lack of agreement, the consensus seems to be to no access but let's push through the redevelopment and hope for the best! Ridiculous! The new property owner and the developer should pay for the second access and perhaps to some degree, the Ministry of Transportation and the City of Welland. Ignoring the potential risks of not building the second access from Highway 406 is misguided and dangerous.

We can only trust that our voices will be heard and the concerns our residents have expressed, individually or through our HRA submission, are taken very seriously and addressed to the satisfaction of all concerned before any redevelopment moves forward. Please understand that we are in favor of redeveloping the green space as soon as possible before the area deteriorates any further. Having said that, it should be very clear to all that, based on the feedback and responses received from our community, little doubt should be left as to our resolve on this issue.

Thank you for your time and consideration.
Regards,

Ray & Melanie Boucher
Lochness Court
The Highlands Community

On Tuesday, January 28, 2020, 02:23:53 p.m. EST, Raymond Boucher <raymondjboucher@yahoo.ca> wrote:

To Whom It May Concern:
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- Emergency Medical Services
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- Health Care Committee.

I have copied a few of them in this correspondence because i am so strongly opposed to the current plan to destroy our community that I will do anything within my power to stop it.
It is abundantly clear that the short-sighted view that seems to be driving this proposal forward is thinking only in terms of what tax revenue might be generated from these 1,100 homes, rather than 300-400 high-end properties that could be built surrounding a golf course, a beautiful lake, additional parkland and, possibly even a future retirement residence that would service the needs of the potential 1200-1400 residents for years to come.

As I said the specific concerns relating to access to medical and fire safety will follow. In the interim, we can only ask that you, our representatives at various levels of the process, give serious consideration to the concerns that have been presented to date and those that will continue to follow between now and the council meeting scheduled for March 10th.

Regards,

Raymond & Melanie Boucher
22 Lochness Court
Welland, Ontario
L3B 6H4

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Rachelle Larocque

From: Ross Jepson
Sent: January 31, 2020 2:27 PM
To: council; Rachelle Larocque
Cc:
Subject: Notice of Re-Submission - Hunters Pointe Golf Course

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Mayor Frank Campion and Members of Welland City Council, and Rachelle Laroque, Planning Supervisor

PLEASE DO NOT AGREE TO THE PROPOSED RE-DEVELEOPMENT OF OUR UNIQUE AND SPECIAL COMMUNITY KNOWN AS THE HIGHLANDS RESIDENTS OF HUNTERS POINTE

I am writing to you as I am sure many others have, to share my concerns regarding the proposed Re-Submission for the Hunters Pointe Golf Course.

For the past four years my husband and I have lived in the development of Highlands Residents Association, adjacent to the Hunters Pointe Golf Course. We moved from Burlington to Welland as the first stage of pre-retirement planning. Born and raised in Burlington, I knew moving and leaving our friends and family would be a very difficult decision, but knowing that we were moving to the most unique adult lifestyle community in Ontario absolutely made the move well worthwhile.

We had looked at many adult lifestyle communities, and had short listed our search to 2 communities, Garth Trails in Hamilton and the Highlands at Hunter's Pointe in Welland. After much deliberation, we decided that the Highlands at Hunter's Pointe was going to be our retirement residence. Hands down this community is unlike any other adult lifestyle community in Ontario.

Some of the deciding factors for us making this choice were:

- This was a fantastic vista beside a beautiful lake and a wonderful park like landscape
- There was a tremendous golf course which was within walking distance from our front door which we could easily enjoy a round of golf and then stay to enjoy the beautiful clubhouse, a few drinks and a meal
- It had a wonderful community clubhouse with an indoor pool, gym, library, tennis, pickleball and many other activities that we could enjoy in our retirement years
- Since there were plenty of other individuals who were also looking for an active lifestyle to enjoy their retirement years, we knew we would make some wonderful friendships to spend our retirement years with
- There are many, many amenities associated with the Niagara Region including wineries, parks, bike trails, golf courses, casinos, entertainment, and restaurants to enjoy

We felt that the Highlands at Hunters' Pointe was a piece of paradise right here in Ontario.

When we told our friends that we were moving to Welland, everyone and I mean everyone, said we were crazy to move from the highly desired town of Burlington to what was perceived as a decaying old industrial city of Welland that had nothing to offer.

We told everyone that is not true and that they needed to come to see this unique community to see for themselves. After visiting, our friends and family agreed that this is a unique and beautiful community to enjoy our retirement years. They all saw what we did, and agreed that this was a beautiful growing community, with so many positive attributes.

As I was still working when we moved here back in 2016, I endured the 60 minute commute each way everyday to Burlington. It was a commute I was willing to make short term (for 4 years), because I knew at the end of each day I was coming home to my own piece of paradise.

Now here we are 4 years later, and this piece of paradise is at risk of becoming a disaster community, one which will absolutely not be desirable for any retiree. The golf course has been sold to a developer that is planning to turn our piece of paradise into another crowded, busy, noisy community.

I ask you Mayor Campion, Members of Welland City Council, and Rachelle Laroque the following questions:

- Why would you want to ruin a uniquely positioned adult lifestyle community that was vibrant and growing exponentially, thus bringing in more revenue to the City of Welland?
- Are wealthy retirees not a huge generator of cash for the City and the Niagara Region?
- Is the economic future of the City of Welland and the Region of Niagara not about attracting these retirees? There are plenty of individuals who are now retiring in the province who are looking to locate to the very community that you are now going to destroy.

The lands of Hunters Pointe were not even on the City of Welland's plans for future development. These lands were to remain designated as green space and a golf course. There are plenty of other potential properties to build traditional family communities within the City of Welland. Why would you not use that land and keep an already successful community that is unique and growing in Ontario right here in the City of Welland?

Since the golf course has been closed, the number of properties sold in HRA North Village community has virtually come to a halt. The golf course is gone and the prospect of a congested family community with increased density is causing retirees to go look at other adulty lifestyle communities, as well is causing the Highland Residents to sell their homes and move elsewhere.

Please, I beseech you to reject this re-submission application. I along with the other HRA residents urge you to let this wonderful adult lifestyle community continue to grow in the manner for which it has was intended to grow and be vibrant.

In closing, let me ask you Mayor Campion, Members of Welland City Council, and Rachelle Laroque if you worked hard for 40 plus years of your life, moved to a community that would afford you a unique lifestyle for your retirement years, how would you feel if you were in our shoes? …….. no doubt you would feel like the hundreds of residents in our community.

Cheryl Holmes
79 Kintyre Trail
Welland, Ontario
L3B 0B6

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February 4, 2020

To: Rachelle Laroque, the Mayor and all members of Welland Council

My wife and I have seen the supposedly revised development plan proposed for the golf course at Hunter's Point and the revisions are so minor that they are laughable. They address none of the concerns of the residents here, they sadly underestimate the amount of traffic the proposed development would cause, they are indifferent to the damage and displacement of the wildlife that exists in the wetlands on the golf course and they don't address adequately the need for a proper second access route to address traffic and safety concerns.

The community north of Daimler Road was designed for adult lifestyle, complete with a community center, snow removal, grass cutting, etc. People outside of the Niagara area moved here because of the lifestyle, the golf course, the green space and the fact that there would be limited development because there was limited road access that made overdevelopment unsafe in case of an emergency road closure. People moved here and advised their friends to move here based on those amenities. The area south of Daimler, in place and ongoing, was designed to attract upscale residents (professionals like lawyers, doctors, executives, etc.) and would be attractive to those wishing to bring in industry or manufacturing. The proposed development is not compatible with any of the existing and ongoing developments at Hunters Point.

I don't know how much of the watercourse in the golf course is manmade and how much was here originally but the abundant wildlife that has adopted it as their home would be severely affected , indeed destroyed by the proposed development. There are different species of turtles, fish, birds including herons, egrets, nesting geese and ducks, and even beavers that have made their home there. A more intense assessment of the damage to wildlife should be undertaken prior to any development. The proposed development does not seem to plan adequately for the significant drainage/flooding problems their development would cause.

The traffic that would ensue from the proposed development has not been adequately assessed or addressed. This development is designed for families and there would be people going and coming from work, shopping and taking their children to recreational facilities that won't exist at Hunters Point. Daimler Road was not designed for this amount of traffic. People leaving Hunters Point must make a left turn to go north or south on Hwy 406. Even when I leave for work at 6 am, I often haveto wait for traffic coming from Woodlawn Road. I can only imagine what the problems and backups there would be during prime times for traffic. Assessments for traffic problems should be assessed based on worse case scenarios, not on minimal traffic as the developer's assessment would seem to suggest. The present developer, Derosio, was told that he could not develop his proposed south development without there being a second access/entry route. Any accident at the overpass or where the railroad crosses Daimler could prevent emergency vehicles from entering our subdivision and assisting our elderly residents. We need another properly designed access route before any additional development takes place.

The infrastructure such as firehouses, recreational facilities and parks are not present at Hunters Point nor are they addressed in the proposed development. Yes there are little snippets of land that they can't

build on set aside as green space or walking lanes but there is no proper programmable open space that could be developed for children to play in. The infrastructure for storm water, sanitary and water services is not adequate presently for the proposed development. I see no need for any commercial development besides a restaurant or medical facilities other than the developer's desire to build rental properties to rent above the commercial properties proposed. We do not want transient renters in this neighborhood. The residents here see no need for commercial development here, everything they desire they can already access nearby.

There have been foreign developers who have sold the majority of their units to foreign absentee owners who then lease or rent these units out. What assurances does council have that this will not take place here? This existing community was not designed for renters, especially college or university students, it was designed for owners with particular lifestyles.

Until the sale of the golf course, this was a vibrant community attracting well-to-do people from all over Ontario for the adult lifestyle community offered in the north area of Hunters Point and the southern portion was an attraction for the professionals that might be interested in bringing businesses to Welland. I am sure anyone wishing to bring manufacturing to Welland was shown Hunters Point as a desired place for management to live. Council should not be short sighted and allow this proposed development to turn Hunters Point into just another residential area like so many other communities already have. With all of the development currently taking place in other parts of the region, where is the need for this development, who are the people who could afford these homes going to come from if we don't attract more industry? The developer has failed to demonstrate a need for this type of development, especially the commercial space proposed. Welland council needs to take a strong stand and force this developer to design something that fits in with the community that already exists and enhances Welland's ability to attract the type of residents this community already has and Welland needs.

Sincerely,

Paul and Mary Ann Christian

97 Magnolia Lane, Welland.

Rachelle Larocque

From: Doug Bunting SR
Sent: February 4, 2020 4:32 PM
To: council
Subject: Hunters Pointe Development

WARNING: This email originated from an external sender. Official email from City of Welland email accounts will not begin with this warning! Please do not click links or open attachments unless you are sure they are safe!

With respect to the fact that you are legally required to look at the proposal for this development, we would personally ask you to give very close scrutiny to the proposal for the following concerns, as well as the submission presented by the HRA and it's planners.

#1 - Only one way in/out is a major mistake from beginning to end. There will be an extreme amount of construction traffic for years. As development progresses domestic traffic mixed with construction traffic will create chaos. We have attached photos of one recent incident while the water station was being built. This truck came to remove a storage container and completely blocked the road for a period of time causing substantial traffic backup. If this truck or loading procedure malfunctioned there would be no access for emergency vehicles for how long ? There will be major amounts of mud, grit,and gravel tracked thru access roads and out to intersections of 406. Who will be responsible for clean up on an ongoing basis ?

#2 - In the traffic study has it accounted for development of truss factory/Welland industrial park/Primeway commercial and River road lands ? Truck traffic will increase dramatically.

#3 - Traffic study proposes a roundabout at access roads to new development although it does not show on the layout map. I wonder how this will fit in with proper site lines given the curve in the road/now existing water booster building/and grades at this point. A site visit may better explain this .

#4 - It is our opinion that this proposal is flawed in so many ways - e.g.- density/environmental/wildlife destruction that it should NEVER be considered. The quality of of green space and recreational land that the former golf course presented for the City of Welland was extremely important and as the city and surrounding area grows becomes even more important.

#5 - Are we giving up our heritage to a foreign company for the sake of profit or taxes ? The same thing is happening in Niagara Falls and creating major controversy. It would seem that these people are not amateurs at development so suspicious that they would make this major investment and proposal unless they were given advance indication of approval. If this were true it would be a sad lack of duty to the taxpayers of this city. Please read the documents carefully and give them thorough consideration 'cause I believe they try to overload to confuse their real intent. What if you lived here in a locked in community - one way in one way out and your property value possibly affected when no longer a peaceful adult community. We pay high taxes over here for your support !

Respectfully
Doug and Janet Bunting
47 Muirfield Trail

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From: Alec Lorentiu
Sent: Friday, January 31, 2020 10:09 PM
To: council@welland.ca; Rachelle Larocque <rachelle.larocque@welland.ca>; Grant Munday <grant.munday@welland.ca>
Subject: Revised Hunters Point Master Plan - AL Comments

Dear Mayor, Council members and City Staff,

I fully support the findings and recommendations contained in the submission made, on behalf our community, by Gagnon Walker Domes Ltd (GWD), dated January 31, 2020. I strongly believe that the City of Welland should refuse to approve the Applicant's Amendment Applications, based on the strong arguments contained in GWD's Planning Assessment and Analysis Report.
I recognize that some of the original concerns we raised during the September 6, 2018 Community Open House have been addressed in the Applicant's "revised" Master Plan (**RMP**) of November 2019.
However I am of the opinion that:

1. Without a **full secondary access**, the City of Welland cannot, in good conscience, allow any additional development beyond the North, Central and South Villages.
2. The Applicant should **redesign the layout of the Draft Plan of Subdivision**, with a view to maintaining the existing lifestyle and character of the Hunter's Pointe neighbourhood and **maintaining at least a portion of the golf course**, with residential lots backing onto it (e.g.nine holes - five bordering on Old Course Trail and four surrounding Loch Ness Lake).
3. If maintaining the golf course is not a viable option in the Applicant's opinion, **the Draft Plan of Subdivision be redesigned to significantly increase the amount of land set aside for open space** and programmable recreational opportunities, along with a corresponding reduction in the amount of land designated for residential units and commercial space.

I wish to also address aspects of the application that are not addressed in the RMP, and are other reasons to refuse to approve the application. The developer may state that it is too early in the project's development to address questions of phasing of the project and construction management of the project. However, I have viewed other similar applications where broad principles around phasing and construction management were addressed and where it was stipulated that city processes, such as Site Control, would be used to manage development aspects of the project. It is important to obtain such commitments early in the process. My specific comments and questions are as follows:

1. **Phasing of project. How is it likely that the development will proceed ?**
   There is no indication regarding when the project would start, where it would start, how the project would be phased and whether it would be a 5.10, or 20 year project. If development is from the north end to the south end, when will an access road at the south end actually be built?
2. **Management of Construction and Construction sites**
   a. The way in which the construction sites will be managed will be critical to existing residents. Construction sites by their very nature are extremely messy, dirty and ugly, and have a large negative impact on adjacent existing communities. In general, D'Orazio and Lucchetta manage their construction sites very well because they clean up debris and do not leave garbage scattered around the roads and the sites and they work to minimize the effects of dust and mud. Other developers/builders in, and around, Welland do not manage the sites well and some actually look like DUMPS. These sites are eye-sores that are detrimental to

adjacent communities and are also detrimental in attempting to sell new homes and resell existing homes.

b. Presumably the owner will retain a firm, such as D'Orazio's, to construct and install the development services, i.e. roads, utilities, etc. and may retain one, or more builders, such as Luchetta to actually carry out the home construction and selling of homes. Has the owner made any of these decisions at this point ? There is no stated policy about this. We have no information about the standards that the owner has used and will put in place. How will the City, and our community, know the standards that these firms employ on their current projects and what standards they will employ for this project ?
c. The Valdor report in the RMP (which includes MUNICIPAL SERVICING STUDY & STORMWATER MANAGEMENT PLAN) contains extensive detail measures to minimize erosion and for sediment control during construction. Its states that a set of Erosion and Sediment Control plans are to be prepared at the detailed engineering design stage to reflect the various construction stages. It also states that the performance of the measures that are implemented need to be inspected during construction to ensure that they are in accordance with guidelines published by the Greater Golden Horseshoe Area Conservation Authority. Is it the City or the Region that ensures that the guidelines are followed and that inspections do occur? There is no equivalent report to the Valdor report (which incorporates extensive design details) to address issues related to the management of construction. This needs to be addressed in any proposal.
d. How will the developer phase the levelling and clearing the various areas that will be developed? In the extreme residents don't want to be looking at a vast messy, dirty, ugly construction site for periods of 5-10+ years. The city must obtain commitments that our community will not be de-valued over long periods of time by a vast construction waste land.
e. The concerns in (d) are amplified when one considers the large amount of topsoil that will need to be moved. There will likely be a need for "mountains" of earth such as in the case of Central village. How will this be managed to minimize the negative impact on the existing community. These negative impacts Include:
    i. The negative appearance of the mountains of earth and in particular their negative impact on the beautiful vistas when driving along Daimler Parkway. Will this Parkway be turned into a Constructionway ?
    ii. Mud and dust from these mountains of earth
f. Will the City make it its policy to demand detail plans that specify how construction will be managed and will the city implement methods such as Site Control to extend its control over construction to ensure that construction is carried out in a manner that minimizes negative impacts on the existing community ?

Thank you for your attention to these matters.

Sincerely,

Alec Lorentiu

Rachelle Larocque

From: David Hanna
Sent: February 11, 2020 9:58 AM
To: council; Rachelle Larocque; Grant Munday
Subject: Fw: Comments, Questions Golf Course Redevelopment - Alec Lorentiu
Attachments: AL email to City Jan 31 2020.docx

WARNING: This email originated from an external sender. Official email from City of Welland email accounts will not begin with this warning! Please do not click links or open attachments unless you are sure they are safe!

I agree 100% with the contents of the attached email.
The development proposal as presented should be rejected.
The City and Council will be making a terrible, irreversible mistake if it is approved.
Please do the right thing and reject the proposal.
Regards
David Hanna
103 Kintyre Trail
Welland

Rachelle Larocque

From: david jones
Sent: February 3, 2020 12:06 PM
To: council
Cc: Rachelle Larocque
Subject: Dear Mayor and Council members

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As a member of the Highlands Resident Association (HRA), I fully support the findings and recommendations contained in the submission made on behalf of the HRA, by Gagnon, Walker Domes LTD (GWD), dated January 31, 2020. I strongly believe that the City of Welland should refuse to approve the applicant's Amendment Applications, based on the arguments contained in GWD's Planning Assessment and Analysis Report.

I am of the opinion that,without a full secondary access ie in and out routes, the City of Welland cannot , in good conscience, allow development of the former Hunters Pointe golf course. The Plan submitted does not satisfactorily address the significant concerns outlined in the GWD submission to the City. These concerns include the lack of facilities such as schools, shopping, health care etc, thereby resulting in excessive traffic in and out of our community on Daimler road,the only existing access route.

I recommend that the Draft Plan of Subdivision be redesigned to significantly increase the amount of land set aside for open space and programmable recreational area, along with a reduction in the amount of land designated for residential units and commercial space.

Thank you for your serious attention to this matter.

Sincerely
Dr. David E. G. Jones
121 Kintyre Trail
Welland ON L3B 0B6

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Rachelle Larocque

From: Don Regier
Sent: January 30, 2020 10:38 PM
To: council
Cc: Rachelle Larocque
Subject: Hunters Pointe development

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As a resident of Hunters Pointe I support the Highland Residents Association and the GWD recommendations for the golf course development. The current plan allows for far too many housing units with insufficient consideration for easement, busing and green space in the defined area.

As a resident living on Old Course Trail, allowing a golf course owner to sell land zoned green space as developmental and reaping a large profit is unconscionable. Our property values and future privacy have been eroded.

Please give the HRA recommendations serious consideration so the quality and value of this community can be maintained.

Sincerely,

Don Regier
231 Old Course Trail

Sent from my iPhone

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https://us2.proofpointessentials.com/index01.php?mod_id◀&mod_option=gitem&mail_id⊥80441909-gdxrQjp7NuM1&r_address=chelle.larocque%40welland.ca&report=

Rachelle Larocque

From: Theresa Drummond
Sent: February 3, 2020 11:21 AM
To: council
Cc: Pat.Chocchio@niagararegion.ca; Leanna.Villella@niagararegion.ca; Rachelle Larocque
Subject: Notice of Re-Submission - Hunters Pointe Golf Course

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We are both writing to you to express our deep concern and opposition regarding the re-submission of the proposed development of the HP Golf Course Lands **without first addressing the need of a full second acces**s into this community. This is a safety issue that needs to be addressed before it is too late and lives are lost because of the lack of a full 2nd access into this development.

This Private Adult Lifestyle community was approved by the City of Welland approximately 20 years ago as a Private Adult Lifestyle Community with 400 homes. Since that time, the City has granted approval for Magnolia Lane and Central Village with only one full access into the development and without an emergency access in place. When the application for the South Village was put before Council a number of years ago, Council withheld final approval of the Draft Plan of Subdivision until such time that an emergency access is in place.

The City of Welland approached the Seaway Authority approximately 5 years ago to seek permission to have an emergency access linked into this development because of the safety concern in not having a way to evacuate residents if needed or, emergency vehicles having access into this development should the Daimler entrance be closed because of a derailment or accident. The Seaway did not grant permission at that time and have not as of today's date.

What is now being proposed in this resubmission, with an additional 2,000 plus residents is only an emergency access at the southernmost portion of the development, with no indication as to when that would be in place, and only the existing entrance/exit to accommodate the thousands of vehicles, buses, etc. entering and exiting off Daimler.

To even consider adding this proposed development is putting thousands of people at risk. That is just unacceptable. No development should be restricted to only one entrance/exit, especially with a railway running across the entrance. If the developers are not willing to pay for the second full access, then this proposal needs to be turned down.

When we moved into this beautiful Private Adult Lifestyle community in December of 2010, what drew us to the City of Welland was the uniqueness of this Adult Lifestyle Community. No other City had a development such as this. The beautiful landscape, the

serene feeling driving into this community, away from all the commercial and congestive traffic. Welland is unique in having this type of development to offer, and that is what has drawn residents from all over Ontario to Welland. Why would you want to give this jewel away?

Welland is not land locked and has enough developable land throughout the City to develop if needed. Why even consider a development that will have such a negative effect on the existing development? The City of Welland, by entertaining these proposals since the HP Golf Course closed and the land was advertised and sold as development land, has had a negative effect on house sales in our Adult Lifestyle Community and is also lowering the property value of the existing homes in these established developments.

Hunter's Pointe Golf Course is designated in the City's Official Plan as primarily Open Space and Recreation, as well as Core Natural Heritage System. It is not designated for Residential and Commercial development especially with no second access to accommodate the intensity that is being proposed.

Even with the few design changes made in the re-submission by Biglieri in November 2019, very little consideration was given to the major concerns raised following the first submission. The Master Plan proposes that all of the golf course lands be completely redeveloped with approximately 1,155 residential units, including a mix of single-detached, street townhouses, condominium townhouses, stacked townhouses and apartments, commercial, as well as two future residential blocks, which do not identify how many units will be in these two blocks. The green space proposed is very misleading – what is proposed consists largely of leftover strips of land, required buffers and setbacks, narrow walkways and drainage ditches. Certainly nowhere for children to play. This proposed development is incompatible with the Private Adult Lifestyle Community that already exists.

We respectfully ask that City Council do their due diligence by turning down this proposed development, preserve the green space and wildlife and, that the City not entertain any further resubmissions until such time that a full second entrance/exit is in place in order to ensure the safety of the residents in this development.

Respectfully submitted,

Theresa and Robert Drummond
96 Muirfield Trail
Welland, Ontario L3B 6G7

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Rachelle Larocque

From: dduffus
Sent: February 3, 2020 2:37 PM
To: Rachelle Larocque
Cc: Grant Munday; mayor; Councillor Mary Ann Grimaldi; Councillor David McLeod; Councillor Leo Van Vliet; Councillor John Chiocchio; Councillor Claudette Richard; Councillor Bonnie Fokkens; Councillor Graham Speck; Councillor Bryan Green; Councillor Tony DiMarco; Councillor Lucas Spinosa
Subject: Re: 289 Daimler Parkway Zoning application

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Please add my response the report to council.

For the development of the property previously known as Hunters Point Golf Course, I believe the second access is essential and suggest the following conditions.

1. Welland rezoning be approved only after the Ministry of Transportation agrees to a construction schedule for the second access.

2. Site approvals for the first foundations, would be granted only when the second access construction begins on the Ministry of Transportation property. This is because the Min of Transportation could delay construction for many years, to suit their own timetable.

David Duffus
76 Galloway Trail,
Welland Ontario
L3B 6G5

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https://us2.proofpointessentials.com/index01.php?mod_id=11&mod_option=logitem&mail_id=1580758626-R1x6BK1D62zM&r_address=rachelle.larocque%40welland.ca&report=1

Rachelle Larocque

From: Ed Kirsten
Sent: January 28, 2020 3:23 PM
To: council; Rachelle Larocque
Subject: Hunters Pointe Golf Course Redevelopment

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Dear Mayor and Council members,
We, the members of the Highlands Residents Association listed in the attached appendix, fully support the findings and recommendations contained in the submission made, on our behalf, by Gagnon Walker Domes Ltd (GWD), dated January 31, 2020. We strongly believe that the City of Welland should refuse to approve the Applicant's Amendment Applications, based on the strong arguments contained in GWD's Planning Assessment and Analysis Report.
While we recognize that a few of the original concerns we raised during the September 6, 2018 Community Open House have been addressed in the Applicant's "revised" Master Plan of November 2019, we are still of the opinion that, without a full secondary access, the City of Welland cannot, in good conscience, allow any additional development beyond the North, Central and South Villages. This Plan also does not satisfactorily address the significant concerns outlined in the aforementioned GWD submission to the City.
We also support the GWD recommendation that the Applicant redesign the layout of the Draft Plan of Subdivision, with a view to maintaining the existing lifestyle and character of the Hunter's Pointe neighbourhood and maintaining at least a portion of the golf course, with residential lots backing onto it (e.g. nine holes - five bordering on Old Course Trail and four surrounding Loch Ness Lake). In the alternative, if maintaining the golf course is not a viable option in the Applicant's opinion, we recommend that the Draft Plan of Subdivision be redesigned to significantly increase the amount of land set aside for open space and programmable recreational opportunities, along with a corresponding reduction in the amount of land designated for residential units and commercial space.
Thank you for your serious attention to this matter.

Ed Kirsten and Angela Pasquale
95 Berwick Trail
Welland, ON.
L3B 0C8

Rachelle Larocque

From: Doug French
Sent: February 6, 2020 12:41 PM
To: council
Cc: Rachelle Larocque; Cathy
Subject: Significant Concerns - Draft Plan of Subdivision - Hunter's Pointe neighbourhood
Attachments: 2511 Rate Payers Letter Sept 26 18 with REVISIONS (1).pdf

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Dear Mayor and Council members,

My wife and I are residents of Hunters point community. I fully support the findings and recommendations contained in the submission made (see attached), on our behalf, by Gagnon Walker Domes Ltd (GWD), dated January 31, 2020.

We strongly believe that the City of Welland should refuse to approve the Applicant's Amendment Applications, based on the strong arguments contained in GWD's Planning Assessment and Analysis Report.

We have recently moved to Hunters point and we are appalled at the notion of the City of Welland approving a community without the appropriate level of services, open space and planning that any other city would routinely require. As a new resident of welland I am extremely dis-appointed that the City would even consider the current plan and we feel that approving the current plan is simply a tax gab from the City of Welland. No other city would even consider approving a compressed community as is proposed.

While we recognize that a few of the original concerns we raised during the September 6, 2018 Community Open House have been addressed in the Applicant's "revised" Master Plan of November 2019, we are still of the opinion that, without a full secondary access, the City of Welland cannot, in good conscience, allow any additional development beyond the North, Central and South Villages. This Plan also does not satisfactorily address the significant concerns outlined in the aforementioned GWD submission to the City.

We also support the GWD recommendation that the Applicant redesign the layout of the Draft Plan of Subdivision, with a view to maintaining the existing lifestyle and character of the Hunter's Pointe neighbourhood and maintaining at least a portion of the golf course, with residential lots backing onto it (e.g. nine holes - five bordering on Old Course Trail and four surrounding Loch Ness Lake). In the alternative, if maintaining the golf course is not a viable option in the Applicant's opinion, we recommend that the Draft Plan of Subdivision be redesigned to significantly increase the amount of land set aside for open space and programmable recreational opportunities, along with a corresponding reduction in the amount of land designated for residential units and commercial space.

Thank you for your serious attention to this matter.

Highland Resident
Doug French

September 28, 2018

Corporation of the City of Welland
Civic Square
60 East Main Street
Welland, Ontario
L3B 3X4

Attention: **Mayor and Members of Council**
Ms. Tara Stephens, City Clerk
Mr. Erik Nickel, General Manager,
Infrastructure and Development Services
Mr. Grant Munday, Manager of Development Approvals,
Infrastructure and Development Services
Ms. Rachelle Larocque, Planning Supervisor,
Infrastructure and Development Services

Subject: **Official Plan and Zoning By-law Amendment Applications**
(City File Nos: OPA.16 and 2018-01)
Draft Plan of Subdivision
(City File Nos: 26T-14-18003)
Hunter's Pointe Golf Course

The *Highlands Residents Association* represents approximately 600 residents who live within the community originally known as St. Andrew's Terrace, but for the last decade known as "*The Residences at Hunter's Pointe*." The community is bordered by the Welland Canal, the Welland River, and the previously operational Hunter's Pointe Golf Course. We wish to take this opportunity to again register with the City of Welland our serious concerns with the Official Plan and Zoning By-law Amendment, and the Draft Plan of Subdivision Applications filed by 2599587 Ontario Ltd., in connection with the proposed redevelopment of the Hunter's Pointe Golf Course.

We vigorously object to the proposal to redevelop the Hunter's Pointe Golf Course by replacing it with approximately 1,200 residential units, consisting of single detached dwellings, street and stacked townhouses, apartments, and some 5,574 sq. m. of retail commercial.

Context

Generally speaking, over the past 18 years, the Hunter's Pointe community has developed a distinct character that is widely recognized throughout the Region. As you may know, it was voted the Best Residential Development in Canada last year.
The removal of the golf course and the proposed redevelopment of the area to the south and west of Daimler Parkway will essentially destroy the uniqueness of our quiet and serene adult-lifestyle neighbourhood, not to mention the beautiful vista of the pond and surrounded open space. We strongly believe that it behooves the City of Welland to protect this unique jewel of a community from inappropriate development, while balancing the need for additional housing and green space set out in its Official Plan.

Originally Submitted Plan and History

Since the filing of the Application on March 5, 2018 we have actively participated in various Public Information Meetings, including the April 12, 2018 Public Information Meeting, the May 1, 2018 Statutory Public Meeting and, most recently, the September 6, 2018 Community Open House, which was held in our Community Centre. All of the aforementioned meetings have been well attended by Members of the *Highlands Residents Association* and our neighbours on Magnolia Lane; rest assured that we are united in our opposition to the proposal. If approved, the proposal will irreversibly change the established stable open space character of our community and destroy the natural heritage features which have come to define our neighbourhood.

The vast majority of residents who live in the *Residences at Hunter's Pointe* and *Magnolia Lane* purchased their homes on account of the neighbourhoods' open space natural heritage setting, which is defined in large part by the Hunter's Pointe Golf Course. In regards to the golf course, since its closure, it is demoralizing to witness the decline of what was once ranked as one of Ontario's best public golf courses.

We have reviewed the 'original' Master Concept Plan (see Attachment 1) and the technical reports and studies originally filed by the Applicant in support of the proposed redevelopment. We have also reviewed the April 12, 2018 Public Input Letter prepared by Gagnon Walker Domes Ltd. ("GWD"), on behalf of 2090572 Ontario Inc. (the developer of the *Residences at Hunter's Pointe),* and are in full agreement with the myriad of concerns and objections raised therein, including the recommendation that the proponent withdraw the Application. You may recall that a similar suggestion was made by one of our local Councillors at the Statutory Public Meeting held on May 1, 2018, that the City not receive the application at that time. ***It is important to note that the applicant has not engaged our community in any way or at any time during the process since submission of their application, despite a robust discussion about doing so at the May 1st meeting.*** Our community has patiently waited for the Applicant to engage us in a workshop/charrette type of forum in the planning of the area surrounding our established, master-planned and award-winning community. Quite simply, this did not happen and there was no contact at all with our community until three weeks ago.

September 6, 2018 Community Open House

At the September 6, 2018 Community Open House, which was hosted by the Biglieri Group, we were presented with a 'revised' Master Concept Plan (see Attachment 2) which purported to address the numerous concerns which we, the residents and the developer of the Residences *at Hunter's Pointe*, had raised in the Open House and Public Meeting earlier this year. When the 'revised' Master Concept Plan is compared to the 'original' Master Concept Plan the similarities between the two (2) are undeniable. The two (2) plans are practically the same, so-much-so that the residential unit count differs by only four (4) units.

The following is a summary of the residents' comments on the 'revised' Master Concept Plan and supporting plans/drawings that were unveiled at the September 6, 2018 Community Open House. The comments are paraphrased and summarize the feelings of the Community in connection with the Questions which the Biglieri Group posed to the residents.

1. *What community facilities and services would be desirable for the area?*

- Retain clubhouse (include a restaurant) and 9-hole golf course.
- No additional commercial or other uses around the clubhouse.
- Retain views to and across the ***existing*** main pond (Loch Ness Lake), as well as significant open space areas around the existing pond and behind the existing homes on Old Course Trail.

2. *What are your thoughts on the proposed changes to the commercial node at the north? (North refers to the area adjacent to and including the existing clubhouse)*

- Retain clubhouse (include a restaurant) and 9-hole golf course.
- No additional commercial or other uses around the clubhouse.
- No rental apartments, condos, stacked townhouses (dormitories) – maintain the retirement lifestyle community concept.

3. *What do you envision for the proposed commercial node to the south? (South refers to the area adjacent to the Oxford Flyover)*

- No additional commercial other than perhaps a restaurant and limited medical offices within the existing clubhouse within the north commercial node.
- No residential rentals or condos, maintain a retirement community (maximum building height of 2-storeys).
- Include a 2nd public road access.

4. *What do you envision for the open spaces on the Master Concept Plan?*

- Retain clubhouse (include a restaurant) and 9-hole golf course.
- Retain existing greenspace and develop more parks, walking trails and views to the Loch Ness Lake.
- No commercial, residential rentals or condos, or stacked townhouses.

5. *What are your thoughts on the 'revised' Master Concept Plan?*

- Not different than the 'original' Master Concept Plan and far too many residential units.

- Requires more open space to be maintained/provided, including the preservation of the Loch Ness Lake.

- Retain clubhouse (include a restaurant) and 9-hole golf course.

- Must include a 2nd public road access.

- Should not include any residential rental, condos or stacked townhouses.

Additional Objections

Based on our review of the 'original' and 'revised' Master Concept Plans, we maintain our opposition to the proposed redevelopment. In addition to the above noted comments, the following is a list of additional objections:

1. We do not believe that the existing transportation network can accommodate the projected traffic volumes associated with the existing and approved, but not yet built housing, when added to the proposed residential units, especially in the absence of a useable 2nd access.

2. The proposed redevelopment will attract families with children and, with this in mind, we are concerned about the total absence of neighbourhood-based community facilities, including, schools, daycare facilities, a fire station, local transit, etc., given their inappropriateness adjacent to the existing established community.

3. We are concerned that the elimination of Loch Ness Lake will result in the destruction of the wildlife, including but not limited to fish, turtles and frogs, as well as assorted vegetation, which now defines this local natural heritage feature.

4. The proposed open space system, which lacks sufficient programmable space, will not be able to meet the needs of the thousands of additional residents that the redevelopment will attract to the neighbourhood. What is proposed is, in many respects, nothing more than leftover strips of land, required buffers and setbacks, narrow walkways and drainage ditches.

5. The loss and replacement of the existing golf course and clubhouse with 1,200 residential units that have nothing in common with the lifestyle, density and character of the existing community, will undermine the well-established character of the community.

6. We object to the proposed housing mix and level of intensification as it does not reflect the careful planning that went into the development of the original neighbourhood, nor is it sympathetic to the form, scale, pattern of development and character of the neighbourhood, as entrenched in the City of Welland Official Plan.

7. We are concerned that the proposed commercial space has not been justified from a market demand perspective.

'Optional' Master Concept Plans

Working cooperatively with 2090572 Ontario Inc. and their consultants, Gagnon Walker Domes Ltd. and Turkstra Mazza LLP, the *Highlands Residents Association* hosted a Community Information Meeting on September 18, 2018.

At the meeting, two 'optional' Master Concept Plans were presented for the consideration of the community.

- Option 1: included a 9-hole golf course centered around the existing clubhouse and Loch Ness Lake. This option retained the golf tees to the north of Daimler Parkway and a portion of the south golf tees (see Attachment 3).

- Option 2: included a proposal that would preserve the Loch Ness Lake, as well as other existing ponds and wetland features, and connect them with a "green network" (see Attachment 4).

The two 'optional' Master Concept Plans are attached for discussion purposes only.

The *Highlands Residents Association* is of the opinion that either Option 1 or Option 2 represent superior plans for the potential redevelopment of the *Hunter's Pointe Golf Course*, for the following reasons:

1. A portion of the existing Hunter's Pointe Golf Course is maintained (9-holes).

2. The existing Loch Ness Lake is preserved in its entirety and more of the existing natural heritage system is maintained.

3. The existing clubhouse is retained and could potentially be adapted for limited uses, including a possible restaurant and medical offices.

4. More substantial open space buffers are proposed between the existing residential and the proposed new residential areas.

Concluding Remarks

In closing, the *Highlands Residents Association* has serious concerns and objections with the proposed redevelopment of the *Hunter's Pointe Golf Course*. The general feeling within our community, given what has transpired thus far, is that our concerns

are, to a great extent, being dismissed. Respectfully, we recommend that the Applicant withdraw its proposal and re-submit same after there has been some level of meaningful interaction on good, respectful planning for any redevelopment of the golf course.

Failing this, we would request that the City of Welland Planning Department and Council insist that the Applicant address all of the residents' concerns and seriously consider revising the proposal to reflect the attached 'optional' Master Concept Plans. If the Applicant refuses to cooperate and work with the community, then we respectfully request that City of Welland refuse the Application.

We wish to be notified of any Council/Committee meetings regarding these applications, any recommendations from staff to Council, as well as any decisions regarding same. Thank you.

Sincerely,

On behalf of the
Highland Residents Association

David Snook, Chair, Board of Directors
Rusty Bailie, Director
Theresa Drummond, Director
Ross Jepson, Director

cc. Jim D'Orazio, 2090572 Ontario Inc.

Rachelle Larocque

From: Ron/Shelagh Furtney
Sent: January 29, 2020 3:53 PM
To: council; Rachelle Larocque
Subject: Biglieri Proposal for Hunters Pointe Development

WARNING: This email originated from an external sender. Official email from City of Welland email accounts will not begin with this warning! Please do not click links or open attachments unless you are sure they are safe!

We have been residents of the Hunters Pointe subdivision for 7 years now. When we were first looking for a place for a new home, we had no idea the area existed even though we had been through Welland many times before. When we discovered it, we immediately fell in love with the location and the concept. Truly a hidden gem. Since then there have been significant changes as a result of the closing of the golf course and the new subdivision proposal. When you are considering your response to this new proposal we would ask that you look at it not only from the concerns that the Hunter's Pointe residents have raised and sent to you (which we fully support) but also from the point of the well being of the city of Welland.

Welland was for many years an industrial city buoyed by many thriving industries and the presence of the Welland Canal. Since then most of the industries have closed down and there has been a long period of slow growth in replacing them. In fact, many people questioned us and others with "Why would you ever move to Welland?" We are sure you have heard this comment before. Well, the answer is that Welland is in a wonderful period of regrowth. It is presenting itself as a city with a small town feel in an area with big town opportunities. It is a wonderful place to enjoy nature, hike, enjoy the recreational canal, travel to stores without traffic jams and so on. It is also a lovely place to retire. There are currently many new subdivisions springing up and lots of room for population growth. However at this time Hunters Pointe remains the only Adult 55 community situated in a unique location and surrounded by lots of green space. We question why Welland would want to allow a high density development such as the Biglieri group has proposed, with all the problems the proposal entails, when there are many other developments ongoing at the same time. Perhaps a lower density development with estate sized lots would be more fitting with the original concept. Once the uniqueness of the Hunters Pointe area is destroyed, it cannot ever be restored.

Please give this matter serious consideration when you are making your decision.

Thank you,
Ron and Shelagh Furtney

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Rachelle Larocque

From: Gemma Osborne
Sent: January 28, 2020 4:27 PM
To: Rachelle Larocque
Subject: Re the support for the proposed for the letter

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We as residents of of this community support the this proposal of the entrance and exit and the. Opening of the Gulf course
Bob & Gemma Osborne
199 Turnberry Trail

This email has been scanned for spam and viruses by Proofpoint Essentials. Click here to report this email as spam.

Rachelle Larocque

From: Todd Grant
Sent: February 6, 2020 11:56 AM
To: council; Rachelle Larocque
Subject: Hunters Pointe Proposed Golf Course Redevelopment

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Dear Mayor, Council Members and Rachelle Larocque

We, Todd and Hilary Grant, fully support the findings and recommendations contained in the submission made, on our behalf, by Gagnon Walker Domes Ltd (GWD), dated January 31, 2020. We strongly believe that the City of Welland should refuse to approve the Applicant's Amendment Applications, based on the strong arguments contained in GWD's Planning Assessment and Analysis Report.

While we recognize that a few of the original concerns that were raised during the September 6, 2018 Community Open House have been addressed in the Applicant's "revised" Master Plan of November 2019, we are still of the opinion, without a full secondary access, the City of Welland cannot, in good conscience, allow any additional development beyond the North, Central and South Villages. This Plan also does not satisfactorily address the significant concerns outlined in the aforementioned GWD submission to the City.

We also support the GWD recommendation that the Applicant redesign the layout of the Draft Plan of Subdivision, with a view to maintaining the existing lifestyle and character of the Hunter's Pointe neighbourhood and maintaining at least a portion of the golf course, with residential lots backing onto it (e.g. nine holes – five bordering on Old Course Trail and four surrounding Loch Ness Lake). In the alternative, if maintaining the golf course is not a viable option in the Applicant's opinion, we recommend that the Draft Plan of Subdivision be redesigned to significantly increase the amount of land set aside for open space and programmable recreational opportunities, along with a corresponding reduction in the amount of land designated for residential units and commercial space.

We are appalled that the City is even considering this Draft Plan of Subdivision given that the existing infrastructure, namely roads and sanitary sewers, was not built to accommodate the redevelopment of the golf course.

Thank you for your serious attention to this matter.

Todd and Hilary Grant

82 Berwick Trail

Welland, ON L3B 0C8

Rachelle Larocque

From: Bill Hallett
Sent: February 6, 2020 10:18 PM
To: council
Cc: Rachelle Larocque
Subject: Biglieri Resubmission Application
Attachments: Hallett Letter to Welland City Council.pdf

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Dear Mayor and City Councillors,

We, are residents and members of the Highlands Residents Association and are names are included in the appendices of the Gagnon Walker Domes Ltd (GWD) submission made, on our Association's behalf and dated January 31, 2020. We fully support the findings and recommendations and adamantly believe that the City of Welland should refuse to approve the Biglieri Resubmission Application, based on the strong arguments contained in GWD's Planning Assessment and Analysis Report.

While we recognize that a few of the original concerns we raised during the September 6, 2018 Community Open House have been addressed in the Applicant's resubmitted Master Plan of November 2019, we are still of the opinion that, **without a full secondary access, the City of Welland cannot, in good conscience, allow any additional development in our Highlands neighbourhood.** This Plan also does not satisfactorily address the significant concerns outlined in GWD's submission to the City.

This issue alone should be reason enough not to approve the Biglieri Resubmission. The safety of existing people who currently live in this community needs to be taken into account. If there ever is a blockage on Daimler Parkway and if there was a disaster in our community and residents needed to exit or if emergency vehicles needed to enter our community – **there is no other entrance or exit**. Daimler narrows to two lanes and squeezes over a railway track as it leaves the 406/Woodlawn and enters our community. This railway has cargo which occasionally carries toxic chemicals.

This past summer there were two actual instances showing how serious this problem is. The ***first occurrence*** was during the construction of the new water pumping station. Daimler had to be closed to allow for a road crossing to complete the connection of the two waters systems. During that time — there was no traffic allowed on Daimler while this work was completed. In fact the City of Welland had to park a fully loaded fire truck in our community centre — inside the exit — in case there was a fire in our community. If there had been a need for an ambulance to enter our community — they would have had to wait until the work was completed.

The ***second occurrence*** happened again at the pumping station when a construction truck was retrieving a large piece of equipment and Daimler was blocked for 15 minutes. If there was ever a major fire in our community or another disaster we would all be in jeopardy.

In preparation for this new re-submission, I understand that there were attempts to negotiate with the MTO to look at a solution for a secondary access. We understand that a request for a full secondary access was rejected because of excessive costs of construction that the MTO would never commit to. **The City should consider a policy, whereby the full cost of any secondary accesses in any development within Welland should be paid for by the respective developers of such properties.**

The only solution submitted and included in the Biglieri Resubmission is an emergency exit to be located at the extreme south end of the proposed new development – miles away from the start of the construction project and our current neighbourhood. We understand this emergency exit is for emergency vehicles only and not for use by the people living in the various developments.

If this project is approved and when all of the segments are completed – there will be well over 4,000 vehicles owned and used by people in this community. Add to this all of the school buses, transit buses, delivery tracks, construction vehicles and other vehicles. All of these vehicles forced to use the only complete entrance and exit on Daimler. The same exit that is restricted and runs over a railway track. **Only a full secondary access will solve this problem. It will take years to connect the emergency access to the existing properties! Just having an emergency exit is not the solution to the traffic problems that surely will occur.**

Without the full secondary access – this project should be rejected for our Community's safety!

We also support the GWD recommendation that the Applicant redesign the layout of the Draft Plan of Subdivision, with a view to maintaining the existing lifestyle and character of the Hunter's Pointe neighbourhood and maintaining at least a portion of the golf course, with residential lots backing onto it (e.g., nine holes; five bordering Old Course Trail and four surrounding Loch Ness Lake). If maintaining the golf course is not a viable option in the Applicant's opinion, we recommend that the Draft Plan of Subdivision be redesigned to **significantly increase the amount of land set aside as open space and for recreational opportunities, along with a corresponding reduction in the amount of land designated for residential units and commercial space**.

The above are our major concerns. Added to these, as detailed in GWD's Report, are serious issues related to the environment, wildlife habitat, storm water run off and drainage, etc. We believe all the concerns detailed in the GWD Report are more than likely in contravention of the Ontario Planning Act.

We know the Welland City Council will give very serious attention to all the issues the Biglieri Resubmission has not addressed.

Sincerely yours,

Janet & Bill Hallett

5 Kintyre Trail
Welland, Ontario L3B 0B6

February 6, 2020

TO: Mayor Frank Campion and to Welland City Councillors
CC: Rachelle Laroque, Planning Supervisor
FROM: Bill & Janet Hallett

Dear Mayor and City Councillors,

We, are residents and members of the Highlands Residents Association and are names are included in the appendices of the Gagnon Walker Domes Ltd (GWD) submission made, on our Association's behalf and dated January 31, 2020. We fully support the findings and recommendations and adamantly believe that the City of Welland should refuse to approve the Biglieri Resubmission Application, based on the strong arguments contained in GWD's Planning Assessment and Analysis Report.

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Only a full secondary access will solve this problem. It will take years to connect the emergency access to the existing properties! Just having an emergency exit is not the solution to the traffic problems that surely will occur.

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We know the Welland City Council will give very serious attention to all the issues the Biglieri Resubmission has not addressed.

Sincerely yours,

Bill & Janet Hallett

5 Kintyre Trail
Welland, Ontario. L3B 0B6

Rachelle Larocque

From: đШцĕņūШhomas
Sent: JШęuШў 31, 2020 2:07 PM
To: cЅluĕc !@" ыШęņ.cШęЅШçы ыШыШЅlc$uыш@" ыШęņ.cШ
Subject: %ыш ЅЇ MШуЅШ &ЅluĕcЇ' 'P!Шęĕ ę9' Su(ыЅ) ЅШ
Attachments: %ыш ЅЇ &ЅluĕcЇ.pņ*#+, -', ы ņчęĕ'Ї .pņ*

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Good afternoon,

Please see the attached letter and resident list submitted on behalf of all members/residents of the Highlands Residents Association.

Respectfully,

Sandra Thomas
The Highlands Residents Association
300 Daimler Pkwy
Welland, ON L3B 6G3

THE HIGHLANDS RESIDENTS ASSOCIATION

A Non-Profit Organization

300 Daimler Parkway

Welland, Ontario L3B 6G3

January 31, 2020

Corporation of the City of Welland
Civic Square
60 East Main St.
Welland, ON
L3B 3X4

Attention: Mayor and Council Members
Ms. Rachelle Larocque, Planning Supervisor,
Infrastructure and Development

Subject: Golf Course Redevelopment Resubmission

Dear Mayor and Council members,

We, the members/residents of the Highlands Residents Association listed in the attached appendix, fully support the findings and recommendations contained in the submission made, on our behalf, by Gagnon Walker Domes Ltd (GWD), dated January 31, 2020. We strongly believe that the City of Welland should refuse to approve the Applicant's Amendment Applications, based on the strong arguments contained in GWD's Planning Assessment and Analysis Report.

While we recognize that a few of the original concerns we raised during the September 6, 2018 Community Open House have been addressed in the Applicant's "revised" Master Plan of November 2019, we are still of the opinion that, without a full secondary access, the City of Welland cannot, in good conscience, allow any additional development beyond the North, Central and South Villages. This Plan also does not satisfactorily address the significant concerns outlined in the aforementioned GWD submission to the City.

We also support the GWD recommendation that the Applicant redesign the layout of the Draft Plan of Subdivision, with a view to maintaining the existing lifestyle and character of the Hunter's Pointe neighbourhood and maintaining at least a portion of the golf course, with residential lots backing onto it (e.g. nine holes - five bordering on Old Course Trail and four surrounding Loch Ness

Lake). In the alternative, if maintaining the golf course is not a viable option in the Applicant's opinion, we recommend that the Draft Plan of Subdivision be redesigned to significantly increase the amount of land set aside for open space and programmable recreational opportunities, along with a corresponding reduction in the amount of land designated for residential units and commercial space.

Thank you for your serious attention to this matter.

On behalf of the members/residents of the Highlands Residents Association,

Ross Jepson, Chair/Director
Theresa Drummond, Director
Bill Hallett, Director
David Snook, Director

c.c. Jim D'Orazio, 2090572 Ontario Inc.

Appendix

The Highlands Residents Association

Street	No.	Name
Aaron	3	Cunningham/Rylance
Aaron	4	Daer
Aaron	10	Ottenginer
Aaron	11	Jekel
Aaron	16	Jonah
Aaron	22	Sumler
Aaron	23	Scott
Aaron	32	Burgess
Aaron	33	Baker
Aaron	38	Kelly/Danciu
Aaron	43	Warriner/Currie
Aaron	44	McNee
Aaron	50	Birk
Aaron	53	Robertson/Patterson
Aaron	63	Hunchik
Aaron	64	McAvoy
Aaron	70	Beauparlant
Aaron	73	Wagenaar
Aaron	76	Mule
Aaron	82	Hamilton
Aaron	83	Longley
Aaron	92	Hewitt/Campbell
Aaron	93	Reid
Aaron	98	Kelly
Aaron	103	Boleska
Aaron	104	Tory
Aaron	110	Young
Aaron	111	Neath
Ailsa	5	Tepper
Ailsa	16	Waver

Ailsa	26	Jhooty
Ailsa	43	Taylor
Ailsa	50	Collins
Ailsa	68	Dawkes
Ailsa	78	Parker
Ailsa	88	Goldenberg/Walkey
Ailsa	91	Vis
Ailsa	96	French
Ailsa	103	Glass
Ailsa	106	Manley/Dinnin
Berwick	5	Bell
Berwick	15	Andrews
Berwick	16	Waver
Berwick	26	Oukhalov
Berwick	27	Catalfamo/Rhind
Berwick	34	Speedie
Berwick	39	Thompson
Berwick	44	Cave
Berwick	49	Manders
Berwick	52	Gonsalves
Berwick	57	Young
Berwick	62	Wilson
Berwick	67	Young
Berwick	72	Beard/Geen
Berwick	77	Wright
Berwick	82	Grant
Berwick	85	Lindsay
Berwick	90	Wynne
Berwick	95	Kirsten/Pasquale
Berwick	104	Kvetko
Berwick	105	McKendrick

Carrick	106	Sawatsky
Carrick	112	Lacey
Daimler Pkwy	100	Lorentiu
Galloway	4	Henry/Paton
Galloway	7	Giroux
Galloway	12	Barrett
Galloway	15	Pipes
Galloway	21	Dommasch
Galloway	22	Nero
Galloway	29	Hinan
Galloway	30	Ten Cate
Galloway	37	Santos
Galloway	40	Kurys
Galloway	45	Mazzuto
Galloway	48	Donaghue
Galloway	51	Vukovic
Galloway	57	Awde
Galloway	58	Sweeney/Heger
Galloway	65	Kardash
Galloway	68	Shinton
Galloway	73	Corriveau
Galloway	76	Duffus
Galloway	81	Ellis
Galloway	86	Martin
Galloway	87	Filo
Galloway	95	Siggins
Galloway	96	Brummet
Galloway	101	Davies
Galloway	112	Eardley
Galloway	120	Krycki
Galloway	128	Santoro

Galloway	136	Grosland
Galloway	146	Mensch
Galloway	154	Scott
Galloway	164	Mendella
Galloway	172	Ho
Galloway	180	Graham
Galloway	190	Hales
Galloway	197	Rose
Galloway	200	Gollin
Galloway	205	Shirley
Galloway	208	Andrews
Galloway	211	Neumann
Galloway	218	Snee
Galloway	219	Neufeld
Galloway	226	Lewin
Galloway	227	Szabo
Galloway	235	Duncan
Galloway	236	Amirault
Galloway	241	McCormick
Galloway	246	Taylor
Galloway	247	Buttner
Galloway	254	Robertson
Galloway	255	Lundberg
Galloway	263	Sexton
Galloway	264	Davis
Galloway	271	Bickell/O'Connor
Galloway	274	Warren
Galloway	279	Snook
Galloway	284	Boyle
Galloway	285	Beaty/McLean
Galloway	291	Wellwood

Ganton	5	Hewlett
Ganton	6	Smith
Ganton	12	Grundy
Ganton	15	Smith
Ganton	18	Celli
Ganton	25	Gojda
Ganton	26	D'Souza
Ganton	33	Stevenson
Ganton	34	Hall
Ganton	40	Moyse
Ganton	43	Hayes/Martin
Ganton	48	Veikhman
Ganton	51	Salehi
Ganton	56	Sorokin
Ganton	61	Baker
Ganton	62	Vaccaro
Ganton	70	Laming
Ganton	71	Zygouras/Rendall
Ganton	78	Speedie
Ganton	79	Young
Ganton	84	Jahr
Ganton	89	Solski
Ganton	98	Rondeau
Ganton	99	Hughes
Ganton	106	Interisano
Ganton	107	Prince/Jupp
Ganton	112	Matu
Ganton	117	Kurzawski/Covert
Ganton	118	Suder/Kearns
Kintyre	4	Ireland
Kintyre	5	Hallett

Kintyre	11	Mullen
Kintyre	16	Bristowe/Wieczorek
Kintyre	19	Brant
Kintyre	24	Goyda
Kintyre	25	James
Kintyre	33	O'Rourke
Kintyre	34	Goss/Dolson
Kintyre	41	Gauer/Antiol
Kintyre	44	Baker
Kintyre	49	Truedell
Kintyre	54	Eaton
Kintyre	55	Dutton/Mathieu
Kintyre	62	Davidson
Kintyre	63	Bradshaw
Kintyre	71	Storjohann
Kintyre	72	Finan
Kintyre	79	Holmes
Kintyre	82	Tracz
Kintyre	87	Leith
Kintyre	90	Campbell
Kintyre	95	Neill/Julien
Kintyre	98	Shipley
Kintyre	103	Hanna
Kintyre	108	Henry
Kintyre	109	Jepson
Kintyre	115	Reynolds
Kintyre	118	Stefaniuk
Kintyre	121	Jones
Lochness	2	Verreault
Lochness	3	Clague
Lochness	8	Binkley

Lochness	11	DeFreitas
Lochness	14	Murphy
Lochness	19	Kelly
Lochness	22	Boucher
Lochness	30	Furtney
Morris	1	Hine
Morris	4	Labignan
Morris	7	Sergenese
Morris	14	Fiorita
Morris	15	Strilec
Morris	21	Parent
Morris	24	Anthony
Morris	29	Brain
Morris	34	Hartwick
Morris	35	Blundell
Morris	41	Rea
Morris	44	Esler
Morris	47	Strongman
Morris	54	Zozula
Morris	57	Toth
Morris	63	Vieveen
Morris	64	Chadha
Morris	69	Craig
Morris	74	Gervais
Morris	75	Smith
Morris	84	Pisano
Morris	85	Case
Morris	91	Chung
Morris	94	Landl
Morris	97	Wehrli
Morris	103	DiFruscio

Morris	104	Sivanand
Morris	109	Moroz
Morris	114	Smith
Morris	115	Jackson
Muirfield	6	Reynolds
Muirfield	7	Golench
Muirfield	16	Tamas
Muirfield	17	Szentmiklosy
Muirfield	26	Branston
Muirfield	27	Garton
Muirfield	36	Kramer
Muirfield	37	Hill
Muirfield	46	Gervais
Muirfield	47	Bunting
Muirfield	56	Cahill
Muirfield	57	Sawchuk
Muirfield	66	Baillie
Muirfield	67	Fierek
Muirfield	76	Carter
Muirfield	77	LeRiche
Muirfield	86	Spence
Muirfield	96	Drummond
Muirfield	110	Treschak
Muirfield	115	Corriveau
Muirfield	120	Davis
Muirfield	125	Melhuish
Muirfield	130	Esson
Muirfield	135	Hissem
Muirfield	142	Melhuish
Muirfield	145	Bell
Muirfield	154	Karner

Muirfield	155	Jasson
Muirfield	165	Luciani
Muirfield	166	Lorenowicz
Muirfield	177	Lengies
Muirfield	178	Cantrup
Muirfield	189	Mercier
Muirfield	190	McMillan
Muirfield	199	Dalziel
Muirfield	200	Hering
Muirfield	208	McLeod/Kang Liu
Muirfield	209	Leon
Muirfield	218	Casson
Old Course	5	Leitch
Old Course	15	Cadieux
Old Course	27	Pluim/Myers
Old Course	37	Bianco
Old Course	49	Wontner
Old Course	61	Richard
Old Course	73	Miller
Old Course	85	De Luca
Old Course	97	Clarke
Old Course	109	LaPointe
Old Course	121	Masse
Old Course	133	Pountney
Old Course	145	Bailey/Lee
Old Course	157	Lunn
Old Course	169	Kelly
Old Course	181	Taylor
Old Course	193	Mountain
Old Course	203	Quinn
Old Course	215	Gouviera

Old Course	221	Benson
Old Course	231	Regier
Old Course	241	Mercier/Turner
Old Course	251	Lesiw
Old Course	261	Jackson/Sanders
Old Course	277	Westby
Old Course	287	Rendall
Old Course	297	Maggiacomo
Old Course	305	Brearley
Old Course	269	Gindroz
Perth Trail	6	Miedzyblocki
Perth Trail	18	Fournier
Turnberry	6	Yearwood/Croteau
Turnberry	7	Herbai
Turnberry	14	Tobias/Robertson
Turnberry	15	Dureau
Turnberry	24	Mitchell
Turnberry	29	Adams
|Turnberry	34	Murray
Turnberry	39	Allan
Turnberry	44	Smith
Turnberry	53	Bonazza
Turnberry	54	Marois
Turnberry	61	Verschoor
Turnberry	64	Copas
Turnberry	69	Talbot/Brouillette
Turnberry	74	Bird
Turnberry	79	Mills/Carney
Turnberry	84	Young
Turnberry	87	Daoust
Turnberry	94	Gray/Maund

Turnberry	95	Mosley
Turnberry	105	Lucas
Turnberry	115	Walsham
Turnberry	121	Forrester
Turnberry	129	Philp
Turnberry	139	Zimmer
Turnberry	151	Eyre
Turnberry	161	Neal
Turnberry	171	Volenik/Colangelo
Turnberry	181	Lance
Turnberry	191	Flett
Turnberry	199	Osborne
Turnberry	209	Gautier
Turnberry	217	Hwang/Bang
Turnberry	231	Robson
Turnberry	251	Butson/Holmes

Rachelle Larocque

From: jhughes10 jhughes10
Sent: February 2, 2020 1:50 PM
To: council
Cc: Rachelle Larocque; jeanine; Jack Hughes; sthomas
Subject: Hunter's Point subdivision

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Email to: Council@welland.ca

c.c Rachelle.larocque@welland.ca

Dear Mayor and Council members,

As members of the Highlands Residents Association my wife and I fully support the findings and recommendations contained in the submission made, on our behalf, by Gagnon Walker Domes Ltd (GWD), dated January 31, 2020. We strongly believe that the City of Welland should refuse to approve the Applicant's Amendment Applications, based on the strong arguments contained in GWD's Planning Assessment and Analysis Report.

While we recognize that a few of the original concerns we raised during the September 6, 2018 Community Open House have been addressed in the Applicant's "revised"Master Plan of November 2019, we are still of the opinion that, without a full secondary access, the City of Welland cannot, in good conscience, allow any additional development beyond the North, Central and South Villages. This Plan also does not satisfactorily address the significant concerns outlined in the aforementioned GWD submission to the City. With the addition 0f some 1100 homes means over 2000 working people with 1000 or more children who need to go to schools and extracurricular activities on a daily basis. This will make access to the 406 very difficult and in case of emergencies, very dangerous.

We also support the GWD recommendation that the Applicant redesign the layout of the Draft Plan of Subdivision, with a view to maintaining the existing lifestyle and character of the Hunter's Pointe neighbourhood and maintaining at least a portion of the golf course, with residential lots backing onto it (e.g. nine holes – five bordering on Old Course Trail and four surrounding Loch Ness Lake). In the alternative, if maintaining the golf course is not a viable option in the Applicant's opinion, we recommend that the Draft Plan of Subdivision be redesigned to significantly increase the amount of land set aside for open space and programmable recreational opportunities, along with a corresponding reduction in the amount of land designated for residential units and commercial space.

Thank you for your serious attention to this matter.

Jack and Jeanine Hughes

99 Ganton Trail, Welland, L3B 0C9

Lochness Lake (6e): Significant Wilderness Habitat

Nicolaas J Smit PhD
46 Magnolia Lane



Our Local Snapping Turtles





Our Local Snapping Turtles

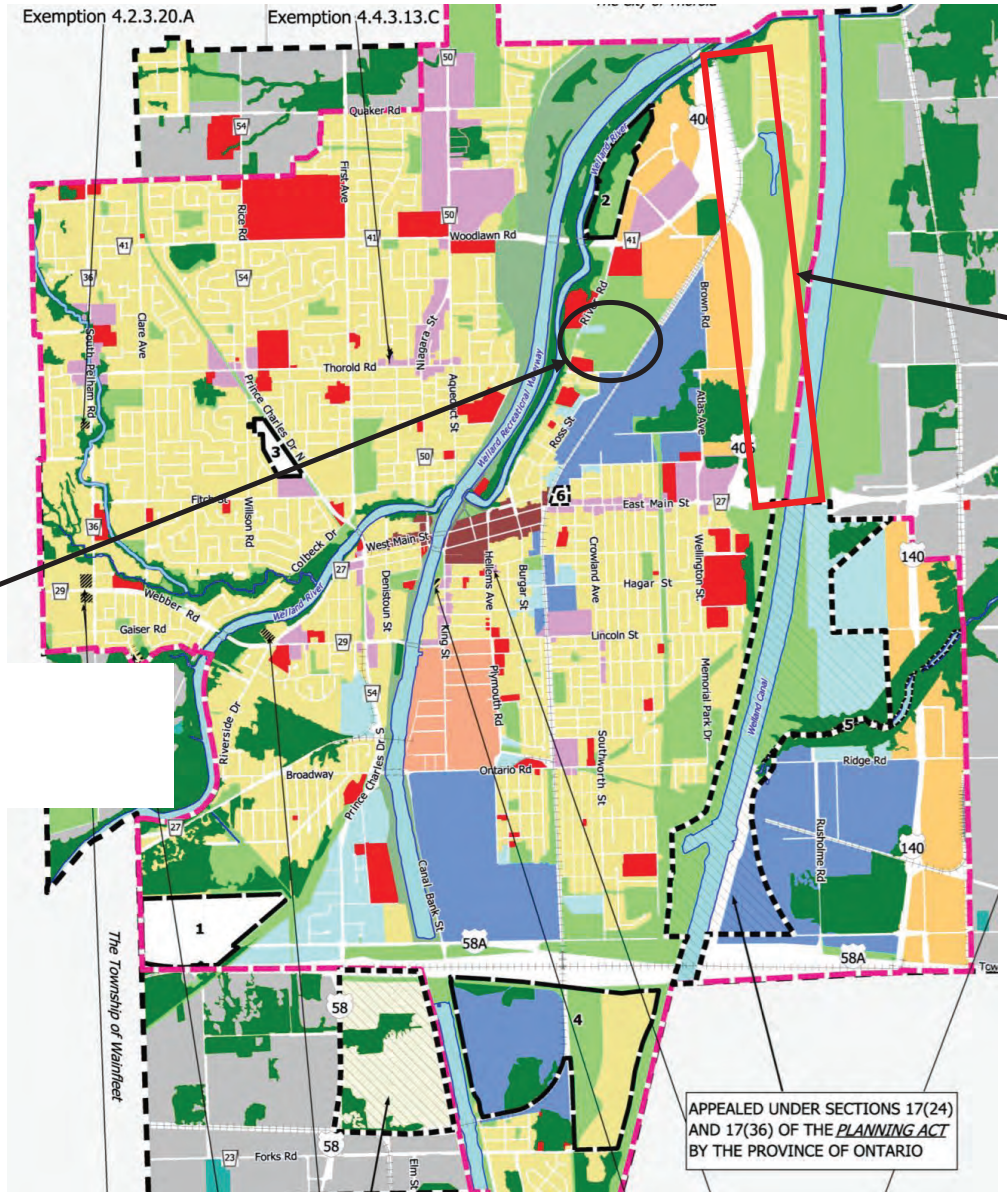
Come by June 13, New Moon for a visit





Schedule B: Land Use
April 18, 2016

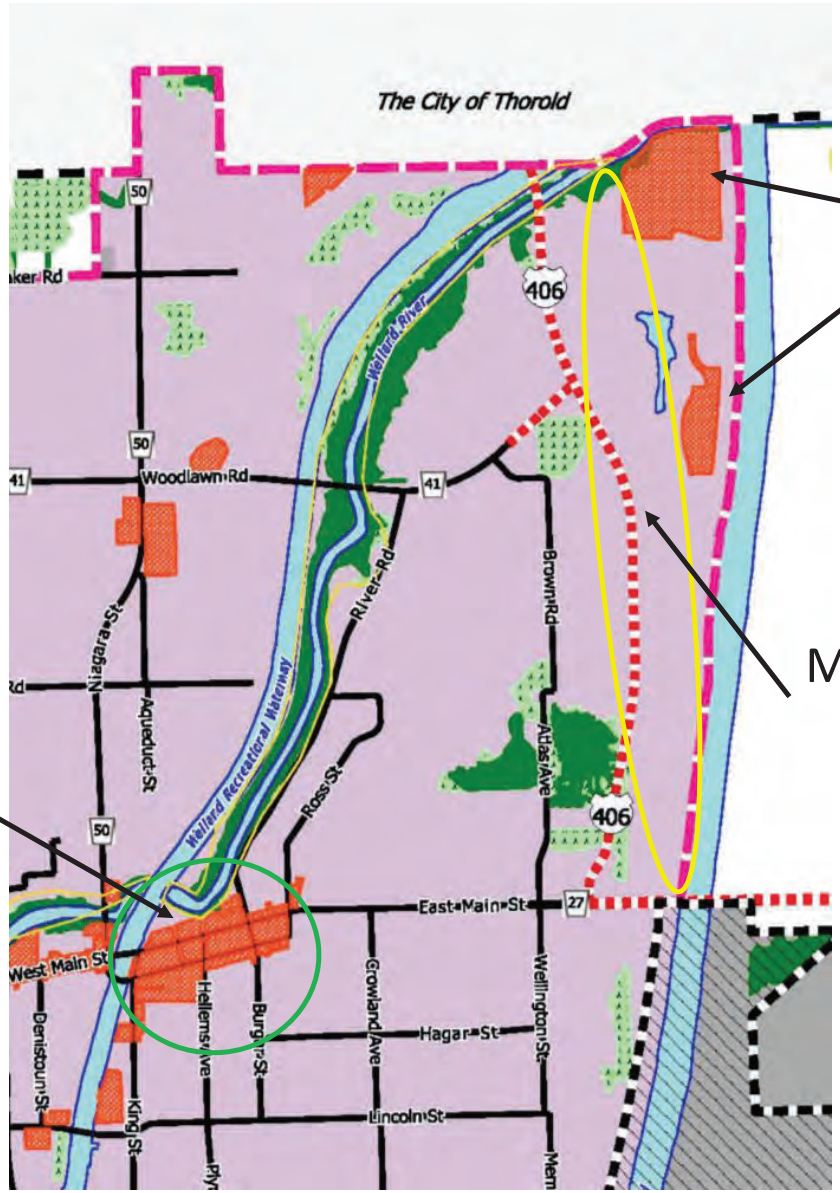
Open Space and Recreation



For sale

With in the Urban Boundary (pink line) Hunters Pointe Represents **50%** of open space. Should it be casually given up?

Schedule A: City Structure
Jan 20, 2015

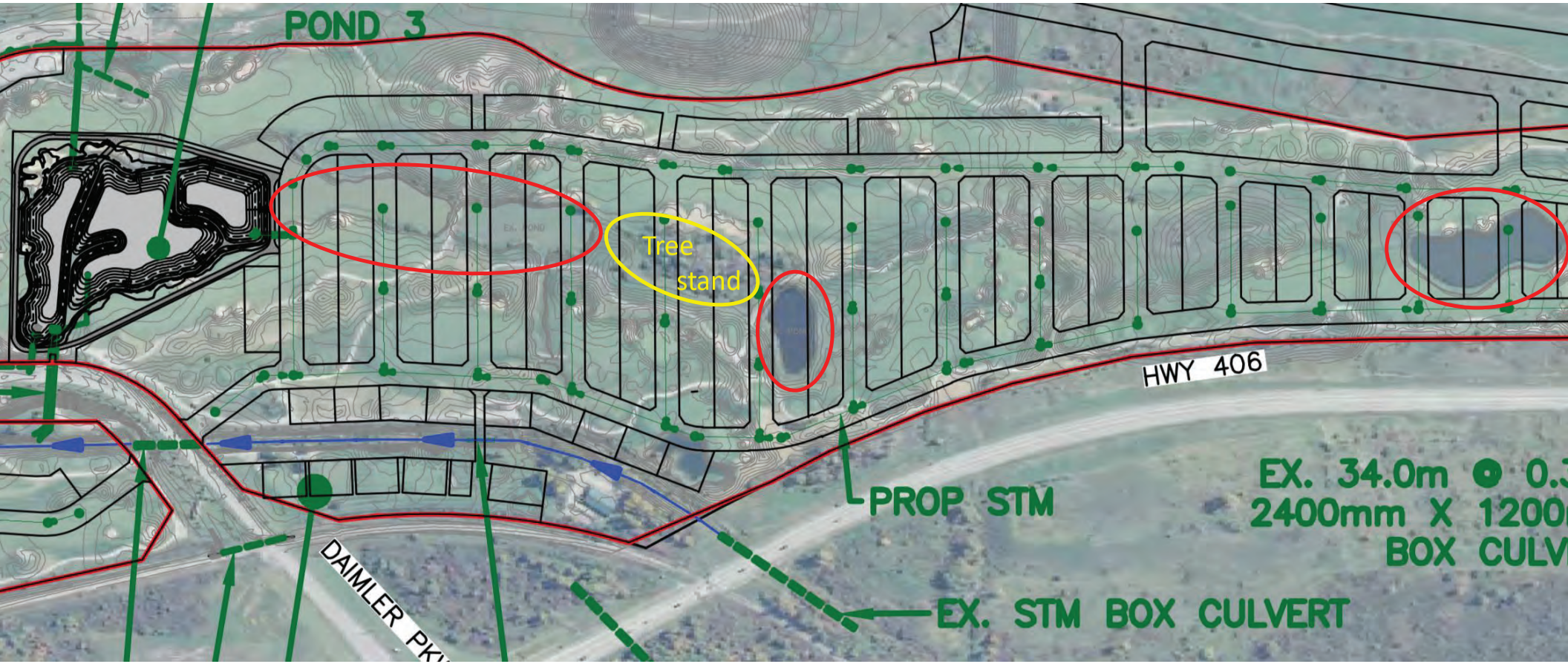


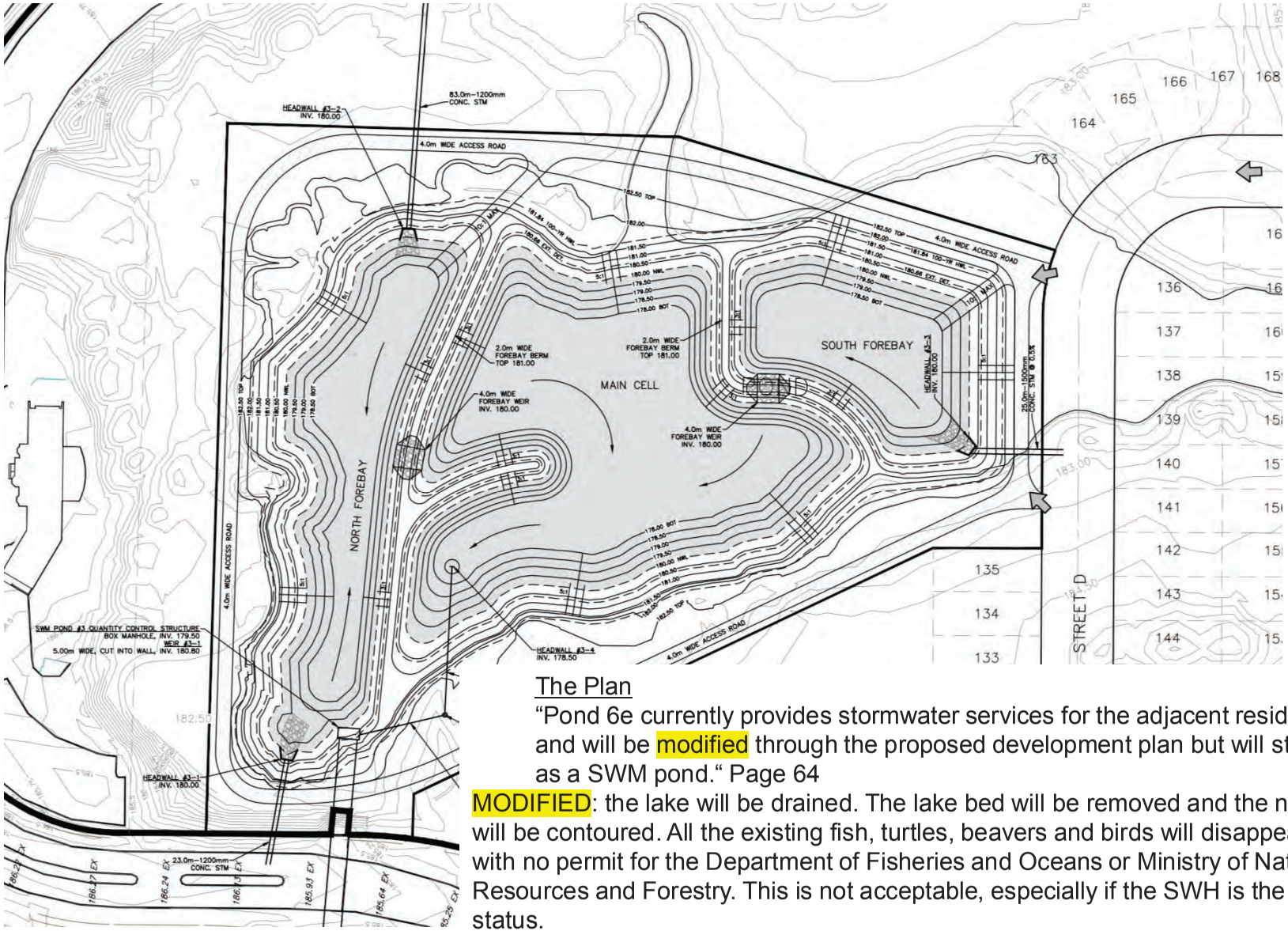
Hunters Pointe Lake

- Per the **Natural Heritage Existing Conditions** by Beacon Environmental

"The ponds and the drainage features have been identified as areas that require further study in order to confirm that development opportunities are present. **A permit will be required for development with the regulated area of these features**."

- Fish eating birds documented as seen: *Cormorants, Common mergansers, King Fisher, Tern.* Aquatic feeders: *Blue Heron* and *Great White Egret*.
- Regulated by Department of Fisheries and Oceans
- Lake size cannot be reduced!
- Use it for the public good!!


POND 3
Tree
stand
HWY 406
PROP STM
EX. 34.0m
2400mm X 1200
BOX CULV
EX. STM BOX CULVERT
DAIMLER PK



The Plan

"Pond 6e currently provides stormwater services for the adjacent residential area and will be modified through the proposed development plan but will still function as a SWM pond." Page 64

MODIFIED: the lake will be drained. The lake bed will be removed and the new lake bed will be contoured. All the existing fish, turtles, beavers and birds will disappear. All of this with no permit for the Department of Fisheries and Oceans or Ministry of Natural Resources and Forestry. This is not acceptable, especially if the SWH is the correct status.

The State of Snapping Turtle Community

- From the EIS we see:

Table 7. Turtle Survey of Ponds on the Subject Lands

Pond	Midland Painted Turtle	Snapping Turtle	Red-eared Slider
6a	37	1	
6b	38	2	
6c	10	3	
6d	6	1	
6e	88	9	2
6f	2		
6g	10		

16 snapping turtles observed

Snapping Turtles with a carapece (outershell) size close to 1 foot have been seen and these are as old as 25 years, older than Hunters Point Golf Course.

Provincial Policy Statement (2014)

- 2.1.5 *Development* and *site alteration* shall not be permitted in:
  - *significant wetlands* in the Canadian Shield north of Ecoregions 5E, 6E and 7E1;
  - *significant woodlands* in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St. Marys River)1;
  - *significant valleylands* in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St. Marys River)1;
  - *significant wildlife habitat;*
  - *significant areas of natural and scientific interest*; and
  - *coastal wetlands* in Ecoregions 5E, 6E and 7E1 that are not subject to policy 2.1.4(b)

  unless it has been demonstrated that there will be no *negative impacts* on the natural features or their *ecological functions*.
- 2.1.6 *Development* and *site alteration* shall not be permitted in *fish habitat* except in accordance with *provincial and federal requirements*.

Ontario Endangered Species Act (S.O. 2007)

- The Ontario Endangered Species Act (ESA) is administered by the Ontario MNRF. The ESA Regulation 242/08 protects endangered, threatened and in some cases extirpated, species that are listed on the Species at Risk in Ontario (SARO) List or their habitat from human activities that would cause adverse effects. Violations of the ESA can result in fines of up to $1,000,000 for corporations, in addition to imprisonment. Although SWMFs are designed and classified as sewage Works, they do inevitably attract species that require aquatic and/or semi-aquatic habitats to sustain their life cycles. Prior to initiating a SWMF cleanout, the MNRF should be contacted to determine whether there are any at risk species on the site. If at risk species are believed to be on the site and/or have been observed on the site, then the MNRF will advise as to the procedures and protection measures that should be taken to safeguard the species from harm.

SWH Identification

- The following 3 publications address this in great detail.

  1.“Significant Wildlife Habitat Technical Guide”, October 2000, Ontario Ministry of Natural Resource
  2.“Significant Wildlife Habitat Criteria Schedules for Ecoregion 7E” January, 2015. Ontario Ministry of Natural Resources and Forestry
  3. “Significant Wildlife Habitat Mitigation Support Tool”, 2014, Ontario Ministry of Natural Resources and Forestry

1.“Significant Wildlife Habitat Technical Guide”, October 2000, Ontario Ministry of Natural Resource

- The turtle nesting habitat: it states, “The most significant sites will be those that are used by species of conservation concern and that consistently support the most nesting turtles. To ensure good representation of turtle nesting habitat, some potential habitats should be protected, even if it is not known to what extent they are used.” (1. page 81)
- Additionally: “Areas with numerous turtle nests are hard to find and it is unlikely that many such sites will be found”. (1. page 47) “In spring and early summer, turtles lay their eggs in areas that may be used year after year.”

2.“Significant Wildlife Habitat Criteria Schedules for Ecoregion 7E” January, 2015. Ontario Ministry of Natural Resources and Forestry

- **Turtle Wintering Areas**: “One or more Northern Map Turtle or Snapping Turtle over-wintering within a wetland is significant E.” “E” represents when MNRF expert opinion was utilized to develop defining criteria. (page 9)
- However, it also states: “Man-made ponds such as sewage lagoons or storm water ponds should not be considered SWH.”
- **Turtle Nesting Areas**: Special Concern Species: Snapping Turtle.
  - One or more Northern Map Turtle or Snapping Turtle nesting is a SWHE.
  - The area or collection of sites within an area of exposed mineral soils where the turtles nest, plus a radius of 30-100m around the nesting area dependant on slope, riparian vegetation and adjacent land use is the SWH.
  - There is no exception here for storm water ponds. (2 page 27)

3. “Significant Wildlife Habitat Mitigation Support Tool”, 2014, Ontario Ministry of Natural Resources and Forestry

- Page 294 addressing turtle habitats: “Development will not be permitted within the SWH unless it can be demonstrated that there will be no negative impacts on the feature or its ecological function (OMNRF 2014)”.
- Due to recent wide spread population declines for the province, the MNRF has listed the Snapping Turtle, as a species of Special Concern.
- Based on the above citations focusing on the snapping turtle only, fish have not been addressed, discussions and permits will need to be applied for at several governmental agencies.
- Finally, per the *Endangered Species Act*: An endangered or threatened species is protected, as is its habitat. Specifically, Section 9 of the ESA prohibits the killing, harming, harassing, possession, collection, buying and selling of extirpated, endangered, and threatened species on the Species at Risk in Ontario (SARO).
- Authorization from MNRF is required under the ESA for any works proposed within the habitat of a threatened or endangered species.

Statements from Anne Yagi review report

- Turtle basking surveys: No effort data provided to standardize the observations therefore numbers of individuals have no meaning. The ponds are hibernation habitat for two species at risk turtles which are known to use site fidelity to previously used hibernation sites. Meaning they will return to the ponds year after year. If the ponds are not there they will be displaced and likely killed on roads or through predation. Newly created ponds may not meet hibernation habitat needs for these species and they will die overwinter. We recommend existing ponds used by hibernating turtles to be protected as **significant wildlife habitat**. Page 26

Statements from Anne Yagi review report

- **Given the dates surveys were conducted, we agree that all ponds located on the subject lands have the potential to be hibernation habitat for turtles.** Further, turtles exhibit hibernation site fidelity, which translates into the ponds being critical habitat for turtles, places they rely on year after year for successful hibernation (Yagi and Litzgus, 2012). Page 14

Statements from Anne Yagi review report

- The largest pond (6e) was built in 1973 and was connected by a seasonal water course to the Welland River which also received seasonal water flows from upstream sources. This constitutes the aquatic system on the subject lands. The resident fish and wildlife aquatic community is well connected and established within the property and between natural areas to the west and the Welland River corridor. Turtles and pond breeding amphibians hibernate in the pond features and therefore they are critical habitat for amphibians and turtles. The turtles are species at risk and the ponds are part of their natural home range where they will return year after year to hibernate. Page 30

There is no accommodation for this tree stand in the plan. *6.1.2.3.H* Tree Saving Plan



The alternative



we can create enhanced and prolonged flow periods to the aquatic system via lengthening the hydroperiod within constructed subterranean gravel drain features topped by grasses that outlet in a variety of smaller upgradient locations. Dirtier stormwater from roads and parking areas needs pre-treatment. But the treatment should be through gravel-sand filters to open wet meadow vegetation before discharging to the open water aquatic areas. Marsh habitat creation in three areas to improve function (green shade; Fig. 17); maintain terrestrial linkages (orange arrows; Fig. 17); improve fish linkages and natural channel design connect to 6e and toward HWY 406 (blue arrows with marsh; Fig. 17). Page 31



Rachelle Larocque

From: James Martin
Sent: February 9, 2020 7:14 PM
To: Rachelle Larocque; rossjep
Subject: Fwd: Redevelopment application. Hunters Point Golf Course

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---------- Forwarded message ---------
From: **James Martin**
Date: Sun, Feb 9, 2020, 6:46 PM
Subject: Redevelopment application. Hunters Point Golf Course
To: <council@welland.ca>, <rachellelarocque@welland.ca>

I have many concerns about this proposed redevelopment. My prime concern is the single access(Daimler Pkwy) which is insufficient and dangerous when 1200 homes are added.

An emergency only access is a non-starter. It does not properly address the safety and transportation issues. How can anyone see this as acceptable? There are other options so why is is no one exploring these?

The City has been dealing with a similar access problem, the Dain City bridge removal, which is reatively easy to resolve with a new bridge.

Not having a second full access in the this redevelopment will cause major problems that in the future will make it impossible for the City to resolve as easily as Dain City. I do not believe it will even be possible to find a second access solution once the redevelopment is completed. There will be no options available.

Promises by the applicant to build a second full access, even in writing, are worthless. What if the applicant builds one or two phases and declares bankruptcy or sells the land to someone else? The City will spend years and a lot of money on legal issues trying to sort this out.

My reccomendation is the application be refused unless the applicant is prepared to build and pay for the building of a second full access as the first piece of construction before any other construction can start. The inclusion of such a condition can be done.

Thank you.

James Martin
86 Galloway Trail
Welland, Ontario
L3B 6G5

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Rachelle Larocque

From: Ken Beard
Sent: January 28, 2020 6:35 PM
To: council
Cc: Rachelle Larocque
Subject: Notice of Re-Submission - Hunters Pointe

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Mayor and Council Members, Rachelle:

As residents of Hunters Pointe, we have been invited to comment on the re-submission of the November 2019, Hunters Pointe Redevelopment. I have read all 17 forms posted on-line regarding this re-submission.

In spite of the detailed Summary of Design Changes, ***there has been principally no change whatsoever*** to the November, 2019 Re-submission, Hunters Pointe Redevelopment. The previously submitted and significant HRA comments requested major attention to at least these issues: traffic and access roads, secondary access to 406, no commercial at all, no rental properties, retention of the existing Lock Ness Lake, more walk-ways, parks and access to ponds, more open space, more compatible housing style to suit our neighbouring community of adult demographics, and far less housing density. None of these issues have been reasonably or satisfactorily addressed.

1. **Housing density**: The suggestion of the number of units having been 'reduced' to 1190 is misleading, disingenuous and immaterial in consequence, particularly now with added blocks 753 and 754, identified as "open space" but without a specific declaration of the use of land. The density hasn't changed.
   This density plan, given the shape, access and bordering residential, is far too concentrated and bears no resemblance to the density or nature of those adjoining residences. These homes are crushed into a space that needs a dramatic reduction in concentration to be compatible with the community. This single request was a significant concern for residents and it has been ignored absolutely and completely.
2. **Traffic, Access Roads, Entry to 406**: The same identical roads are planned having already been identified as single lane and not practical or useable for commercial and/or residential volume of vehicles. There is no access to the 406 which perpetuates the single "one way in and one way out" access via Daimler for the entire community. The TER Retail Assessment anticipates over 4000 people at mature development, all accessing the region by one lane in each direction, entering and exiting this property. This is woefully inadequate and dangerous.
3. **No Commercial, Rentals or Apartment Buildings**: It was specifically requested numerous times that no commercial at all be permitted for these lands. There has been no consideration for this whatsoever by the Developer. The exact same commercial space is included without any specific, legal commitment by the developer for any building type or size. There is mention of "3 stories" and 30,000 sq. ft., but no other details, and again, no commitment. We also note the recent changes to commercial density by the Province that allows for 8-story commercial buildings within city infrastructure, and this is very concerning.
   The TER Retail Assessment suggests very limited retail opportunity given the location and limited road access and parking for anyone. The vague and misleading plan by the Developer is neither a commitment, reassuring nor sincere. I believe we are being completely misrepresented and deliberately disrespected by this less than honorable submission.
4. **Green Space**: The changes are minimal and inconsequential. Most of the proposed green belt is in fact narrow strips of land bordering creeks and natural waterways where people couldn't walk due to the severe sloping of

the terrain necessary for drainage. These areas are nothing more than buffer areas. This notion of significantly increased green belt space in insincere and disingenuous.

5. **Retention of Loch Ness Lake**: There have been no alterations whatsoever allowing the existing Lake to continue as it currently is. This Lake is an iconic, now historically significant component of the entire landscape in the region, and it is being obliterated from its current footprint.
   The commercial buildings proposed west of the clubhouse have been moved to allow a visual peek at the Lake upon entering, but the Lake proper, is still largely altered from what the residents and community have expected.
6. **Working with the Developer**: There are so many indicators by both the Developer and the design group Biglieri regarding their intention and consideration for this property, the conclusion has to be that neither can be trusted whatsoever.
   a. At the Sept 6, 2018 open house, the photos and drawings of the homes presented were 60 ft homes, while the properties are 50 foot lots.
   b. At the same meeting, photographs and schematics of basketball courts, tennis courts, volleyball courts, public fountains and walkways were illustrated when in fact none exist whatsoever in the submission.
   c. At the same meeting, HRA members were promised access to future design discussions with a promise for full transparency with input to modify the design relative to concerns expressed, but no such meetings have ever been scheduled or conducted.
   d. These recent re-application drawings and the approval process has obviously been rushed and expedited, without reasonable time or consideration for input whatsoever. It is clear that the submitting parties disregard the application process with little respect for the rights of adjacent communities and lifestyle.
   e. The re-submission has been without any significant changes that address even the slightest concerns presented by the surrounding residents. There is no indication that these presenting parties are prepared to work reasonably or in concert with the neighbouring communities.
   f. The Developer's culture does represent a concern in these matters. It is necessary to consider the worst case scenario for this community, as doing otherwise would suggest blindly accepting faith and fate that nothing but good will result:
      i. The monies required for this project have likely been laundered through the Communist Party in China, where only $50,000 is allowed to leave the Country without Party approval. With the purchase of these lands, the Developer's investment is stable, he originating from a Country where devaluation occurs randomly and often, and where land ownership is forbidden. These local lands have the potential for resale and subsequent random change without notice.
      ii. Southern Ontario is the overwhelming desired location for Chinese. The Chinese culture promotes immigration and land purchase in Canada and this property is almost certain to have attracted corresponding attention. We know the impact of that already in a number of areas in Canada where surcharges are normal, and where ownership is through numbered accounts, shell companies or Canadian relatives, with corresponding land owners in absentia. We need to forecast and manage this outcome accordingly.
      iii. It is possible that the developer may not have ever even visited the area and we understand he has no intention of living here. This absent and disconnected style of ownership is suspect in terms of complimentary designing, building and living in this neighbourhood. I want people to live HERE, pay their taxes and assimilate as Canadians. There is no evidence that this re-submission plan explores or encourages this vision.
      iv. This incoming developer will surely copy that culture which has already been evident in so many places in the Niagara Region already. Niagara developments have seen work stoppages due to contravention of permits, insufficient plans and changing ownership. We need performance bonds and guarantees that will assure a successful project that meets all our anticipated concerns, neighbourhood standards and expectations.

We strongly implore the Mayor and Council of Welland to deeply review these plans, implement new and unique project controls and standards that will prevent our community and neighbourhood from becoming congested and esthetically changed forever affecting our quality of life, our community and our investment.

Thanks

K.L. (Ken) Beard MBA, NPDP, CBAP
Business Consultant
72 Berwick Trail
Welland, ON
L3B 0C8

cell:

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February 1, 2020

Dear Mayor and Council Members:

We are residents of Hunter's Pointe in Welland and have been there since 2012. Today we are writing to encourage the city council of Welland to take a very serious look at the proposals being presented by GWD Ltd. Planners, for the redevelopment of the former golf course grounds. As you will see, both of these proposals are a great improvement over what is currently being submitted by the Biglieri Group. As GWD indicates in their submission, there are still very disturbing problems and deficiencies with the redevelopment proposal of the Biglieri Group, especially with regards to environmental protection, servicing of the land, stormwater management, transportation congestion, noise alleviation and general urban design. Of special note is the fact that we believe there must be a full secondary access to the new community from Highway 406. To leave that many homes and people with basically one access point is unconscionable, dangerous and demonstrates lack of concern for the safety and well-being of the inhabitants. We do not need to remind you of the issues and furor currently being displayed in Dain City, where those people have been left with only one access point. And now, to intentionally approve the design of a community where there will be a similar situation, shows complete lack of judgement and disregard for the residents' valid concerns. We are aware that Biglieri is proposing a partial/emergency exit point at the south end, but this is entirely inadequate for the scope of this new subdivision.

Both of GWD's proposals have our support because they are more attuned to the original concept for this area of Welland that has been in the process of being developed by Jim D'Orazio over the last 15 – 20 years. Should you accept these proposals of GWD Planners and instruct Biglieri to redesign the Hunter's Pointe area according to them, with more open green space, parks, recreational facilities for all ages and limited density, we believe that it will make this part of Welland a showcase for the Niagara Region. Hunter's Pointe has the potential for being a residential jewel within the region, one that is an attractive and enticing place to live and the envy of other cities in the area. Welland city council has the opportunity to construct something quite significant and beautiful if they have the courage to make the right decisions. Remember, this residential area will be here for a very long time, long after any of us are around, and so we encourage the city council to look at the implications of their choices for the distant future and not just for short term gain. By ensuring that Hunter's Pointe remains a premier residential community will help to elevate the entire city of Welland, enhance its reputation and help to make it a good and desirable place to live, which, afterall, should be the foremost priority of any elected city council. Thank you for your attention to our concerns and we hope that you will not disregard them, but instead address them in a deliberative way with the collective wisdom you possess.

Yours truly,

Rev. Douglas Kramer and Cheryl Kramer
36 Muirfield Trail
Welland, Ontario

Rachelle Larocque

From: Linda Martin
Sent: January 30, 2020 5:15 PM
To: council
Cc: Rachelle Larocque;
Subject: Hunter's Pointe Future Development

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Welland Mayor & Councillors:

During our last all candidates meeting at our community centre, the mayor elect and future councillors all said "not a shovel goes into the ground before a second access is provided".

Has opinion changed? Is it now acceptable to have only one access road for 2000 homes?

A single access/exit into/out of Daimler Parkway is a recipe for disaster. An emergency only road is ridiculous and unworkable in an actual emergency.

This future development plan should NOT be approved without an fully accessible secondary road.

Linda Martin
86 Galloway Trail
Welland, ON

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Rachelle Larocque

From: SIEGFRIED TEPPER
Sent: January 29, 2020 10:06 PM
To: council
Cc: Rachelle Larocque
Subject: Re: Proposed Hunter's Pointe Development

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On 01/29/20, **"SIEGFRIED TEPPER**wrote:

Dear Mayor and Council members,

We've just moved to Welland into the beautiful community at Hunter's Pointe and are shocked to see how this new proposed development will impact this area.

We, the members of the Highlands Residents Association listed in the attached appendix, fully support the findings and recommendations contained in the submission made, on our behalf, by Gagnon Walker Domes Ltd (GWD), dated January 31, 2020. We strongly believe that the City of Welland should refuse to approve the Applicant's Amendment Applications, based on the strong arguments contained in GWD's Planning Assessment and Analysis Report. While we recognize that a few of the original concerns we raised during the September 6, 2018 Community Open House have been addressed in the Applicant's "revised" Master Plan of November 2019, we are still of the opinion that, without a full secondary access, the City of Welland cannot, in good conscience, allow any additional development beyond the North, Central and South Villages. This Plan also does not satisfactorily address the significant concerns outlined in the aforementioned GWD submission to the City. We also support the GWD recommendation that the Applicant redesign the layout of the Draft Plan of Subdivision, with a view to maintaining the existing lifestyle and character of the Hunter's Pointe neighbourhood and maintaining at least a portion of the golf course, with residential lots backing onto it (e.g. nine holes - five bordering on Old Course Trail and four surrounding Loch Ness Lake). In the alternative, if maintaining the golf course is not a viable option in the Applicant's opinion, we recommend that the Draft Plan of Subdivision be redesigned to significantly increase the amount of land set aside for open space and programmable recreational opportunities, along with a corresponding reduction in the amount of land designated for residential units and commercial space. Thank you for your serious attention to this matter. Highlands Residents Association.

Sincerely,
Linda Tepper

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Rachelle Larocque

From:	AF & BF LeRiche
Sent:	February 3, 2020 2:37 PM
To:	mayor
Cc:	Councillor Adam Moote; Councillor Tony DiMarco; Councillor Bonnie Fokkens; Councillor Bryan Green; Councillor Claudette Richard; Councillor David McLeod; Councillor Graham Speck; Councillor John Chiocchio; Councillor Leo Van Vliet; Councillor Lucas Spinosa; Councillor Mary Ann Grimaldi; Councillor Jim Larouche; Rachelle Larocque
Subject:	Hunter's Pointe GC Redevelopment

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Dear Sir,

My wife and I have been residents of the Highlands for over 15 years and members of the Highlands Residents Association for the entire time.

We take issue with the current redevelopment plans for the lands that make up the former Hunter's Pointe Golf Course. We joined the Highlands as an Adult Lifestyle/Retirement Community with its adjoining greenspaces and relaxed atmosphere. A key issue over time has been the lack of secondary access to the community. This is now a more major concern with respect to the increased housing density proposed for the East side of the 406 south of Daimler Parkway. Lack thereof jeopardizes our safety with respect to access by emergency services in the case of any severe accident or railway mishap. Without a full secondary access, the City of Welland cannot, in good conscience, allow any additional development beyond the North, Central and South Villages.

We concur with, and fully support the findings and recommendations contained in the submission made, on the behalf of our association, by Gagnon Walker Domes Ltd (GWD), dated January 31, 2020. We strongly believe that the City of Welland should refuse to approve the Applicant's Amendment Applications, based on the strong arguments contained in GWD's Planning Assessment and Analysis Report.

While we recognize that a few of the original concerns that were raised during the September 6, 2018 Community Open House have been addressed in the Applicant's "revised" Master Plan of November 2019, we feel that this Plan still does not satisfactorily address the significant concerns outlined in the current GWD submission to the City.

We also support the GWD recommendation that the Applicant redesign the layout of the Draft Plan of Subdivision, with a view to maintaining the existing lifestyle and character of

the Hunter's Pointe neighbourhood and maintaining at least a portion of the golf course, with residential lots backing onto it (e.g. nine holes - five bordering on Old Course Trail and four surrounding Loch Ness Lake). In the alternative, if maintaining the golf course is not a viable option in the Applicant's opinion, we recommend that the Draft Plan of Subdivision be redesigned to significantly increase the amount of land set aside for open space and programmable recreational opportunities, preferably close to our community to act as a buffer, along with a corresponding reduction in the amount of land designated for residential units, commercial space and the overall density of the proposed development.

Thank you for your serious attention to this matter.

Arthur & Helen Le Riche
77 Muirfield Trail, Welland
L3B6G7

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Email to: Council@welland.ca c.c Rachelle.larocque@welland.ca

Dear Mayor and Council members,

We, the members of the Highlands Residents Association listed in the attached appendix, fully support the findings and recommendations contained in the submission made, on our behalf, by Gagnon Walker Domes Ltd (GWD), dated January 31, 2020. We strongly believe that the City of Welland should refuse to approve the Applicant's Amendment Applications, based on the strong arguments contained in GWD's Planning Assessment and Analysis Report.

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We also support the GWD recommendation that the Applicant redesign the layout of the Draft Plan of Subdivision, with a view to maintaining the existing lifestyle and character of the Hunter's Pointe neighbourhood and maintaining at least a portion of the golf course, with residential lots backing onto it (e.g. nine holes - five bordering on Old Course Trail and four surrounding Loch Ness Lake). In the alternative, if maintaining the golf course is not a viable option in the Applicant's opinion, we recommend that the Draft Plan of Subdivision be redesigned to significantly increase the amount of land set aside for open space and programmable recreational opportunities, along with a corresponding reduction in the amount of land designated for residential units and commercial space.

Thank you for your serious attention to this matter.

Highlands Residents Association

Welland ON

Appendix

Lois Longley

83 Aaron Trail
Welland ON
L3B 6G4

Council@welland.ca
Rachelle.larocque@welland.ca

Dear Mayor and Council members,

I wish to let you know that I am in full support of the recommendations made in the submission made by Gagnon Walker Domes Ltd. on behalf of the Highlands Residents Association.

I feel strongly that the Council needs to listen to the Community that resides in the area and the reasons why this redesign of the golf course lands is not in the best interests of the City of Welland and the Residents living here in this Lifestyle Community.

Before moving from Ottawa to Hunters Pointe we visited a number of Lifestyle Communities in Ontario and chose Hunters Pointe as we felt it had what we were looking for: a small friendly community, easy access to Toronto, close to shopping facilities, a small hospital and an impressive golf course.

We were extremely disappointed that not only was the golf course sold, but that the Council is now considering changing the use of the lands and the area.

This Developer's proposal of an uninspiring urban community with no facilities for the young families that they hope will live there is very disappointing. The fact that they did not listen to the community already residing in the area and make changes to their original plan shows that they are only interested in building boxes, making money and moving on. The council will have to pick up the pieces and deal with the issues that are sure to arise if they are allowed to follow through with their plan.

In the Welland Tribune today there is an article regarding another controversial development Thundering Waters in Niagara Falls by a Chinese developer who seems to be showing very little regard for the areas ecosystem, perhaps there are lessons to be learned here.

Please review the issues that have been bought to your attention in the GWD report and my hope is that the council will listen to the community. The council had a vision for a Lifestyle Community in this area and now please protect it. You must recognize that people are aging and retiring and there is, and will continue to be a need for Lifestyle Communities. You have one right on your doorstep please protect this gem of a Community by looking after the lands around this community and the people living here.

Yours truly,

Lois Longley

83 aaron Trail

Welland

Ontario, L3B 6G4

Regarding the proposed development at Hunters Point

Firstly I would like to say that I wholeheartedly agree with the letter that you have received from GWD and the Highlands Residence Association but I would like to reiterate some of my personal concerns.

I believe the proposed development at Hunters Point is totally out of sync with the surrounding area and for that matter with Welland as a whole. Good urban planning is based on a flow of ideas from one part of the city to another but this proposal could be described as just a lot of characterless boxes crammed into as small a space as possible, no doubt for maximum prophet.

Let's consider the infrastructure:

There is only one access to the proposed development, even with a second access there will be significant changes the city will have to make to the existing roads to support the extra traffic.

The existing schools will be inadequate for approximately 1100 families and even then the additional school busses required will be significant.

All these properties will need to be fed into the existing sewage system, does it have the capacity?

Has any consideration been given to providing park area for sports such as soccer and baseball? It is a proven fact that recreational facilities provide a healthy environment and reduces crime. Publicly provided and recreational facilities are essential within walking distance of any populated area.

What about the fire and ambulance station, does it have the staff and equipment to support the additional homes? What have they said about the single access road?

I am sure there are many other items that will be of concern, including extra city staff and budget to pay for the city planning. Is the city of Welland prepared for this in support of a numbered company based in China whose only interest is to make a lot of money out of somewhere thousands of miles away. I am sure the existing residents will not be happy to see their property taxes increase to support this project.

I hope the above comments will give you food for thought and help you consider your long term vision for the future of Welland, I believe we should live in a place the planners will be proud of.

Regards,

Allan Longley

Rachelle Larocque

From: atlmlongley
Sent: January 30, 2020 10:52 AM
To: council; Rachelle Larocque
Subject: Proposed development at Hunter's Pointe
Attachments: Hunters point review.docx

WARNING: This email originated from an external sender. Official email from City of Welland email accounts will not begin with this warning! Please do not click links or open attachments unless you are sure they are safe!

Please review the attached with my comments.
Thank You
Allan Longley

Sent from Windows Mail



TRANSFORMING A GOLF COURSE

By Cheryl Shindruk, Geranium

According to Golf Canada, The PGA of Canada and the National Golf Foundation in their report entitled "Golf Facilities in Canada 2017," there are 805 golf courses in Ontario. Declining interest in the sport over the past few years translates to fierce competition among these clubs to attract golfers. In some cases, including within the Greater Toronto Area, golf course owners have had to decide whether it makes more sense to continue operating or sell their properties. When circumstances allow, these lands make great new home communities as they present an opportunity to build in an already established area.

An example of golf course redevelopment is Allegro, Geranium's new neighbourhood on Golf Links Drive in Aurora, formerly the Highland Gate Golf Club, which became available for redevelopment.

Many circumstances worked in favour of development. The golf course lies within the built-up area of the Town of Aurora's urban boundaries, an area where the provincial and municipal governments are directing growth. The built-up areas are where provincial policy encourages infill and intensification. From a planning and development perspective, the course had similar characteristics to many infill communities.

Sometimes, existing owners, after many years of enjoying the views to open green space behind, consider the golf course to be an extension of their lands and views. Yet residents must remember that these courses are private lands. In this type of situation, it's important that the land developer liaise with existing neighbours.

To inspire harmonious interaction, we conducted a very extensive communications process that involved one-on-one discussions with more than 400 households, as well as group meetings. First and foremost, we wanted to let them know that we are taking extensive steps to protect – and enhance – the natural components of the property.

> Geranium has designed the community and the homes to maintain the character and cachet of their prestigious surroundings..

We have set aside nearly half of the re-envisioned Allegro land as open green space with an extensive system of off-street trails that connect to the Oak Ridges Trail System. Where these open green space areas were formerly private, once the site is developed, they will be placed in public ownership.

We also pointed out that in other golf course transformations of this type, the impact on existing homes from a resale perspective has been positive. Toward this goal, Geranium has designed the community and the homes to maintain the character and cachet of their prestigious surroundings.

Our Allegro community will introduce a new vitality to this neighbourhood, with a combination of single-family detached homes on 51- and 62-foot lots and, later on, a seven-storey condominium building closer to Yonge Street, near to transit and existing condos and shops. Another benefit is that adding new households to the area also positively impacts local businesses along Yonge Street.

New home developments have to meet the criteria, regulations, tests and approvals set out by all levels of government. In the case of a golf course, the master plan has to be innovative, as we may need to incorporate unusual shapes and sizes of individual lots. The installation of servicing and transportation must be done carefully, respecting the existing surrounding neighbourhood conditions. As with any new home community site, grading and ensuring appropriate soil conditions and water quality also affect development.

In all residential development, whether infill or not, developers must adhere to the stipulations set out by the government. In the end, we think long term to ensure a win-win situation, with homes and infrastructure that meet the needs of the existing community, governments and our future homeowners, today and in the many years to come.

Cheryl Shindruk is executive vice president, land development for Geranium. Celebrating 40 years in business Geranium has created master-planned communities including more than 8,000 homes in Ontario. Geranium.com

Rachelle Larocque

From: Krystyna Miedzyblocki
Sent: February 9, 2020 11:34 PM
To: council
Cc: Rachelle Larocque
Subject: Golf Course Development
Attachments: article.pdf

WARNING: This email originated from an external sender. Official email from City of Welland email accounts will not begin with this warning! Please do not click links or open attachments unless you are sure they are safe!

Dear Mayor and Council Members,

We, residents of the Highlands are troubled with the application for the development of the former Hunter's Point Golf Course. This application does not take into consideration the established community which to date was the only development in Welland geared toward older residents and is almost entirely populated by the retirees. The submitted plans show the new, family oriented and densely populated development in closed vicinity to our community. What's even worse, the applicant proposes the existing block 764, occupied by the golf course Club House and adjacent parking lot, to be converted into mixed use (residential & commercial). As you can see, this block 764 is located on the south side of the Daimler Parkway, while on the north side there is our Community Centre building, several residential houses and entrances to both street of our Community (Old Course Trail and Perth Trail), as well as to Lochness Court. Within the entire former golf course land there is no other location for such use, which would affect our establishment in such negative way as the proposed.

In my letter, I am not mentioning proposed conversion of existing pond (with established wild life habitat) into water retention pond, or traffic issues, as both these topics are already covered in the GWD submission.

We strongly believe that any new development should be in agreement with the existing development in the area, as well as respect the environment. The responsible developer would plan his development according to these principles. As an example, I am attaching the article about the redevelopment of the golf course in Aurora, where new development was planned in the way, as to minimize the negative impact to the bordering residences. Unfortunately, we do not see this, or any consideration of our well established senior residents Community in the submitted proposal of the former Hunter's Point Golf Course redevelopment.

Please consider our plea when reviewing the redevelopment submission. Our future is in Your hands.

Sincerely,

Krystyna and Radoslaw Miedzyblocki

6 Perth Trail

NJS
9 Feb, 2020

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APPENDIX

6.1.3.2.B

Woodland Protection and Conservation

Welland supports conservation and improvement of woodlands by:

i. Enacting and maintaining a tree cutting By-law regulating the destruction or injuring of trees in woodlands less than 1.0 hectare in size; and,

ii. Where a woodland is greater than 0.5 hectares in size is located on, or adjacent to, lands which are the subject of an application for a plan of subdivision, a consent, site plan approval or a development permit, the applicant shall be required to prepare a Tree Saving Plan as a condition of approval. A grading or building permit shall not be issued unless the Tree Saving Plan has been approved by the City. If an Environmental Impact Study has been approved for the development, the Tree Saving Plan shall be in accordance with the recommendations of the EIS and in accordance with the

City and Regional By-laws as well as Policy 6.1.2.3.i).

There is no accommodation for this tree stand in the plan. *6.1.2.3.H* Tree Saving Plan

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Rachelle Larocque

From:
Sent: February 10, 2020 6:33 AM
To: Rachelle Larocque
Subject: Hunters Point Development
Attachments: Lochness lake NJSmit.pdf; ELC Unit 8a Trees NJSmit.pdf

WARNING: This email originated from an external sender. Official email from City of Welland email accounts will not begin with this warning! Please do not click links or open attachments unless you are sure they are safe!
Good Morning Rachelle,
Attached please find 2 reports after reviewing the EIS by Beacon Environmental. I think the challenge will be to find an unbiased qualified Field Biologist who will say that Lochness Lake is not a Significant Wildlife Habitat.

Regards,

Nick

Nick

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Table 7. Turtle Survey of Ponds on the Subject Lands

Pond	Midland Painted Turtle	Snapping Turtle	Red-eared Slider
6a	37	1	
6b	38	2	
6c	10	3	
6d	6	1	
6e	88	9	2
6f	2		
6g	10		

$

C/ ' $ - E (?0' A$23' 1$ - 90;' A$_5$#02FF?08$C9<:' 1)$C/ ?1$@?:$(' $20$90A' ≪ F< 1' 0;2;? 0$ H$/ ' $
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F- F9:2;? 0$ H$#02FF?08$C9<:' 1$@ - $(' .- E ' $< F< A9.; ?>' :=$2.; ?>' $2;$2(- 9;$_%$=' 2<1$ H$28')$
#02FF?08$C9<:' 1$@?/ 2 2<2F' . ' $4 9;' <1/ ' ::6$1?' $: - 1' $- $_$H - ;$?0$ 21$2:1- $(' ' 0$1' ' 0$20A$
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- 0$W.' 201$+?1/ 6$20A$#F' .? 1$2;$7 ?13$?0$W0;2<? $#Z7 W6$?/ #),#%&'&9,%&)'4#Z7 Z6)$C/ ' 1' $
28' 0.?' 1$1/ - 9:A$(' $ - 0;2. ;' A$20A$2::$/ ' $+2.; 1$F< 1' 0;' A)Z< F< 1' 0;2;?>' $H <$/ ' $O90;' <1$5- ?0;$
20A$19≪ 90A?08$ - E E 90?=$1/ - 9:A$(' $F2<;$ H$/ ' $- 0>' <12;? 0$H <$<201F2< 0.=$F9<F- 1' 1)$
$
W0' $- E E ' 0;$ H$- 0.' <0$+ E $X&W$?0$20$ M$E 2?$ I./ 208' $?1Y$
TX<2?0?08$2$+?1/ $(' 2<?08$23' $@ 9:A$ ' <;2?0:=$< K9?< $< >? @$(=$X&W)`$
$
$
! ?3$# E ?L$S/ X
V5$U280- :?2$ 20' $ Thaddeus J Smith

APPENDIX A

Lochness Lake(6e) Over the Years

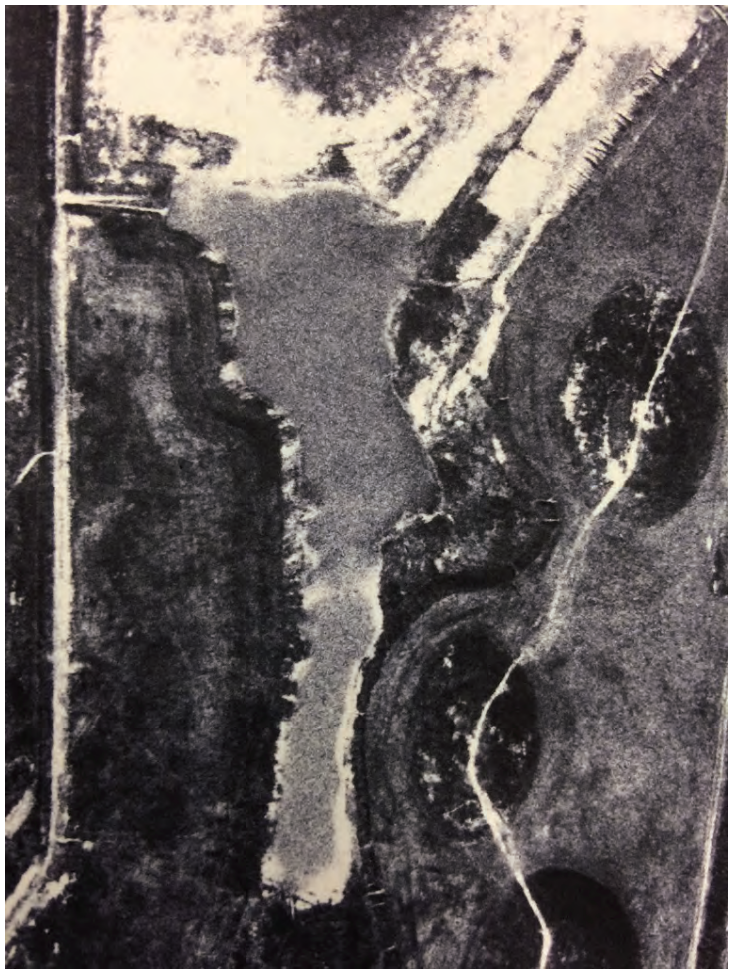
1971



1975

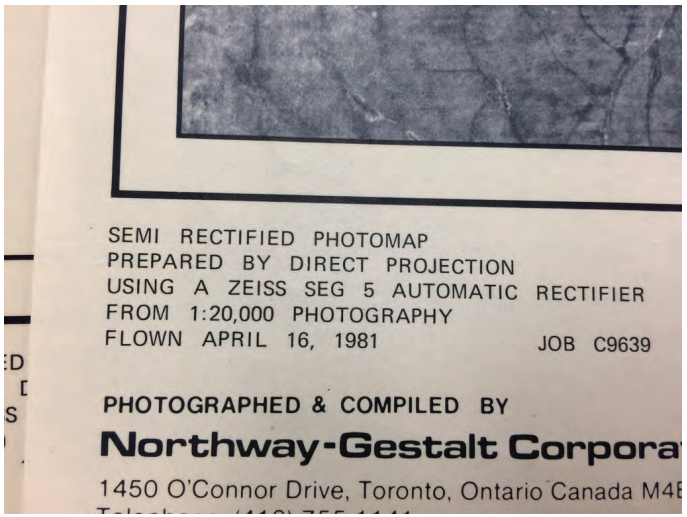


1976



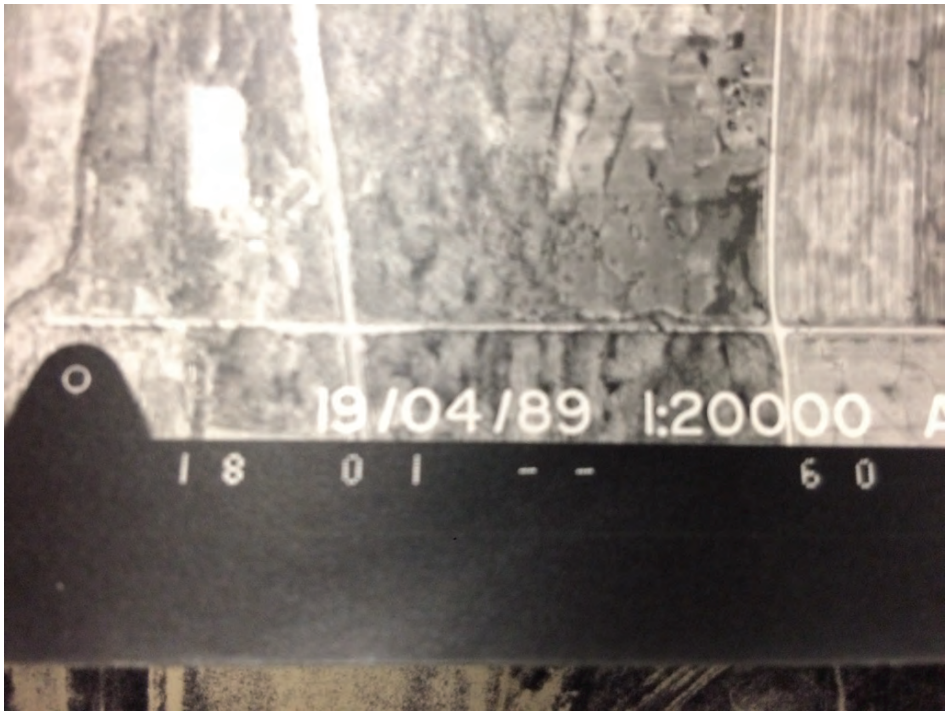


1981


SEMI RECTIFIED PHOTOMAP
PREPARED BY DIRECT PROJECTION
USING A ZEISS SEG 5 AUTOMATIC RECTIFIER
FROM 1:20,000 PHOTOGRAPHY
FLOWN APRIL 16, 1981
JOB C9639
PHOTOGRAPHED & COMPILED BY
Northway-Gestalt Corpora
1450 O'Connor Drive, Toronto, Ontario Canada M4E



1989



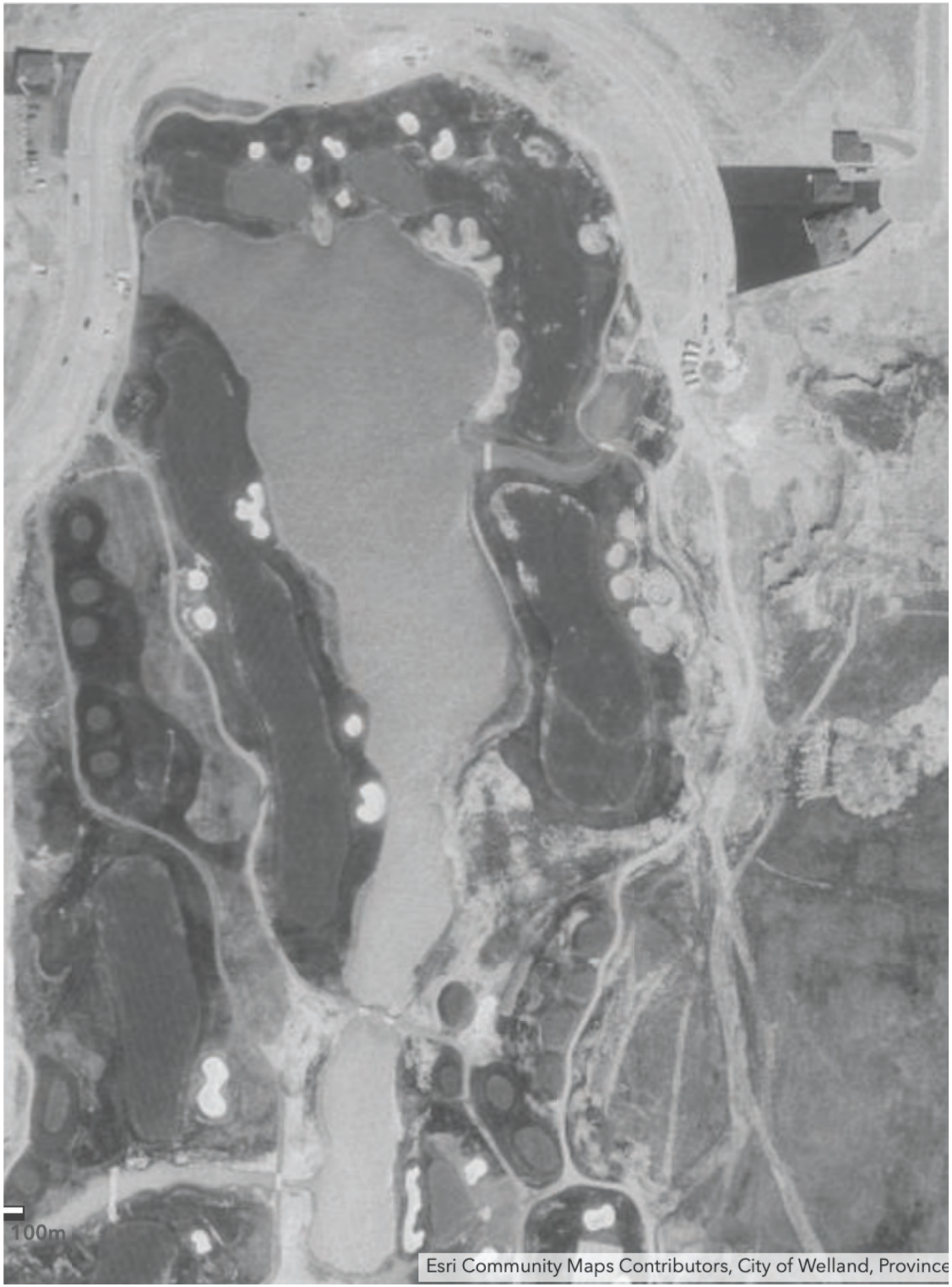


1994





2000


100m
Esri Community Maps Contributors, City of Welland, Province

Review of Environmental Impact Study (EIS) Hunters Pointe, City of Welland, Niagara Region

for The Hunters Pointe Landowner Community:

Presenting an alternative development plan using an Ecosystem Approach



8 Trees Inc.

Review of Environmental Impact Study (EIS) Hunters Pointe, City of Welland, Niagara Region

for The Residences of Magnolia Lane:

Presenting an alternative development plan using an

Ecosystem Approach

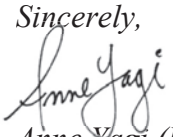


8 Trees Inc.

Declaration

8Trees Incorporated completed, the Environmental Impact Study review, analysis and proposed alternative ecosystem approach for the Residences of Magnolia Lane group. The development group purchased an 18-hole golf course and has applied for an Official Plan Zoning Amendment to change the current zoning from "Community Open Space" to residential and commercial zoning encompassing the entire subject lands. The application does not include protecting any current environmental or social values and is a high impact on natural heritage features and functions. Based upon the available information from the EIS and on-line sources, the development is not sustainable, nor can the existing infrastructure including sewage treatment and transportation system support the land use changes as proposed. On the other hand, the ecosystem approach we propose will not harm existing environmental or social values and puts forward a sustainable environmental planning approach for consideration by the City of Welland and Region of Niagara.

Sincerely,



Anne Yagi (EP)

President

8Trees Inc.

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Background

8trees Incorporated was hired by the Magnolia Lane residents to review the EIS prepared by Beacon Environmental. 8trees Inc. is a local nongovernment environmental consulting company (established in 2016) under the leadership of Anne Yagi. 8Trees offers a variety of expertise in system ecology, fisheries, wetlands, reptile and amphibian ecology (See attached CV's). Anne is an ECO Canada certified Environmental Professional in the areas of Natural Resource Management, Research and Development and Fish and Wildlife. She has over 35 years experience in fish and wildlife management as a provincial biologist stationed in the Niagara region. As part of the peer reviewed certification process, Eco Canada requires their professionals to follow a professional code of ethics (www.eco.ca). The code of ethics involves finding reasonable solutions to balance environmental and development needs.

The purpose of this review is

- to establish whether sampling protocols were followed and whether the results provided justify the conclusions of significance or not.
- Identify important ecological functions not considered (i.e. knowledge gaps)
- Identify where additional studies, consultation and quality control is needed.
- Provide an Ecosystem Approach Option for the development plan.

Importance of an Environmental Impact Study (EIS)

An Environmental Impact Study (EIS) is an important document that outlines the existing natural features and functions of a defined area (subject lands) prior to development. The process involves ensuring provincially significant and other nature heritage values are protected within the context of development planning. The Niagara Region has developed the EIS requirements to follow, that are based upon a policy framework that aligns with the Planning act and the Provincial Policy statement (PPS), and is tailored to maintain a healthy landscape in the Region of Niagara.

Within a broader landscape context, a "Core Natural Heritage" system was mapped by provincial biologists and environmental planners based upon the presence of provincially significant features (e.g. water courses, wetlands, Areas of Natural and Scientific Interest (ANSI's), escarpments, shorelines, valleys, flood plains and publicly owned lands). Standard minimum size criteria and distances between features were used to determine whether to include (or not) a feature within the core natural heritage system (See Oak Ridges Moraine Natural Heritage system methods). In this regard each development plan is reviewed against a standard set of criteria for potential impacts on the core Natural Heritage System.

Other natural heritage features, even those not included in the core natural heritage system are also evaluated within the context of an EIS. However, areas within the core have a higher level of protection because connectivity is considered in the screening assessment of

environmental values. An EIS is only as good as the framework (i.e. screening criteria) provided by regional government for which to assess against a site's natural heritage values. This is the context to which a consultant uses to base their EIS report. Most of the criteria involve determining the presence of a unique feature or species "presence or absence" or abundance within or nearby the natural heritage feature. The main problem is a lack of information regarding, data on species occurrences and evaluating the presence of important habitat features in an unbiased manner.

The provincial Natural Heritage Information Centre (NHIC) maintains a species occurrence database that is relied upon during the preliminary scoping of an EIS. However, NHIC is not necessarily up to date in entering past observational data. And not all areas in the province have been surveyed for rare species. There are gaps in the knowledge of species locations and their rarity. Therefore, local studies involving data collection by consultants or the public are important for supplementing and updating the provincial database. The EIS process relies upon data and the objective interpretation of the data in order to complete a fair assessment of environmental values. The better the EIS the better the planning outcome.

Periodically an EIS(s) process involves consultation with provincial or federal agencies, conservation authorities and species experts to help define the parameters of the EIS, such as what species at risk should be looked for and the methods needed for a specified species, area, or habitat. However, the province (or other experts) do not necessarily have an opportunity to review how the information they provided was used or interpreted during the EIS process. Often an EIS lacks quality control. The data information goes in one direction and is not necessarily circulated back for review and comment. The review and approval of the EIS is completed by local municipalities and the Region of Niagara which may not have the expertise. Which also means the entire development process from application to defining EIS criteria and issuing permits, is contained within local and regional governments. To improve the outcome quality, an EIS should contain written correspondences between the consultant and all agencies or experts involved in the pre-consultation and information gathering process to determine whether the results, context and recommendation are justified within the EIS (i.e. agreement on studies, methods and interpretation of results) to ensure an objective and unbiased process.

The Regional government is also responsible for determining whether there is sufficient capacity within the existing infrastructure (water, sewage, waste management, hospital services, transportation services, long term care facilities, emergency services, schools) to accommodate increased urbanization growth. There is largely no external review of the development process, unless a development also triggers a regulatory review by other agencies such as the Niagara Peninsula Conservation Authority (NPCA), Department of Fisheries and Oceans (DFO), Environment and Climate Change (ECC), Transport Canada, Ministry of Municipal Affairs and Housing (MMAH), Ministry of Transportation (MOT), Ministry of Environment Conservation and Parks (MECP) or the Ministry of Natural Resources and Forestry (MNRF).

Agencies, individuals, landowners or community groups that are opposed to a development decision can file an appeal to the Local Planning Appeal Tribunal (LPAT) which is

an independent administrative tribunal responsible for hearing appeals on a variety of contentious municipal matters. An appeal must relate to how a municipal or approval authority decision is inconsistent with the Provincial Policy Statement, does not conform/conflicts with provincial plans or does not conform with an applicable official plan.

The Beacon Environmental Impact Study (EIS)

The EIS explains, what, where and how Beacon approached the tasks of evaluating the significance of natural heritage features within the subject lands. They completed all the recommended surveys such as,

- Ecological Land Classification (ELC) mapping (as per MNRF NHIC methods)
- Tree snag surveys for bats (as per MNRF methods)
- Technical acoustic surveys for determining absence of species at risk bats (as per MNRF methods)
- Breeding Bird Surveys (Environment Canada Marsh Monitoring Protocol)
- Night Surveys for Whip-poor-will and Common Night Hawk (as per MNRF methods)
- Amphibian calling surveys (Environment Canada Marsh Monitoring Protocol)

They also completed haphazard or incidental studies without a specific standardized protocol to follow to evaluate the presence of

- turtles near potential wintering sites
- snake's presence using coverboards
- fish surveys and fish habitat.
- floral inventory
- incidental mammal and non-breeding bird surveys.

Haphazard or an incidental data collection approach is often suitable when specific protocols are not well established or are challenging to apply within a given landscape. Provided they are conducted during the right time of year, search correct habitats and provide sample frequency information, this approach can be very useful. In total they spent 22 days collecting data in 2018 from Feb 16th to Sep 20th. In addition, they conducted 10 bat acoustic survey monitoring nights. In total there are 32 days of data collection for the subject lands (Table 1).

Table 1: Summary of Data Collection Schedule Derived from various section of the EIS Report. The grey shaded columns are night surveys. Floral, and snake surveys were completed haphazardly (while on site doing other planned studies) and details are not provided to populate the table. Mammals and non-breeding bird observations were also incidentally collected during the study period.

	16-Feb-18	03-Mar-18	11-Apr-18	23-Apr-18	27-Apr-18	16-May-18	21-May-18	23-May-18	27-May-18	28-May-18	29-May-18	01-Jun-18	02-Jun-18	03-Jun-18	04-Jun-18	05-Jun-18	06-Jun-18	07-Jun-18	08-Jun-18	09-Jun-18	10-Jun-18	11-Jun-18	19-Jun-18	20-Jun-18	10-Jul-18	07-Sep-18	18-Sep-18	19-Sep-18	20-Sep-18
Bat Habitat	×	×																											
Amphibian			×						×															×					
Turtle				×	×	×	×		×											×									
Bat Acoustic												×	×	×	×	×	×	×	×	×	×	×							
Fish Surveys																										×		×	×
ELC								×															×						
Staking																											×		
Fish Habitat										×																			×
Breeding birds						×			×											×				×	×				
Whip-poor-will and Nighthawk											×	×																	
Floral																													
Snakes																													
Mammals																													
Salamander																													

All sampling protocols require an adherence to specific criteria in order to properly interpret the results. This is where the EIS needs improvement and clarity. The following is our interpretation of the data contained within the EIS or readily available from online public datasets or agency reports. The following data sources were used:

- Lee, H.T. et al. 1998. Ecological Land Classification (ELC) for southern Ontario
- NPCA Watershed explorer Mapping
- Lands Information Ontario (LIO)
- Environment Canada Amphibian 2018 Monitoring results for Niagara Region in the vicinity of the subject lands
- Environment Canada 2018 weather data from Welland Airport (hourly wind and temperature) and Port Colborne (daily precipitation)
- Niagara Region Sewage Treatment Plant Operation reports
- Ontario Nature Reptile and Amphibian species occurrences data
- NHIC species Data Records and updated SARO list of endangered, threatened and special concern species
- Local community observation of species occurrences on subject lands (Appendix 4).
- Bioregional species lists (Appendix 5)
- Ontario Ministry of Natural Resources Wetland (OWES) Data Records for Welland River Between the Canals and Atlas Wetland
- Guelph District Bat Acoustic Monitoring Protocols
- Environment Canada Amphibian Monitoring Protocols
- Yagi A.R. [updated 2016]. Niagara Region Fish Habitat Types with Management Rationale, Ontario Ministry of Natural Resources unpublished manuscript.
- Yagi A.R and C. Blott. 2012. Niagara River Watershed Fish Community Assessment (1997 to 2011) Ontario Ministry of Natural Resources unpublish report 168pp + appendices
- Yagi A.R and C. Blott. 2008. Niagara River Watershed Fish Community Assessment (2003 to 2007) Ontario Ministry of Natural Resources unpublish report 197pp.
- Field visit to confirm linkages to river and upstream areas to the south and west.
- Green D.M., A.R. Yagi and Hamel S. Green, David M., Anne R. Yagi, and Stewart E. Hamill. 2011. Recovery Strategy for the Fowler's Toad (*Anaxyrus fowleri*) in Ontario. Ontario Recovery Strategy Series. Prepared for the Ontario Ministry of Natural Resources, Peterborough, Ontario. vi + 21pp.
- Yagi A.R, A. Brant and R. Tervo. 2009. Niagara Region Natural Areas Inventory Reptile and Amphibian Study 2006 to 2008. Ontario Ministry of Natural Resources and Land Care Niagara unpublished report for the Natural Areas Inventory prepared for the Niagara Peninsula Conservation Authority 78pp incl. separate Map appendix.

Ecological Land Classification (ELC)

ELC is a standard method to communicate the characteristics and provide mapping standards for vegetation communities in southern Ontario. ELC provides a minimum size of 0.5 ha (~ 1.2 acres) for vegetation community mapping. Although smaller units can be mapped, they should have unique characteristics, habitat attributes or ecological functions. The EIS defines communities to a very fine scale which more than meets the needs for mapping.

Another aspect of characterizing ELC communities is site history. This is a determination by the evaluator on whether the ELC community is anthropogenic. When a site is anthropogenic and has mostly invasive exotic species present, horticulturally based, or other characteristics such as drains, plough furrows are obviously present, and it is termed a "cultural" ELC community. Cultural communities are often viewed as less important and are often selected for development. The decision to classify an area as "cultural" instead of "natural" can be subjective. For example, when the community has naturalized over a long period of time and native species are found using the site. Interpreting and reviewing historic air photos can provide an additional perspective.

For example, Fig. 1 compares present day air photo imagery to 1934 imagery. The pond outlined in blue and an ELC classified cultural community outlined in green. On the left is 2018 imagery and on the right is 1934 imagery. The green outlined community was part of a swamp community. Therefore, this is not cultural, it is a natural ELC community currently in an early state of succession.



Fig. 1 Present day air photo with the pond and ELC classified cultural community outlined in green. On the left is 2018 imagery and on the right is 1934 imagery. The Green outlined community was part of a swamp community. Therefore, this is not cultural, it is a natural ELC community currently in an early state of succession. Air photos from Google Earth.

For example, Fig. 2 compares historic air photo imagery of the Hunter's Pointe pond 6e (i.e., Loch Ness). Left is 1971 and on right is 1975. There were many changes in this area in the 1970's with the creation of the Welland Shipping Canal bypass in 1973. The Lake was created during this time in order to accommodate changes in RXR crossing orientation. The outlined areas were traced to account for present day locations of pond 6e and an ELC community (green outline) described in EIS as cultural is present. The ELC community is a naturalized early successional swamp community that is at least 50 years old and the pond is 47 years old.



Fig. 2 Historic air photo imagery of the Hunter's Pointe pond 6e (i.e., Loch Ness). Left is 1971 and on right is 1975. There were many changes in this area in the 1970's with the creation of the Welland Shipping Canal bypass in 1973. The Lake was created during this time in order to accommodate changes in RXR orientation. The outlined areas were traced to account for present day locations of pond 6e and an ELC community (green outline) described in EIS as cultural is not cultural. The ELC community is a naturalized early successional swamp community that is at least 50 years old and the pond is 47 years old. The red circle is the connecting channel from the main pond to the water course which flows into the Welland river. Air photos courtesy of Brock University map Library.

Surveys To determine the Presence or Absence of Species at Risk Bats. Once ELC communities are found that indicate the potential for bats to be present (swamp communities, woodlands, especially large oak dominant woodlands), then a tree snag survey is required. The survey must be completed when all the leaves are down (late Dec to March). The presence of large trees with cavities identified from that survey then prompts a detailed acoustic survey. This is a very technical survey requiring specific equipment and settings to survey the correct frequencies for the 3 endangered bats. This protocol requires 10 survey nights, sampled continuously for 5 hours per night, during the month of June and on nights > 10°C air temperature, with very little wind, and no rain in order to **prove absence**. Proving absence is a

very challenging task from a biological perspective especially when the habitat is deemed suitable and species at risk are uncommon because they are declining throughout their range. Proving "a probability" of absence is allowed within the provincial protocol however the sampling must prove a close adherence to required protocol methods and may require a review of technical data by provincial or other species experts following data collection.

A bat acoustic survey protocol is.

- evenings between June 1st and June 30th,
- commencing after dusk and continuing for 5 hours.
- occur on warm/mild nights (i.e., ambient temperature >10°C)
- with low wind
- no precipitation
- At least 10 visits on nights that align with the above conditions where no SAR bat activity is detected are required to confirm absence

The EIS did not provide any environmental data to support the sampling period was within the protocol limits. Nor did they provide any documentation by MNRF or an expert in bat acoustic surveys that they reviewed the acoustic files and accepted their findings of **absence**. Table 1 indicates that the consultants sampled for 10 days in a row in June and used the appropriate equipment 4 stations/ha and night survey length. However, it was claimed by the consultants that the 3 species of endangered bats, call within the 40 kHz range, and they did not manually check frequencies above this range and provided no details in the EIS on the frequencies they did encounter, other than stating their conclusions that only common species were detected. Yet, according to other researchers the three endangered *Myotis* sp. use frequencies between 40 and 85 kHz.

In addition to our concern over the interpretation of the recorded data, we reviewed the environmental conditions recorded from the nearest weather station for the sample period which is at the Welland Airport (~ 9 km SW). Wind speeds during the sample period beginning at dusk over the next 5 hours are shown in Fig. 3. At least four to six of the survey nights had wind speeds greater than 5-10 km/h which will affect survey results with fewer bats flying on windy nights or additional noise recorded affecting data quality and acoustic detection of bats. Air temperatures for all but 1 night dipped below 10°C. Rain also occurred on June 3, 4, 5th however, the time of the rain events was not available from the local weather stations. Rain may have occurred outside the sampling period. Due to high winds and low temperatures, the best days to detect bats within this time frame was only from June 06 to June 09 (3 days) and not the required 10 days. Documentation from MNRF or other bat acoustic experts that support the consultant's conclusions would alleviate these concerns. Note bat monitoring guidelines by Ontario: https://www.ontario.ca/page/bats-and-bat-habitats-guidelines-wind-power-projects#section-1

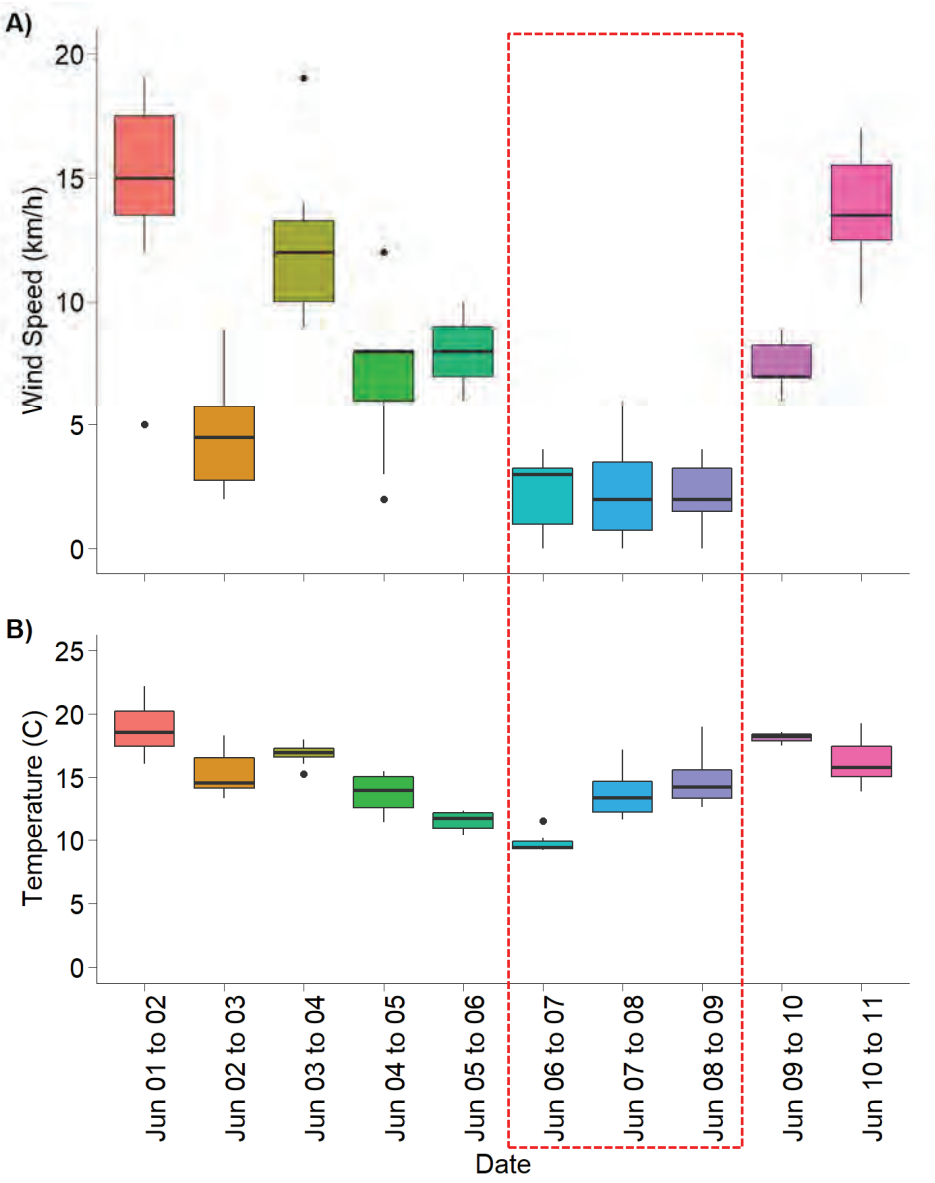


Fig. 3 Mean Wind Mean wind speed (A) and average air temperature (B) collected from the nearby weather station in Welland for the evenings of June 1 to June 11, 2018. Due to high winds and low temperatures, the best days to detect bats within this time frame was only from June 06 to June 09 (See red box).

Breeding Bird Survey

The consultants did not provide any details surrounding the environmental conditions during the breeding bird surveys except for the night surveys for Whip-poor-will and the Common Night Hawk. Otherwise their findings reflect the habitats on the subject lands (grasslands, ponds, swamp and woodlands). Their conclusions are justified with the recognition of species at risk breeding birds using the subject lands, specifically Eastern Meadowlark and Barn Swallow. These species warrant habitat consideration in the development plan. What is missing is observations from the local community such as Bald Eagle and Osprey observations which indicate they are feeding on fish from the ponds (Fig. 4). However, the fish survey did not find large fish (See Fish Survey Section). Documentation from MNRF and MECP or other species experts, supporting the conclusions and recommendations would accommodate these concerns.

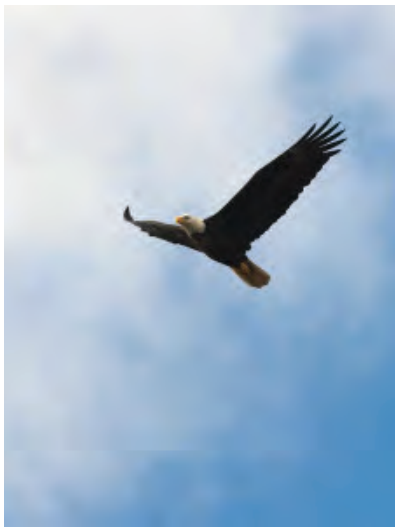


Fig. 4 Bald eagle Flying over Hunters Pointe lands. Photo from https://savehunterspointe.wordpress.com/hunters-pointe-wildlife/

Turtle Spring Basking Survey

Basking surveys for confirming overwintering habitat use by turtles need to be conducted from April to May. The first species to emerge from hibernation and begin breeding is the Spotted turtle, which was not found and not expected to occur on this site (Yagi and Litzgus, 2012). The second species is the Snapping turtle followed by the Midland Painted turtle. The consultants completed haphazard surveys for turtles in April and May which should adequately cover emergence periods. However, they provided no sample effort data, environmental condition context and therefore the numbers of individuals provided have no relative meaning. Multiple individuals observed may have been counted multiple times because no turtles were individually marked. Two of the species confirmed using habitats on the subject lands are designated as Special Concern species and protected under the Endangered Species act (ESA) and the Fish and Wildlife Conservation Act. They are the Snapping turtle and the Midland Painted turtle.

There is the potential for two other species at risk turtles to use the habitats on site, they are the Common Musk turtle and Blanding's turtle. The nearest record for the Common Musk turtle was Lyon's Creek in the vicinity of Montrose Rd. The nearest Blanding's turtle record is in Wainfleet (west) near the Welland River and Niagara Falls (east) near Lyon's Creek. All turtle observation records were recent (2008 to 2014) and not necessarily available from NHIC database. **Given the dates surveys were conducted, we agree that all ponds located on the subject lands have the potential to be hibernation habitat for turtles.** Further, turtles exhibit hibernation site fidelity, which translates into the ponds being critical habitat for turtles, places they rely on year after year for successful hibernation (Yagi and Litzgus, 2012).

Excessive mortality of adults has increased the extinction risk of these species. The removal of ponds used by hibernating turtles will cause displacement and subject the turtles to over winter mortality by forcing them to search for and find new sites. The new sites are not part of their home range and are of unknown quality. This places turtles at an increase risk for predation and road mortality. Either the ponds remain protected and corridors maintained in the planning design under the assumption they are hibernation habitat or additional surveys using radio telemetry and mark-recapture methods are needed to confirm hibernation use and site fidelity. Documentation from MECP or other species experts, supporting the conclusions and recommendations would accommodate these concerns.

Turtle Nesting Surveys were not conducted on the subject lands. Local landowners report nesting activity and finding hatchling turtles.



Fig. 5 Nesting Snapping Turtle along Road Right of way within the existing housing area. Photo from https://savehunterspointe.wordpress.com/hunters-pointe-wildlife/ Photo on right is a hatchling snapping turtle found near pond 6e by Nick Smit.

Snake Coverboard Surveys: Snakes are a cryptic species which means they are not often observed when just looking along the ground surface and tend to blend in with their surroundings. Searching around, under and nearby cover objects including natural and anthropogenic objects is an important method to increase the chance of finding snakes. Coverboards are also a useful tool to increase the likelihood of finding snakes, especially in complex habitats with dense cover. The location, size, design, numbers, seasonality and frequency of lifts, can bias the outcome of a snake coverboard study. If the goal is to find the most species, then a variety of sizes and designs and locations should be used. If the goal is to use coverboards to quantify how snakes are using the site than a replicated sampling design is needed.

In a local long-term (annually since 2005) snake coverboard study that 8Trees is managing, eight species are found using coverboards through out the active season (Yagi et al, 2020; Yagi et al, 2009; Yagi and Tervo, 2005). All except one, have a widespread distribution in Niagara and could potentially be found using this study site. In our study, not all eight specie used the coverboards in the first year. For the rarer species it took three years before they were found using the boards. The coverboards are designed to be used by small and large snakes. They do not sit flat or tightly against the ground, because snakes do not dig and can not use them in that condition. We also use large, thick plywood boards to stimulate a thermal microenvironment attractive to large snakes.

The EIS reports the use of 12 coverboards (each 4.56 m^2) for finding snakes in a property that is 85.45 ha (211.2 acres) ha in size, which is very poor coverage (8092 m^2 / 853887m^2 = < 1% area coverage) especially when the distribution of boards did not overlap with each habitat and existing cover objects were not searched. A haphazard sampling approach was also undertaken and the survey results for snakes was poor with only two species found. The results are not surprisingly, poor. And the numbers of snakes reported have no meaning because effort and search factors were not reported (i.e., number of lifts, time of day, weather, poor coverboard design, poor representative sampling of all habitats). Referring to page 5 in the EIS (photograph 2 and 3), the coverboard was obviously flat, tight against the ground likely suitable for the smallest of snakes, if any to use. Except for the Eastern Ribbonsnake most of the rare snakes are thicker bodied especially gravid females.

Species expected to find in this area are Northern Watersnake, Smooth Greensnake, Red-bellied snake, Eastern Ribbonsnake, Milksnake, Dekay's brownsnake and Eastern Gartersnake.

Fish Habitat: Fish habitat is defined in subsection 2(1) of the federal Fisheries Act to include all waters frequented by fish and any other areas upon which fish depend directly or indirectly to carry out their life processes.

The fish and fish habitat protection provisions of the Fisheries Act include:

- a prohibition against causing the death of fish, by means other than fishing (section 34.4);
- a prohibition against causing the harmful alteration, disruption or destruction of fish habitat (section 35);
- a framework of considerations to guide the Minister's decision-making functions (section 34.1); and,
- ministerial powers to ensure the free passage of fish or the protection of fish or fish habitat with respect to existing obstructions (section 34.3).

The EIS confirms fish habitat occurs within the subject lands

- Welland River (Critical fish Habitat)
- Welland Shipping Canal (marginal fish Habitat)
- Connecting Channel to the Welland River (UN-1)
- Ponds 6b, 6d, 6e, and 6g

The EIS confirms changes are planned which may harmfully alter fish habitat and fish on the subject lands (UN-1, 6d, 6b) therefore the Fisheries Act applies and DFO must be involved in the process under section 34.4 and section 35 and possibly section 34.3.

Environment Canada may also be involved because of the loss of species at risk turtle wintering habitat with the loss of ponds and connecting corridors 6a, 6b, 6c, 6d, 6f, 9a, 8a.

The EIS evaluation of the existing connectivity within the aquatic system was subjective, focused on explaining man made obstructions on outflows from pond 6e and excessive weed growth blocking flow in the channel which has not likely been maintained since the golf course ceased operations. A review of historic air photos shows pond 6e as connected since 1973to a channel that outlets to the Welland river prior to the golf course design changes. Therefore, there may be more going on with the fish community than what was presented in the EIS. Since the golf course used to pump water into the main ponds for storage and irrigation, the pumping system likely drew small fish into the system, which likely explains the occurrence of Round Goby in 6e, upstream of the man-made barriers.

A review of aquatic information from NPCA watershed explorer shows at least two aquatic connections to the site from the west and an outflow connection to the river through a flood plain wetland (Fig. 6). An examination of the UN-1 channel at the River indicates a good connection, good substrate and the potential to improve fish habitat throughout UN-1, 6g and into the 6e system (Appendix 2: Jan 2020 Field Investigation).

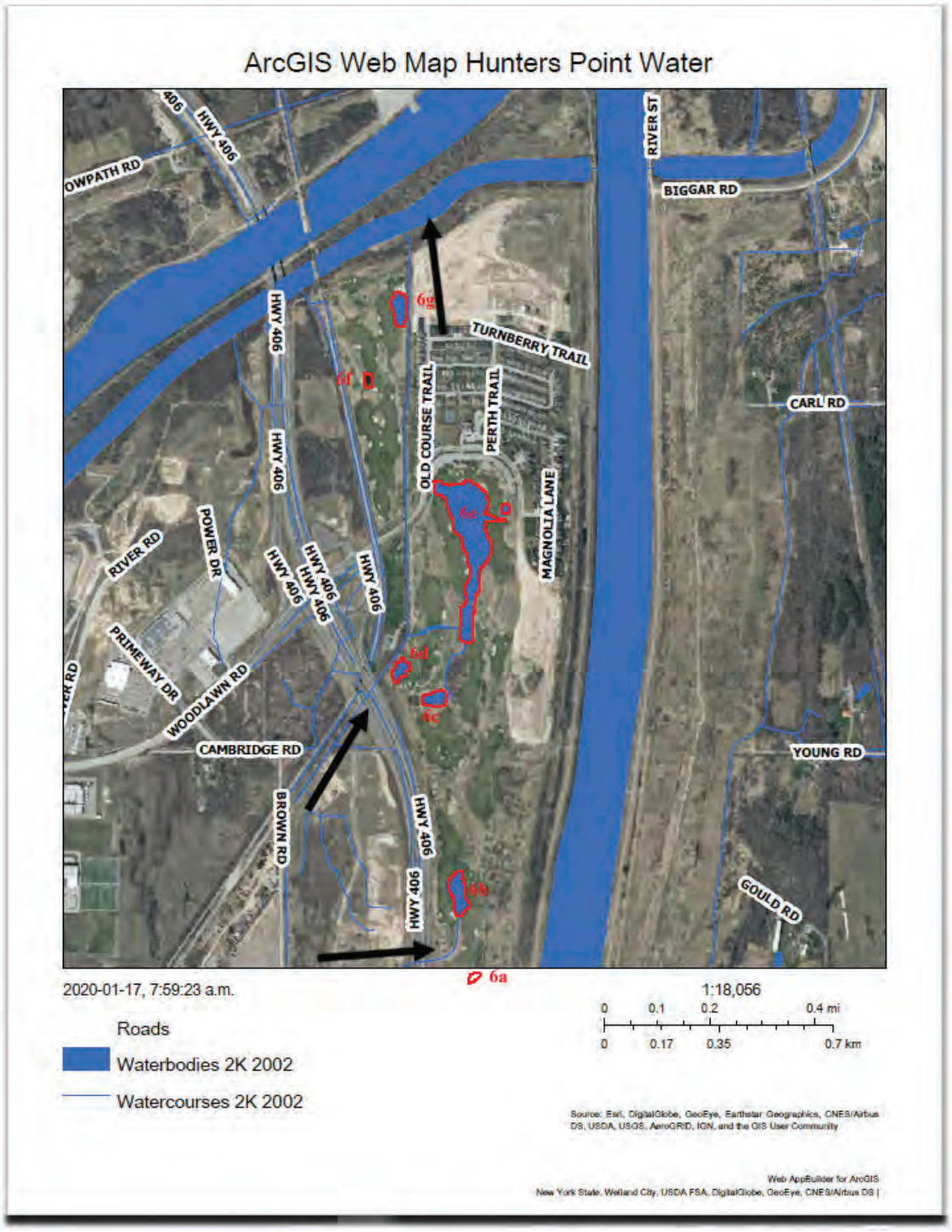
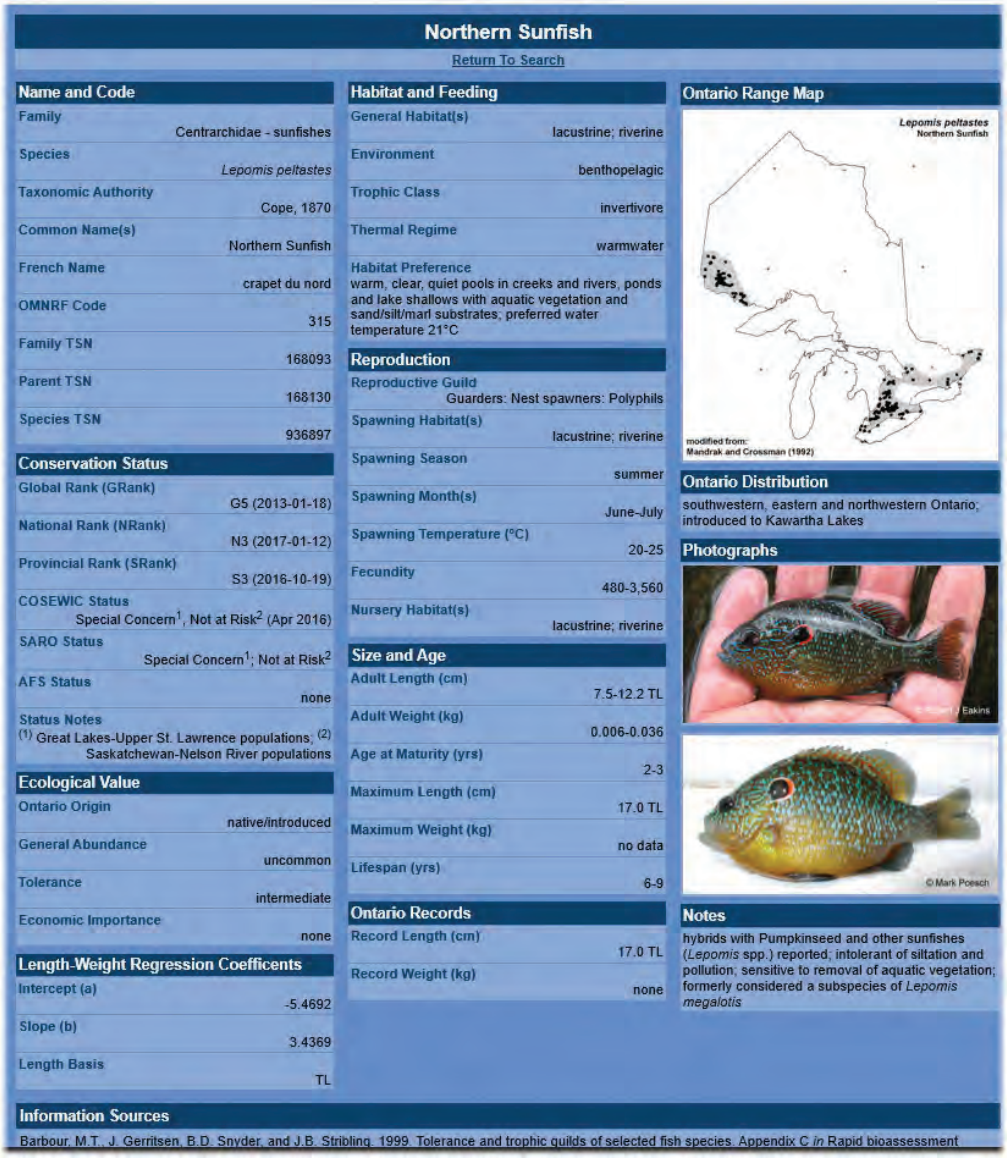


Fig. 6 Aquatic Resources in the vicinity of the subject lands. Black arrows confirm at least two culvert connections from the wet under HWY 406 providing flow to pond 6b and UN-1 and connection through a wetland flood plain at the Welland River interface.

Fish Surveys: The consultants did not provide any sample effort data and therefore the numbers of individuals provided have no relative meaning. Since the fishing gear was not appropriately sized to the habitat, fish species especially large individuals may have been missed. Fish sampling protocols are available to follow (OSAP) but they were not. Although deep and wide ponds are challenging to sample, there are fish sampling techniques available to improve the likelihood of finding them (i.e., sampling such as small boat electrofishing and live trap netting). The site also has potential for rare species presence such as Grass pickerel (SC), Bowfin, Black bullhead, Northern sunfish (SC; Fig. 7), Greater redhorse, Bigmouth buffalo, Lake chubsucker (THR); as well as predatory fish Northern Pike, largemouth bass (Yagi and Blott, 2012 and



Northern Sunfish

Return To Search

Name and Code

Family	Centrarchidae - sunfishes
Species	*Lepomis peltastes*
Taxonomic Authority	Cope, 1870
Common Name(s)	Northern Sunfish
French Name	crapet du nord
OMNRF Code	315
Family TSN	168093
Parent TSN	168130
Species TSN	936897

Conservation Status

Global Rank (GRank)	G5 (2013-01-18)
National Rank (NRank)	N3 (2017-01-12)
Provincial Rank (SRank)	S3 (2016-10-19)
COSEWIC Status	Special Concern[1], Not at Risk[2] (Apr 2016)
SARO Status	Special Concern[1]; Not at Risk[2]
AFS Status	none
Status Notes	(1) Great Lakes-Upper St. Lawrence populations; (2) Saskatchewan-Nelson River populations

Ecological Value

Ontario Origin	native/introduced
General Abundance	uncommon
Tolerance	intermediate
Economic Importance	none

Length-Weight Regression Coefficents

Intercept (a)	-5.4692
Slope (b)	3.4369
Length Basis	TL

Habitat and Feeding

General Habitat(s)	lacustrine; riverine
Environment	benthopelagic
Trophic Class	invertivore
Thermal Regime	warmwater
Habitat Preference	warm, clear, quiet pools in creeks and rivers, ponds and lake shallows with aquatic vegetation and sand/silt/marl substrates; preferred water temperature 21°C

Reproduction

Reproductive Guild	Guarders: Nest spawners: Polyphils
Spawning Habitat(s)	lacustrine; riverine
Spawning Season	summer
Spawning Month(s)	June-July
Spawning Temperature (°C)	20-25
Fecundity	480-3,560
Nursery Habitat(s)	lacustrine; riverine

Size and Age

Adult Length (cm)	7.5-12.2 TL
Adult Weight (kg)	0.006-0.036
Age at Maturity (yrs)	2-3
Maximum Length (cm)	17.0 TL
Maximum Weight (kg)	no data
Lifespan (yrs)	6-9

Ontario Records

Record Length (cm)	17.0 TL
Record Weight (kg)	none

Ontario Range Map

Ontario Distribution

southwestern, eastern and northwestern Ontario; introduced to Kawartha Lakes

Photographs

Notes

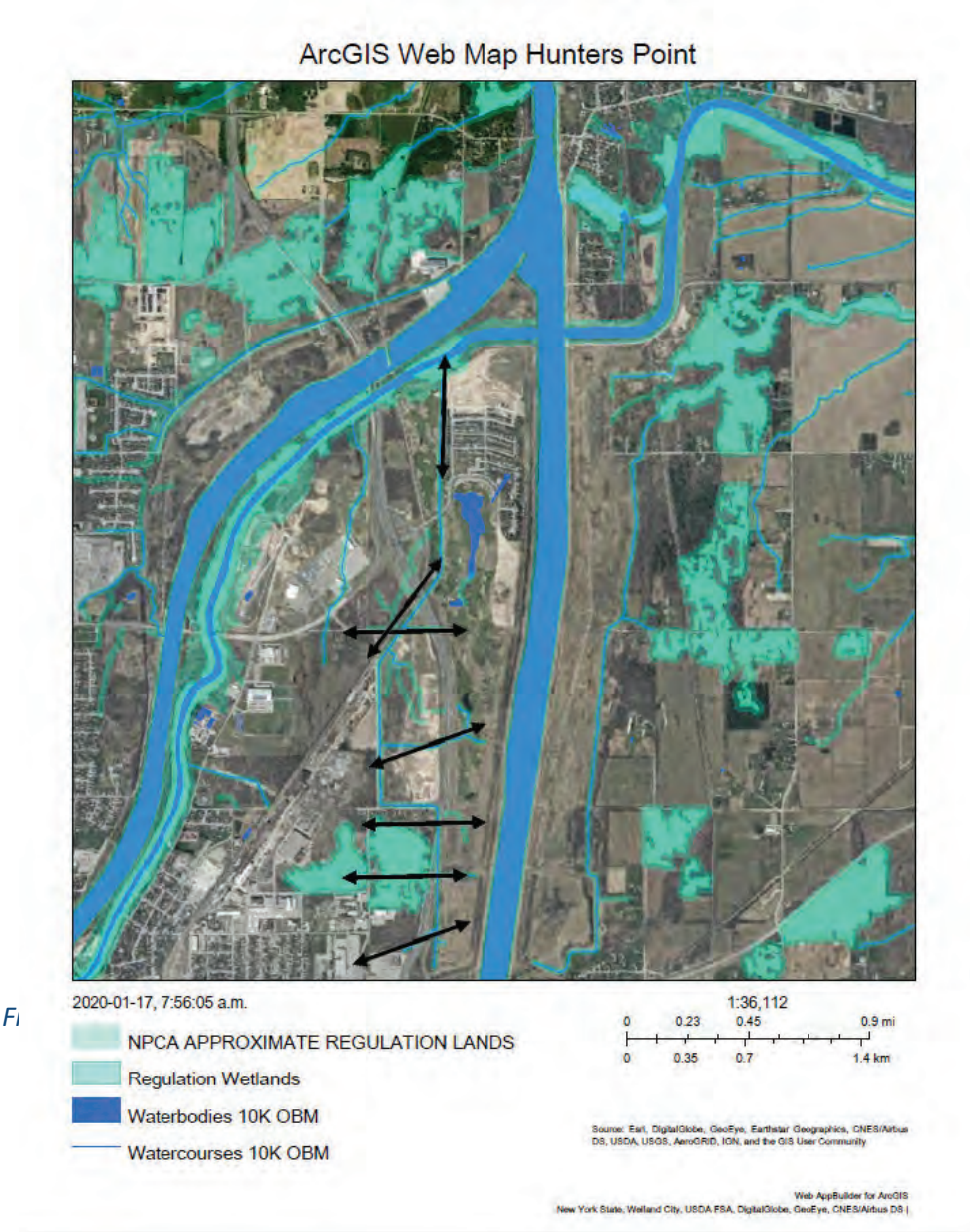
hybrids with Pumpkinseed and other sunfishes (*Lepomis* spp.) reported; intolerant of siltation and pollution; sensitive to removal of aquatic vegetation; formerly considered a subspecies of *Lepomis megalotis*

Information Sources

Barbour, M.T., J. Gerritsen, B.D. Snyder, and J.B. Stribling. 1999. Tolerance and trophic guilds of selected fish species. Appendix C *in* Rapid bioassessment

2008).

Wildlife Corridors: NPCA wildlife explorer mapping suggests there are about seven different terrestrial and aquatic linkages to the subject lands. That is seven times more than for people. The EIS doesn't discuss terrestrial connections. There are also some obvious wildlife corridors within the site ie swamp communities 9a and 8a that warrant further evaluation or protection.



Fi

Fig. 8 NPCA Watershed Explorer indicating potential terrestrial and aquatic linkages and corridors to consider during the planning process. Seven corridors are apparent over all for wildlife movement. Seven times more corridors than for people movement.

Amphibian Calling Survey

The consultants did not provide any details surrounding the survey methods that may have affected their results (e.g. distance setbacks from calling stations to breeding site, how long did they wait to do a count after reaching the calling site, disturbance factors ,sample counts). Although they repeat the temperature thresholds that are stated in Environment Canada's protocols, they do not confirm the environmental conditions, temperature, wind, time, rain during their calling surveys.

Environment Canada's amphibian monitoring protocol relates the number of calling males on a scale 1 to 3. One means individuals can be counted. Two means individual calls are overlapping but still can be counted, three means a full chorus is underway and individuals can't be counted. The consultant did not report any survey counts only the calling codes. Then they related (in error!) that code 1 means poor habitat and code 2 means moderate habitat, code 3 good habitat. **This is not the correct use of this protocol**. The protocol was designed to look at amphibian calling abundances in a standardized manner to look at relative trends on a larger geographic scale and over time. The calling codes only refer to an abundance of calling at that time and in that location under a set of environmental conditions. Many factors affect calling codes, such as wind, rain, temperature and disturbances which are not accounted for in the EIS.

A review of Environment Canada's 2018 Amphibian monitoring data for the Niagara area in the vicinity of the subject lands provides additional insight into the timing and abundance of amphibian calling that year (Fig. 9). Wood Frogs (WOFR) were only recorded twice. Grey Tree Frogs (GRTR) only called four times and only in May and Bull frogs (BULL) began calling

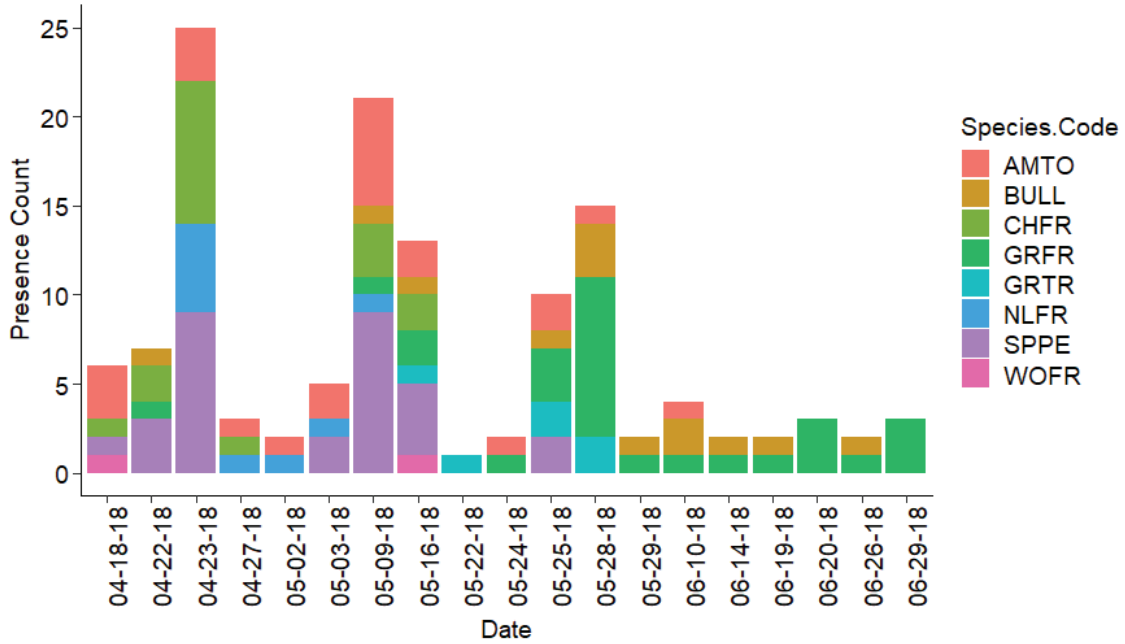


Fig. 9 Amphibian calling Surveys for the Niagara region indicating when the eight anuran species were calling in the vicinity of the subject lands. Wood Frogs (WOFR) were only recorded twice. Grey Tree Frogs (GRTR) only called four times and only in May and Bull frogs (BULL) began calling in May and continued calling well into June. Also note the species that overlap their calling times.

in May and continued calling well into June. Also note the species that overlap their calling times especially in April and May (American toad (AMTO), Chorus Frog (CHFR), Spring Peeper (SPPE) and Northern Leopard Frog (NLFR). Much of the timing of frog calling can be attributed to weather patterns (rain, wind, temperature) and the hydroperiod of water (how long water remains for breeding, tadpole rearing and metamorphosis).

A review of the local weather conditions during amphibian surveys may explain why certain species were not detected (Fig. 10). Amphibian surveys according to ECC protocols are conducted from dusk to midnight. The first temperature threshold for sampling is above 5°C and the earliest group of amphibians to breed are Wood frog, Chorus Frog, Spring Peeper followed by the Northern Leopard frog.

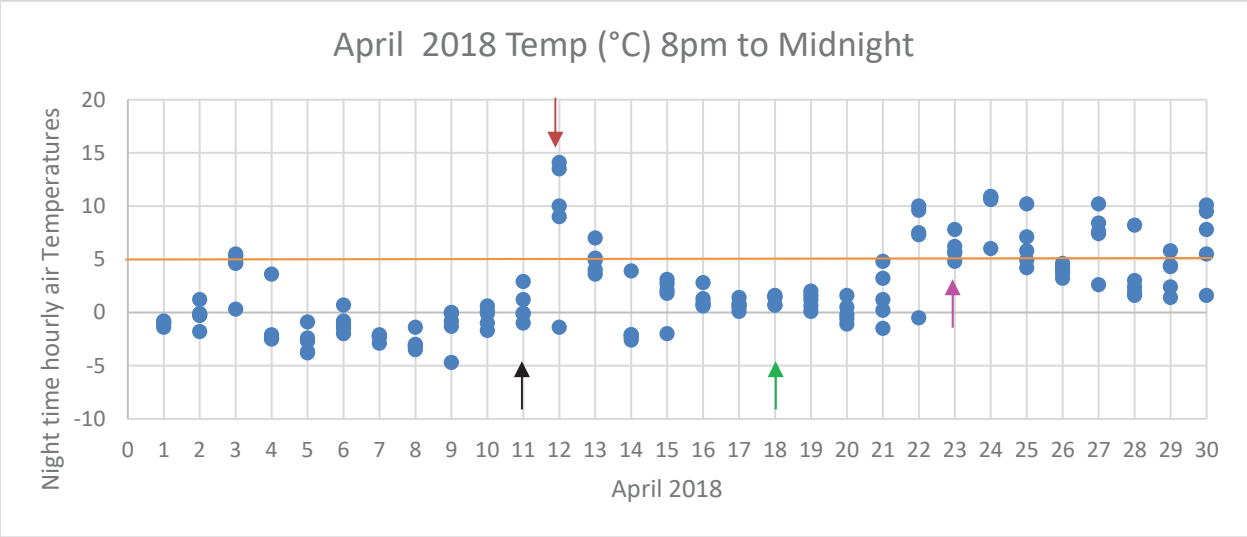


Fig. 10 April 2018 Nighttime Temperatures (8 pm to Midnight). Data from Welland Airport weather station and downloaded from Environment Canada's historic weather data website. The 5C temperature Threshold is indicated by an orange line. The first survey date chosen by the consultant was April 11th (black arrow). The first warm night of the season (red arrow), which occurred on April 12th, 2018. This first warm spell may have stimulated the first calling events records by volunteers conducting the ECC survey on the 18th of April (green arrow) and the largest calling event record was on April 23rd (pink arrow).

The first survey date chosen by the consultant was April 11th. Which was well below the sampling threshold for early calling amphibians and prior to the first warm night of the season, which occurred on April 12th, 2018. This first warm spell may have stimulated the first calling events recorded by volunteers conducting the ECC survey on the 18th of April and they did record wood frogs calling that night. The largest calling event occurred by the early breeders on April 23rd (Fig. 9). April is typically a very dynamic month for breeding amphibians. Since wood frogs were not heard on April 11th, this suggests that the consultants missed the Wood frog calling period as suggested by the local low nighttime temperatures and ECC data from local volunteers.

The second temperature threshold for conducting amphibian surveys is 10°C. This typically occurs near the end of April and into May. The third temperature threshold for calling surveys is 17°C which typically extends from May into June and July (Fig. 11). The Grey Treefrog is a

forest, swamp or marsh pond breeder and requires a longer hydroperiod for egg and tadpole development. In 2018, ECC volunteers first detected Grey Tree frog calling on May 16th and they finished calling by the end of May. May 16th had the highest species diversity of calling males with 7 out of 8 species confirmed calling. Green frogs also began calling in May and have a prolonged calling period well into June. They prefer open permanent ponds for breeding. Bull frogs began calling on May 9th and continued calling sporadically through May then more regularly well into June (Fig. 9 and 12). American toads had the longest calling period extending from April to June. The habitat on the subject lands is not suitable for the Fowler's toad which is the only species at risk anuran in the Niagara Region.

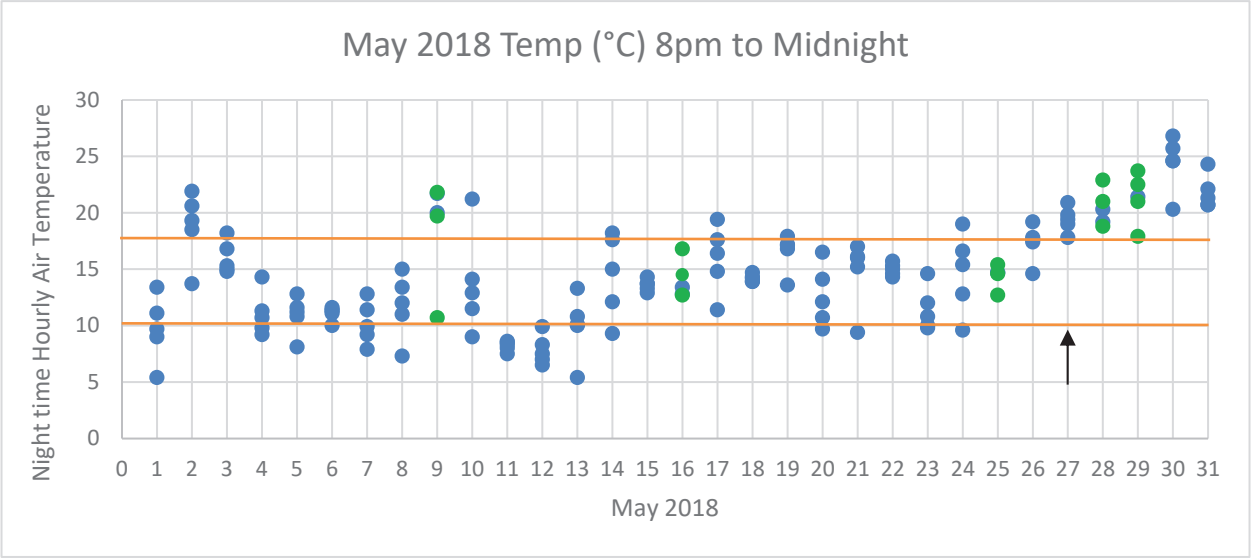


Fig. 11 May 2018 Nighttime Temperatures (8 pm to Midnight). Data from Welland Airport weather station and downloaded from Environment Canada's historic weather data website. The 10C and 17 C temperature thresholds for ECC sampling protocols are indicated by an orange line. Green dots are days when Bull Frog were heard near the subject lands by ECC volunteers conducting amphibian breeding surveys. May 27th was the sample data chosen by the Consultant which was intended to be within the second threshold 10°C sampling period (black arrow). May 27th was at the end of that sampling period.

Tree frogs typically call during the second thermal threshold period and may also have been missed due to the late timing. Also, we are not clear if the "cultural swamp" community (9a, 8a) south of pond 6e was included in the amphibian monitoring sampling. This area may have suitable breeding habitat for Grey tree frogs and other amphibian species but may have been under sampled. Bull frogs may have called prior to the May or June sample dates chosen by the consultant. Since the consultants sampling schedule seem to drive sampling times, they may have underestimated the distribution and diversity of amphibians in the aquatic habitats on the subject lands. Incidental observations, egg mass searches and tadpole surveys, may have filled

the gaps for these species as there are suitable habitats in the subject lands for all eight anuran species.

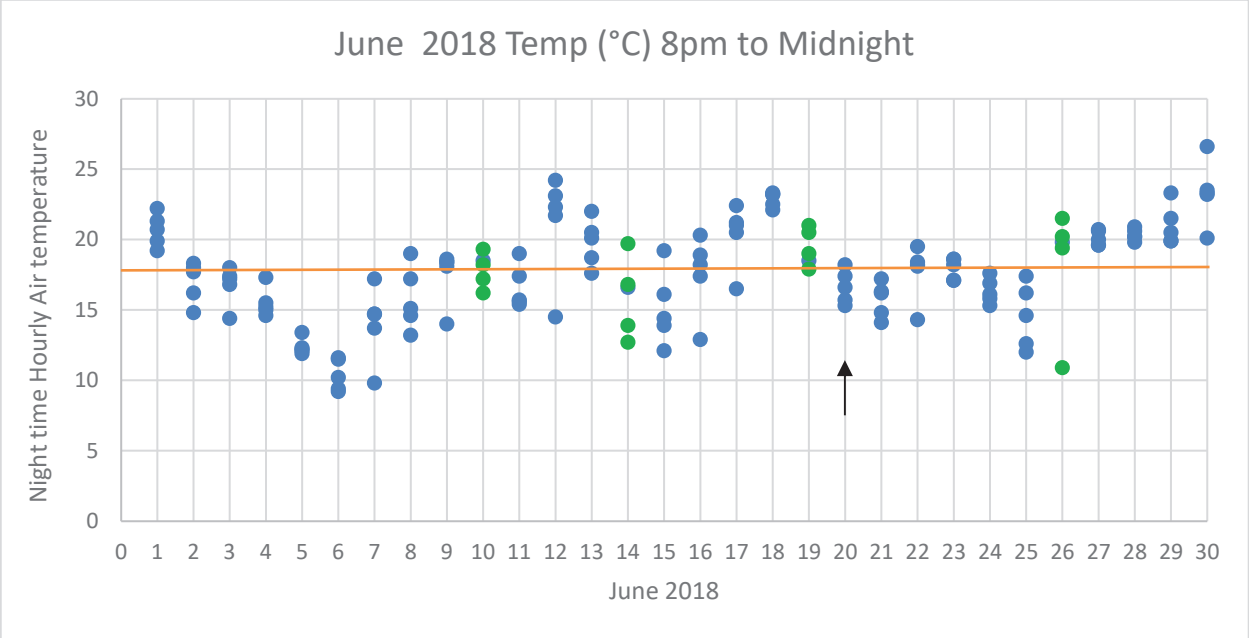


Fig. 12 June 2018 Nighttime Air Temperatures. The date consultant chose to conduct the third temperature threshold sampling was June 20th (black arrow). The green dots represent the night when ECC volunteers detected bullfrogs calling in the vicinity of the subject lands. The third sampling threshold is 17°C indicated by an orange line.

The consultants failed to complete an unbiased survey of amphibian breeding on the subject lands. Environment Canada Amphibian monitoring protocol is designed to standardized data collection by assigning three thermal thresholds in which to conduct surveys to reduce bias. The ECC monitoring program relies upon volunteers to complete surveys when amphibians are calling and not on a human designed schedule. Although timing of surveys may be challenged by distance, there were likely additional opportunities to supplement amphibian observations incidentally while conducting other surveys on the site.

The consultants also stated herons or fish predated the frogs, tadpoles and eggs, therefore the ponds were low quality for amphibians. Yet the EIS also reports low abundance of fish and only one potential predatory species present, i.e., Pumpkinseed. Therefore, we organized the data collected by the consultant and completed a species richness and distribution analysis that is very insightful.

Environmental Analysis of Values

Standardized Species Richness of Aquatic Species by Survey Location:

Presence data for each aquatic species surveyed was organized into a table in order to properly calculate species richness for each survey location. The above figure shows the standardized species richness on the y-axis, which represents the number of species detected out of the total number of species surveyed for in each location. Each bar is labeled with a number, representing the

actual number of species detected per location. The greatest richness occurs in pond 6e followed by 6a, 6f, Marsh 7a, 7b, 6g, 6b, UN-1, 6d and 6c (Fig.13). We then looked at species richness and the presence of fish as a factor limiting amphibian presence in an aquatic feature using a ONE-way ANOVA, and we found no statistical difference in richness ($p = 0.92$). This means the presence of fish did not affect the occurrences of amphibians based upon the data contained within this EIS.

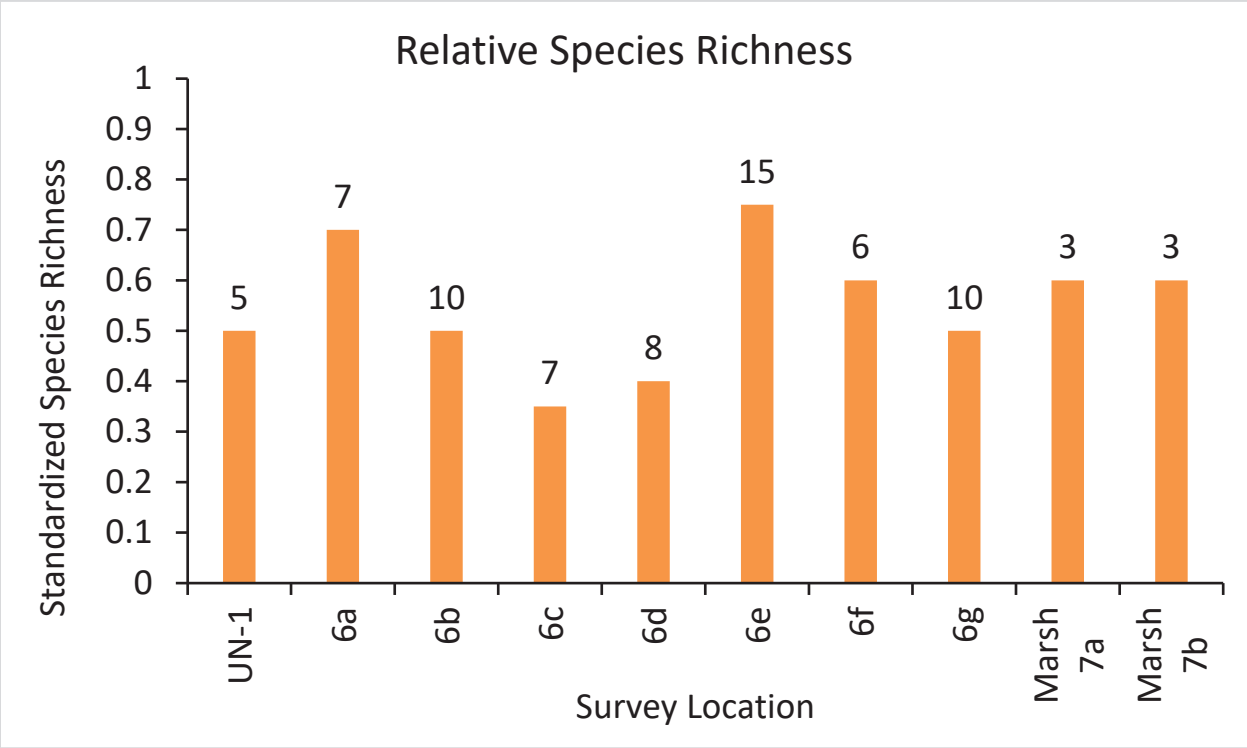


Fig. 13 Standardized Species Richness by Survey Location. All sampled aquatic habitats are represented as well as all aquatic species including fish, amphibians and reptiles.

Standardized Distribution of Species across the study area: Presence data for each aquatic species surveyed for, was organized into a table in order to calculate the distribution of each species across all survey locations. The standardized distribution on the y-axis, represents the total number of survey locations each species was detected within, out of the total number of sites that were surveyed for that species. For example, Midland Painted Turtle, Chorus Frog, Spring Peeper and American Toad were all represented in 100% of the survey locations, and therefore were the most widespread species (Fig. 14). This means existing wildlife corridor within the site are well established for most pond breeding anurans and for the Midland painted turtle. The Snapping turtle which is also a long-distance mover especially during the nesting season had a 70% distribution score across the site. Pumpkinseed, which is the most widely distributed fish species in the Welland River watershed also scored highly with an 83% distribution score. The Northern Leopard frog and Green frog scored 78% which is a good overall distribution score indicating good connectivity between aquatic communities onsite under existing conditions. Likely beaver and other aquatic dependant mammals and birds could be evaluated in this manner.

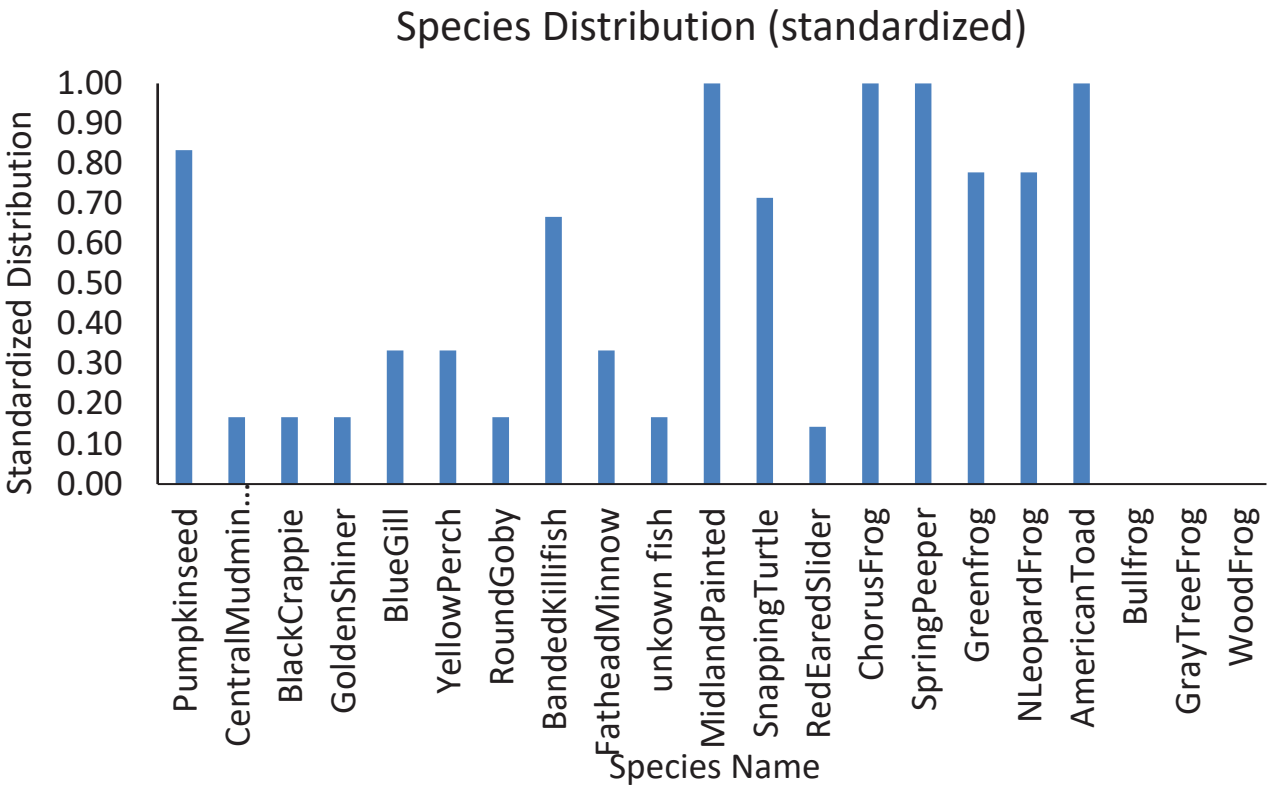


Fig. 14 Standardized Distribution of Species across the study area

Conclusions: There are several points of concern regarding the method of data collection for most taxa, and the lack of an objective interpretation of the results presented in this document. Generally, environmental context and field data were missing for each study undertaken that would support or refute decisions on timing, effort, survey design, results and conclusions. There was a lack of documentation regarding agency expert review of the EIS findings.

- ELC: Determination of site history (i.e. cultural) vegetation communities was subjective without an explanation or methodology.
- Fish Habitat: Did not consider site history and previous golf course management of pumping from Welland Shipping Canal and site irrigation as additional sources of fish within the aquatic system. EIS does recognized fish habitat is present however there is no documentation that they have consulted the Department of Fisheries and Oceans regarding a review of their findings and next steps. A fish habitat compensation agreement not found in the EIS. See Field Investigation Jan 2020 in Appendix 2. There is potential for fish habitat enhancements, natural channel design and creating an improved fish habitat from Welland River to HWY 406 culvert and into pond 6e (Yagi, 2016).
- Fish Surveys: The method of data collection biased the conclusions made by the consultant by not sampling all aquatic areas especially deep-water areas effectively. Based upon site history the large pond was present on site since 1973 and connected to the Welland River. Therefore, large fish are likely present within the large pond. Assumptions on connectivity and water sources also biased the selection of survey sites as some ponds and connected habitats were not surveyed for fish presence (6a and 6f, 9a, 8a), no effort data were provided to standardize the catch therefore numbers of individuals have no meaning. Low diversity detected and potentially rare species not found (Yagi and Blott, 2008; 2012).
- Frog and Toad Calling Surveys: Did not adhere to sampling protocols. Survey dates were subjective and not based upon optimum survey conditions for the species. Some habitat types were not surveyed such as swamp and treed communities near water. No Environmental data were provided to contextualize the results, no numbers of individuals calling provided. Incorrect use of calling code index as a measure of habitat quality. No incidental observations provided to fill in gaps of species presence, missing 3 anuran species that are present nearby and detected by ECC volunteers in 2018 but at different nights under more appropriate environmental conditions (Yagi et al., 2017).
- Turtle basking surveys: No effort data provided to standardize the observations therefore numbers of individuals have no meaning. The ponds are hibernation habitat for two species at risk turtles which are known to use site fidelity to previously used hibernation sites. Meaning they will return to the ponds year after year. If the ponds are not there they will be displaced and likely killed on roads or through predation. Newly created ponds may not meet hibernation habitat needs for these species and they will die overwinter. We recommend existing ponds used by hibernating turtles to be protected as significant wildlife habitat.

- Salamander Surveys: There was no attempt to determine presence of salamanders or habitat use, when suitable habitat is present on site that are proposed to be lost. Wildlife corridors are present between and within the site under exiting conditions (see analysis within report i.e. linkages from forested, wetland habitats to the west and south) (Yagi et al, 2010).
- Amphibian egg mass surveys, tadpole observations were not completed to confirm breeding or presence of species not heard during calling surveys or to confirm salamander presence.
- Snake Coverboard Surveys: The methods biased the outcome with very little area covered and many habitats not covered. Without providing for a variety of board designs to attract larger individuals and without supplementing efforts with regular habitat searches or checking existing cover objects and the overall poor undocumented sampling design, the species presence and how the use the site was not determined (Yagi et al., 2018).
- Turtle Nesting: There was no attempt to survey for nesting turtles or presence of hatchlings.
- Species at Risk Bat Acoustic Surveys: Survey results did not prove absence of SAR bats because the sampling protocol was not followed. No environmental data provided to contextualize the survey period and prove protocol conditions were met. Instead of the required 10 sampling days at most 3 were under good environmental conditions (low wind, warm temperatures, no rain). Since this is a very technical survey, the collected data should be reviewed by provincial experts (MECP) or other bat acoustic experts to confirm detection and technical standards were met (MNRF protocol Guelph District).
- Wildlife corridor surveys not assessed in EIS, or data analyzed to assess existing connectivity between aquatic habitats within the site. However, we analyzed the data from the EIS for aquatic species and found very high connectivity values for within the subject lands. And due to the widespread presence of the most widespread aquatic species from surrounding lands there is likely good corridor function between subject lands and other natural areas.
- There are more potential terrestrial and aquatic wildlife corridors (7) that then are human travel corridors (1).
- Evaluating Wildlife Corridor Function Between Surrounding Natural areas and Subject Lands. Not completed in EIS but data is available to do analysis if required. The same methods can be applied to assess terrestrial and aquatic linkages objectively between subject lands and the surrounding natural areas in the same manner. For example, snapping turtles are found using river to the north and nearby slough forest wetlands to the west indicating good connectivity under existing conditions. (Appendix 5)
- Local community observations not considered. Therefore, seasonality of observations of wildlife use were not considered in the conclusions. Feeding habitat for eagles and osprey; nesting habitat, presence of beavers (Appendix 4).

Proposed Development

According to the EIS, the planning application proposes an intensive residential/commercial housing development across the entire site with the elimination of all existing ponds, swamps and the conversion or creation of four ponds as engineered storm water management ponds. That will result in the complete removal and displacement of all turtles, reptiles, amphibians, and fish on the site. In compensation for the loss of aquatic habitat and features, the EIS recommends catching all the animals the use the existing features and release them into a new pond feature near the Welland River. "new and therefore better philosophy" may attract people, but that approach does not work for the wildlife species that depend on the existing features to complete their annual life cycle.

The development includes 735 single-detached, 178 street townhouses, 26 condo street townhouses, 44 stacked townhouses. There will also be 170 mixed use units (commercial and residential), engineered stormwater management ponds (4), and an intensive road network with only one entrance and exit path for people. There are more corridor options for wildlife within and between this site then there are for people.

A housing development of this size would increase the demands on the existing infrastructure. The Welland Sewage Treatment plant (WSTP) is the nearest sewage treatment plant and is located along river road south of Woodlawn Rd along the banks of the Welland River about 1.4 km west of the subject lands (Fig. 15). Although the Welland Drinking Water treatment plant was recently upgraded, the WSTP may not be able to handle the increases in water and sewage treatment. There also may be a spatial limit for expanding the WSTP at this site as it is confined by the presence of the Welland River. The WSTP frequently overloads and spills raw sewage into the Welland River especially during rain events. The WSTP is likely at or near capacity. From November 1, 2018 to Oct 31, 2019 the WSTP spilled raw sewage into the Welland River 30 times (Region of Niagara web site). According to the Regions sewage treatment reports, the spill rate is increasing in the last four years (Fig. 16). WSTP has one of the highest spill volume rates of all STP in the region and claim spills are related to precipitation events. St Catharines had a higher number of events but less volume during the same period.

Climate Change effects create extreme rainfall events which are projected to increase in frequency. Therefore. the rate of spills or sewage back ups into basements are projected to increase in frequency under existing infrastructure conditions.



Fig. 15 Welland Sewage treatment Plant Location ~ 1.4 km west of Subject Lands and <10 meters from the Welland River.

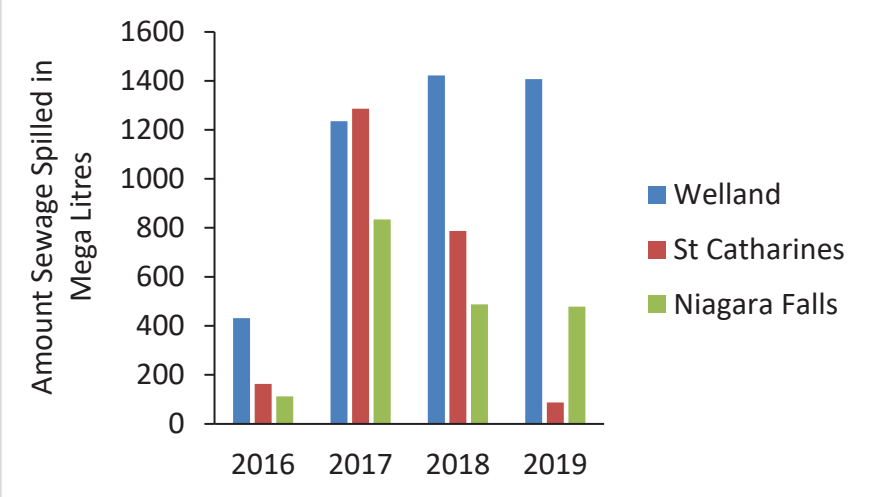


Fig. 16 Welland Sewage Treatment Spills into the Welland River are much greater than the spillage from the larger city Sewage treatment Plants in the last four years. (Data from Region of Niagara Website)

Summary of Environmental Impacts

The subject lands are 85.45 ha (211.2 acres) in area containing an 18-hole golf course with 7 pond features, a watercourse (UN-1), a remnant treed swamp community (>50 years old) with connecting channels containing wetland features that have naturalized over time. The largest pond (6e) was built in 1973 and was connected by a seasonal water course to the Welland River which also received seasonal water flows from upstream sources. This constitutes the aquatic system on the subject lands. The resident fish and wildlife aquatic community is well connected and established within the property and between natural areas to the west and the Welland River corridor. Turtles and pond breeding amphibians hibernate in the pond features and therefore they are critical habitat for amphibians and turtles. The turtles are species at risk and the ponds are part of their natural home range where they will return year after year to hibernate. Although there is a disconnect for fish from the Welland River getting into pond 6e at present, there was a long standing historic connection previous to the golf course construction and very likely there is a large fish community in the main pond that make use of the connected features. In addition, the golf course irrigation system pumped water from the shipping canal into the pond and likely drew small fish species into the pond and they have become established from this connection (i.e., Round Goby recent Great Lakes invader). Today, the UN-1 channel receives flows from the subject properties and upstream flows from areas west of the HWY 406 and those flows help to attract fish from the Welland River that would move upstream seasonally to spawn. In addition to resident species, migratory birds and bats also use features and habitats within the subject lands. Therefore, in terms of wildlife the site is very well connected and contains a diverse assemblage of native species.

Although there is only one road entrance and exit for the subject lands, this is not necessarily an environmental concern. Likely there will be increased pressure and complaints to add another road under or across the HWY 406 at least for safety concerns. An additional road cross may then impact wildlife connectivity or existing wetland to the west.

There are also concerns regarding the increasing demands placed on the Welland Sewage Treatment plant because of size of the development and there is an existing high spill rate of untreated sewage into the Welland River. The Welland River is an important natural heritage feature which is also a type 1 critical fish habitat and provincially significant wetland complex.

Finding a Balanced and Sustainable approach

Recent correspondence in January from the developer to the Magnolia Lane residents proposes a much less intense housing development, and is headed in the right direction. Maintaining the current zoning of “community open space” with low density residential housing surrounding and not intruding offers the least impact to existing environmental conditions. This would allow the continuation of a municipal type golf course through the site (Fig. 17). By starting with a constructed over pass in the south portion toward Canadian Tire Acceptance building/ Tim Horton’s area, the housing could begin in the south area first with little to no disturbances to the existing community gradually expanding northward over time (yellow areas; Fig. 17).

Example: With the information provided in the EIS (even though there are information gaps), the species richness analysis can be used to help define the aquatic and terrestrial system that needs protection and enhancement. The greatest number of aquatic species found in order of highest to lowest, were from pond 6e, 6b, 6g, 6d, 6c, 6a, 6f, UN-1, 7a,7b (red outline; Fig. 17). Then considering functional linkages we can define the priority ecological system that will sustain the biodiversity over time. Since there will be increases in storm water generated from more hardened areas i.e. roof tops, we can create enhanced and prolonged flow periods to the aquatic system via lengthening the hydroperiod within constructed subterranean gravel drain features topped by grasses that outlet in a variety of smaller upgradient locations. Dirtier stormwater from roads and parking areas needs pre-treatment. But the treatment should be through gravel-sand filters to open wet meadow vegetation before discharging to the open water aquatic areas. Marsh habitat creation in three areas to improve function (green shade; Fig. 17); maintain terrestrial linkages (orange arrows; Fig. 17); improve fish linkages and natural channel design connect to 6e and toward HWY 406 (blue arrows with marsh; Fig. 17).

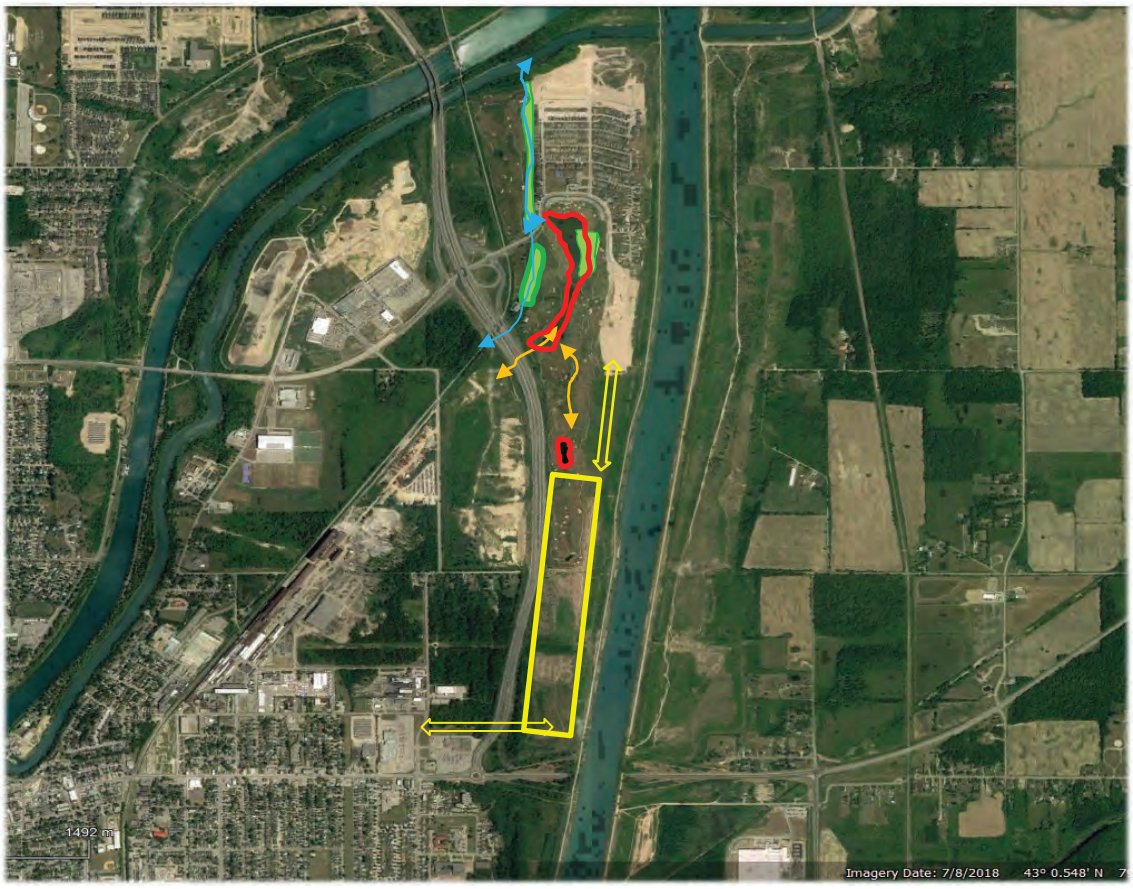


Fig. 17 Proposed ecosystem approach

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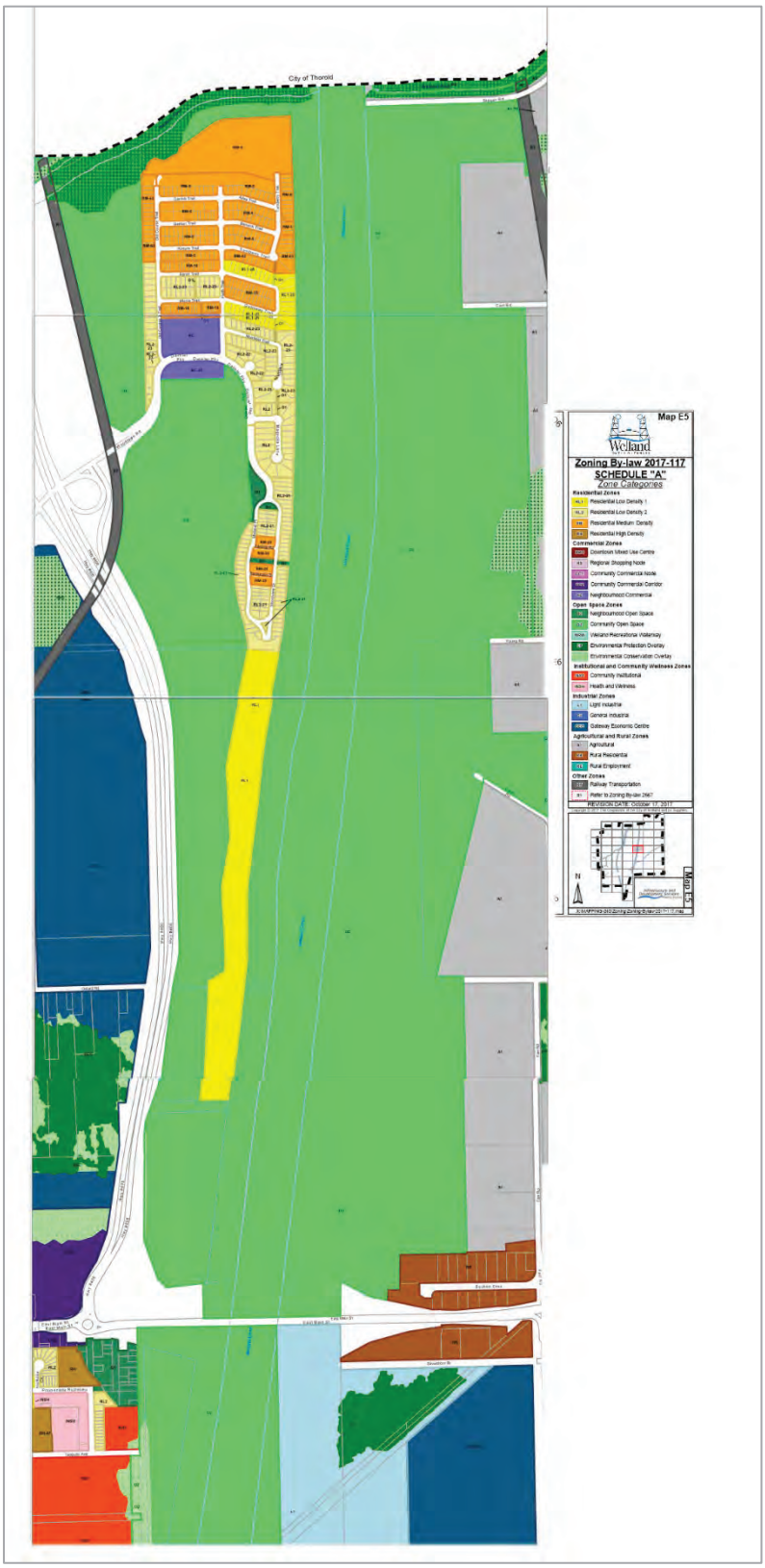
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Appendix 1: Current Zoning is Community Open Space



Appendix 2: Field Investigation

Hunter's Pointe Site Visit January 24, 2020

By C. Blott & T. Bukovics
100% cloud, air temperature = -0.1°C at 922hr.

PURPOSE

We were invited by the local community to review an EIS in support of a development of a housing development. We conducted a site visit to verify the continuity of the UN-1 water course and connection to Welland River during winter/spring flow conditions. We also reviewed condition of woodland features identified on the site.

METHODS

We walked the main watercourse 'UN-1' from its confluence with the Welland River heading upstream to where the watercourse enters the property at the Hwy 406 overpass (Map 1 and 2). We made notes of channel grade, valley shape, substrate composition and water temperature, and characterized contributions of flow to UN-1 and any connections between UN-1 to other aquatic features on site. Velocity of the flow in UN-1 was roughly measured by timing in seconds the passage of material over a 1m reach. Additionally, we reviewed the general condition of two forest features to verify assessment of wildlife function. The first being the oak cultural woodland (10) and the second is split into two ecological land classes with mixed species cultural woodland to the east (8a) and willow mineral thicket swamp to the west (9a) (EIS Report, 2018 pg. 5).

RESULTS

Water Features: Although we started sampling downstream to avoid mudding the waters ahead, the results are presented starting at the furthest point upstream. Photos 1 – 37 show conditions in UN-1 from Hwy 406 where the channel enters the site to where UN-1 flows into the Welland River 1.45km downstream. Where applicable, photo captions refer to locations presented on Map 1 and 2.

Flow was observed through the entire reach of UN-1 from Hwy 406 to the Welland River. Where UN-1 enters the site at Hwy 406 the channel was 4.9m wide and mostly ice covered with a partially open section ~30cm wide and 22-23cm deep (velocity not measured) (Photos 1 and 2). We were able to break the ice here and could see flow across ¾ of the channel width. Phragmites is moderately dense within the channel at the Hwy 406 culvert; however, it starts to thin out downstream and is no longer present approximately 100m downstream. The channel runs through a ~2.5-3m steep-walled valley and substrate is predominantly fines (i.e. no sand or larger particles). Channel and valley shape are consistent from Hwy 406 and through most of the site until ~225m upstream of the Welland River. At this point, gradient increases, the channel narrows and substrate are predominantly a mixture of sand, gravel and rock (Photos 27, 28 & 33). These channel characteristics continue to where the channel drops down to the Welland River valley. Through this steeper area, the channel generally follows a single path but braids over and around a 20cm high rock ledge (photo 25). This ledge was identified as a fish barrier in the EIS report, but fish would be likely able to navigate the side flow we observed. The channel continues down a reach of rock riffle and through a ~60cm diameter culvert that carries flow under an old slumping access road (Photo 30 & 31). Below the culvert the channel valley widens to 13m and continues in a braided form through coarse substrate (Photo 33) to a 90cm high stepped cascade over a distance of 90cm (i.e. with an approximate 1:1 slope, Photo 34). The valley had too much snow and ice

cover to completely view all conditions of the channel at the stepped cascade to assess for fish access. Below the cascade the flow reforms as a single low-gradient channel and continues through a widened valley. At the last 100m, UN-1 merges with the Welland River and substrate is predominantly fines. The channel width is ~80cm with a ~10cm centre depth and a 1m/3sec velocity (Photos 35 & 36).

At the time of the site visit, the site was 90% covered in snow and ice. Flow coming from upstream of Hwy 406 is augmented with another ~1/4-1/3 additional volume discharging from Pond 6E (Photos 5,6,7,8, &9). Temperature had been below 0°C for a few days and nights prior to our site visit as well as during the morning of our site visit. We did not observe melting/dripping, so flow was not attributed to surface runoff from the site. Water temperature in UN-1 entering the site was 0.5°C and was reading 0.5°C immediately upstream of where Pond 6E discharge meets UN-1. Discharge from Pond 6E was 2.3°C, which raised the water temperature a ~5m downstream in UN-1 to 1.4°C. Water temperature immediately below Daimler Parkway was 1.3°C. A small flow of water was found seeping at the base of the channel valley, ~75m below Daimler Parkway. This seepage was sighted because melted snow and ice were found in the immediate vicinity, and water temperature of the seep flow was 9.2°C. Further sampling was not conducted below the seep, so it is unknown the level of impact this seep has on UN-1. Water temperature 175m downstream of Daimler Parkway (100m downstream of the seep) was 1.1°C and cooled to 0.5°C within the steeper area near the confluence with the Welland River.

We observed a surface connection channel 68cm wide and 27cm deep between UN-1 and Pond 6G. At the time the channel was ice covered and no flow was observed when we broke the ice surface. The surface connection between UN-1 and Pond 6E passes through an outfall grate and a culvert that conveys flow under a pathway. No other connections to off channel water features were observed.

Phragmites grows around the perimeters of the on-site ponds and appears heavy in patches within the channel of UN-1 such as downstream of Pond 6G surface outlet and downstream of the outlet pipe above Daimler Rd. Other sections of UN-1 were unaffected by Phragmites and are shrub-lined in an emergent fringe with cattail.

Woodland Features: The low swamp land of Feature 9, 8a was surface connected to Pond 6E at the time of the site visit through an open meadow channel with shrubs (Photo 38). We noticed one leaf nest in woodland 8a and no stick nests. A large hawk observed in a tree in woodland feature 8E was similar sized to a red-tail hawk. The distance was too far and light too poor to distinguish the hawk to species.

The Woodland Feature 10 near the maintenance building runs along the top of UN-1 valley (Photo 39). We observed 1 leaf nest in a pin oak and 1 leaf nest in a hickory. No stick nests were seen. Lumber piles, a rock pile and other debris and material around the maintenance building are suitable habitat for snakes and may have limited results of cover board studies in this area, as there was already plenty of cover in the area.

COMMENTS

Temperature data indicates UN-1 does not have groundwater contributions beyond the one small seep and would be considered a seasonal system suitable for warmwater fish community on the site. UN-1 is likely accessible to fish such as minnows, suckers, pike that could navigate the velocity and gradient of the lower reaches. Access up the rock cascade and rock step features may be possible through side channels, such as that observed at the rock step or improved by natural channel design. Pan fish species such as those found in the ponds are not likely to be able to cross the steeper rocky reach or the

step/cascade features. Measurements of flow conditions during late winter/early spring and later fall would better characterize the potential of UN-1 fish habitat.

The stream environment could be enhanced with natural channel design and improved connections to pond 6e and 6g for rearing and nursery habitat. The localized removal of dense Phragmites, with woody cover and natural marsh wetland species added, would benefit fish community and local wildlife using the aquatic feature.

The woodland features large native hardwood species and numerous snags that are structurally valuable to wildlife, as well as a source of food (mast, invertebrate production, and fruit) and are likely roosting habitat for birds, bats, mammals and arthropods.

Continuity of woodland features with the ponds, UN-1 and the Welland River and Canal adds value to the individual features: as the system is more valuable than the individual components.



Photo 1. UN-1 at the Hwy 406 cement culvert where the channel enters the site. Phragmites is moderately dense here.

Map 1 GPS point UN1 - hwy 406



Photo 2. UN-1 at Hwy 406 showing 30cm wide open thalweg where channel depth = 22cm. Velocity not measured.

After breaking ice, flow observed across central ¾ of the 4.9m wetted channel width.

Map 1 GPS point UN1 - hwy 406



Photo 3. UN-1 100m downstream of Hwy 406. Phragmites is absent from channel. Picture also shows diseased ash. Map 1 GPS point UN1 – 52.



Photo 4. UN-1 100m downstream of Hwy 406 looking downstream to show channel vegetation clean of Phragmites. Map 1 GPS point UN1 - 52.



Photo 5. UN-1 140m downstream of Hwy 406 looking downstream at confluence of UN-1 and outflow from Pond 6E. Phragmites absent. Map 1 GPS point UN1 – PondE-outlet



Photo 6. UN-1 140m downstream of Hwy 406 looking upstream taking temperature immediately above confluence of UN-1 and outflow from Pond 6E. Pond outflow coming in from the left. Upstream temperature = 0.5°C. Downstream temperature in mixed zone = 1.4°C. Phragmites absent. Map 1 GPS point UN1 - PondE-outlet.



Photo 7. Outflow channel of Pond 6E 140m downstream of Hwy 406 looking upstream showing grate designed to convey flow under pathway. Current conditions showing flow circumventing grate and flowing across surface of path.

Map 1 GPS point UN1 - PondE-outlet



Photo 8. Outflow channel of Pond 6E 140m downstream of Hwy 406. Same location as Photo 7 but looking along pathway that crosses over outlet channel Current conditions showing flow circumventing grate and flowing across surface of path.

Map 1 GPS point UN1 - PondE-outlet



Photo 9. Outflow channel of Pond 6E 140m downstream of Hwy 406. Same location as Photos 7 & 8 but looking downstream into UN-1 valley. Flow estimated to contribute ~1/4-1/3 more flow to UN-1.

Map 1 GPS point UN1 – Pond 6E-outlet



Photo 10. UN-1 190m downstream of Hwy 406 looking downstream at confluence of UN-1 and outflow from Pond 6E. Phragmites absent. Map 1 GPS point UN1 – 52



Photo 11. UN-1 280m downstream of Hwy 406 looking upstream at valley of UN-1. Phragmites absent. Map 1 GPS point UN1 – 50



Photo 12. UN-1 350m downstream of Hwy 406 looking upstream at valley of UN-1. Phragmites generally absent upstream of this point except patch at Hwy 406 culvert. Here channel is 5.3m wide with center depth of 21cm. Map 1 GPS point UN1 – 49



Photo 13. UN-1 350m downstream of Hwy 406 looking downstream at valley of UN-1. Phragmites becomes moderately dense again and is almost continuous to Daimler Parkway. Map 1 GPS point UN1 – 49



Photo 14. UN-1 390m downstream of Hwy 406 looking outlet pipe to UN-1. Flow coming out of pipe is frozen solid. Map 1 GPS point UN1 – 46



Photo 15. UN-1 390m downstream of Hwy 406 next to outlet pipe with densest Phragmites. Channel depth 6cm. Map 1 GPS point UN1 – 46



Photo 16. UN-1 510m downstream of Hwy 406 looking downstream from Daimler Parkway culvert. Moderately dense Phragmites extends ~15m downstream of culvert. Map 1 GPS point UN1 – 46.



Photo 17. UN-1 510m downstream of Hwy 406 looking upstream, at the Daimler Parkway culvert. Water temperature = 1.3°C. Map 1 GPS point UN1 – 46.



Photo 18. UN-1 600m downstream of Hwy 406 looking upstream. Small seep at base of slope shows up as dark muddy area. Water temperature of seep = 9.2°C. Map 1 GPS point UN1 – 42.



Photo 19. UN-1 600m downstream of Hwy 406 looking upstream at overflow pipe near top of valley. Small seep is near base of slope. Map 1 GPS point UN1 – 42.



Photo 20. UN-1 710m downstream of Hwy 406. Water temperature 1.1°C. Phragmites absent.

Map 1 GPS point UN1 – 38.



Photo 21. UN-1 800m downstream of Hwy 406. Phragmites absent.

Map 1 GPS point UN1-36.



Photo 22. UN-1 1000m downstream of Hwy 406. Phragmites absent.

Map 1 GPS point UN1-44.



Photo 23. UN-1 1100m downstream of Hwy 406 looking downstream where Phragmites becomes moderately dense in the UN-1 channel below the outflow channel between Pond 6G and UN-1. Map 1 & 2 GPS point Overflow.



Photo 24. UN-1 1100m measuring surface channel connection between Pond 6G and UN-1. Channel is 68cm wide and 27cm deep. Map 1 & 2 GPS point Overflow.



Photo 25. UN-1 1260m downstream of Hwy 406 looking downstream at higher gradient reach with dominance of cobble, gravel and sand substrate. Map 1 & 2 GPS point Shelf.



Photo 26. UN-1 1260m downstream of Hwy 406 measuring channel at higher gradient reach. Channel width = 76cm, depth = 23cm, velocity 1m/3s. Map 1 & 2 near GPS point Shelf.



Photo 27. UN-1 1260m downstream of Hwy 406 in higher gradient reach showing sample of coarser material in substrate. Map 1 & 2 near GPS point Shelf.



Photo 28. UN-1 1280m downstream of Hwy 406 in higher gradient reach showing sample of coarser material in substrate. Map 1 & 2 near GPS point Rock Valley.



Photo 29. UN-1 1280m downstream of Hwy 406 in higher gradient reach showing sample of coarser material in substrate.

Map 1 & 2 GPS point Rock Valley.



Photo 30. UN-1 1300m downstream of Hwy 406 at upstream side of culvert.

Map 1 & 2 GPS point Culvert.



Photo 31. UN-1 1300m downstream of Hwy 406 showing slumping of soil above and around culvert.

Map 1 & 2 GPS point Culvert.



Photo 32. UN-1 1300m downstream of Hwy 406 showing braided channel and widened valley immediately downstream of the culvert. Map 1 & 2 near GPS point Culvert.



Photo 33. UN-1 1300m downstream of Hwy 406 showing continuation of coarse substrate. Map 1 & 2 near GPS point Culvert.



Photo 34. UN-1 1330m downstream of Hwy 406 showing height of cascade 90cm above the water surface. Map 1 & 2 near GPS point Cascade.



Photo 35. UN-1 1380m downstream of Hwy 406 showing channel running through low gradient, wide channel as UN-1 merge's with Welland River valley. Map 1 & 2 near GPS point Floodplain.



Photo 36. UN-1 1450m downstream of Hwy 406 showing mouth of UN-1 channel at the Welland River. Map 1 & 2 near GPS point Outlet.



Photo 37. UN-1 1300m downstream of Hwy 406 showing slumping of soil above and around culvert.

Map 1 GPS near point UN1-36.

Map 1 GPS waypoints along UN-1.



Map 2 Closeup of GPS waypoints at north end of UN-1.

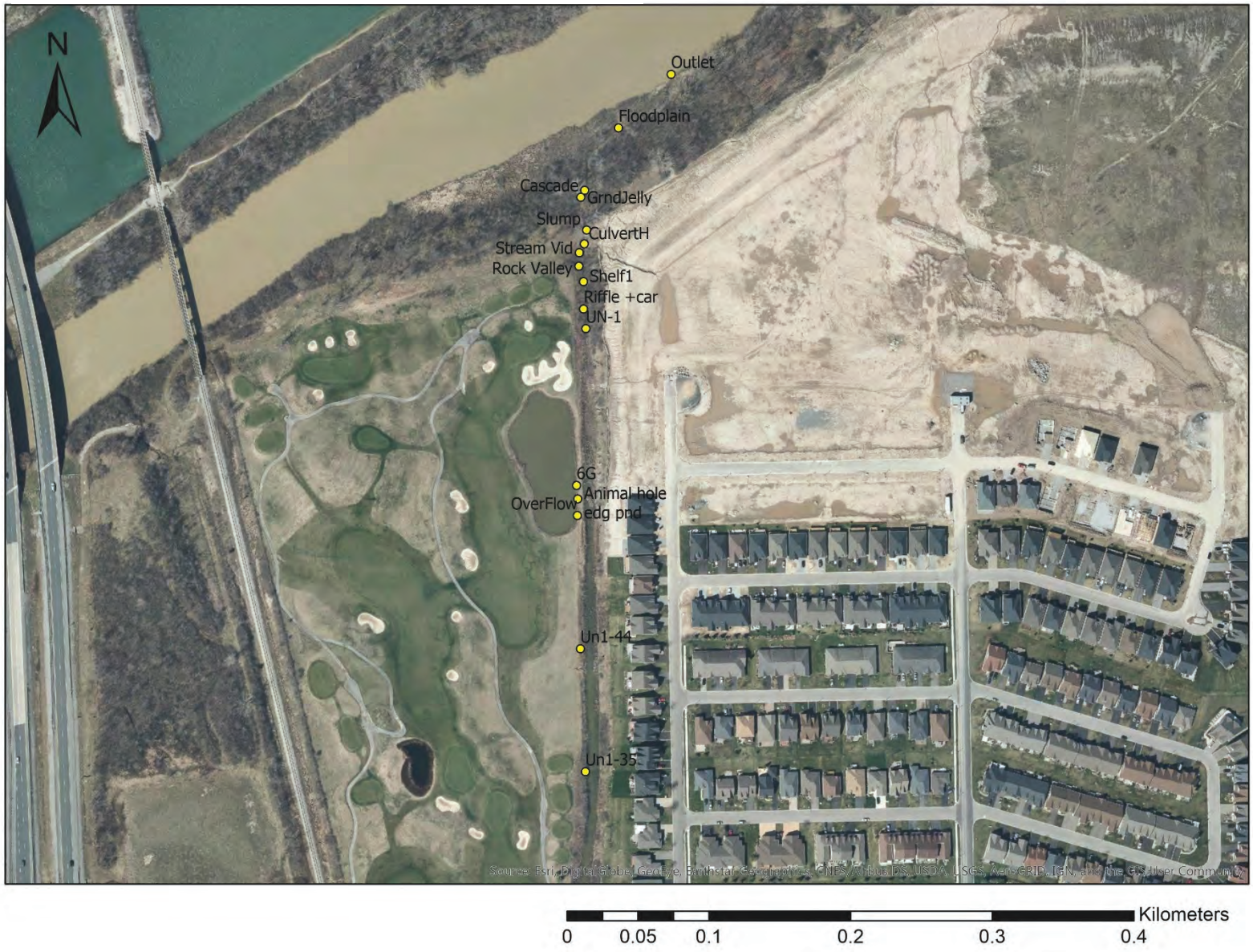




Photo 38. Panoramic view of the lowland Swamp Feature 8E showing continuity of habitat through to PondE (channel and valley heading off to right of photo).



Photo 39. Woodland Feature 10 near old maintenance building blends into and diversifies habitat along UN-1 valley.



Photo 40. Rock pile at base of native hardwood trees in woodland Feature 10 near old maintenance building along the top of UN-1 valley. Likely good cover for snakes during the active season.

Appendix 3: Curriculum Vitae



Anne R. Yagi

President, 8Trees Incorporated
November 2016 - Present
ECO Canada Certified Environmental Professional (EP)
BSc Honours Zoology University of Guelph
MSc candidate Brock University

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8Trees Incorporated is a non-government environmental consulting company that aims to carry out innovative approaches to ecological restoration, enhance science-communication with the public, and mentor students in the fields of biological conservation, ecology, and environmental policy.

Go to Google Play store or Apple store and download 8Trees newly developed free software; "My Field App" and contribute to citizen science biological data collection in your neighborhood. Coming soon, "My Fish App" and "My Fish App Pro" which measures and organizes your fish catch data.

Current 8Trees Projects:

- "Managing an ecological trap on the reptile community inhabitating a partially mined peatland in Southern Ontario"; OSARF 2017 to 2020; CWS winter 2018 and 2019.
- "Monitoring the human impact on Fowler's toad at Niagara Beaches"; OSARF 2018 to 2021
- Science Advisor "Haldimand County Gray Ratsnake *(Pantherophis spiloides*) population recovery project"; OSARF 2017 to 2020
- "Building on Success: Using Habitat Modeling and outreach to confirm presence of Gray ratsnake and Foxsnake in Niagara-Hamilton", OSARP 2020
- Science Advisor "Pelee Island Blue Racer (*Coluber constrictor foxii*) Hibernation habitat restoration project"; OSARF 2018 to 2021
- PhD committee member for J. Choquette 2019-2023 "Managing translocations for Massasauga Recovery in Ojibway Prairie" Laurentian University
- Fowler's toad Recovery Implementation Team Chair.

8Trees Staff: One full-time biologist, four seasonal staff and associates.

MSc Thesis (part-time studies): "Flood survival strategies of overwintering snakes"
Memberships: Canadian Herpetological Society, Society for the Study of Amphibians and Reptiles, American Fisheries Society.

Canadian Herpetological Society 2019 award recipient: "Blue Racer Award" in recognition of significant contributions to the conservation of amphibians and reptiles in Canada.

Management Biologist (Retired Sep 30, 2016 after 35 years' service)

Ministry of Natural Resources and Forestry (Vineland Field Office, Guelph District)
My career at MNR began in 1981 as a summer student conducting a creel survey. After eight years of "back to back" contracts I was hired as the Fisheries Enhancement Officer and then as the Fish and Wildlife District Biologist. I continued in this position for 26 years until I retired in 2016. Although retired from government, my interest in fish and wildlife resources and mentoring continues within my graduate studies, pursuit of research and development, proactive projects in natural resource management and applied ecosystem restoration.

Career Highlights:

- Identified, examined and accepted as an expert witness (Federal, Provincial Court and OMB hearings) in the areas of fish biology and habitat, wetlands, deer biology, freshwater turtles, Massasauga rattlesnakes and general wildlife biology.
- Provincial Wetland Evaluations Niagara- Hamilton-Haldimand (est > 200 evaluations)
- Fish Community Monitoring Project Niagara River Watershed (1997 to 2016)
- Winter Habitat Use by Wildlife: via Helicopter Surveys (White-tailed deer, wild turkeys, raptors, swans, ducks, geese)
- Niagara River Remedial Action- Fish population Impairment- Determination of Delisting Criteria
- Field Investigation of Headwater Channel Erosion and related impacts on the Fenwick Regional ANSI, Provincially Significant Wetlands and Species at Risk
- Welland River Fish Passage White Sucker and Walleye Telemetry Project at Old Welland Canal Junction (2000, 2013 to 2015)
- Navy Island Deer Exclosures project and management recommendations
- Restoration of Walleye in the Welland – Niagara River system
- Grand River Fisheries Management Plan and advocate for the removal of the Dunnville Dam
- Species at Risk Habitat Stewardship and Education projects (Fowler's toad, Massasauga, Spotted turtle, Blanding's turtle, Gray Ratsnake, Allegheny Mountain Dusky and Northern Dusky salamander) included managing field technicians and summer students and external funding sources annually since 2000 with an operating budget $50K to $100K. All projects included surveys and monitoring, habitat enhancement, restoration, and design and creation of outreach and educational products. These projects also included mentoring and liaison with partners including universities, agencies, landowners and other interested stakeholders.
- As part of this species at risk team we were the first to identify Allegheny Mountain Dusky Salamander in the Niagara Gorge
- Ecosystem restoration project (1998 to present) - managing two species at risk populations Massasauga and Spotted turtle before, during and after water levels were increased in the central historically peat mined area. This included mark –recapture (> 200) massasaugas and (>400) spotted turtle observations since 1998. Radio telemetry technique for both species was used to confirm habitat use. With increasing conservation concerns raised about massasaugas and the potential that the mined peatland to become an ecological trap on the population. Radio telemetry was abandoned in favour of my innovative and successful coverboard design and survey technique to continue to monitor massasaugas and the resident snake community. During this time, I designed and implemented a hibernation habitat study where I introduced the "life zone" hypothesis. A "life zone" is a subterranean space where snakes successfully overwinter. This space does not freeze or flood completely and is the focus of my graduate studies. "Overwintering behaviour and survival of temperate neonatal snakes" and the development of the "forced hibernation technique". This technique is a biological test of the life zone to confirm snakes can survive within the associated habitat. It is only used in areas where physical measures have confirmed a physical space is maintained in harsh and mild winters. Once a habitat is biologically tested using neonate gartersnakes (model species), species at risk neonates can be forcibly hibernated in these good habitats. This

technique will aid in repopulating good habitat because snakes use homing behaviour to return to previously occupied burrows thus removing the ecological trap associated with the mined peatland.
- Fowler's toad Recovery Team Chair, Ontario Dusky Salamander Recovery Team Co-Chair, Gray Ratsnake and Massasauga rattlesnake and Ontario SAR turtle Recovery Team member
- Peregrine Falcon Recovery and Master Bander (1996 to present)

Other Highlights include:
- Provincial Amethyst Award: Grand River Fisheries Management Plan (1999)
- OMNR Pride Award: Recovery of Peregrine Falcon (2000)
- NPCA: Welland River Restoration Committee Recognition Award (2002)
- NPCA Conservation achievement awards (2002 to 2008)
- Niagara River Bathymetry, Habitat Mapping and habitat creation projects
- Niagara Region Fish Habitat Types with Management Rationale for municipal planning
- Binbrook Reservoir Electrofishing, and live trap netting projects
- Adult Walleye transfer from Bay of Quinte, Lake Ontario to Binbrook Reservoir
- Spring thermal flux studies Niagara River and Upper Niagara River Tributaries
- Long term thermal monitoring of last remaining Brook trout fishery Upper Twelve Mile Creek
- Upper Twelve Mile Creek Brook Trout Population Assessment 1984, 2000, 2008
- Upper Twelve Mile Creek Restoration Projects (1989 to 1995)
- Frenchman's Creek Grass Roots Watershed Restoration Project (1991 to 1995)
- Point Abino Drain Fisheries Study- Pre and Post Drainage Works 2001 – 2002
- Welland River Fish Community Assessment 1997
- Walleye Restoration Project, Grand River, Welland River and Community Involvement
- Lake Ontario Littoral Zone, Lake Gibson, Martindale Pond and Old Welland Canal Fish Community
- Wild turkey reintroduction, trap and transfer International project (1986 to 1996)
- Ontario Conservation Fishing and Hunting Licence, Pleasure Boat Certificate, Class 1 Electrofishing Certificate (all types), Standard First Aid and CPR, ROM Fish ID, Wetland Evaluation Certifications, Active golf enthusiast

Reports and Publications (chronological order)

Yagi, A.R., R.J. Planck, K.T. Yagi, and G. Tattersall. 2020. A Long-term Study on Massasaugas (*Sistrurus catenatus*) Inhabiting a Partially-mined Peatland: A Standardized Method to Characterize Snake Overwintering Habitat. Journal of Herpetology. In print (18-143R2).

Yagi A.R. MSc Thesis. (In Prep) Overwintering strategies of temperate neonatal snakes- Massasauga rattlesnake (*Sistrurus c. catenatus),* Eastern gartersnake (*Thamnophis sirtalis sirtalis*) and Northern red-bellied snake (*Storeria occipitomaculata*) Brock University, Canada

Yagi A.R. and G. Tattersall (In Prep) Forced Hibernation- A Technique to ensure overwinter survival of temperate neonatal snakes

Yagi, A.R., et al. 2018. Managing an Ecological trap in a Partially Mined Peatland on the Resident Reptile Community which includes Five Species at Risk; Massasauga; Eastern Ribbon; Spotted turtle; Snapping turtle and Blanding's turtle. Final Report for 2018-19. Species at Risk Stewardship Fund, Ontario Ministry of Natural Resources and Forestry.

Yagi A.R., et al. 2017. Managing an Ecological trap in a Partially Mined Peatland on the Resident Reptile Community which includes Five Species at Risk; Massasauga; Eastern Ribbon; Spotted turtle; Snapping turtle and Blanding's turtle. Final Report for 2017-18. Species at Risk Stewardship Fund, Ontario Ministry of Natural Resources and Forestry.

Yagi, A. R. and Tattersall, G. J. 2018. "Please Don't Step on the Hummocks": Summer Refugia for Massasauga Rattlesnakes." The Canadian Herpetologists/L'Herpetologiste Canadien 8(1): 22-24.

Yagi, A. R., Abney, C., Bukovics, T., Breton, B., Blott, C., Yagi, K. 2018. "The Young and the Restless: Postpartum Breeding and Early Onset Sexual maturity in an Isolated Northern Population of Massasauga Rattlesnakes." The Canadian Herpetologists /L'Herpetologiste Canadien 8(1): 24-26

Hileman ET. … and A.Yagi, 2017. Climatic and geographic predictors of life history variation in Eastern Massasauga (*Sistrurus catenatus*): A range-wide synthesis PLOS ONE | DOI:10.1371 /journal.pone.0172011 February 14, 2017

Yagi, A.R., A. Brant, S. Meyer, D.M. Green, S. Dobbyn, B. Johnson, and R. Tervo†. 2017. The Fowler's toad Stewardship Guide. prepared for Environment Canada Habitat Stewardship Program 61pp.

Yagi A.R, K.T. Yagi and A.Brant. 2017. The Spotted Turtle Stewardship Guide, prepared for Environment Canada Habitat Stewardship Program 25pp.
Yagi A.R. [updated 2016]. Niagara Region Fish Habitat Types with Management Rationale, Ontario Ministry of Natural Resources unpublished manuscript.
Yagi A.R and C.Blott. 2015. Niagara River RAP- Fish Population- Beneficial Use Impairment Delisting Criteria. Prepared for OMNR and NRRAP Advisory Committee.
Markle, T.M., A.R. Yagi and D.M. Green. 2013. Recovery Strategy for the Allegheny Mountain Dusky Salamander (*Desmognathus ochrophaeus*) and the Northern Dusky Salamander (*Desmognathus fuscus*) in Ontario. Recovery Strategy Series. Prepared for the Ontario Ministry of Natural Resources, Peterborough, Ontario. vi + 30 pp.
Blott C., A.R.Yagi and V. Crombie. 2013. Niagara River (Ontario) Remedial Action Plan Interim Assessment of *Degradation of Fish Populations* Beneficial Use Impairment for the Niagara River Remedial Action plan (DRAFT) 51pp + Appendices
Yagi A.R. and R. Jon Planck . (2012) Identification, Characterization and Subterranean Delineation of Critical Eastern Massasauga Hibernation Habitat in a Partially Mined Peatland for the Purposes of Species Recovery, Poster Ontario Nature Conference, Toronto 2012.
Jones P.C., R.B.King, R.L.Bailey, K.Bissell, H.Campa,III, (+25) and A.Yagi.2012. Population Ecology Range-Wide Analysis of Eastern Massasauga Survivorship. J. Wild. Man. 76(8):1576-1586; DOI:10.1002/jwmg.418
Yagi A.R and C. Blott. 2012. Niagara River Watershed Fish Community Assessment (1997 to 2011) Ontario Ministry of Natural Resources unpublish report 168pp + appendices
Yagi A.R. 2012. Field Investigation of Channel Erosion and related impacts on the Fenwick Regional ANSI, Provincially Significant Wetlands and Species at Risk, unpublished report for OMNR 20pp+appendix
Green D.M., A.R. Yagi and Hamel S. Green, David M., Anne R. Yagi, and Stewart E. Hamill. 2011. Recovery Strategy for the Fowler's Toad (*Anaxyrus fowleri*) in Ontario. Ontario Recovery Strategy Series. Prepared for the Ontario Ministry of Natural Resources, Peterborough, Ontario. vi + 21pp.
Yagi A.R., T. Markle, A. Brant and R. Tervo. 2010. Quebec and Ontario Stream Salamander Stewardship Guide, prepared for Environment Canada Habitat stewardship Program 37 p + iii
Yagi A.R, A.Brant and R.Tervo. 2009. Niagara Region Natural Areas Inventory Reptile and Amphibian Study 2006 to 2008. Ontario Ministry of Natural Resources and Land Care Niagara unpublished report for the Natural Areas Inventory prepared for the Niagara Peninsula Conservation Authority 78pp incl. separate Map appendix.
Yagi A.R. and A. Timmerman. 2009. Ancaster Wintering Deer Survey 2009 - with Management Recommendations, unpublished report for the Hamilton Conservation Authority 37pp + iii.
Denyes D., A.R. Yagi, A. Brant, K.Wright. 2009. American Water- willow Stewardship Guide. prepared for Environment Canada Habitat stewardship Program 21p +ii
Yagi A.R and R. Tervo. 2008a. Species at Risk Habitat Mapping for the Allegheny Mountain Dusky Salamander (*Desmognathus ochrophaeus*) - a Test of Draft Habitat Mapping Guidelines. Unpublished report for Ontario Ministry of Natural Resources Species at Risk, Peterborough, Ontario 12pp.
Yagi A.R and R. Tervo. 2008b. Species at Risk Habitat Mapping for the Northern Dusky Salamander (*Desmognathus fuscus*)- a Test of Draft Habitat Mapping Guidelines. Unpublished report for Ontario Ministry of Natural Resources Species at Risk, Peterborough, Ontario 12pp.
Yagi A.R and R. Tervo. 2008c. Species at Risk Habitat Mapping for the Fowler's toad (*Bufo fowleri*)- a Test of Draft Habitat Mapping Guidelines. Unpublished report for Ontario Ministry of Natural Resources Species at Risk, Peterborough, Ontario
Yagi A.R and C. Blott. 2008d. Niagara River Watershed Fish Community Assessment (2003 to 2007) Ontario Ministry of Natural Resources unpublished report 197pp.
Yagi A.R. and M. Esraelian. 2008e. White-tailed Deer (*Ondocoileus virginianus*) Management Recommendations for the Niagara Parks Botanical Gardens - School of Horticulture Final Report. Ontario Ministry of Natural Resources 34pp.
Yagi A.R., A. Brant, S. Meyer, D.M. Green, S. Dobbyn, K. Frohlich, K. Hayes, B. Johnson, M. Oldham and R. Tervo.2007. The Fowler's toad Stewardship Guide. prepared for Environment Canada Habitat Stewardship Program 60pp.
Yagi A.R. and R. Tervo. 2006a. Black Ratsnake (*Elaphe obsoleta*) Telemetry Project 2001 to 2002: Oriskany Sandstone Area-Carolinian Population Final Report unpublished for Ontario Ministry of Natural Resources Species at Risk, Peterborough, Ontario. 25pp.
Yagi A.R. and R. Tervo. 2006b. Distribution of Fowler's toad (*Bufo fowleri*) in Aylmer District Based upon field surveys conducted in 2004 and 2005 with notes on Habitat for Recovery Planning Purposes, unpublished report prepared for Ontario Ministry of Natural Resources Aylmer District and OMNR SAR. 21pp.
Yagi A.R. and R. Tervo. 2006c. Guelph District Fowler's Toad (*Bufo fowleri*) - Historic Elemental Occurrence Verification, Current Presence/Absence information with notes on Preliminary Habitat Characterization for Recovery Planning Purposes, unpublished report prepared for the Ontario Ministry of Natural Resources Species at Risk, Peterborough, Ontario. 10pp.
Yagi A.R and R. Tervo. 2005a. [Data Sensitive]Massasauga (*Sistrurus catenatus*) Population- Interim Report; unpublished report prepared for the Ontario Ministry of Natural Resources Species at Risk, Peterborough, Ontario 11pp.
Yagi A.R., R. Drabick, J. Radford and K. Spence. 2005b. Lower Frenchman's Creek: Wetland Evaluation, and Fisheries Assessment-Between Niagara Parkway and Bowen Rd. Allowance
Yagi A.R. and D.Mills.2004. Niagara Glen Species at Risk Inventory Final Report 2004 (Data Sensitive) Ontario Ministry of Natural Resources unpublished report for the Niagara Parks Commission 30 pg.

Yagi A.R. and D.Mills.2003a. Interim Report: Fowler's Toad (*Bufo fowleri*) Abundance and Habitat Use at Morgan's Point Conservation Area with Habitat Enhancement Recommendations, Summer 2003, unpublished report prepared for the Niagara Peninsula Conservation Authority and OMNR SAR Peterborough, Ontario. 7pp.

Yagi A.R and R. Tervo. 2003b [Data Sensitive]Eastern Massasauga Rattlesnake (*Sistrurus catenatus*), Ministry of Natural Resources unpublished report.7pp.

Yagi A.R. 2003c. Point Abino Fisheries Drain Fisheries Study- Pre and Post Drainage Works 2001 – 2002, Ontario Ministry of Natural resources unpublished report, updated March 2010 11pp.

Yagi A.R. 2000. Niagara Region Fish Habitat Types with Management Rationale, Ontario Ministry of Natural Resources unpublished manuscript.4pp.

Yagi A.R, R.J. Planck and P. Hache. 1999a. Post Assessment of the Shriner's (Branch W-5-1) Creek Ecological Design, Niagara Falls Ontario: Did Past Planning Goals meet the Public Expectations? Proceedings of the Second International Conference on Natural Channels. March 1999. Niagara Falls, Ontario. Canada.

Yagi A.R., Harrington .G. 1999b. Combining a Golf Course Re-Design with Natural Channels-Lessons learned from a St Catharines Urban Stream. Proceedings of the Second International Conference on Natural Channels. March 1999. Niagara Falls Ontario, Canada.

Yagi A.R. and Frohlich K. 1998a. An Interim Report on Wainfleet Bog Restoration: Challenges and Future Direction, Second Inter Global symposium for the Conservation of Eastern Massasauga rattlesnakes, Toronto Zoo p. 164 to 169

Yagi A.R. 1998b. Old Welland Canal Fisheries Assessment. City of Welland. Ontario Ministry of Natural Resources unpublished manuscript.

Yagi A.R. 1997. Martindale Pond Fisheries Assessment with Notes on Richardson's Creek Fisheries Habitat Compensation Project. OMNR unpublished manuscript.

Yagi A.R., R.J Planck and P. Hache. 1996 "An Approach to Ecosystem Restoration" – Presented at 57th U.S. Midwest Fish and Wildlife Conference, Dec 5 1996, Detroit Michigan Yagi A.R. 1997. Welland River Fisheries Study with Management Recommendations. Ontario Ministry of Natural Resources unpublished manuscript.

Fraser, J.Z., Yagi, A.R., Planck, R.J. 1994. A Natural Approach to Watercourse Modification in Urbanizing Watersheds: Shriners Creek Case Study, proceedings of the First International Conference on Rivers and Guidelines for Natural Channel Systems, Jan 1994. Niagara Falls Ontario, Canada.

Sarvis, A.R. 1985. Brook Trout Distribution and Abundance within Upper Twelve Mile Creek. Ont. Min. Nat. Res. unpublished manuscript, 45pp.



Curriculum vitae

Katharine T. Yagi, PhD

Education

Jan 2012 – Jun 2018 **McGill University**
PhD
Natural Resource Science, Amphibian Ecology
Montreal, Canada

Sep 2008 – Oct 2010 **Laurentian University**
M.Sc.
Biology, Ecology, Conservation and Herpetology
Greater Sudbury, Canada

Sep 2004 – Jun 2008 **University of Guelph**
B. Sc. (Hon)
Biological Science, Zoology
Guelph, Canada

Work Experience

Sept 2019 – Dec 2019 **Course Instructor (Principles of Ecology BIOL 2Q04)**
Brock University
St. Catharines, Canada

May 2019 - present **Research Associate (Post Doctoral Fellow)**
8Trees Inc.
Fonthill, Canada

Aug 2017 – May 2019 **Research Associate (Post Doctoral Fellow)**
Brock University, Department of Biological Science
St. Catharines, Canada

Jan 2012 – Aug 2016 **Teaching Assistant**
McGill University, Department of Natural Resource Sciences
Montréal, Canada

Jun 2011 – Dec 2011 **Species at Risk Biologist**
Ontario Ministry of Natural Resources
Guelph District, Niagara Region, Canada

Nov 2010 – Jun 2011	**Habitat Stewardship Technician** Land Care Niagara Canada
Sep 2008 – Oct 2010	**Teaching Assistant** Laurentian University, Department of Biology Greater Sudbury, Canada
May 2005 – Sep 2008	**Field Technician** Ontario Ministry of Natural Resources Guelph District, Niagara Region, Canada

Other Academic Experience

- Conference organization (Ontario Ecology and Ethology Colloquium, OEEC 2010)
- Academic hiring committee (McGill University- Interviewing candidates for Conservation Biology Professor position)
- Manuscript reviewer for publication in peer reviewed journals
- Graduate student seminar organizer (tasks included sending reminder emails to department and students of upcoming seminars, speakers and associated social gatherings, and filming of seminar talks and posting to McGill BGSA YouTube page)
- Teaching Assistant for the following courses at McGill University:
    - Organismal Biology (BIOL111);
    - Cell and Molecular Biology (BIOL112);
    - Science and Museums (REDM400);
    - Herpetology (BIOL427);
    - Conservation Biology (BIOL465);
    - Ecology and Evolution (BIOL215)
- Teaching Assistant for the following courses at Laurentian University:
    - Biology (BIOL1506EL);
    - Vertebrate form and function (BIOL2706EL);
    - Histology (BIOL3726)

Awards & Grants

- Delise Allison Redpath Museum Travel award ($500, WCH 2013)
- SSAR travel award ($500, JMIH 2013)
- CAH travel award ($500, CHS 2014)

Research Interests

Key Words	Applied Ecology, Animal Behavior, Biodiversity, Conservation, Population Dynamics, Habitat Restoration, Climate Change, Ecology and Evolution

Areas of Expertise	Herpetology, Habitat selection, Freshwater turtle behavior, Amphibian Behavior, Long-term population monitoring, Animal movement and dispersal, Density-dependence, Population dynamics, Rare/Endangered species

Skills & Activities

Skills	Leadership, Creative problem solving, Cooperation and Collaboration, Data collection and Analysis, Field Work, Teaching and Mentorship, Scientific writing and publication.
Languages	English
Scientific Memberships	Society for Ecological Restoration (SER) Society for the Study of Amphibians and Reptiles (SSAR) Herpetologists' League (HL) American Society of Ichthyologists and Herpetologists (ASIH) Canadian Herpetological Society (CHS) Fowler's Toad Recovery and Implementation Team Dusky Salamander Recovery and Implementation Team
Interests	Nature Photography, education, science communication and outreach

Journal Publications

Yagi, K.T., and D.M. Green. 2020. Extinction risk in an endangered toad population: A case study on the Fowler's toads (*Anaxyrus fowleri*) in Long Point, Ontario. Herpetological Conservation and Biology. In Review (HCB 2019-053).

Yagi, A.R., R.J. Planck, K.T. Yagi, and G. Tattersall. 2020. A Long-term Study on Massasaugas (Sistrurus catenatus) Inhabiting a Partially-mined Peatland: A Standardized Method to Characterize Snake Overwintering Habitat. Journal of Herpetology. In print (18-143R2).

Green, D.M., and K.T. Yagi. 2018. Ready for bed: pre-hibernation movements and habitat use by Fowler's Toads, *Anaxyrus fowleri*. Canadian Field-Naturalist 132(1):46-52.

Yagi, K.T. and D.M. Green. 2018. Post-metamorphic carry-over effects in a complex life history: behaviour and growth at two life stages in an amphibian. Copeia 106(1):77-85.

Yagi, K.T. and D.M. Green. 2017. Performance and Movement in Relation to Post-metamorphic Body size in a Pond-breeding Amphibian. Journal of Herpetology 51(4):482-489.

Yagi, K.T., and D.M. Green. 2016. Mechanisms of density-dependent growth and survival in Fowler's toads, (Bufo) *Anaxyrus fowleri*: volume vs. abundance. Copeia 104(4):942-951.

Yagi, K.T. and J.D. Litzgus. 2013. Thermoregulation and Behavior of Spotted Turtles (*Clemmys guttata*) in a beaver-flooded bog in Southern Ontario, Canada. Journal of Thermal Biology 38(5): 205-213.

Yagi, K.T. and J.D. Litzgus. 2012. The Effects of Flooding on the Spatial Ecology of Spotted Turtles (*Clemmys guttata*) in a Partially Mined Peatland. Copeia 2012(2):179-190.

Published Dissertations

Yagi, K.T. 2017. Density-dependence and dispersal mechanisms in a pond breeding amphibian. PhD Thesis. McGill University.

Yagi, K.T. 2010. The effects of flooding on the spatial ecology and thermoregulation on Spotted turtles (*Clemmys guttata*) in a southern Ontario population. MSc Thesis. Laurentian University.

Conference Proceedings

Yagi, A.R., K.T. Yagi*, and G.J. Tattersall. 2019. Immediate and long-term effects of public beach use on the movement and survival of the endangered Fowler's toads (*Anaxyrus fowleri*) at Nickel Beach, Port Colborne Ontario. Canadian Herpetological Society (CHS), Platform presentation, Montreal, CA.

Yagi, K.T.* and D.M. Green. 2016. Larval Density Effects on Performance in Juvenile Fowler's toads *Anaxyrus fowleri*. Canadian Herpetological Society (CHS), Platform presentation, Toronto, ON.

Yagi, K.T.* and D.M. Green. 2016. Mechanisms of Density-Dependent Dispersal in Juvenile Fowler's toads, *Anaxyrus fowleri*. Joint Meeting of Ichthyologists and Herpetologists (JMIH), Platform presentation, New Orleans, LA.

Yagi, K. and D.M. Green*. 2015. Behavioural effects of density and temperature on Fowler's toad tadpoles, *Anaxyrus fowleri*. Canadian Herpetological Society (CHS), Poster presentation, St. John, NB.

Yagi, K.* and D.M. Green. 2014. Density-dependent dispersal in amphibians. Quebec Centre for Biodiversity Science (QCBS), Platform presentation in Montreal, QC.

Yagi, K.* and D.M. Green. 2014. Strategies of dispersal in pond breeding amphibians. Canadian Herpetological Society (CHS), Platform presentation in Calgary, AB.

Yagi, K.* and D.M. Green. 2013. Density-dependent growth in pond breeding amphibians. CARCNet platform talk in Mount Orford, QC.

Yagi, K* and D.M. Green. 2013. Movement ecology and habitat use by Fowler's Toads (*Anaxyrus fowleri*). Poster presentation at the Joint Meeting of Ichthyologists and Herpetologists (JMIH), in Albuquerque, NM.

Green, D. and Yagi, K*. 2012. Movement Ecology and Habitat Use by Fowler's Toads (*Anaxyrus fowleri*). Poster presentation at the World Congress of Herpetology meeting in Vancouver, BC.

Yagi, K.* and J.D. Litzgus. 2012. Thermoregulation and behavior of Spotted Turtles (*Clemmys guttata*) in a beaver-flooded location in Southern Ontario. Platform presentation at the World Congress of Herpetology meeting in Vancouver, BC.

Yagi, K.* and J.D. Litzgus. 2010. Thermoregulation and behaviour of Spotted Turtles (*Clemmys guttata*) in a beaver-flooded location. Platform presentation at CARCNet and CAH meeting in Wolfville, NS.

Yagi, K.* and J.D. Litzgus. 2010. The effect of flooding on the spatial ecology of Spotted Turtles (*Clemmys guttata*) in a southern Ontario population. Platform presentation at the Joint Meeting of the Turtle Survival Alliance and the Tortoise and Freshwater Turtle Species Specialist Group of the IUCN, Orlando, FL, USA.

Yagi, K.* and J.D. Litzgus. 2010. The effect of flooding on the spatial ecology of Spotted Turtles (*Clemmys guttata)* in a southern Ontario population. Platform presentation at the Joint Meeting of ASIH, SSAR, HL, and AES in Providence, RI.

Yagi, K.* and J.D. Litzgus. 2010. The effect of flooding on the spatial ecology of Spotted Turtles (*Clemmys guttata*) in a southern Ontario population. Platform presentation at Ontario Ecology and Ethology Colloquium, Laurentian University, Sudbury, ON.

Yagi, K.* and J.D. Litzgus. 2010. The effect of flooding on the spatial ecology of Spotted Turtles (*Clemmys guttata*) in a southern Ontario population. Platform presentation at Toronto Zoo Social Marketing and Chelonian Sustainability Workshop, Scarborough, ON.

Yagi, K.* and J.D. Litzgus. 2009. Spatial ecology and thermoregulation of Spotted Turtles (*Clemmys guttata*) in a southern Ontario population. Poster presentation at the Joint Meeting of Ichthyologists and Herpetologists (JMIH), in Portland, OR.

Technical Reports

Yagi, A.R., et al. 2018. Managing an Ecological trap in a Partially Mined Peatland on the Resident Reptile Community which includes Five Species at Risk; Massasauga; Eastern Ribbon; Spotted turtle; Snapping turtle and Blanding's turtle. Final Report for 2018-19. Species at Risk Stewardship Fund, Ontario Ministry of Natural Resources and Forestry.

Yagi A.R., et al. 2017. Managing an Ecological trap in a Partially Mined Peatland on the Resident Reptile Community which includes Five Species at Risk; Massasauga; Eastern Ribbon; Spotted turtle; Snapping turtle and Blanding's turtle. Final Report for 2017-18. Species at Risk Stewardship Fund, Ontario Ministry of Natural Resources and Forestry.

Green, D.M. and K. Yagi. 2015. Ponds for Toads. Fowler's Toad Recovery and Habitat Mitigation at Long Point, Ontario. Field report for 2015. Canadian Wildlife Service, Environment Canada.

Green, D.M. and K. Yagi. 2014. Ponds for Toads. Fowler's Toad Recovery and Habitat Mitigation at Long Point, Ontario. Field report for 2014. Canadian Wildlife Service, Environment Canada.

Green, D.M. and K. Yagi. 2013. Population ecology for Fowler's toad (*Anaxyrus fowleri*) at Long Point, Ontario, Field report for 2013. Canadian Wildlife Service, Environment Canada.

Green, D.M. and K. Yagi. 2012. Population ecology for Fowler's toad (*Anaxyrus fowleri*) at Long Point, Ontario, Field report for 2012. Canadian Wildlife Service, Environment Canada.

References

David M. Green (Professor, Redpath Museum, McGill University)

Jacqueline D. Litzgus (Professor, Department of Biology, Laurentian University)

Lauren Chapman (Professor, Department of Biology, McGill University)

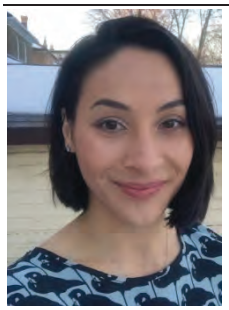
Glenn J. Tattersall (Professor, Department of Biological Sciences, Brock University)

Christina Davy, (Research Scientist (Species at Risk), Ontario Ministry of Natural Resources; Adjunct Professor, University of Trent; Adjunct Professor, University of Queens)

David Denyes (Management Biologist, Ontario Ministry of Natural Resources and Forestry)

Theresa A. Bukovics, MSc.

SUMMARY OF QUALIFICATIONS



- Detail oriented with ability to assimilate a wide range of information quickly.
- Strong written and verbal communication skills.
- Dependable, dedicated, organized, honest, and hard-working.
- Work well independently or as part of a team (large or small).
- Ability to multi-task priorities in a fast-paced environment.
- Experienced in maintenance of records, time management, hiking long distances and camping outdoors.
- Proficient in MS Office suite, familiar with ArcMap, Adobe Photoshop CS6 Extended, and Statistical Software: SPSS and R.

EDUCATION & CERTIFICATIONS

Brock University, Catharines, Ontario, Canada **Sep 2012 – Oct 2016**
MSc. Biological Sciences (Ecology and Evolution)

University of Hawaii at Manoa, Honolulu, Hawaii **Sep 2006 – Dec 2010**
BSc. Ethnobotany & Minor: Anthropology

Certifications:

First Aid & CPR
Safety Awareness & WHIMIS
Pleasure Craft Operating License
Ontario Class "G" Driver's License

WORK EXPERIENCE

8 Trees Inc., Fonthill, ON **May 2017 – Present**
Biologist Field Technician

- Permitted lab and field work on reptiles and amphibians including species at risk, (Spotted Turtle, Snapping turtle, Midland Painted Turtle, Eastern Massasauga Rattlesnake, Fowlers toad, Fox Snake and Gray ratsnake).
- Assisted with plant, amphibian and bird surveys, snake coverboard surveys, egg mass surveys, turtle surveys and radio telemetry, winter hibernation habitat monitoring, groundwater monitoring, soil cores and field data collection
- Public outreach and education
- Habitat suitability and GIS analysis
- Completed Data collection for Environmental Impact Studies and summary reports
- Conducted road surveys and worked with two municipalities to install animal crossing signs.
- Assisted in preparing proposals and reports, and analyzing and managing different types of data.

Brock University, St. Catharines, ON **Sept 2012 – Dec 2017**
Lab Demonstrator & Teaching Assistant

- Instructed university students at all levels in complex principles in biology, botany, and ecology.
- Updated and refined lab material, created biweekly power points, constructed and administered marking schematics.
- Provided verbal and written evaluations on in-class assignments, take-home assignments, and presentations.

University of Hawaii Botany Department, Honolulu **Aug 2009 – Mar 2010**
Ethnobotany Research Assistant:

- Established and managed a database comprised of texts in 6 foreign languages focusing on 18th & 19th Century European expeditions throughout Southeast Asia;
- Collaborated with and oversaw fellow researchers from various academic departments;
- Collected, translated, and evaluated quantitative and qualitative data.

University of Hawaii Conservation Ethnobiology Field School **Jan 2010 – Feb 2010**
Attendee

- Developed research methodologies and assisted in restoration projects;
- Conducted and led field surveys, identified plant species in the field, and recorded and collected voucher specimens of Hawaiian native and invasive flora;
- Prepared a variety of technical reports weekly both independently and as part of a team.

VOLUNTEER EXPERIENCE

Jepson Herbarium, University of California Berkeley **Sept 2011 – Aug 2012**
Curatorial Volunteer

- Updated nomenclature of over 275 lichens, accessioned 30,000 lichen specimens;
- Managed, databased, and curated the UC Berkeley JEPSON Herbarium lichen collection.

Lyon Arboretum and Botanical Garden, Honolulu **Mar 2011– May 2011**
Micro-Propagation Lab Volunteer

- Micro-propagated tissue cultures for 75 of the 300 native endangered or threatened Hawaiian species of plants;
- First to micro-propagate from embryo extractions the endangered Hawaiian palm, *Pritchardia*;
- Collaborated with four other volunteers to propagate around 1000 cultures per day.

University of Hawaii Service Learning Pathway, Honolulu **Aug 2009 – Dec 2010**
Educator Volunteer

- Supervised and instructed children and adults (ages 8-15) on native Hawaiian plant communities and sustainability;
- Practiced and taught traditional conservation techniques of building taro terraces, irrigation systems, and bird sanctuaries;
- Built and maintained 10 taro terraces, 2 irrigation systems, and 1 bird sanctuary.

Concord Markham Arboretum, Concord, CA **Jan 2005 – Aug 2006**
Greenhouse and Plant Propagator Volunteer

- Propagated and maintained plants in a nursery and up-kept the arboretum and community garden;
- Assisted in irrigation and landscaping other gardens as well as selling plants during summer plant sales and farmer's markets.

OTHER RELATED EXPERIENCE

- Developed a photographic time series to identify, track, and quantify demographic changes in a juvenile crustose lichen;
- Volunteer reptile/amphibian survey work on Beausoleil island for Parks Canada/MNRF
- Volunteer Mudpuppy survey work for Trent University;
- Volunteer Lichen team lead for the Ojibway Prairie BioBlitz;
- Workshops: Secret Life of Lichens (Guelph University) and Macrolichens (Siskiyou Field Institute);
- Knowledge of and experience with laboratory safety policy and practice
- Student mentor
- Editing, proof reading, and evaluating manuscripts/proposals, budgets, and experimental designs.

Curriculum Vitae Biologist



Cathy Blott

BSc Honours Biology, University of Waterloo, 1993
Cathy is currently an Independent Environmental Contractor. She has worked in the field of biology for nearly 25 years, for both government and private consulting firms In Ontario and in British Columbia. Cathy is also an enthusiastic volunteer in support of youth in the Dunnville Community.

Cathy has worked in the field of biology for 25 years, for government and private consulting firms including Limnoterra Ltd. The last five years Cathy worked at MNRF (Vineland Field Office) as Acting Management Biologist and Integrated Resource Management Technician. During this time, she was instrumental in completing several key provincial initiatives.

Highlights are.

- Coauthored Niagara Fish Community and Niagara River RAP- fish population reports
- Analyse and managed MNRF's digital fish database
- Managed fish telemetry data collection at Welland River Syphons (2013 to 2015)
- Managed thermal studies of Upper Niagara River and Upper 12 Mile Creek
- Completed bathymetry, substrate, aquatic vegetation surveys and velocity studies of the Upper Niagara River and tributaries
- Coordinated the application of Great Lakes Acoustic (GLATOS) monitors in the Niagara River watershed
- Fish Crew Leader Welland River Fish Assessment (Seine, Back-Pack, E-Boat) (2007)

Specialized Training:

• Royal Ontario museum fish identification certifications
• Class 1 crew leader boat & backpack electrofishing license
• Standard First aid & CPR
• Marine Emergency Duties (MED A-4)
• Pleasure craft boating licence
• Ontario Stream Assessment Protocol (OSAP) certification, Soils, Wetlands
• Arc GIS, Access, Excel, Sigma Plot

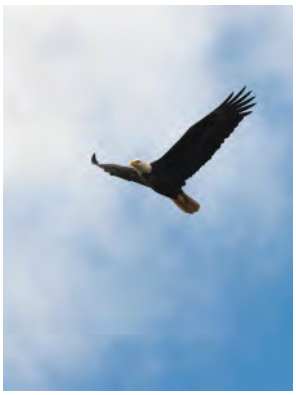
Related Experience:

- Managing Environmental restoration projects for Lower Grand River Land Trust.
- Assisting Habitat Haldimand in restoring of brook trout stream on Grand River
- Literature search & preparation of Draft Environmental Resource Study document for impending Class C Environmental Assessment of brown trout stocking in Lake Huron. (2010)
- Sturgeon sampling and commercial catch sampling, Nottawasaga Bay, southern Georgian Bay MNR Owen Sound District (2010)

- Fish Crew Leader MNR Zone 8, 10 & 11 North Bay, ON. (2009) Sault Ste Marie/Blind River (2008)
- Gill net surveys from (Broad Scale Fisheries Management Program). Field supervision of remote site access, fish sampling, remote camping, call in procedures, & data delivery. Use of small motorized watercraft. Access by truck or plane.
- In Kamloops BC, assisted with field studies & reports of fish community habitat assessments & impacts for 5 mountain rivers for proposed Independent Power Production hydro-electric projects. Monitored impacts to river habitat during Ministry of Transportation riverbank repair. Conducted Fish Passage Culvert Inspections for Ministry of Forests.
- Prioritized Ministry of Transportation culvert replacement candidates based on fish community & habitat parameters.

Appendix 4: Community Wildlife Observations



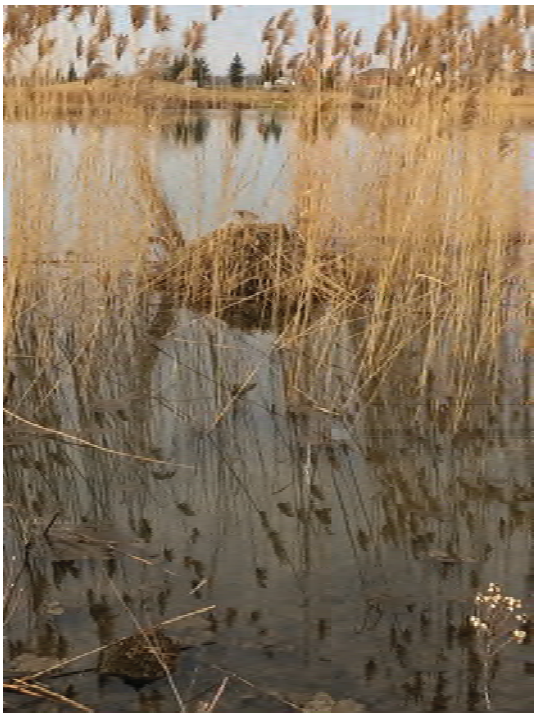
















Appendix 5 Bioregional Species

List with current Species at Risk Ontario (SARO) status (from an aggregate of sources. 1 = present; 0 = not present; na means not yet found)

Species List	Scientific Name	Bioregion	Welland River Between Canals	Atlas PSW	Hunters Pointe
Reptiles					
Snapping Turtle (SC)	Chelydra serpentina	1	1	1	1
Midland Painted Turtle (SC)	Chrysemys picta marginata	1	1	na	1
Red-eared Slider	Trachemys scripta elegans	1	1	0	1
Eastern Musk Turtle (SC)	Sternotherus odoratus	1	1	0	na
Blanding's Turtle (THR)	Emydoidea blandingii	1	1	na	na
Spotted Turtle (END)	Clemmys guttata	1	0	0	0
Northern Map Turtle (SC)	Graptemys geographica	1	1	0	0
Spiny Softshell (END)	Apalone spinifera	1	na	0	0
Eastern Gartersnake	Thamnophis sirtalis sirtalis	1	1	1	1
Dekay's Brownsnake	Storeria dekayi	1	1	na	1
Northern Watersnake	Nerodia sipedon sipedon	1	1	na	na
Eastern Ribbonsnake (SC)	Thamnophis saurita	1	1	na	na
Eastern Milksnake	Lampropeltis triangulum	1	1	1	na
Red-bellied Snake	Storeria occipitomaculata	1	1	na	na
Smooth Greensnake	Opheodrys vernalis	1	1	na	na
Gray Ratsnake (END)	Pantherophis spiloides	1	1	na	na
Eastern Foxsnake (END)	Pantherophis vulpinus	1	0	0	0
Eastern Massasauga (END)	Sistrurus catenatus	1	0	0	0
Eastern Hog-nosed Snake (THR)	Heterodon platirhinos	1	0	0	0
Ring-necked Snake	Diadophis punctatus edwardsi	1	0	0	0
Common Five-lined Skink (END)	Plestiodon fasciatus	1	0	0	0
Anurans					
Western Chorus Frog	Pseudacris triseriata	1	1	1	1
Spring Peeper	Pseudacris crucifer	1	1	1	1
Wood Frog	Lithobates sylvaticus	1	1	1	na
Northern Leopard Frog	Lithobates pipiens	1	1	1	1
Pickerel Frog	Lithobates palustris	1	0	na	na
Green Frog	Lithobates clamitans	1	1	na	1
American Bullfrog	Lithobates catesbeianus	1	1	na	na
Gray Treefrog	Hyla versicolor	1	1	na	na
Fowler's Toad (END)	Anaxyrus fowleri	1	0	0	0
American Toad	Anaxyrus americanus	1	1	1	1
Salamanders					

Species List	Scientific Name	Bioregion	Welland River Between Canals	Atlas PSW	Hunters Pointe
Eastern Red-backed Salamander	Plethodon cinereus	1	1	1	na
Mudpuppy	Necturus maculosus	1	1	0	na
Four-toed Salamander	Hemidactylium scutatum	1	1	0	0
Allegheny Mountain Dusky Salamander (END)	Desmognathus ochrophaeus	1	0	0	0
Northern Dusky Salamander (END)	Desmognathus fuscus	1	0	0	0
Spotted Salamander	Ambystoma maculatum	1	1	na	na
Blue-spotted Salamander	Ambystoma laterale	1	1	na	na
Jefferson Salamander including polyploids (END)	Ambystoma jeffersonianum	1	1	na	na
Fish					
Alewife	Alosa pseudoharengus	1	1	0	0
American Brook Lamprey	Lampetra appendix	1	0	0	0
American Eel (END L. Ontario)	Anguilla rostrata	1	0	0	0
Banded Killifish	Fundulus diaphanus	1	1	0	1
Bigmouth Buffalo	Ictiobus cyprinellus	1	1	0	na
Black Bullhead	Ameiurus melas	1	1	0	na
Black Crappie	Pomoxis nigromaculatus	1	1	0	1
Black Redhorse (THR)	Moxostoma duquesnei	1	0	0	0
Blackchin Shiner	Notropis heterodon	1	0	0	0
Blacknose Dace	Rhinichthys atratulus	1	0	0	0
Blacknose Shiner	Notropis heterolepis	1	0	0	0
Bluegill	Lepomis macrochirus	1	1	0	na
Bluntnose Minnow	Pimephales notatus	1	1	0	na
Bowfin	Amia calva	1	1	0	na
Brindled Madtom	Noturus miurus	1	0	0	na
Brook Silverside	Labidesthes sicculus	1	1	0	na
Brook Stickleback	Culaea inconstans	1	0	0	na
Brown Bullhead	Ameiurus nebulosus	1	1	0	na
Brown Trout	Salmo trutt	1	0	0	0
Burbot	Lota lota	1	0	0	0
Central Mudminnow	Umbra limi	1	0	0	1
Central Stoneroller	Campostoma anomalum	1	0	0	0
Channel Catfish	Ictalurus punctatus	1	1	0	na
Chinook Salmon	Oncorhynchus tshawytscha	1	0	0	0
Coho Salmon	Oncorhynchus kisutch	1	0	0	0
Common Carp	Cyprinus carpio	1	1	0	na
Common Shiner	Luxilus cornutus	1	1	0	na

Species List	Scientific Name	Bioregion	Welland River Between Canals	Atlas PSW	Hunters Pointe
Creek Chub	Semotilus atromaculatus	1	0	0	na
Emerald Shiner	Notropis atherinoides	1	1	0	na
Fantail Darter	Etheostoma flabellare	1	0	0	na
Fathead Minnow	Pimephales promelas	1	1	0	1
Freshwater Drum	Aplodinotus grunniens	1	1	0	na
Gizzard shad	Dorosoma cepedianum	1	1	0	na
Golden Redhorse	Moxostoma erythrurum	1	1	0	na
Golden Shiner	Notemigonus crysoleucas	1	1	0	na
Goldfish	Carassius auratus	1	0	0	na
Grass Pickerel (SC)	Esox americanus vermiculatus	1	0	0	na
Greater Redhorse	Moxostoma valenciennesi	1	1	0	0
Green Sunfish	Lepomis cyanellus	1	1	0	na
Greenside Darter	Etheostoma blennioides	1	0	0	0
Hornyhead Chub	Nocomis biguttatus	1	0	0	0
Iowa Darter	Etheostoma exile	1	0	0	na
Johnny Darter	Etheostoma nigrum	1	1	0	na
Lake Chub	Couesius plumbeus	1	0	0	0
Lake Chubsucker (THR)	Erimyzon sucetta	1	0	0	na
Lake Sturgeon (THR)	Acipenser fulvescens	1	0	0	0
Lake Trout	Salvelinus namaycush	1	0	0	0
Largemouth Bass	Micropterus salmoides	1	1	0	na
Logperch	Percina caprodes	1	1	0	na
Longear Sunfish	Lepomis megalotis	1	0	0	na
Longnose Dace	Rhinichthys cataractae	1	0	0	0
Longnose Gar	Lepisosteus osseus	1	0	0	na
Mimic Shiner	Notropis volucellus	1	0	0	na
Mooneye	Hiodon tergisus	1	0	0	0
Mottled sculpin	Cottus bairdi	1	0	0	0
Muskellunge	Esox masquinongy	1	1	0	na
Ninespine Stickleback	Pungitius pungitius	1	0	0	0
Northern Pike	Esox lucius	1	1	0	na
Northern Sunfish (SC)	Lepomis peltastes	1	na	0	na
Pumpkinseed	Lepomis gibbosus	1	1	0	1
Quillback Carpsucker	Carpiodes cyprinus	1	0	0	na
Rainbow Darter	Etheostoma caeruleum	1	0	0	0
Rainbow Smelt	Osmerus mordax	1	1	0	0
Rainbow Trout	Oncorhnchus mykiss	1	1	0	0
Redfin Shiner	Lythrurus unbratilis	1	0	0	0
Redhorse species	Moxostoma sp	1	1	0	na

Species List	Scientific Name	Bioregion	Welland River Between Canals	Atlas PSW	Hunters Pointe
River Chub	Nocomis micropogon	1	0	0	0
River Redhorse (SC)	Moxostoma carinatum	1	0	0	0
Rock Bass	Ambloplites rupestris	1	1	0	na
Round Goby	Neogobius melanostomus	1	1	0	1
Rudd	Scardinius erythrophthalmus	1	1	0	na
Sand Shiner	Notropis stramineus	1	0	0	0
Sauger	Stizostedion canadense	1	0	0	0
Sea Lamprey	Petromyzon marinus	1	0	0	0
Shorthead Redhorse	Moxostoma macrolepidotum	1	1	0	na
Silver Redhorse	Moxostoma anisurum	1	0	0	0
Smallmouth Bass	Micropterus dolomieui	1	1	0	0
Spotfin Shiner	Notropis spiloterus	1	0	0	na
Spottail Shiner	Notropis hudsonius	1	1	0	na
Stonecat	Noturus flavus	1	0	0	0
Striped Shiner	Luxilus chrysocephalus	1	0	0	0
Tadpole Madtom	Noturus gyrinus	1	0	0	na
Three-spine Stickleback	Gasterosteus aculeatus	1	0	0	na
Trout-perch	Percopsis omiscomaycus	1	0	0	0
Walleye	Stizostedion vitreum	1	1	0	na
White Bass	Morone chyrsops	1	0	0	0
White Crappie	Pomoxis annularis	1	1	0	na
White Perch	Morone americana	1	1	0	na
White sucker	Catostomus commersoni	1	1	0	na
Yellow Bullhead	Ameiurus natalis	1	0	0	0
Yellow Perch	Perca flavescens	1	1	0	1
Mammals					
Beaver	Castor canadensis	1	1	0	1
North American River Otter	Lontra canadensis	1	1	na	na
Mink	Mustela vison	1	1	na	1
Muskrat	Ondatra zibethicus	1	1	na	na
Short-tailed weasel	Mustela erminea	1	1	na	na
Long-tailed weasel	Mustela frenata	1	na	na	na
Least Weasel	Mustela nivalis	1	na	na	na
Striped Skunk	Mephitis mephitis	1	1	1	na
American Badger (END)	Taxidea taxus	1	0	0	0
Virginia Opossum	Didelphis virginiana	1	1	1	1
Northern Raccoon	Procyon lotor	1	1	1	1
Red Fox	Vulpes vulpes	1	1	na	na
Gray Fox (THR)	Urocyon cinereoargenteus	1	1	0	0

Species List	Scientific Name	Bioregion	Welland River Between Canals	Atlas PSW	Hunters Pointe
Coyote	Canis latrans	1	1	na	1
Deer	Odocoileus virginianus	1	1	1	1
Big Brown Bat	Eptesicus fuscus	1	1	na	1
Silver-haired Bat	Lasionycteris noctivagans	1	1	na	1
Eastern Red Bat	Lasiurus borealis	1	1	na	1
Hoary Bat	Lasiurus cinereus	1	1	na	1
Eastern Small-footed Myotis (END)	Myotis leibii	1	na	na	na
Little Brown Myotis (END)	Myotis lucifugus	1	1	na	na
Northern long-eared Myotis (END)	Myotis septentrionalis	1	na	na	na
Tricolored Bat (END)	Perimyotis subflavus	na	na	na	na
European Hare	Lepus europaeus	1	na	na	na
Eastern Cottontail	Sylvilagus floridanus	1	1	na	na
Bobcat	Lynx rufus	1	na	na	na
Cougar (END)	Puma concolor	1	na	na	na
Northern Flying Squirrel	Glaucomys sabrinus	1	na	na	na
Southern Flying Squirrel	Glaucomys volans	1	1	na	na
Eastern Gray Squirrel	Sciurus carolinensis	1	1	1	na
Red Squirrel	Tamiasciurus hudsonicus	1	1	na	na
Eastern Chipmunk	Tamias striatus	1	1	na	na
Star-nosed Mole	Condylura cristata	1	1	na	na
Meadow Vole	Microtus pennsylvanicus	1	1	na	na
Woodland Vole (SC)	Microtus pinetorum	1	na	na	na
Northern Short-tailed Shrew	Blarina brevicauda	1	1	na	na
Masked Shrew	Sorex cinereus	1	1	na	na
Smoky Shrew	Sorex fumeus	1	1	na	na
Pygmy Shrew	Sorex hoyi	1	1	na	na
Water Shrew	Sorex palustris	1	na	na	na
Least Shrew	Cryptotis parva	1	na	na	na
Meadow Jumping Mouse	Zapus hudsonius	1	1	na	na
Woodland Jumping Mouse	Napaeozapus insignis	1	1	na	na
Deer Mouse	Peromyscus maniculatus	1	1	na	na
White-footed Mouse	Peromyscus leucopus	1	1	na	na
House Mouse	Mus musculus	1	1	na	na
Resident Birds					
Wild Turkey	Meleagris gallopavo	1	1	1	1
Ruffed Grouse	Bonasa umbellus	1	1	na	na
Pheasant	Phasianus colchicus	1	1	na	na

Species List	Scientific Name	Bioregion	Welland River Between Canals	Atlas PSW	Hunters Pointe
Northern Bobwhite-Quail (END)	Colinus virginianus	1	na	na	na
Red-tailed Hawk	Buteo jamaicensis	1	1	1	1
Bald Eagle (SC)	Haliaeetus leucocephalus	1	1	na	1
Coopers Hawk	Accipiter cooperii	1	1	na	na
Red Shoulder Hawk	Buteo lineatus	1	1	na	na
Great-Horned Owl	Bubo virginianus	1	1	na	na
Eastern Screech owl	Megascops asio	1	1	na	na
Short-eared Owl (SC)	*Asio flammeus*	1	na	na	na
Long-eared Owl	*Asio otus*	1	na	na	na
Barn Owl (END)	*Tyto alba*	1	na	na	na
Sharp-shinned Hawk	*Accipiter striatus*	1	1	na	na
Peregrine Falcon (SC)	Falco peregrinus	1	1	na	na
American Kestrel	*Falco sparverius*	1	na	na	na
Merlin	*Falco columbarius*	1	na	na	na
Northern Cardinal	Cardinalis cardinalis	1	1	1	na
Blue Jay	Cyanocitta cristata	1	1	1	na
Black-capped Chickadee	Poecile atricapillus	1	1	1	na
Piliated woodpecker	Dryocopus pileatus	1	na	na	na
Hairy Woodpecker	Dryobates villosus	1	na	na	na
Downy Woodpecker	*Dryobates pubescens*	1	na	na	na
Yellow-bellied Sapsucker	Sphyrapicus varius	1	na	na	na
Red-bellied Woodpecker	Melanerpes carolinus	1	na	na	na
Northern Flicker	*Colaptes auratus*	1	na	na	na
Red-headed Woodpecker (SC)	*Melanerpes erythrocephalus*	1	na	na	na
Cedar Waxwing	Bombycilla cedrorum	1	na	na	na
Dark-eyed Junco	Junco hyemalis	1	1	na	na
Mourning Dove	Zenaida macroura	1	1	na	na
Red-breasted Nuthatch	Sitta canadensis	1	1	na	na

Rachelle Larocque

From: P Andrews
Sent: February 10, 2020 3:12 AM
To: Rachelle Larocque
Subject: Hunters Pointe Golf Course Rezoning

WARNING: This email originated from an external sender. Official email from City of Welland email accounts will not begin with this warning! Please do not click links or open attachments unless you are sure they are safe!

Rachelle, would appreciate if you could forward my information to the Mayor and Council Members. I seemed to have misplaced their email addresses and it is a little late to start looking them up one by one. Thank you,

Submission re Golf Course property Rezoning

My husband and I moved to Welland, at Hunters Pointe (HP) private Community, over 10 years ago. Let me be frank about the Biglieri Plan. I don't care, one way or the other because George and I will not be moving. However, as leaders of Welland's future, you have the responsibility to make Welland successful. Therefore, I have provided some background and hopefully some food for thought.

Summary:

* In Canada adult communities are against the Human Rights Code. They discriminate based on Family status. Regardless of how many residents of HP don't want children to live in the neighbourhood, it is illegal to ban them. Sales agents, residents and signage are doing a good job of discouraging families. Welland needs families for expansion and provide services to the region. Hunters Pointe golf course property is the last large piece of Welland's prime residential area which is not developed. Biglieri's plan is for a variety of homes but also includes a luxury phase, in keeping with they current home styles in HP.

* Residents have been negatively vocal about Chinese owners even though they know little about the firm.

* Adult communities work well in sunbelt areas, but many go bankrupt as the development ages and homes require more maintenance. The last Canadian Boomer retires in less than 10 years. The market dynamic is changing rapidly and young families are the growing market.

* Do we stay private or public with the City? Whether the current developer sells, or our infrastructure and roads are turned over to the City, residents can expect quite an increase in their very modest fees. Most of HP infrastructure and roads are 10 to 20 years old. Who is going to pay for all these coming maintenance costs? Since this rezoning issue has become public, few resales have taken place. And those that have have sold with prices reduced tens of thousands of dollars from the original listing. No one wants to buy into a stagnate community.

* HP will never be a golf course again. The Ontario Court of Appeal, after 20+ years of litigation ruled Club Link is not required to keep Glen Abbey as a golf course and can proceed in its plan to build 3,200 homes plus commercial, on property about 20% larger than the HP course. ZSM is requesting 1,100 homes with 40% of green space. HP currently has NO parkland and the proposed Central and South Villages have less than 10% green and most of that is on street medians. As many pet owners can tell, walking your dog in HP has become a problem.

* Lack of emergency exit has been an issue for years within HP. The current developer has not supported having any exits from his property. Residents now want ZSM to take on this responsibility. Is that fair realizing, little traffic from the golf course development will enter into HP. ZSM has committed to building a separate construction road as well as a "slip" road which would channel ZSM homeowners directly to their development and not enter into the HP area.

* If the emergency exits the Ministry of Transportation have approved, are not sufficient to the current residents, then the D'Orazio Group building should be immediately stopped. The North, Central and South Villages are expected to add an additional 1,000 residents. Thus compounding our lack of any emergency exit from HP property.

* Residents need an emergency exit from HP property regardless of who or what gets built on the golf course property. Welland might also consider the Ministry approved emergency exits in the ZSM plan, be supplemented with an emergency evacuation plan via the Welland canal and river.

* The 200 acres cannot lay foul for long before nature takes over. The beavers have moved in. We have seen coyotes crossing Daimler and foxes running between the houses. What happens if deer come and begin destroying resident landscaping. Or heaven forbid a dog or pet owner gets attacked. Nature and the open environment may not be as much of a concern then.

* If the ZSM plan is rejected based upon the Official Plan for future zoning, then the same rules should apply to the D'Orazio Group developer. The property on the north side of Daimler, and west of the HP Club house should have its zoning remain as residential, rather than its recent change. But regardless, the Official Plan states, "The Official Plan is intended to be a long-term document with a 20 year horizon; however, it is generally viewed as a "living document" that may change as the City evolves and, therefore, the plan will be reviewed on a regular basis." Change is inevitable. Without change people either stagnate or fall behind. The same goes for subdivisions and cities.

End of Summary

Report Details

Background: Why Welland?

We were drawn to the area not only because of family, but believed Welland was due to rebound from its economic trials. We were both Great Lake and Ocean sailors. The proximity of the two lakes and the canal were beckoning. But in addition, we were avid golfers. We belonged to three private courses, Fonthill, Brampton and Harbor Hills. With the HP golf course, the water, 1 hr to Toronto and 30 minutes to the US border, what more could we ask for. We decided to make Welland our last home.

We were well aware HP was a 'private' community. We had lived in one before. Most of our US friends live in private family communities. However, we were also cognizant of the many +55 adult only communities which, as people aged, the homes deteriorated, and every day it seemed private communities were going bankrupt. Most active buyers were professional younger families.

So with that in mind and the fact one of our businesses involved Funeral Centres, we wanted to ensure it would not be like the +55 adult living in the US. We wanted to live in a place where there was children's laughter. Where people moved out… not carried out! Our first question was, "Are children allowed?" The answer, "Yes".

Trouble brewing: Keep head down and silent is the motto in HP

We settled into our new HP home and made many friends. That was until Mr. Thorpe came to discuss our voting rights to remain private, become a condo, or join the City of Welland. Mr. Thorpe was retiring and wanted to ensure the residents understood if we wanted to join the City, there would be a cost. A cost he indicated to be paid by the current Developer (D'Orazio Group) as they had received the 25% +/- development discount from the City. After lengthy discussions, Mr. D'Orazio was clear. He was not going to pay any money required by the City. Our HOA, controlled by D'Orazio, also would not agree to pay the funds, even though I was told there were enough funds in the bank account.

Having a business background, being a Director with large accounting firm, and an international consultant specializing in mergers, acquisitions, human resources and technology; when I was approached by several residents, I agreed to be part of a committee to determine the pros and cons of each option for presentation to residents. It didn't take long until a vocal group thought I was bias. Of course, I was not. My whole career had been fact finding and research, not taking anyone's side. In fact, the only thing I had done at that point, was outline how to conduct the project.

The matter did not end well for me. My reputation was smudged. I was no longer involved. No presentation was made. No vote was taken. HP remained private. However, D'Orazio Group did agree to establish a 'Reserve Fund' to set funds aside, from our monthly fees, for future infrastructure and road maintenance/replacement. The Reserve Fund was to be managed by the Finance Committee and my assumption is they have been doing so appropriately. The status of this fund is unknown to me.

Quieter then a graveyard: Where's the laughter?

A few years later signs appeared stating HP was an "adult living lifestyle". The families with children were moving out. But why? They paid their fees so why were they not allowed to have their children use the Club? We were told, before we bought, "Yes, children were allowed". But apparently ONLY grandchildren. Resident children were not permitted to use any Club House facilities, outside games area, or the pool. But grandchildren and guests were fine.

For those who are not aware, in Canada it is against the Human Rights Code to exclude children based on Family Status. Canadian laws only allow exclusion of children in retirement homes or nursing homes. Not residential neighbourhoods. I spoke out insisting we operate within Canadian laws, regardless of our personal feelings. Many of my neighbours were not happy with me. After D'Orazio Group authorized a legal opinion, the Club House policy was changed. However, it would appear the atmosphere of 'no children' has not.

So now, not only those who thought I would disagree with whatever their position might have been relative to private vs public, I now have 80% of neighbours upset with me over obeying Canadian law. So no matter what I say, there are people which spat at me, shout me down, scream "No" whenever I speak up, engage into lengthy boos, turn their backs, trample my garden or drive over my lawn. That's how it's been in HP for years. It never stops. It is the same group who seem to persuade newcomers to join in. But I'm still speaking out when I feel it is in the community or the city's best interests.

How did Hunters Pointe start: Schwartz money and Orange Blossom?

How we found Orange Blossom is a funny but memorable situation. If we ever meet ask me to tell you. However, with this background in mind let me say, George and I are probably the only people in Welland who have actually been part of the community in which documents sent to the City reference how HP was designed. That community was originally, Orange Blossom Gardens, owned by the Schwartz family. The name changed and it is now known as The Villages, a 55+ adult community in Florida. Marketing is "golf for life". It is wildly successful. It now encompasses three counties and more than 150,000 people. A place where gas golf carts are normal and cars are driven only by visitors.

But that growth did not come from keeping private roads or remaining +55. The Villages had become so full of +55 retirees, they could not get any employees to provide services. No stores. No doctors, dentists, lawyers. No bakers or candlestick makers. No, there was no one to wait on tables or provide help. You see, no one under 55 could live there. In the beginning we had to drive an hour to get bread and milk… that is how remote it was. It was a huge celebration when The Villages got its own Zip Code.

But all was not well. $40M law suits about private roads. Retirees had no place to shop, eat or even to buy booze. "Golf for life" was now dependent upon your name coming up in a lottery which allocated the day and time you were to be on the Tee. All around Florida +55's were going bankrupt. It was a do something or die situation. The Schwartz family tried two things:

1. Established superior, free, private charter schools which were the envy of every Florida parent. But in keeping with the +55 requirement, only resident grandchildren could attend, providing the resident worked at any establishment within The Villages. This created a limited workforce, but it was a lot of bussing and a lot of retirees who did not want to go back to work.

The Schwartz family itself was growing and Mr. Schwartz was aging and wanted a hospital. The state refused a hospital within a selective age community. In addition, the Schwartz family had to live off the property because of their numerous children.

2. Success and growth came when The Villages decided to establish a separate community, within the Villages, where children were allowed. In return, any parent who worked at any Village establishment was eligible to have their children attend the Villages private charter schools.

This policy has made The Villages successful. It is the ability to have family luxury homes, mixed housing and rentals so employable young people could live within the retirement community. Thus providing the skills and services retirees need.

<u>So what about the Biglieri Plan: A future of wild things?</u>

So whether the Council decides to approve the Biglieri rezoning will make no difference to George or myself. We knew when we moved here, like other homebuyers, the HP golf course was NOT owned by the HP community. In addition, we all knew the course was for sale for more than 4 years. But nobody worried. It had taken 20 years for HP to build 335 +/- homes. Not until Empire and Rolling Meadows arrived did we realize a 1,000 homes could be built and occupied within a few years…. Not two decades!

For those who want the golf course back (probably for the view and use as a dog park) the Ontario Court of Appeal has: After 20 years of litigation with residents and the Town against Club Link, Club Link is NOT required to keep Glen Abbey as a golf course. The quashing of the conservation plan, saying the owner could now proceed with its application to demolish the course and redevelop the property. On a piece of property +20% larger than Hunters Golf Course, they can proceed to submit a plan to build 3,200 homes, far more than the 1,100 ZSM is requesting.

<u>Poor management?</u>

Nothing was said until a small vocal group amongst our 600 residents decided they don't want children, temporary construction dirt, or the Ministry approved emergency exits. The Chinese buyer was not talked about favourably, even though no one knew anything about them. A quick check will show they are listed at 400 out of 2,000 of financially wealthy companies on the Forbes list.

The residents then blamed the golf course owner for poor management. Perhaps that could be right? Especially when the residents stopped holding functions at the Golf Club and moved them to the HP Club. Maybe, when the Golf Club hired a new General Manager, and he and his wife rented a home here to start his new job. HP initiated a policy refusing renters from using facilities or attending HP events. Then the Fridays at 4 pm drinks was moved from the Golf Club. The July 1st fireworks and BBQ moved from the Golf Club. The Christmas dance and New Year's eve party moved from the Golf Club. Private events were moved from the Golf Club once HP made their Club rooms free. When dozens of residents golfed every week at a different local course rather than support the Golf Club. Or when the Golf Club owner hired a new chef and residents wanted a selection of 3 course dinners for $15.00. I guess you might see all of that as "poor management".

But I must confess, George and I were so used to 'private' club rules, we often just got up and left. Never thinking about the bill. Finally, we were so embarrassed we asked them to keep our credit card on file, so they could automatically charge for our meals as we merrily skipped out… The golf course owner is now at Cherry Hills. A course where our friends are members. They are very pleased with how it is being operated. Was Hunters Pointe golf course poorly managed: I leave that for others to decide and judge HP residents assessment.

<u>Exits: How do we get out?</u>

Yes, I will admit that I have recently pressed hard to have a second exit out of the HP Community. Many of us recognized this problem years ago, not just recently. In fact, it was raised so often at our resident meetings, I wrote to the former Elected Representative to tell him I was embarrassed over his instance. He explained to me the issues and then the light went on. We sit between the canal and the railroad both of which carry caustic materials. How do older folks who are less able bodied get out?

The D'Orazio Group has not been supportive of having any other exit from HP property. Even the latest presentation shows a possible second exit from the D'Orazio South Village replaced by his housing lots. Residents now want the golf course owner to take responsibility for evacuating HP residents, even though our HP developer would not support such an exit off of his property.

I'm not worried about a regular secondary exit. If it is such a huge problem that the golf course development would not be approved, then all building in the Central, South and North Villages of Hunters Pointe should be stopped immediately. Because those areas will be adding another 1,000 people including children. And as it stands, even if the golf course does not proceed, those 1,000 additional people will still have no secondary exits. At least with the golf course there are exits available.

Let's not forget that many of the residents disputing the Ministry of Transportation exit approval had the opportunity to voice their position when the province solicited input. My notes and correspondence from the Ministry show residents did not lobby for exits or a flyover then. Port Robinson did push for the flyover at a cost to the province of $2.5M.

What I'm asking for are two items. First an exit from HP property and then emergency exits through the golf course development for HP resident usage. Anyone who lived through the Mississauga evacuation knows how important evacuation would be. The proposed exits approved by the Ministry on the current Biglieri plan should achieve emergency evacuation. Maybe it could be supplemented with an emergency plan from the Welland canal or river as well? But we definitely need an exit from D'Orazio Group property.

How much do we love nature and wild animals?

As many might argue the Official Plan indicates the golf course area was zoned open space, and thus the land should remain open. But have residents given any thought as to the number and variety of wild animals who will take over the 200 acres? We have seen coyotes at night coming out of the golf course area. Foxes running between the homes during the day. Now there are beavers damming a water route. It won't be long until deer and local wolves find this property as their new home. Yes, people want open space until their dog gets attacked. Or the deer eat their landscaping. Then we howl for someone to do something! We will regret having 200 acres of open space. Unless we compromise, ZSM has every right to sit on the property and do nothing with it for years to come. Residents and Welland will be the losers.

But what about my golf course?

This property is never going to go back to a golf course. If it was a viable alternative, developers would have proposed a new golf course or formed a syndicate to operate the one which is now in ruin. It's just not a financially profitable investment. The only other alternative is the 335 homeowners raise the millions of dollars themselves. But I think they will have enough trouble trying to pay for increased fees if the current developer sells or turns the infrastructure and roads over to the City.

But if the argument is to keep the property as currently zoned because the planning document states it as open space, then the same rules should apply to the property on the north side of Daimler, beside the Private Club House. The Official Plan shows this area to be zoned residential. However, the land owned by D'Orazio Group appears to have had its zoning changed, with not an eyebrow raised.

As the Planning document states: "The Official Plan is intended to be a long-term document with a 20 year horizon; however, it is generally viewed as a "living document" that may change as the City evolves and, therefore, the plan will be reviewed on a regular basis."

Finally:

And to address all those who followed the HP Executives direction to write and support ALL of the GWD report, I respectfully question some judgements. Why would anyone insist on having a bus route where you have to walk to the stop in rain, sleet and snow and wait standing in the weather until the bus appears, is beyond me. Especially, when the City currently provides TransCab for all HP residents. A city subsidized service which allows HP residents to book a trip in advance, be picked up at the door by taxi and connect them with regular Welland Transit buses- all for only $1.25 more than the regular bus fare!…. Maybe they are agreeing to things they do not understand the full scope of?

I trust the Mayor, Council Members and Planning Department will decide what is best for Welland's future because George and I are not moving.

Respectfully,

Peggy Andrews
208 Galloway Trail
Welland, Ontario

Post script… and before all you English majors start ripping up my grammar and syntax, please be aware I suffered a brain injury. I lost my memory, my ability to read and write, and most cognitive functions. It has been a struggle. I will never be what I was but I sure as hell am not giving up. And the same goes for how I feel about Welland.

Rachelle Larocque

From: Paul Mountain
Sent: February 1, 2020 12:16 PM
To: council
Cc: Rachelle Larocque
Subject: Hunter's pointe rezoning

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Dear Mayor and Council members,

I, as a member of the Highlands Residents Association fully support the findings and recommendations contained in the submission made, on our behalf, by Gagnon Walker Domes Ltd (GWD), dated January 31, 2020. I strongly believe that the City of Welland should refuse to approve the Applicant's Amendment Applications, based on the strong arguments contained in GWD's Planning Assessment and Analysis Report.

While I recognize that a few of the original concerns we raised during the September 6, 2018 Community Open House have been addressed in the Applicant's "revised" Master Plan of November 2019, we are still of the opinion that, without a full secondary access, the City of Welland cannot, in good conscience, allow any additional development beyond the North, Central and South Villages. Much has been made of the single access in Dain City and Provincial monies have been provided for a new bridge. Our community is similar in size to Dain City, so why aren't both important? We had a chance to experience a Daimler Parkway closure during the booster pump install. The road was closed for several hours and a fireman and truck were stationed in our community prior to the closure. What if we needed an ambulance? What happens if a closure isn't scheduled? This Plan also does not satisfactorily address the significant concerns outlined in the GWD submission to the City.

We also support the GWD recommendation that the Applicant redesign the layout of the Draft Plan of Subdivision, with a view to maintaining the existing lifestyle and character of the Hunter's Pointe community and maintaining at least a portion of the golf course, with residential lots backing onto it (e.g. nine holes - five bordering on Old Course Trail and four surrounding Loch Ness Lake). In the alternative, if maintaining the golf course is not a viable option in the Applicant's opinion, we recommend that the Draft Plan of Subdivision be redesigned to significantly increase the amount of land set aside for open space and programmable recreational opportunities, along with a corresponding reduction in the amount of land designated for residential units and commercial space.

Thank you for your serious attention to this matter.

Paul J. Mountain
193 Old Course Trail
Welland, ON, L3B 6G8

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Email to: Council@welland.ca c.c Rachelle.larocque@welland.ca

Dear Mayor and Council members,

We, the members of the Highlands Residents Association listed in the attached appendix, fully support the findings and recommendations contained in the submission made, on our behalf, by Gagnon Walker Domes Ltd (GWD), dated January 31, 2020. We strongly believe that the City of Welland should refuse to approve the Applicant's Amendment Applications, based on the strong arguments contained in GWD's Planning Assessment and Analysis Report.

While we recognize that a few of the original concerns we raised during the September 6, 2018 Community Open House have been addressed in the Applicant's "revised" Master Plan of November 2019, we are still of the opinion that, without a full secondary access, the City of Welland cannot, in good conscience, allow any additional development beyond the North, Central and South Villages. This Plan also does not satisfactorily address the significant concerns outlined in the aforementioned GWD submission to the City.

We also support the GWD recommendation that the Applicant redesign the layout of the Draft Plan of Subdivision, with a view to maintaining the existing lifestyle and character of the Hunter's Pointe neighbourhood and maintaining at least a portion of the golf course, with residential lots backing onto it (e.g. nine holes - five bordering on Old Course Trail and four surrounding Loch Ness Lake). In the alternative, if maintaining the golf course is not a viable option in the Applicant's opinion, we recommend that the Draft Plan of Subdivision be redesigned to significantly increase the amount of land set aside for open space and programmable recreational opportunities, along with a corresponding reduction in the amount of land designated for residential units and commercial space.

Thank you for your serious attention to this matter.

Highlands Residents Association

Welland ON

Appendix

Rachelle Larocque

From: michael pisano
Sent: January 28, 2020 8:00 PM
To: council
Cc: Rachelle Larocque
Subject: Hunter Point Neihbourhood
Attachments: Form letter to City Council.pdf

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All

Please see the attached as it is my concern. I would like to also comment on the city staff frustrations regarding the Dain City Bridge, they would like to give Dain city a second access exit and they say its important. Why dose golf course developer not feel we require the secondary access to an exit? Plans suggest that a one way emergency exits will be going through roundabouts by south Welland tunnel. And a new roundabout constructed coming out Damler. As it is well document, roundabout have high rate of closer due to accidents, this would add danger to the existing retirement community and new subdivision if approved.

Thank You

Mike & Marisa Pisano
84 Morris Trail
Welland, Ont
L3B 6G6

Sent from Mail for Windows 10

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Rachelle Larocque

From: Ross Jepson
Sent: January 31, 2020 9:06 AM
To: council; Rachelle Larocque
Subject: Notice of Re-Submission - Hunters Pointe Golf Course

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Mayor Frank Campion and Members of Welland City Council, Rachelle Laroque, Planning Supervisor

PLEASE SAVE OUR UNIQUE AND SPECIAL COMMUNITY

I am writing to you to share with you my deep concerns regarding the proposed Re-Submission for the Hunters Pointe Golf Course.

My husband and I moved to the Highlands Residents Association five years ago to join the most unique adult lifestyle community in Ontario.

We had conducted extensive research of the many adult lifestyle communities before selecting the Highlands at Hunter's Pointe.

There was no other community like it in Ontario, none.

- a fantastic vista beside a beautiful lake and a wonderful park like landscape
- a tremendous golf course where you could walk to, enjoy a round of golf and then stay to enjoy a beautiful clubhouse, a few drinks and a meal
- a wonderful community clubhouse with an indoor pool, gym, library, tennis, pickleball and many other activities
- plenty of other individuals who were also looking for an active lifestyle to enjoy their retirement
- all the amenities associated with the exciting Niagara Region including wineries, parks, casinos, entertainment, restaurants

This was paradise right here in Ontario.

When we told our friends that we were moving to Welland, everyone and I mean everyone, said we were crazy for moving to Welland.

Why would you move there? Welland is a decaying old industrial city that has nothing to offer.

You are wrong we said. We have found a unique and special place for us to retire and enjoy the balance of our lives.

The place is called the Highlands of Hunters Pointe.

For the first two years we were convinced that we made the right decision. The community was growing, attracting loads of other people looking for this exciting lifestyle. Two sets of our retired friends also moved here from Burlington.

Then disaster happened. The golf course was sold. A developer bought the property planning to turn our piece of paradise into another crowded community.

Why would you want to ruin a uniquely positioned adult lifestyle community?

Are wealthy retirees not a huge generator of cash for the City and the Niagara Region?

The economic future of Niagara is about attracting these retirees. There are plenty of individuals who are now retiring in the province who are looking to locate to the very community that you are now destroying.

Ironically, the lands of Hunters Pointe were not even on the City's expansion plans for future development. These lands were to remain designated as green space and a golf course.

The City has plenty of other potential properties to build traditional family communities. Use that land and don't ruin an already successful community that is unique in Ontario and already exits in Welland.

Since the golf course has been closed, the number of properties sold in HRA North Village community has virtually stopped. The golf course is gone and the prospect of a congested family community with increased density is causing retirees to go elsewhere.

Let this wonderful adult lifestyle community continue to grow.

I implore you to reject this re-submission application.

Respectfully submitted

Elizabeth Jepson
109 Kintyre Trail
Welland, Ontario
L3B 0B6

Rachelle Larocque

From: Ross Jepson
Sent: January 31, 2020 9:24 AM
To: council; Rachelle Larocque
Subject: FW: Notice of Re-Submission - Hunters Poine Golf Course

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Mayor Frank Campion and Members of Welland City Council, Rachelle Laroque, Planning Supervisior

SAFETY FIRST

I am writing this to you to share my deep concerns regarding the proposed Re-Submission for the Hunters Pointe Golf Course.

This Hunters Pointe Golf Course Re-Submission should not be approved until there is a full secondary access for this community.

Before we look at this new proposed development submission, the safety of existing people who currently live in this community needs to be addressed.

Today if there is a blockage on Daimler Parkway and if there was a disaster in our community and residents needed to exit or if emergency vehicles needed to enter our community – there is no other entrance or exit.

I remind you that Daimler Parkway is the only entrance/exit to our community. Daimler narrows to two lanes and squeezes over a railway track as it leaves the 406/Woodlawn and enters our community.

This railway has cargo which occasionally carries toxic chemicals. I lived in Mississauga in 1979 when 200,000 people had to be evacuated because of an emergency caused by derailed railway cars. Fortunately there were plenty of options to exit the region.

Many years ago in a meeting with the former Mayor of Welland and the Welland Fire Chief – a commitment was made to find a solution for this very dangerous problem. It was hoped that discussions with the Seaway Authority would allow everyone to use the Seaway Parkway to

enter and exit this property in case of emergency. This was never approved and today there is no solution to this problem that already exists.

This last summer there were two actual instances showing how scary this problem is.

Once during the construction of the new water pumping station, Daimler had to be closed to allow for a road crossing to complete the connection of the two waters systems. During that time – there was no traffic allowed on Daimler while this work was completed. In fact the City of Welland had to park a fully loaded fire truck in our community centre – inside the exit – in case there was a fire in our community. If there had been a need for an ambulance to enter our community – they would have had to wait until the work was completed.

The second occurrence happened again at the pumping station when a construction truck was retrieving a large piece of equipment and Daimler was blocked for 15 minutes.

If there was ever a major fire in our community or another disaster we would be in jeopardy.

In preparation for this new re-submission, I understand that there were attempts to negotiate with the MTO to look at a solution for a secondary access.

A request for a full secondary access were rejected because of excessive costs of construction that the MTO would never commit to.

The costs of this full secondary access must be paid by the developer.

A flyover across the 406 from this property to Oxford Street was rejected by the City of Welland because of the costs of upgrading the infrastructure in the Oxford Street area were prohibitive.

The only solution submitted and included in the new re-submission was an emergency exit to be located at the extreme south end of the proposed new development – miles away from the start of the construction project. This emergency exit was for emergency vehicles only and not for use by the people living in the various developments. How many years would it take to even connect this exit to the balance of the existing and new properties?

If this project was approved and when all of the segments are completed – there will be well over 4,000 vehicles owned and used by people in this community. Add to this all of the school buses, transit buses, delivery tracks, construction vehicles and other vehicles. All of these vehicles forced to use the only complete entrance and exit on Daimler. The same exit that is restricted and runs over a railway track.

This solution is clearly not acceptable.

There must be a full secondary access to and from our community to even consider this project.

Without the full secondary access – this project must be rejected.

Our safety is at risk.

Respectfully submitted.

Ross Jepson
109 Kintrye Trail
Welland, Ontario
L3B OB6

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Rachelle Larocque

From: Ruth Jones
Sent: February 5, 2020 10:37 AM
To: council
Cc: Ross Jepson; Rachelle Larocque
Subject: Hunterspointe

WARNING: This email originated from an external sender. Official email from City of Welland email accounts will not begin with this warning! Please do not click links or open attachments unless you are sure they are safe!
I am a resident of Hunterspointe. I would like to share another point of view.

We, the residents are not TAKERS. We are GIVERS. We support Welland.

We do not get into our cars and drive to a bigger city for services. We utilize the employees of Welland including hairdressers,nail salons, cleaners, landscapers, grocery stores, plumbers,electricians: the list is endless. What will the owners of 1000 homes built in our area provide? They will get their hair done outside of Welland, pickup groceries on their way home, go for massages, doctors appointments, dentist etc in the area where they work to save time and drive home with little time left to support the city.

We also have the time to support the underprivileged in our area. We work at the food bank, (note articles in the tribune),we volunteer at numerous agencies. We GIVE we do NOT TAKE.

We do not need many extra services the city provides. We do our own snow removal, we have and maintain our own pool, tennis courts, exercise room etc. Our main use is medical and library.
We do not need bus transportation, schools, playgrounds etc. Again we GIVE not TAKE!

To sum up, we are the type of residents the city of Welland needs. Our homes are well maintained, our development has been the example of what retirement should be.

WHY DO YOU NOT PROMOTE OUR PARADISE ON EARTH ?

It is in your control to enlarge this paradise or turn Welland into another boxed in ghetto.

Ruth Jones
121 Kintyre Trail
289 820 4811

Sent from my iPad

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Rachelle Larocque

From: Mike Robson
Sent: February 2, 2020 7:59 PM
To: council; Rachelle Larocque
Subject: Hunters Pointe Redevelopment Proposal

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Good Day,

As relatively new residents in The Highlands at Hunters Pointe we have been following the progress of the various submissions concerning the proposed golf course redevelopment.

To that end we are in full agreement with the outstanding issues and concerns mentioned in GWD's most recent report which is being submitted to Welland City Council on HRA's behalf.

Our names are included along with all other residents in this submission.

We would like to add a few more comments which we sincerely hope will make Council think long and hard before it considers granting approval for this immense project to proceed "as is".

In the first place we were somewhat surprised by Biglieri's November 2019 resubmission in response to questions and concerns raised by HRA at a meeting with them in September 2018.

In the intervening 14 months we would have expected some substantial changes being made to the initial plans, not the least of which is the density of the proposed residential and commercial construction as well as a secondary access to the lands. The best I can describe the resubmission is "tinkering" with a barely perceptible reduction of 40 houses from the initially planned total of 1,200.

The proposal that they now require a secondary "emergency" access only was quite different from what we were originally led to believe. Our understanding was that the project would not be permitted to go ahead without a "full" secondary access for ALL vehicular traffic. The idea that the Daimler Parkway will be able to cope with the huge increase in traffic over time with the building of a roundabout seems to us to be ambitious to say the least, and foolhardy at worst. If the project is given the green light the construction traffic alone will cause major disruptions and delays for existing residents not to mention major wear and tear on the road surfaces.

We have concerns about the developer itself (ZSM Developments) . It would appear that this company's developments to date have been almost entirely in Mainland China, primarily in Shanghai , and focused towards high rise office buildings and mixed residential / commercial space in that city.

As far as we can tell, the only project of a residential nature in Canada for this developer to date is Ashborough Village in Peterborough. Although approved to go ahead by their city council there are numerous conditions the developer still has to meet according to a follow up report dated September 3, 2019. The project bears a striking similarity to that proposed for Hunters Pointe Golf Course, being a former golf course itself. Residents of existing properties bordering the proposed development had many of the same concerns as we do, not the least of which were traffic concerns and the need for new road infrastructure.

We are not averse to new development but certainly would like to see it scaled back with much more green space dividing The Highlands and the "development" . If it goes ahead it is going to be an immense, multi year project. Excavation and grading of this huge area is is going to be very challenging for any developer given the undulating topography of the land. Given the fact that this area is very exposed to prevailing South-West winds one can only imagine the dust we will have to endure in dry periods over a prolonged period of time, not to mention mud and soil being deposited by construction traffic in and out of Daimler. This is certainly not the lifestyle my wife and I envisaged when we moved to a "quiet" 55 plus adult lifestyle community. One thought that comes to mind should no secondary vehicular access be built is this: assuming the proposed development DOES go ahead how are we (the HRA) going to control traffic and parking in our recreation centre and private streets if Daimler Parkway is the sole access point? It is not hard to imagine non HRA residents parking in our Community Centre parking lot. How are we expected to control or police that?

In conclusion, we hope that the project is voted down entirely by Council but if given approval then it should be sent back to the drawing board so that our major concerns outlined in GWD'S report are addressed more seriously than they were in Biglieri's resubmission.
Thank you for listening to our concerns.
Sincerely,
Michael and Melanie Robson
231 Turnberry Trail

Sent from my iPad

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Rachelle Larocque

From: Ross Jepson
Sent: January 31, 2020 2:30 PM
To: council; Rachelle Larocque
Cc:
Subject: Notice of Re-Submission - Hunters Pointe Golf Course

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Mayor Frank Campion, Members of Welland City Council, Rachelle Laroque, Planning Supervisor

As a Hamilton Firefighter for 28 years, and just recently retired, I am writing this letter to you in order to share my safety concerns regarding the proposed Re-Submission for the Hunters Pointe Golf Course.

I felt strongly that the original submission for the development of the Hunters Pointe Golf Course should be rejected for safety concerns. Now again I believe that the re-submission for the proposed development should not be approved until there is a full secondary access for this community.

Before we look at this new proposed development submission, the safety of the existing people who currently live in this community needs to be addressed.

My concerns are strictly from the viewpoint of a first responder, and are as follows:

- **Road blockage on Daimler for both ingress/egress**

At present there is only one way of ingress/egress to the residents of Hunters Pointe. If there was ever any type of road blockage/closure on Daimler Parkway, or should there be a disaster in the community requiring an evacuation of the area and residents, there would be no way in or out. As you are aware, Daimler Parkway narrows to two lanes and squeezes over a railway track as it leaves the 406/Woodlawn and enters this community.

I am aware of two recent instances which forced the blockage/closure of Daimler Parkway. The first was during the construction of the new water pumping station, and Daimler had to be to be closed while the two water systems were being connected. During that time there was no traffic allowed in or out of the community onto Daimler while this work was being completed. In fact, the City of Welland had to have a fully manned firetruck located in the Community Centre of Hunters Pointe. This was done as a precautionary measure, in the event of an emergency during that period that the road was closed.

During that period of time had there been a need for an ambulance into the community, there would have been a significant delay, thus putting peoples lives as risk.

The second instance happened again at the pumping station when a construction truck was retrieving a large piece of equipment causing Daimler to be blocked for at least 15 minutes. Again this would not have allowed for any first responders to enter the Hunters Points community.

Both of these instances could have put the lives of first responders and residents at risk.

- **Railway level crossing across Daimler**

Currently this railway level crossing on Daimler is utilized twice per day, and the railcars occasionally carry toxic chemicals. Should there ever be a derailment or breakdown of a train on this rail line, which could last for hours or even days, how would first responders handle this disaster?

You may remember back in 1979 in Mississauga, there was a train derailment which resulted in the evacuation of 200,000 plus people. Those people had more than just one way out of the evacuation zone. Because of multiple exit points the evacuation was conducted in a safe, orderly and timely manner. I ask you, how would the City of Welland deal with a similar situation as the one in Mississauga today?

I understand that many years ago during a meeting with the former Mayor of Welland and the Welland Fire Chief, a commitment was made to find a solution for this very dangerous problem. It was hoped that discussions with the Seaway Authority would allow everyone to use the Seaway Parkway to enter and exit this property in the case of emergency, this however was never approved.

Frankly my opinion as a professional firefighter is that this plan would not work for the following reasons:

- The proximity of the gravel seaway road to the community does not allow for emergency vehicles to fully access the community, or for residents to use this as an emergency exit. The seaway road and the community are not connected due to the difference in the elevation.
- The gravel seaway road is not maintained during the winter season which does not allow for access.

In preparation for this new re-submission, I understand that there were attempts to negotiate with the MTO to look at a solution for a secondary access. A request for a full secondary access was rejected because of excessive costs of construction that the MTO would never commit to.

A flyover across the 406 from this property to Oxford Street was rejected by the City of Welland because of the costs of upgrading the infrastructure on in the Oxford Street area were prohibitive.

The only solution submitted and included in the new re-submission was an emergency exit to be located at the extreme south end of the proposed new development, miles away from the start of the construction project. This emergency exit was for emergency vehicles only and not for use by the people living in the various developments. How many years would it take to even connect this exit to the balance of the existing and new properties?

If this project is approved and when all of the segments are completed, there will be well over 4,000 vehicles owned and used by people in this community. Add to this all of the school buses, transit buses, delivery tracks, construction vehicles forced to use the only complete entrance and exit on Daimler. The same exit that restricted and runs over a railway crossing.

This solution is clearly not acceptable. There must be a full secondary access to and from the community to even consider this project. Without the full secondary access – this project must be rejected.

Respectfully Mayor Campion, Members of Welland City Council, and Rachelle Laroque you must not be negligent in allowing these residents to continue to live in a community that is putting their safety at risk.

I ask you as elected officials, based on all of the points above, would you live in an area where you know there is only one road in or out of your community which in the event of a disaster could put you and/or your loved ones at risk?

Respectfully submitted.

Steven Holmes
79 Kintyre Trail
Welland, ON

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Re: OPA#16; File # 26T-14-18003 and File # 2018-01

Impact of Re-Zoning of Hunters Pointe Golf Course

Hunter's Pointe Golf Course is a world-class golf course and has hosted a variety of prestigious golf tournaments. It had put Welland on the map as a destination for golf tournaments, golf groups etc. and thus economically benefitted the local economy. Hunter's Pointe in Welland was a buzzword on many golf sites in Canada and the US. Less than 9 months after the City of Welland revised their Official Plan (June 2017) which confirmed the zoning of Hunters' Pointe golf course as Open Space and Recreational, they are now attempting to accelerate a re-zoning by-law amendment which would for a number of reasons greatly impact not just the existing adjacent communities but also the surrounding community.

Impact on Public Infrastructure-

City of Welland Community –

a)City of Welland's has an Aging Public Infrastructure – Water and Sewers currently needs to be updated within the City of Welland proper before it is used for a 1200 home new development.

b) Water and Sewer lines for the new development will tap into the exist City infrastructure and have to be routed under the 406.

Existing Hunters' Pointe Communities –

a)In 2017 the adjacent communities were without water for 12 hrs because of break at Woodlawn and 406

b)Water Pressure – Current Water Pressure not sufficient for the existing 300 homes. New Pumping Station planned for the Current Approved Development(s) of 1000. How can it support an additional 1200 plus commercial development.

Impact on Critical Infrastructure – Social Impact

City of Welland Community –(**Public Health-**medical, dental, hospitals, clinics; **Public Safety –**Fire, Police, EMS; **Quality of Life –**recreation, libraries,schools,parks etc) is insufficient to meet the needs of the current residents of the City of Welland How can it possibly meet the needs of another 1200+residents?-

Existing Hunters' Pointe Communities-

a)Last year the City of Welland had 226 new homes built – 31 of which were in the Highlands Adult Lifestyle Community and new residents have expressed difficulty in finding doctors, long wait times in emergency rooms etc

b)Emergency Response Times – The Highlands is an Adult Lifestyle community with an average age over 65. With the proposed development, there will be longer emergency response time which could result in a life or death situation.

Impact on Traffic/Transportation –

City of Welland Community –

Potentially there will be over 2000 homes on the East side of the 406,a Gateway Economic Center on the Southwest side and the Commercial Centre on the Northwest side of the 406 all merging with the existing Welland community all using the Daimler/Woodlawn entrances and exits onto the 406.

Existing Hunters' Pointe Communities –

a)Even with only 300 homes, at times it is difficult turning left onto Daimler from the 406 because of the current interchange onto the South 406

b) The proposed development would exponentially increase traffic in an area where there is already severely limited access. There would also be a significant change in the type of transportation with the inclusion of public transport, school buses, commercial vehicles and service vehicles.

c) The proposed development will create a very dangerous situation as emergency vehicles will have considerable difficulty accessing the existing communities.

Impact of Growth of Surrounding New Residential Communities:

City of Welland Community- The Region of Niagara has allowed the City of Thorold to develop two residential communities on the Northern boundaries of the City of Welland – A 1000 home development on the Southwest side of Merritt Hwy and and a 1600 residential development on the Northeast side of Merritt Hwy. Because of their proximity to the City of Welland, these large communities have already had an impact on the critical infrastructure- public health, safety and quality of life of the City of Welland. These communities again because of the close proximity to the City of Welland, also impact the public infrastructure – especially roads in the City. The City of Welland will not receive any support for its infrastructure through taxes from these communities but its commercial community and by extension the City will benefit economically from the increased number of residents in these communities through development in other areas.

Although there will be increased commercial development there will not be sufficient employment growth in the region to support these two residential developments and then also add a third in the immediate vicinity.(Hunters Pointe). When City/Regional

Planners approved the two developments in Thorold, they may have expected them to become bedroom communities for the Greater Toronto Area, however considering the current down trend in the Real Estate Market, they may need to revise the projected future need for residential development in the Region of Niagara or there may be a lot of serviced lots sitting vacant for many years to come.

Environmental Impact-

Re-zoning the Hunters Point Golf Course will negatively impact and have adverse effects as defined by the Environmental Protection Act on the surrounding communities and their ecosysystems.

Adverse Effects: As defined in the Environmental Protection Act, means **ONE or MORE** of:

i. Impairment of the quality of the natural environment for any use that can be made of it; injury or damage to property or plant or animal life;
The Hunters' Point Golf Course and its system of lakes are the home of a variety of wildlife- herons, ducks, Canada Geese, snowy owls,egrets, hawks, turtles, frogs, etc. These will all disappear if the ponds become stormwater management ponds.

ii. Harm or material discomfort to any person; The adjacent communities may be forced to live with 20 years of construction dust and debris which will be deposited on their homes and in the neighbourhood considering the severe prevailing westerly winds in this area.

iii. An adverse effect on the health of any person; For the reasons previously mentioned and also the negative impact of stormwater management pools which if not properly maintain will become a cesspool and breeding ground for mosquitos. The pesticide which have been used on the Golf Course will leach into these pools and the soil on the golf course may need to be remediated due to the pesticides used.

iv. Impairment of the safety of any person; In addition to the previously mentioned safety reasons, the proposed development's commercial/ residential blocks on

Daimler and possible public/school transportation on Daimler will create significantly increased amounts of traffic and hazardous traffic patterns at the current intersections of Old Course, Perth and Lochness Court

v. Rendering any property or plant or animal life unfit for human use;

vi. Loss of enjoyment of normal use of property;

The Highlands is a private community with private roads, private clubhouse and properties. Who will guarantee that the 1200 homeowners and the users of the commercial blocks will respect our private adult lifestyle or will we be subject to trespassers, violation of property, etc. (we have had perhaps 10 “police” calls in almost 20 years.) Will we now need to be constantly vigil in the protection of our properties and not be able to enjoy our current lifestyle.

vii. And interference with normal conduct of business.

Rachelle Larocque

From: sigrid reid
Sent: February 10, 2020 3:27 PM
To: council; mayor; Rachelle Larocque
Subject: Re-Zoning of Hunters Pointe Golf Course
Attachments: Impact of Re-Zoning-3.pdf; Letter to City Council.pdf

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Mr. Mayor, Councillors, Planning Dept.

I am sending this e-mail regarding the re-zoning of the Hunter's Point Golf Course to you as I strongly object to the re-zoning of the Hunters Pointe Golf Course and the Clubhouse and its parking lot.

I have attached the presentation I made to Council on April 18th, 2019 outlining **ALL** the reasons why the re-zoning of the Hunter's Point Golf Course was detrimental to the City of Welland as a whole and specifically the current communities surrounding the golf course.

Less than 9 months after the City revised their Official Plan (June 2017) which confirmed the zoning of Hunters' Pointe golf course as Open Space and Recreational and the Clubhouse and adjacent parking lot as NC-26, there is now an attempt to accelerate a re-zoning by-law amendment and approve a Plan of Subdivision which would for a number of reasons result in significantly negative consequences not just the existing adjacent communities but also the surrounding communities.

Just because the Golf Course was purchased as development lands without the buyer ensuring that the existing zoning was compatible to his plans, it does not mean that the City of Welland should need to or be obligated to amend their Official Plan especially since they have already met the current Intensification goals established by the Province for the City and the Region for many years to come.

One of the major concerns if this property is re-zoned is the safety and well-being of residents both in the adjacent communities and the larger community of Welland due to the increased traffic

Unless a second entrance and exit and a reconfiguration of the 406/Woodlawn/Daimler interchange occur, there are major traffic and safety concerns especially since a ungated railway crossing bisects Daimler Parkway which if blocked by a train would not allow any entrance to (emergency vehicles) or egress from the area.

As a layman, my interpretation of the latest traffic study presented by the Biglieri group seemed to indicate that during peak traffic periods that at most there would be 800-900 vehicles using the Daimler entrance and exit. With a potential for 2000 + homes, that is very improbable and suggesting traffic lights at the Daimler/Woodlawn exit and the entrance ramp to the 406 North and South would suffice to manage the traffic flow is ludicrous especially considering there may be 2000+ homes on the East side of the 406, a Gateway Economic Center on the Southwest side and the Commercial Centre on the Northwest side merging with the existing Welland community all using the Daimler/Woodlawn entrances and exits onto the 406.

Considering this and with the lack of a full secondary access, re-zoning and developing the golf course lands beyond the current North, South and Central Villages should not even be a consideration.

I have also attached the general letter from our Association indicating my support for the findings and recommendations contained in the submission made on our behalf by GWD on January 31, 2020 should Council decide to ignore the negative ramifications of re-zoning the Hunters Pointe Golf Course and Clubhouse. In addition to the GWD recommendations, I would strongly recommend that the Clubhouse area retain its NC-26 zoning so that it can only be used as a clubhouse and/or restaurant and no other commercial enterprise and strongly endorse that no development should proceed without a full secondary access and a nine hole golf course.

Should the current developer have no interest in running a golf course and/or a restaurant, he should sell or lease those properties under the current zoning.

Sincerely

Sigrid Reid

93 Aaron Trail

Email

Phone

Rachelle Larocque

From: Greg Shinton
Sent: January 28, 2020 8:35 PM
To: council
Cc: Rachelle Larocque
Subject: Hunters Point Development

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Dear Mayor and Council members, We, the members of the Highlands Residents Association listed in the attached appendix, fully support the findings and recommendations contained in the submission made, on our behalf, by Gagnon Walker Domes Ltd (GWD), dated January 31, 2020. We strongly believe that the City of Welland should refuse to approve the Applicant's Amendment Applications, based on the strong arguments contained in GWD's Planning Assessment and Analysis Report. While we recognize that a few of the original concerns we raised during the September 6, 2018 Community Open House have been addressed in the Applicant's "revised" Master Plan of November 2019, we are still of the opinion that, without a full secondary access, the City of Welland cannot, in good conscience, allow any additional development beyond the North, Central and South Villages. This Plan also does not satisfactorily address the significant concerns outlined in the aforementioned GWD submission to the City.

We also support the GWD recommendation that the Applicant redesign the layout of the Draft Plan of Subdivision, with a view to maintaining the existing lifestyle and character of the Hunter's Pointe neighbourhood and maintaining at least a portion of the golf course, with residential lots backing onto it (e.g. nine holes - five bordering on Old Course Trail and four surrounding Loch Ness

Lake). In the alternative, if maintaining the golf course is not a viable option in the Applicant's opinion, we recommend that the Draft Plan of Subdivision be redesigned to significantly increase the amount of land set aside for open space and programmable recreational opportunities, along with a corresponding reduction in the amount of land designated for residential units and commercial space.

Thank you for your serious attention to this matter.

Greg & Monique Shinton
68 Galloway Trail
Welland, Ontario
L3B 6G5

--
Greg Shinton
Happily Retired

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Rachelle Larocque

From: Ken S
Sent: February 4, 2020 6:14 AM
To: council
Cc: Rachelle Larocque
Subject: Application for Redevelopment of Hunter Pointe Golf Course

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Dear Mayor Campion and Council,

We are members of the Highlands Residents Association and live in Hunters Pointe.
We would like to make a few comments about the most recent proposal for the golf course redevelopment.

1. There should be a full second exit from Hunters Pointe if this many units are allowed. An emergency exit as proposed would not be sufficient. The Mayor and councilors for ward 4 attended a meeting at our community prior to the last election and all promised that a full second exit would be required for the new development. We hope that they will stand by their word.

2. The current clubhouse should left as is with no additional buildings added. We have no issue with it being used for commercial purposes such as a restaurant, medical office, hair dresser etc. as long as the building is left in is current form and size.

3. The 'lake' in front of the clubhouse should be left as is. Their proposal calls for part of it to be filed in. This may originally have been man-made but it has been there for a long time and has attracted wildlife.

4. There should be more usable green space. Although the percentages of green space in their plan may look like a lot; most of it cannot be used for any recreational purpose. There should a least be a park, and possibly a playing field. With almost 1200 homes proposed there are bound to be children and there are no city recreational facilities in Hunters Pointe.

5. As a general comment we are offended that the developer has made very few changes to the original plan despite meeting with us and hearing our concerns. They appear to be intent on cramming as many houses into the area as they can squeeze in without any regard for the aesthetic of what is a beautiful property.

Thank you for your attention,

Ken and Robin Siggins
95 Galloway Trail
Welland L3B 6G5

Turkstra Mazza

Hamilton London Toronto

Scott Snider
Professional Corporation
15 Bold Street
Hamilton Ontario Canada L8P 1T3
Direct Line
Receptionist

Via Email to rachelle.larocque@welland.ca

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

January 31, 2020

Dear Ms. Larocque;

Re: Application for Official Plan Amendment (OPA 16),
Zoning By-law Amendment, (2018-01) and
Plan of Subdivision (26T-14-18003)
Hunter's Pointe Golf Course Re-Submission
Submission on behalf of 2090572 Ontario Inc.
Our File No. 13457

We are counsel to 2090572 Ontario Inc. (hereinafter "209 Inc."), the developer of the lands known as the North, Central and South Villages and Magnolia Lane (hereinafter, "the 209 Inc. lands") in the City of Welland. 209 Inc. purchased the lands in 2006 and developed the existing neighbourhoods that surround the Hunter's Pointe Golf Course. Our client has participated actively in the ongoing planning process with respect to the proposed Hunter's Pointe Golf Course redevelopment (hereinafter "HPGC").

We are writing at this time to provide our client's input on the latest submissions from the Applicant.

All Existing Municipal Infrastructure was Installed by 209 Inc.

A fundamental starting position for the evaluation of the proposed HPGC redevelopment is the recognition that all of the municipal infrastructure in the area (storm and sanitary sewers, water mains, roads and the existing storm water management pond, also known as Loch Ness Lake) were designed, constructed and paid for by 209 Inc. or its predecessor. These services were specifically designed to accommodate the 209 Inc. lands and the existing HPGC clubhouse being the only lands ever designated for development in the City of Welland Official Plan. None

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of these services were designed to accommodate the redevelopment of the golf course. Indeed, the existing development was planned around the golf course and presumed that the golf course would continue to operate as a key community amenity space.

The HPGC is designated in the City's Official Plan as primarily "Open Space and Recreation". Clearly, it was not contemplated as development land. The surrounding development land owned by 209 Inc. is subject to existing plans of subdivision with the exception of the South Village which, nevertheless, has existing zoning for residential development and is currently the subject of a draft plan of subdivision approval application. The existing municipal infrastructure in the area was designed and built exclusively to accommodate all of the 209 Inc. lands, not the proposed redevelopment of HPGC.

The HPGC Redevelopment Proposes to disrupt and appropriate the Existing Municipal Infrastructure

209 Inc.'s municipal engineers, Upper Canada Consultants (hereinafter "UCC"), reviewed the Municipal Servicing Study and Stormwater Management Plan submitted in November, 2019. UCC's analysis revealed a number of critical issues of grave concern to our client. These include the following:

1. **The HPGC redevelopment proposes to utilize the remaining sanitary sewer capacity that was designed, constructed and paid for by 209 Inc. to allow for the full development of 209 Inc.'s lands, including the remaining draft approved and zoned North Village lands and designated and zoned South Village.** For obvious reasons, this proposal is absolutely unacceptable to our client. This sewer capacity is not available to accommodate the HPGC redevelopment. It is already allocated to designated and approved development land owned by 209 Inc. The Applicant's servicing scheme does not respect prior servicing plans that fully utilize existing infrastructure which was built by our client and its predecessors and paid for by our client, to service our client's lands. In PPS terms, there is not sufficient reserve sewage system capacity to permit the proposed development, contrary to Policy 1.6.6.6.

2. **The Applicant proposes to redirect the South Village sanitary sewers west through the HPGC development to a proposed crossing at Highway 406.** This servicing strategy ties the development of the South Village to the construction of this very expensive, new sanitary sewer under the 406, which will require Ontario Ministry of Transportation ("MTO") approval, and the replacement of 330 metres of existing sanitary sewers on Oxford Road and other possible infrastructure and road upgrades. Should the South Village subdivision proceed before the construction of this new sewer, which is certainly our client's intention, there will be no outlet for the South Village. As the existing sanitary sewers were oversized to provide adequate capacity for the South Village development with an existing connection

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already in place, 209 Inc. has absolutely no interest in this servicing scheme. The Applicant's servicing scheme does not respect 209 Inc.'s servicing plan for the South Village or any prior functional servicing reports for our client's lands. Furthermore, the Applicant did not request the consent of 209 Inc. to propose such a scheme. This is absolutely unacceptable to our client.

3. **The HPGC redevelopment study underestimates the North Village population and area by approximately 200 people and 0.92 hectares, respectively**. This further underscores our client's concerns with respect to the proposed servicing scheme.

4. **Under the HPGC redevelopment scheme, the remainder of the North Village lands will not have capacity without surcharging the Daimler Parkway sewers**. Again – this risk is completely unacceptable to our client. This exceedance of capacity is further exacerbated by the underestimation in population in the drainage area noted above.

5. **The HPGC redevelopment servicing scheme proposes to redirect the South Village storm sewers to three separate stormwater management facilities.** Similar to the existing sanitary sewers, the existing storm sewers have been oversized at the expense of 209 Inc. to ensure stormwater flows from the South Village can be conveyed to the existing stormwater management pond, Loch Ness Lake, with an existing connection already in place. This is a significant community feature which has been naturalized over 20 plus years and the proposed alteration to the pond has significant planning implications as well as destroying wildlife habitat and rare wildlife species documented by the Applicant's consultant in their Environmental Impact Study. Beyond those significant implications, the proposed redesign of the stormwater management strategy for the area ties the development of South Village with the construction of these additional stormwater management facilities. This is wholly unacceptable to our client. These straightforward servicing concerns, together with the significant planning and wildlife habitat implications, certainly bolster the justification for retaining Loch Ness Lake in its current configuration as was contemplated from the outset of the development of this area.

The Existing Road Network Cannot Accommodate the HPGC Redevelopment

209 Inc.'s traffic engineers, BA Consulting Group Ltd. ("BA Group"), have reviewed the HPGC *Transportation Study Update* (February 2019) and the subsequent November 7, 2019 addendum letter. BA Group's conclusions are just as disconcerting as the conclusions of UCC with respect to storm and sanitary sewers. BA Group concludes that the site traffic volumes contemplated in the HPGC TIS would change the character of Daimler Parkway beyond its current designation and design characteristics with no further improvements to the number of lanes or number of access points into/out of the community east of Highway 406 to west of the Welland Canal. We understand that the proposed HPGC redevelopment would increase traffic to

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more than three fold over what was originally contemplated for Daimler Parkway. The result will be extremely low levels of service with consistent, significant backups/queuing up to and beyond the rail line even under normal traffic conditions.

Again – while the existing road network was designed to accommodate the existing and approved/zoned development, it was not designed to accommodate the redevelopment of the golf course. The existing and future residents of the North, Central and South Villages and Magnolia Lane should not be compelled to accept such poor levels of service due to the proposed HPGC redevelopment.

In addition to this fundamental challenge, BA Group identified a number of other concerns, including the following:

1. **Despite comments to the contrary, correspondence from the MTO <u>does not approve the findings of the TIS</u>. MTO approval is to be left to a condition of draft plan approval.** Deferring the MTO's approval could have major implications on the ability to develop the lands as currently proposed and will likely create a large gap between what could be permitted as part of local planning approvals and the transportation infrastructure that would be required to serve such planning approvals. It is not acceptable nor good planning practice to leave such a major concern to a condition of draft plan approval.

2. **In considering access alternatives, the TIS indicates that a second access for emergency purposes only is proposed.** Given the site traffic volumes contemplated, the suggestion that the only new access to the area would be for "emergency purposes only" is highly problematic. This issue is tied to the levels of service and queuing that have implications not only to the surrounding development but to the MTO and CN Rail. There is no clear evidence that the MTO and CN Rail are satisfied with the proposed traffic conditions.

3. **The HPGC TIS underestimates the remaining units for the approved North Village.** This simply underscores concerns with the evaluation.

4. **The HPGC TIS does not speak to traffic operations measures in the event of regularly scheduled road maintenance and service work.** This is particularly disconcerting given the estimated levels of traffic activity and the proposed queuing in both outbound lanes on Daimler Parkway which are anticipated to exceed the length to the CN spur line even under normal future traffic conditions.

<u>Conclusion</u>

Together with the very important planning issues identified by 209 Inc.'s planning consultants (Gagnon Walker Domes Ltd.), as detailed in their January 31, 2020 Planning

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Assessment and Analysis of the proposed redevelopment application, there are also fundamental servicing challenges for the proposed redevelopment. As currently proposed, the municipal infrastructure and road network are simply inadequate to accommodate such a large development. Under no circumstances will 209 Inc. accept the appropriation and/or disruption of the existing municipal infrastructure that was designed, constructed and paid for by it and its predecessors to accommodate its existing development and the future North Village phases and the South Village. This is simply unacceptable and unfair. It is also contrary to the PPS.

Next Steps

Certainly, the City should not approve the applications in their current form. Instead, if the Applicant is intent on pursuing this redevelopment, at a minimum, the City should direct staff to convene meetings of the technical consultants and related City staff to address these fundamental servicing challenges prior to any recommendation to Council.

We would request that we be provided written notice of any and all decisions, reports and recommendations in respect of these applications.

Yours truly,



Scott Snider

cc. Jim D'Orazio

SSnd
13475/9

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Rachelle Larocque

From: John Storjohann
Sent: February 2, 2020 12:30 PM
To: council
Cc: Rachelle Larocque
Subject: Hunters Pointe Redevelopment

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Dear Mr. Mayor and Esteemed Welland Council Members;

My Wife and I are residents of the Highlands and as such are members of the Residents Association listed in the attached appendix. We chose to live in this beautiful adult lifestyle community here as it offers us retirees a great lifestyle option at this juncture in our life. We were cognizant of a proposal to redevelop the golf course when we bought in April 2019. What we weren't aware of was the extent and impact of said development.

My fellow residents have been working over the past several years to come up with a fair response to the proposed plans for redevelopment. From the recent re-submission from the developer, it is clearly evident the developer didn't listen to or care to maintain the lifestyle we here are accustomed to.

At our recent Residents meeting, the professionals at GWD pointed out that this area was never designed to be a typical high-density residential neighbourhood. Trying to convert now will result in disastrous impacts on us current residents. There is no shortage of new housing development in the City. A January 27 report outlined the record new build figures of 472 homes last year. This developer proposes 1150+ homes! This represents almost 3 years of TOTAL city wide sales. The developers plan does not include any schools, playgrounds, sports fields, fire stations, etc. that a buyer expects in a typical high density neighbourhood.

All these new residents will be forced to drive themselves and their kids in and out of the neighbourhood multiple times daily using the 1 and only access road. That one has a railway crossing! So what would be the outcome of a major accident of some sort that closes that access?

What happens every night when those commuters return from their jobs North of here and try to get off the ramp from the 406? I understand there will be some lights installed. Has a proper study been performed to ensure the traffic won't be backing up the highway to the previous exit? As a new resident, I find turning left from the current stop at the bottom of the southbound ramp to be a challenge. The slope and curvature of the road is confusing and folks looking to go Northbound sometimes are in the through lane until the last minute. Adding more traffic there will cause an increase in collisions.

We residents are still of the opinion that, without a full secondary access, the City of Welland cannot, in good conscience, allow any additional development beyond the North, Central and South Villages.

My Wife and I along with the rest of the community fully support the findings and recommendations contained in the submission made on our behalf, by Gagnon Walker Domes Ltd (GWD), dated January 31, 2020. We strongly believe that the City of Welland should refuse to approve the Applicant's Amendment Applications, based on the strong, sensible and logical arguments contained in GWD's Planning Assessment and Analysis Report. While we recognize that a few of the original concerns raised during the September 6, 2018 Community Open House were addressed in the Applicant's "revised" Master Plan of November 2019, the revised Plan presented does not satisfactorily address the significant concerns outlined in the aforementioned GWD submission to the City.

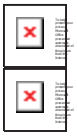
We also support the GWD recommendation that the Applicant redesign the layout of the Draft Plan of Subdivision, with a view to maintaining the existing lifestyle and character of the Hunter's Pointe neighbourhood as is currently approved. At

the very least, a portion of the golf course, (e.g. nine holes - five bordering on Old Course Trail and four surrounding Loch Ness Lake) should be maintained with residential lots backing onto that. In the alternative, if maintaining the golf course is not a viable option in the Applicant's opinion, we recommend that the Draft Plan of Subdivision be redesigned to significantly increase the amount of land set aside for open space and programmable recreational opportunities, along with a corresponding reduction in the amount of land designated for residential units and commercial space. But foremost, any redevelopment approval must be based on having a full second entry/exit point, both directions from the 406 near the South end of the development.

Thank you for your serious attention to this matter.

John and Debbie Storjohann
71 Kintyre Trail
Highlands Residents Association
Welland ON
Appenix

Preview attachment January 24 PowerPoint Presentation re HP Redevelopment.pdf



January 24 PowerPoint Presentation re HP Redevelopment.pdf
1.7 MB

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Rachelle Larocque

From: Sylvia Speedie
Sent: January 26, 2020 2:42 PM
To: council; Rachelle Larocque
Cc: Sylvia Speedie
Subject: Hunters Pointe Golf Course Redevelopment

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To: The Mayor & Council members of Welland and the Planning Supervisor for the city of Welland

My name is Sylvia Speedie and I am a resident at Ganton Trail, Hunters Pointe.

I would like to express my concerns with regards to the redevelopment of the golf course at Hunters Pointe. We, the residents have offered several options to the developer but it appears that the developer has made little to no changes, therefore showing no sign of good faith or cooperation to work towards a solution. We have raised concerns with regards to having a single point of failure with one entry/exit point and it appears that the city does not have concerns for the safety of its citizens.

Concern #1 - Environmental, Natural Heritage and Open Space

1. Does not adequately assess potential impacts on the natural environment, site features, ecological functions associated with the golf course.
2. Need for additional analysis of significant wildlife habitat and woodlands.
3. Need for additional assessment of Species at Risk and fish habitat supported by the Loch Ness Lake.
4. Lack of identification of trees worthy of preservation.
5. Fails to adequately compensate for the elimination of the open space functions associated with the golf course.
6. Need for additional assessment of existing on-site ponds.
7. Additional analysis required according to the Environmental Impact Assessment.
8. Need for additional technical assessment covering the whole of the lands subject to the Amendment Applications.

Concern #2 - Servicing and Stormwater Management

1. Sanitary capacity and appropriateness of assumptions.
2. Impact on drainage requirements based on a reduction in the size of the main stormwater management facility; Loch Ness Lake.
3. No consideration for the drainage requirements of existing/proposed adjacent development(s)

Concern #3 Noise and Vibration

1. Noise associated from increase in traffic volume.
2. Lack of evaluation of road and rail traffic data.
3. Methodology used in the analysis of noise receptors.
4. Assessment of vibrations from CN Rail.

Concern #4 - Transportation

1. Traffic volumes, queuing activities and underestimation of the number of projected future trips.

2. Vitally important and a requirement for second road access. A single point of failure with only one entry/exit and increased traffic could result in the entire community being put at risk.
3. Busing of children out of the community to schools and proximity to community facilities. Adding to increase in traffic.

Concern #5 - Urban Design

1. Inadequate open space and recreation facilities, and lack of protection for existing core natural heritage features.
2. Confusion regarding the amount of open space provided.
3. Lack of large programmable open spaces.
4. Loss of golf course and open space which serve as focal points for the community.
5. Excessive residential density, too broad a range of housing types and incompatible built form and scale of development. We do not want rental units, or commercial/retail units.

Concern #6 - Planning

1. No residential or commercial development permissions.
2. Lack of accessibility to Regional Transportation System and insufficient local transit.
3. Insufficient and inadequate municipal services; including but not limited to storm, sanitary and water infrastructure, schools, community facilities, parks and open space, etc.
4. A very negative impact on established character of the originally conceived adult lifestyle community; incompatible built form and density.
5. Failure to demonstrate a need for the proposed residential units and commercial.

Alternative Options Offered

1. Retain Clubhouse (restaurant) with a 9-hole golf course.
2. Retain the Loch Ness lake.
3. Add more usable green space.
4. No Commercial property.
5. No rental apartments, condos, stacked townhouses.
6. Build within the existing 55+ retirement development concept.

My observation when looking at the three iterations of the developers plan is, that there is no change.

I would appreciate that you take my comments, concerns and observations into consideration.
Thank you
Sylvia Speedie

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Rachelle Larocque

From: Siegfried Tepper
Sent: January 29, 2020 11:18 AM
To: council
Cc: Rachelle Larocque
Subject: Hunter's Pointe

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Dear Mayor and Council members,

My wife and I have just moved to Hunter's Pointe and are delighted to live here in Welland. It's been a stressful move, but have really enjoyed the community, the area and people here in the Welland area. We're looking forward to enjoying new friendships and a new community. However, we're very concerned about the proposed development and having studied the many aspects of this proposal, have found a myriad of issues best expressed in the following paragraphs. We trust that you will seriously evaluate these concerns, as we have personally never experienced such a flawed proposal in the different places we have lived and been involved with.

We, the members of the Highlands Residents Association listed in the attached appendix, fully support the findings and recommendations contained in the submission made, on our behalf, by Gagnon Walker Domes Ltd (GWD), dated January 31, 2020. We strongly believe that the City of Welland should refuse to approve the Applicant's Amendment Applications, based on the strong arguments contained in GWD's Planning Assessment and Analysis Report.

While we recognize that a few of the original concerns we raised during the September 6, 2018 Community Open House have been addressed in the Applicant's "revised" Master Plan of November 2019, we are still of the opinion that, without a full secondary access, the City of Welland cannot, in good conscience, allow any additional development beyond the North, Central and South Villages. This Plan also does not satisfactorily address the significant concerns outlined in the aforementioned GWD submission to the City.

We also support the GWD recommendation that the Applicant redesign the layout of the Draft Plan of Subdivision, with a view to maintaining the existing lifestyle and character of the Hunter's Pointe neighbourhood and maintaining at least a portion of the golf course, with residential lots backing onto it (e.g. nine holes - five bordering on Old Course Trail and four surrounding Loch Ness Lake). In the alternative, if maintaining the golf course is not a viable option in the Applicant's opinion, we recommend that the Draft Plan of Subdivision be redesigned to significantly increase

the amount of land set aside for open space and programmable recreational opportunities, along with a corresponding reduction in the amount of land designated for residential units and commercial space.

Thank you for your serious attention to this matter.

Sincerely,

Siegfried Tepper

(my apologies, I sent the last letter without a signature)

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Rachelle Larocque

From: Lori Verschoor
Sent: January 26, 2020 3:04 PM
To: council; Rachelle Larocque
Subject: Hunter's Point Golf Course Re-development Proposal

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We submit our concerns to you in response to the Hunter's Point Golf Course re-development proposal. We came from Tiny Township near Midland in 2014 with the goal to downsize our residence and live out our retirement years where we could enjoy a 55+ community lifestyle. The Highlands North Village surrounded by the Welland Canal, river and of course the Highlands Golf Course seemed ideal and fit our hopes perfectly. The re-development proposal threatens to destroy the reasons for us to live here. This proposal would convert this area into a standard residential subdivision bringing with it all the needs of a much younger family oriented neighbourhood including schooling, recreational facilities, transportation and employment opportunities. Assuming the proposed residences will be occupied by new families coming to Welland, these needs do not exist now nor are they provided for in the proposal. This means they must be sought outside this area and as such represent a significant logistical demand on transportation in and out and on existing Welland facilities. It would appear that this proposal does not address this issue and, with only one route in and out of this area, would prove undesireable to the new residents.

In our opinion this re-development proposal does not serve the interest of either the 55+ community nor the proposed community. Who or what then does it benefit? An increased population and taxation base for Welland? A highly profitable venture for the land owner, development

teams, lawyers and contractors? It is our position that those responsible for approval or dissapproval are duty bound to serve the public interest which clearly is not part of this re-development proposal.

John and Neta Verschoor
61 Turnberry Trail

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Rachelle Larocque

From: Joanne and Gordon
Sent: February 6, 2020 8:28 AM
To: council
Cc: Rachelle Larocque
Subject: Hunter's Pointe Development

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Dear Mayor and Council members;

We recently moved to Hunter's Pointe at the end of October and attended our first meeting with the Highlands Residents Association (HRA) on January 24, 2020. We were pleased to see all the work that had been done previously by Gagnon Walker Domes Ltd (GWD) on behalf of the HRA but were very disappointed to learn what has transpired in the last two years.

We strongly support the findings and recommendations contained in the submission made on behalf of the HRA by Gagnon Walker Domes Ltd (GWD) dated January 31, 2020 and we strongly believe that the City of Welland should refuse to approve the applicant's Amendment Applications based on the strong arguments contained in GWD's Planning Assessment and Analysis Report.

We moved to this area because of the active adult lifestyle community that had obviously been approved by Welland Council a number of years ago and were quite taken aback that Council would now presume to change this. Although we were informed that a few of the original concerns that had been raised during the September 6, 2018 Community Open House had been addressed in the Applicant's so-called "revised" Master Plan of November 2019 it still has not addressed many of the concerns of the present residents. Along with GWD and the HRA board we are of the opinion that without a full secondary access the City of Welland cannot, in good conscience, allow any additional development beyond the North, Central, and South Villages and that the proposed plan also does not satisfactorily address the significant concerns outlined in the GWD submission to the City.

We also support the GWD recommendation that the Applicant redesign the layout of the Draft Plan of the Subdivision with a view to maintaining the existing lifestyle and character of the Hunter's Pointe neighborhood and maintaining at least a considerable portion of the golf course with residential lots backing onto it. We are also in favor of the possible suggestions that have been brought forward such as a nine hole golf course with five bordering on Old Course Trail and four surrounding Loch Ness Lake or, alternatively, if maintaining the golf course is not a viable option in the Applicant's opinion that the Draft Plan of the Subdivision be redesigned to significantly increase the amount of land set aside for open space and programmable recreational opportunities along with a corresponding reduction in the amount of land designated for residential units and commercial space.

We encourage Council to rethink this proposal so that it in fact reflects the original design and thinking behind an adult lifestyle community and that any plan proposed and approved is a workable transition.

Thank you for your serious attention to this matter.
Joanne and Gordon Vis
91 Ailsa Trail
Welland

Rachelle Larocque

From: Walt Dalziel
Sent: February 12, 2020 2:55 PM
To: council
Cc: Rachelle Larocque
Subject: Revised Master Plan of Subdivision: Daimler Parkway, Welland

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Dear Councillors,

As a 5 year resident of Highland Residents Association, I hope that you will consider that in large part our decision to move here versus other lower tax based options was primarily the existence of a fabulous golf course!

No doubt the previous owner of Hunter's Point Golf Club benefitted greatly by both the existence of such a well awarded community and rezoning.

Home values are already suffering given severely decreased amenities and a devalued sense of community. It is my hope that you will consider those left behind.

Requirements in this revised Master Plan should be more than just adequate greenspace but also continued unobstructed views of wildlife and our ponds!

Thanks much,

Walt Dalziel

199 Muirfield Trail,

Welland, Ontario

L3B6G

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Rachelle Larocque

From: Wally Dzoutzidis
Sent: February 11, 2020 10:20 AM
To: council
Cc: Rachelle Larocque
Subject: Submission Regarding Golf Course Development

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Dear Mayor and Council members,

I am a resident of Welland living in the Highlands Residents for the last 11 years. I would like to submit that this proposed zoning change to the golf course lands surrounding our community is short sited and not in the best interest of Welland. We had a thriving community till recently. A few years ago our builder Lucchetta Homes won an award for the best community in Canada for this location. Sales were moving very quickly and interest in our community was growing yearly. The location for a thriving seniors retirement community with future plans for assisted retirement buildings was a big drawing card. The sale of the golf course has certainly hurt that but this proposed huge residential and commercial development will completely cripple this lifestyle development. Welland doesn't need any more commercial space as is obvious to anyone who walks the downtown core. Unless they are blinded by grandiose ideas of making their mark upon this city or being lured by supposed tax revenues or increasing the importance or budget of their departments.

Our housing prices in our community have plummeted due to the uncertainty and the assault on the lifestyle development we have. Our home for sale signs languish in some instances for years now and some have just given up trying to sell due to whats justifiably seen as callous indifference to my local communities needs. Our lifestyle community here has and still could function and attract seniors in increasing numbers. It has so much to offer but not when it is threatened by traffic woes and threats to health and safety due to a huge increase in traffic and only one access road which could be blocked by so many events. Even if an ambulance call is delayed by 15 minutes, much less hours, it could lead to death of one of my neighbours. We had a house fire a few years back where the house completely burned down luckily without any injuries. The neighbouring houses were damaged and even the ones across the street were threatened by the flames fanned by one of our strong Welland winds. What would have happened if the fire trucks couldn't get in, in a timely fashion.

The only reason in my opinion that this developer wants to put in commercial space is for the higher density residential block above the commercial space. I assure you it is definitely not required and would languish unrented. Finding young families requires new high paying jobs to lure in prospective buyers from out of town. Our commutes to anywhere are getting more and more ridiculous and untenable. Where are these new families going to get jobs to pay for these houses Mr Mayor. Give it some thought. This land could attract money and buyers and sell if the brakes are put on this totally unnecessary and not viable development and it is replaced with homes that would keep the lifestyle community healthy and growing. A small golf course would be a huge attraction but perhaps even better would be real viable park land and green space with access to the many ponds and water ways. The only green spaces we had were the golf course, which many of us including myself have paid in the neighbourhood of $50,000 to $160,000 for the view backing on to it. The only other one we had was a proposed park facing the canal and the city gladly accepted the developers (Jim Dorazzio) money in lieu of parkland. The developer made more money, the builder made more money and somewhere else in Welland far from us perhaps a park will be built. For someone living in this community and paying the ridiculously high taxes we do in here, all the while not receiving as many services as other residents of Welland, it just makes it clear the callous disregard city hall has for our community.

I wish we weren't in this position. A lot of us have a fixed income. We gave up a lot to move here and make Welland our home. It had a lot of advantages mostly due to the lifestyle development and the kind nature of

our fellow Wellanders. We have for the most part left our families far behind in coming out here but we did it to live in this community. If you vote to turn it into an abject failure many of us cannot afford to return to whence we came. I would hope you take this into consideration before you vote and do the decent thing and vote against this development as proposed.

sincerely,
Wally Dzoutzidis, Wendy Wontner
49 Old Course Trail
Welland Ontario
L3B 6G8

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https://us2.proofpointessentials.com/index01.php?mod_id◀ &mod_option=gitem&mail_id⊥ 81434406-YE7xj8tyrWh3&r_address=chelle.larocque%40welland.ca&report=

Rachelle Larocque

From: Wietze Pluim
Sent: January 26, 2020 4:58 PM
To: Rachelle Larocque
Subject: Hunter's Point Submission 2020

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The purpose of this letter to the Mayor, City Council, and Planning Department of Welland is to express our deep concerns, once again, over the proposed redevelopment of Hunter's Pointe Golf Course.

We decided to retire in Welland because of the adult Iife style community, and Hunter's Pointe Golf Course in 2003. At the time we paid a substantial premium for a golf course lot. Since our home overlooks the redevelopment this will affect us greatly financially as well as the mental anguish that goes along with all the unfavourable proposed submissions.

The following is a list of some of our major concerns which we hope the Mayor, City Council, and City Planners will incorporate into their final decision making. This development will hugely impact us, our community, as well as the infrastructure, traffic, schools, police and fire departments to name a few in the City of Welland.

1. The need for a second exist and not an emergency exit. The city is aware of the railway line that crosses Daimler. We have been advised that the railway line on occasion carries toxic materials. Having only one entrance out of the community poses a potential hazard.

With the addition of 1200-1400 houses with the possibility of 2-3 cars per household this will greatly affect the volume of traffic using only **ONE** exit. There is also the consideration of the busing of children if this proposal goes through.

2. We have experienced significant wildlife, including many bird species in our backyard and inhabiting the creek behind our home. To name a few: green heron, white egret, kingfisher, blue heron, red tail hawk, snowy owl, speckled sandpiper, and kildeer. We also have had nesting and snapping turtles, deer and variety of ducks as they make their migration. We feel there is a need for a detailed assessment of the environment that includes wildlife habitat, species at risk, including stream and pond habitat.

3. This proposed development has excessive residential density, too broad a range of housing types and incompatible with our existing community.

4. The various proposals submitted by the Biglieri Group have not made any concessions dealing with most of our major concerns. They have had several opportunities to show a movement toward accommodating the residents of Hunter's Pointe.

5. **Almost 50% or more of the community is composed of snowbirds and out to the country in March. Why is this meeting scheduled at that time? This makes the timing of the City Council Meeting very unfair. Those people, who are also stakeholders, do not get a chance to physically appear before council.**

Bea Myers and Wietze Pluim
27 Old Course Trail, Welland

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Rachelle Larocque

From: Fredy
Sent: January 28, 2020 10:47 PM
To: Rachelle Larocque; council
Cc: Bill Hallett
Subject: Hunters pointe golf course development

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Mayor, council members

I am a resident of the Highlands at 97 Morris Trail and have been here for 16 years.

The change of the golf course is of course of great concern ,as the main reason for moving here from Toronto was the community and golf course.

Now I am concerned that greed will take hold of the City Council and you will forget to provide a good community in the area.

My Main concern is to provide a good access for the community (meaning traffic in and out for all residents, including school buses, garbage pick-up and deliveries). All kids will have to be driven by school bus and also to playgrounds. This alone is not a people or family friendly community.

By simply adding all the houses and apartments you can count the minimum cars and all going through the traffic circle as proposed. Is a disaster for sure. No program would allow this unless the input into the program is understated.

There is no way this would work!!!!

So why would you allow this to happen. You now have the chance to prevent a clear disaster.

Please think of the future reputation of Welland and do the right thing by requesting a better traffic solution. Do not let the developer get away with a cheap solution., that will affect Welland for ever.

Yours truly,

Fredy Wehrli. 97Morris Trail, Welland

Sent from Mail for Windows 10

Email to: Council@welland.ca c.c Rachelle.larocque@welland.ca

Dear Mayor and Council members,

We, the members of the Highlands Residents Association listed in the attached appendix, fully support the findings and recommendations contained in the submission made, on our behalf, by Gagnon Walker Domes Ltd (GWD), dated January 31, 2020. We strongly believe that the City of Welland should refuse to approve the Applicant's Amendment Applications, based on the strong arguments contained in GWD's Planning Assessment and Analysis Report.

While we recognize that a few of the original concerns we raised during the September 6, 2018 Community Open House have been addressed in the Applicant's "revised" Master Plan of November 2019, we are still of the opinion that, without a full secondary access, the City of Welland cannot, in good conscience, allow any additional development beyond the North, Central and South Villages. This Plan also does not satisfactorily address the significant concerns outlined in the aforementioned GWD submission to the City.

We also support the GWD recommendation that the Applicant redesign the layout of the Draft Plan of Subdivision, with a view to maintaining the existing lifestyle and character of the Hunter's Pointe neighbourhood and maintaining at least a portion of the golf course, with residential lots backing onto it (e.g. nine holes - five bordering on Old Course Trail and four surrounding Loch Ness Lake). In the alternative, if maintaining the golf course is not a viable option in the Applicant's opinion, we recommend that the Draft Plan of Subdivision be redesigned to significantly increase the amount of land set aside for open space and programmable recreational opportunities, along with a corresponding reduction in the amount of land designated for residential units and commercial space.

Thank you for your serious attention to this matter.

Highlands Residents Association

Welland ON

Appendix

Rachelle Larocque

From: Michael
Sent: January 28, 2020 7:52 PM
To: council@welland.ca; Rachelle Larocque
Subject: Hunters Pointe Development
Attachments: HRA Resident's letter to City Council.pdf

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Please find attached our view on this development plan that has us very concerned about the future of our community and well-being!
Regards,
Michael & Caliope Zozula
54 Morris Trail
Welland ON

Rachelle Larocque

From: đШЦёЎ╗ЁiranAdams
Sent: pŧШЩ7, 2018ũ6:1! ũ' #
To: $Ѵ%ЫЧ8&ջooŋ
Cc: ' oջyŨ$ Ыl,Ѵŧёo(ũ o*ջęШЬpŧŨ'Ѵ-ŧŨ hЮЫёęhЮЫ(ĞѴЫёh, ll, .lѴŧoę-*, ыı. , llѴЫջЬ.cѴ
Subject: đ, ũ70đ ' đ, sЫl, ջ -s1ũo. ջũ0ѴШũ , , -ŧЫ2, pŧШЩ3, 2018

Hi David,

Thanks for the update. Sat April 7th, I sat and listened to the 1 hr 45 minute audio of the town meeting. It would appear everyone is of the same mindset and that is a good thing.

The list, or summary of questions put forward were many and a great deal of research will be required going forward to get answers. I can only emphasize how important it is at this time that we procure a good lawyer, ASAP.

There appears too be a great deal of suspicion as to who the buyer/buyers may be. Sounds like Foreign investors stealing the property at $18M and somehow obtaining a quick re-zoning unbeknown to our community and then obtaining the go-ahead to build some 1700 new high-density homes. As someone had indicated at the town hall meeting, there is some **incredible monies** to be made by the investors, possibly $600 M based on a $500 K average sale price. Where have our City Councilors Tony DiMarco and Pat Chiocchio been during this process? They should be working for our interest and keeping us informed of any decisions going forward.

I question the **validity of the proposed developer,** Biglieri, who has little experience in a development of this size. He has obviously not even considered the impact his outlined development will have on our community infrastructures and those of the City of Welland. Perhaps he should investigate the difficulties that Ballantry Homes encountered when bringing contractors from the Toronto area to Welland, the resulting late closures and sloppy workmanship that transpired.

The **infrastructure requirements** that need to be researched are **enormous**.
The City of Welland, Ministry of the Environment, Ministry of Conservation, Ministry of Transportation, Ministry of Education (schools, teachers, curriculum supplies), Ministry of Health (doctors, surgeons, dentists, ophthalmologists, dermatologists, pediatricians etc.) and the Welland Canal Authorities need to provide comprehensive studies and evaluations of the effect this development will have on:

1. Health and Safety
2. Conservation
3. Traffic Logistics (a nightmare)
4. Education Services
5. Recreation Services
6. Medical Services
7. Open and Green Space availability
8. Water Drainage
9. Water Pressure (pumping station sizing and location)
10 Wildlife
11. Type and location of commercial development that is proposed and what is deemed acceptable.
12. Employment (where are all these people working)

The list goes on.

Unfortunately, the question and answer session at **City Hall April 12th** will not give many people the chance to forward their questions. Based on my experience at this type of meeting (sidewalks - Hunters

Pointe 2016/2017), the council chambers only have room for about 30+ concerned citizens and no questions from the floor are taken.
You may want to look into this before 200+ residents show up at City Hall and end up waiting outside the meeting chambers.

We do not need to be adding pressure on our representative City Councilors by reminding them of this years pending elections they already know this. We can however flood them with e-mails and questions over the new development proposals. They know without our support and there input the renewal of their council seats will be jeopardized. Lets hope we can all work together and this has to start now as the 12th is just around the corner.

Rick Adams

On Friday, April 6, 2018, 12:30:54 p.m. EDT, David Snook wrote:

Dear residents,

Following are highlights of and decisions taken at Wednesday's Town Hall Meeting, as well as some additional materials for your consideration. The meeting was recorded and a link appears below.

The Town Hall Meeting went very well. There was a lot of participation and a collaborative strategy resulted. The meeting lasted the full two hours and was standing room only.

The question and answer period was "animated" and emotional at times: over 30 residents addressed the group. Several Magnolia residents were present, including their spokesperson, Tom Manney. They are holding a consultative meeting next Tuesday with A lawyer who works in the same Law Firm as one of their residents. We were invited to send a representative, and Rusty will be going.

Respecting the strategy, our residents gave the Executive Committee (EC) a clear mandate to lawyer-up ASAP. Our focus Is to challenge the City, with the help of our fellow stakeholders, regarding its review of the proposed new development.

Further, residents authorized the EC, by an overwhelming show of hands, to use up to $30,000 of the HRA contingency fund to pay for legal fees. Several residents also said they'd be willing to contribute additional moneys out of their own pockets, if necessary. Rusty has agreed to lead the search for an experienced lawyer with the right skill set, and we've already received several suggestions from residents.

The second part of the strategy is for all residents to continue to email our local and regional Council representatives, as well as the Mayor. Their contact information was emailed to you previously. You may wish to personalize your correspondence and use some of the questions/concerns raised in the attached documents.

As the third part of our strategy, residents strongly agreed to attend, in large numbers, the April 12 Public Information Meeting (where the developer's representative will detail the proposal) and the May 1 Council meeting (to start the formal review process). Both meetings start at 7:00 pm at City Hall. Oral and written submissions may be made at both. Residents also agreed that we not send the City or the Developer any questions in advance.

The EC will undertake to obtain advice and direction from a professional advisor/lawyer, as soon as reasonably possible, to prepare our written submission to Council and to advise us on future steps. Our intention, as mentioned, will be to coordinate our efforts with the other 3 stakeholders, the D'Orazio Group, Lucchetta Builders and the residents of Magnolia Lane, in order to maximize our intervention effectiveness.

Thank you for your continuing support. Let's keep up the email pressure on the City!

We'll keep you posted on any new developments in a timely manner.

Sincerely,

Executive Committee

The link to the audio recording of the Town Hall Meeting is http://www.hravoice.ca/page/44081~927186/Town-Hall-April-2018.

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HRA-Residents mailing list

Rachelle Larocque

From: đШЦęĕĝĥran Adams
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I am at a loss as too what seems like so little imagination and thought has gone into the proposed development at Hunters Pointe. Progress I understand as it is part and parcel of the growth and expansion of the Niagara Region and especially Welland. But choose wisely in what is built on this parcel of land as it will shape the future for Welland. I have made reference that this development could and should be the Gem of the Niagara Region a focal point for all retirees across Canada something that can put Welland back on the map.

By definition **Vision** means:

An idea or mental image of something, an experience in which you see things that do not exist physically; imagining and conceiving of ideas.

A true Visionary (City Planner, Developer, Builder and Resident) would be someone that can envision what would better suit a piece of property like Hunters Pointe. With true vision they could turn Hunters Pointe into the Gem of the Niagara Region. **Welland would become the go to place to retire and live.**

Examples of some vision for those (City Planners, Developers, Builders and Residents):

(a) Hunters Pointe has one of the most serene, panoramic, natural and beautiful landscapes in all of Welland and probably all of the Niagara Region. The Welland Canal on the east side, Golf course down the centre and Hwy 406 to the west for quick access to the US or trips into the GTA are great features of the property. The City of Welland could use it to their advantage if they develop the property to its full potential.

(b) How many acres of land in the Niagara Region have such a spell binding lake like you see when you enter Hunters Pointe by Daimler Pkwy. A Visionary would say **"Keep this, it is Golden, save this lake"**. A Visionary would suggest you outline 100 yards beyond the perimeter of the lake with trees, flower and fauna and provide walking trails, sitting benches, and maybe an access for canoes.
You could consider naming the Park as a Memorial to the 190+ men that lost their lives in building the Welland Canal. The property that Hunters Pointe is sitting on is the dredge material from the existing Welland Canal. What a great tribute we could pay to those individuals and their families.

(c) Conservation of our natural resources does not just mean our green space but does include the wild life found in our community that is not found in many of the areas in the Niagara region. A Visionary

would say we have many species of migrating birds along with beaver and deer that use the lake at Hunters Pointe as their source of drinking water and their home. A Visionary would certainly have an evaluation or study done by the Ministry of Natural Resources of Ontario to ensure this environment is not destroyed. Green space and recreation areas are in steep decline in most communities; we need to stand up and protect these valued lands so they can be enjoyed by all. **Save the water shed that supports so much of the wild life.**

(d) A Visionary would look at the lay of the land and build homes accordingly and not just bulldoze those land features away and build what is referred to as a high-density project. Retirees are looking for single-story homes not 25 ft. wide two-story townhomes.

(e) People were initially drawn to this community because of the recreational possibilities, which are numerous.. The Golf Course was a big drawing point and is still of significant value to the sale of properties going forward. A Visionary would review the infrastructure available and realize that 1200 plus new homes cannot be supported with the existing infrastructure without great cost to the city or even the developer (ie: new access and egress point $$$).
A 9-hole executive course could still be saved out of the existing 18-hole golf course if the holes were reworked slightly. Save the holes on Old Course Trail and use those going outward from the original club house to make up the nine holes in total. Again a significant drawing point for home sales going forward and taxes in the coffers of the City of Welland. Support and encourage this community to be one of the best retirement areas in Ontario and for that matter Canada as we have people from all across the country now living at Hunters Pointe.

By definition **Progress** means:

Movement toward a improved or more developed state.

The Welland community was at one time totally dependent on the industry and thus a significant source of their tax base. Times have changed, industries have gone and now they must survive on the small businesses and remaining community to support the needs of all of Welland.
Big Industry is not coming back, so in order to make progress and move forward the City of Welland has to take on a different mind set.
They have a great opportunity, right in front of them to put Welland back on the map. No, not as an industrial hub but of one of the best places in Canada in which to retire.
Welland could become the **"Gem of the Niagara Region"** with some clear open minded thinking. Retirees are looking for places just like the Hunters Pointe Community and all it offers with the abundance of activities available in such a small area. Build this community to be what it was meant to be for a place to retire and enjoy your senior years with many options for activity and opportunities to recreate in any form that suits your needs. They are not going to complain about the tax mill rate if their needs are fulfilled.

By definition **Inaction** means:

Failure to do anything that might provide a solution to a problem.

Obviously the issue of **infrastructure** needs to be addressed as there are many, many studies that need to be done, evaluated and a formal report submitted and reviewed by all parties involved. The need to have a new inlet and egress to the community must be addressed and **constructed before any building even starts.** This is a priority.
A full **Health and Safety Fail Safe Scenario** by the Ontario Government must be done with regards to a possible spill of sulfuric acid at the Daimler Pkwy train tracks. This must be done before any increase in traffic can even be considered.

I look forward to your response.

Rick Adams

Rachelle Larocque

From: đШцĕņűÄlmas
Sent: MЦЏ 4, 2018 5:25 AM
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Cc: dsnook; Donald & Hawken dee.bradley ǥmbutts; đ ĕ%9!Щ1 9ŝtew.knight gavin@lucchettahomes.com; Gene Suzuki; Nicolaas 4ĕ *6"% (e)(c); paulmary1 @hotmail.com; Paul and Jean %Щ2 ņ(ð)(ņ)rusty_baillie bmcgeown bry_campbell ŧЦцŧŧ9‼9ūūǥñ0

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Dear Mr Mayor, Councillors and City Staff:

Save Our Urban Lake (S.O.U.L.)

While you consider the future of the Hunters Pointe lands, lake, ponds and nature, please do the right thing and protect a big piece of Welland‘s heart and soul.

Insist that residents have a seat at the table as the future of this land is examined. There is no way that any government which advocated for urban intensification could have imagined that developers would interpret that to mean “bulldoze and backhoe ponds for parking lots.” Common sense says that would be an outrageous perversion of what was the provincial government’s original intent. Save Our Urban Lake for future generations! And please, if you believe otherwise, then do the noble thing and tell your constituents that you want rooftops roads and parking lots where blue herons and turtles call home. The voters have a right to know where you stand on these issues. We all do.

Thanks,
Jamie Almas

Rachelle Larocque

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Dear Ms. Larocque:

Please see my attached comments. I would appreciate an opportunity to present at the Meeting scheduled for May 1, 2018.

Thank you for your time and attention to this matter.

Yours very truly,

James (Jamie) Almas,
100 Magnolia Lane,
Welland, Ontario,
L3B6H9

Rachelle Larocque

From: đШцęђцŭAlmas
Sent: Apr ŧ 30, 2018ʾ 9:19ʾ PM
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Plenty of wildlife out on those lands. This property needs a proper and complete environmental impact assessment. Full year and an opportunity to debate the findings of it.

HUNTER'S POINTE
IS YOUR GATEWAY TO THE CITY. KEEP IT BEAUTIFUL.

My name is Jamie Almas. My family have resided on Magnolia Lane in the City of Welland since March, 2008. I was raised on a farm in Niagara-on-the-Lake, purchased my first home in Merritton; the place I like to call 'the great town within a city'. I have lived in Old Glenridge in St. Catharines. I operate a law practice in downtown St. Catharines but half my professional practice involves work at the Welland courthouse. I can leave my garage and be at the Welland courthouse in less than 10 minutes or the St. Catharines courthouse in less than 15 minutes. I can take guests to see Niagara Falls in less than 20 minutes travel time.

I am perhaps the only lawyer you will ever meet who does not enjoy the game of golf; and yet I live at a golf course. I was attracted to the area because almost every day I drove past Hunter's Point to and from the Welland court. It was and still is beautiful. Rolling wide-open landscape; amazing sunrises, breathtaking sunsets. The sun shimmers off that pond. Honestly, from a distance it cries out "Welcome; this is a place you should call home." And so, this is my primary message to Council; don't muddy your welcome mat.

Councillors, you are the trustees of the greater good. Your responsibility is not to ensure that landowners and developers turn a quick profit with no assurances that they will reinvest in our community. Too often I see Niagara politicians willing to accept development that is not attractive or accurately reflects the beauty of our region. Niagara seems to lack confidence in ourselves to hold developers to a higher standard. A community that is proud of itself would have the confidence to demand the highest quality projects. Land is a limited resource. Use and zone it carefully.

Council has but one shot to get this right or it is lost to pavement, bricks and asphalt rooftops for generations to come. So many people's perception of a community is formulated from what they can observe from the windows of their automobiles travelling at 100 km per hour. I'm not saying its right; its just a fact. To Welland City Council, I ask you to give serious consideration to what you want people to think of our city from the vantage point of their automobile.

Let me start by saying that I get it. Municipalities are constantly faced with demands for more services while at the same time experiencing a magnitude of tax assessment appeals. The taxpayers of Welland (frankly all of the Niagara Region) know too well the cost to prior years of economic stagnation. The rather abrupt transition from an industrial tax base to a residential one has caused homeowners and commercial property owners to reach their limit. And, when property taxes rise to a level that they impede one's 'mortgage room' or their 'debt service ratio' the consequences are that property values are negatively impacted. (I appreciate that it's a hard concept to grasp during this rather frothy real estate market, but make no mistake that our market has been driven largely by the Toronto ripple effect. These are not ordinary times. The lower the value of the property relative to the amount of taxes being assessed begins to creep into individual marketplace decisions and, before you know it, a municipality becomes an unattractive place to invest.) In short, I get the attraction for growth. We need more units to assess; not more

assessment of the existing units. Property taxes in places like Welland and Port Colborne are crippling their local economies. Old industrial stalwarts have fallen and the residential homeowners have been left to pick up the shortfall. I understand the desire to expand the tax base.

However, while growth and change may be inevitable in many respects, this Council for the City of Welland must appreciate that you are the trustees for the greatest good; charged with the responsibility of doing what is best in the long term; not what is expedient in the moment. You are the Board of Directors for the corporation; not the day-to-day managers. And, here you have an opportunity here to both preserve something for the future while at the same time, create something very attractive for the moment. I put it to you that this is your responsibility and not a duty owed to a developer who has some arbitrary, self-imposed, time limit 'to get it done'.

Impact upon Wildlife

Councillors should know that this area is frequented by hawks, mallard ducks, Canada geese, seagulls, deer and coyote. Many turtles (including a snapping turtle) call it home. There are mink and muskrat. We have all seen the snowy owl arrive each winter. A Barn Owl flew into my neighbour's back yard last year. Also last year, I watched an American Bald Eagle fly across the golf course as I drove into our neighbourhood. It was majestic. Perhaps the most graceful and awe inspiring view is watching the great blue heron glide across the horizon and set down on the edges of the ponds. Its too valuable to bulldoze for another parking lot.

It concerns me that it appears as if this development is being presented to you for approval *in advance of* the developer completing a full environmental impact study over the course of a 4 season time span. From my read of the report, the complete environmental report would be a condition to be satisfied after-the-fact. It's a bit like having a trial with crucial evidence missing and the Judge saying *"I find you guilty provided that the missing evidence is delivered up subsequent to my decision."* How would members of the general public have the opportunity to challenge the evidence if the decision had effectively been made already? Why would they bother even if they could? Frankly, I keep hearing that this project is on some fast-track time line because the developer and vendor have a conditional agreement of purchase and sale pending. Why should we care; the land is not going anywhere. We seem to be a rush to get this done. For whose benefit? Certainly not the residents who are immediately impacted.

Loss of Green Space (the "Pond")

Based upon the preliminary drawings, there appears to be an intention to alter the physical layout of the pond to make it more in keeping with a straight-angled storm water reservoir. The existing shape and natural- looking layout of the water body should be preserved. There is nothing attractive about a subdivision storm water reservoir. It needs to be natural looking.

Access, Access, Access! The pubic should be ensured unfettered access to the pond and surrounding lands. Whether it to be the opportunity to walk, or sit on a bench and watch the incredible sun sunsets that glisten across this green space and water or the just to allow a person

to go down there and cast a fishing rod into it, this needs to be a substantial green space and one that is inviting to the public.

I would encourage all Councillors to take a trip down to this location at sunset and tell me where else in this city there is a finer view of the rising and setting sun. The developer's plans call for strip of tall buildings that will block that sunset. I believe that multi-season computer modelling should be performed as a condition for any construction of buildings around the pond in order to determine what is the maximum height allowable to preserve the warmth of the area.

Traffic Issues

The developer should fund a southern access/egress point under or over Hwy 406 at Oxford Street. I envision something like that which has recently been constructed for Port Robinson Road. This funding should be secured in order to guarrantee the money is there when the volume of traffic reaches the stage that the over/underpass must be built.

Water Pressure

I suspect that most residents would agree that the water pressure in this neighbourhood is already quite low. Not a single new home should be permitted to be built until this issue is addressed. It is simply not satisfactory to promise that the problem is being rectified. Instead, the infrastructure must be in place simultaneously with the construction of any new homes. No increased water pressure; no new home permits.

Leaving on a Positive Note

Council should know that both my own experience (and that of others that I have spoken to) with your Planning Supervisor, Rachelle Larocque, has been a positive one. She promptly answered my questions and her responses were appropriate and non-political as one expect of a true public servant. I believe Welland is well served by her. (I stop short of offering her a raise; I cant afford any more property taxes. However, you should recognize her for her service.)

Also, to our ward councillors, I extend my thanks for your representation. You have always been instantly responsive to our ward issues. I have been a past Niagara city and a regional councillor and I understand a little bit about the job you do. When you approach the job with the professionalism and seriousness that it commands, it is not an easy one. It can sometimes be like working for emergency services and suddenly a fire breaks out. You really earn you pay when the alarm rings! I thank you and all of Welland Council and staff.

Finally, it is worth noting a quote from the former First Lady of the United States of America, Barbara Bush, who passed away this week. Mrs. Bush once said:

"I hate the fact that people think 'compromise' is a dirty word." Me too.

James D. Almas -

Rachelle Larocque

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I have added this one to the file.

Irene McDonald
Administrative Assistant
Building and Planning
Infrastructure and Development Services
Corporation of the City of Welland
60 East Main Street, Welland, Ontario L3B 3X4
Phone: (905)735-1700 Ext. 2241
www.welland.ca

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From:
Sent: April 16, 2018 3:23 PM
To: mayor; Councillor Tony DiMarco; Councillor Pat Chiocchio; devserv; cforster-co@ndp.on.ca
Subject: Hunter's Pointe Subdivion Proposal

Dear Mr. Mayor and Councillors,

On Thursday, April 12 evening, we attended a meeting at city hall along with 200+ of our Hunters Pointe neighbours. This meeting was to present a proposal for the development of a new subdivision on the exiting golf course lands.

My wife and I were surprised with the lack of professionalism of the developers planners. We heard a lot of chatter but a number of "don't know"s. "not working on that yet", "this is just a proposal"...etc.

The statements by the presenters were very unclear as to what was planned, when the development would start, who was behind this, serious traffic concerns, speed by city officials to approve the plan, environmental issues, removal of contaminated earth, and the need of a second evacuation route among other issues brought up by Hunters Pointe residents.

The city planners presented a 'sense of urgency', a need to quickly proceed with the necessary approvals.

It is our hope that you and your approval committees will deal with considering the developers plan seriously after reviewing all of the concerns presented by the people now living or planning to live in our "adult life style" community. To not do so could result in a community with years of heavy trucks and equipment, insecurity with homeowners lack of proper exits in case of a disaster, and the possibility of devaluing existing properties.

With all due respect,

Robert and Mona Amirault
236 Galloway Trail
A 7-year Hunters Pointe Resident

Rachelle Larocque

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Hello Rachelle, Frank, Pat, and Tony

My wife and I would have liked to see the golf course remain, even if only a 9 hole, par 3, Municipal course.

We are very concerned with regard to the rezoning of the Golf Course Lands and those lands down to East Main. We attended the Thursday night meeting and were dismayed to find that there seemed to be so many missing items from the proposal.

Our concerns are as follows:

1. The Bigliardi Developers were really ill prepared re their project. They presented a minimal effort in order to try and get a maximum result.
2. The City also seemed ill prepared in not doing due diligence with the project, with several departments not attaching comments.
3. The need for a complete intersection & overpass (with a cloverleaf) at Oxford **should be built first**. The lack of on and off ramps to 406 at an Oxford intersection means most construction activity will be forced through Daimler. The amount of traffic on Daimler will climb exponentially destroying the tranquility of our community. Frank, Tony, and Pat, you know the numerous times I have spoken at Council about the need for a second way in/out. Because of the ages and health concerns of most of the present residents, this needs to have an extra high priority.

4. The lack of a grading plan. Is it to be assumed that all the land will be leveled?

5. No school planned (Quaker is too far away). Imagine putting junior kindergarden children into buses
when a local school should be built.

6. Missing plans of actual house styles with 1200 homes to be built.

7. The City needs to stick to its plan of only allowing 2 stories (3 in total) of housing above Commercial.

8. Environmental concerns haven't been addressed re:

a) pesticides used on the golf course over the past 20 years,

b) Trillium Railroad hauling Sulphuric Acid through residential areas,

c) the strength of the pass-through pipe under Daimler that allows environmentally protected water to
flow to the Welland River

d) all the designated wild life that lives in the drainage basin.

e) the existing wildlife that lives in the large pond wasn't mentioned.

f) A soil stability and toxicity study as most of the land is from the construction of the Welland Canal.

9. The time line for concerns is very rushed with Council to hear it May 1st and all of the above hasn't been
addressed yet.

We find it interesting that The Bigliardi group hasn't bought the land yet and the deal may hinge on whether they get this application approved. The first item that should be addressed, and this would be a good time to change the Official Plan, is that a second way in/out of the area be constructed at Oxford Road and Highway 406 namely a full interchange (clover leafs).

Sincerely

Bob and Ann Bell
145 Muirfield Trail
Welland, Ontario
L3B 6G7

Rachelle Larocque

From: đШцĕęñВaillie
Sent: Ap ѣ20, 2018 12:40 !
To: ŧc‹ś ⅜ .lŧ oc" Ш9 # ⅜$%cŧ
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April 20/18.

Dear Ms. Larocque,
Please consider the following and forward it to the Mayor and Members of Council:

RE: HUNTERS POINTE PROPOSED RE-DEVELOPMENT

This letter is to express my strong opposition to the unprecedented scale of the property proposal, its vagueness and, concurrently, City staff's expectation that we respond to such limited and technical detail within a very restricted period of time.
Surely, the City can do better for its residents and will ensure that citizens across the City are aware of this proposal, how it will impact their livelihood and, that they too will have time to respond to it as well as those people within the immediate vicinity.

A SECOND ACCESS UP-FRONT

How to you intend to respond to the the myriad concerns raised about the risks to our health and well-being and that of any future residents stemming from ours being a one-access community, across a railway track?
Is the City prepared to insist that the Oxford St. overpass be built ahead of any construction and that its access via Woodlawn to the Hwy 406 interchange will be improved to such an extent that this will become a principal thoroughfare for any development, construction traffic and resident use that may take place on the golf course lands?
I respectfully request that you require the developer, as a condition-prior to any potential rezoning of the golf course lands, to construct a full interchange (preferably) prior to commencement of any development work on the property.

PROPER DUE DILIGENCE

Has your office done its full due diligence on the knowledge and capacity of the proposed developer?
Does it, in your opinion, have a reasonable understanding of the residential marketplace in Welland and a reasonable expectation of the time for a build-out of this development?
If not, I'd suggest this to be a critical part of your due diligence and within your duties and responsibilities at the Planning Department.
What will you do if, for instance in a few years and with only a small portion of the project built, the developer realizes it over-estimated absorption and abandons the project?

ADDITIONAL MATERIALS PROMISED

The Biglieri Group at the Public Meeting undertook to circulate a bio of the developer to you by the following Monday, for your circulating to our community. Have you done that?

CITY-WIDE IMPACT

Have you considered the consequences of a project of this scale for your **Welland-wide residents?**
When then they learn the scale of this proposal and how it may adversely impact their already limited access to health care, their future cost of local housing and, likely, many other community services, you may find wide-spread and significant backlash.....

You have, again, been advised to **expect a large turnout** of residents at public and civic meetings in respect of this project.
The recent Public Meeting room was way **over-capacity and in breach, I gather, of Fire Marshall regulations**.
Please do not make the same mistake at the May 1 Council meeting as you should expect a similar or larger contingent to be attending.

Sincerely,
Rusty Baillie
66 Muirfield Trail

Rachelle Larocque

From: Theresa Ettorre
Sent: Apŗl 11, 2018 10:54 AM
To: ’ cЦǰllę !’ ŋ̈ƀ c" #ę
Subject: $%: &ŗ̈ë' ę9ĺl9( ) ů 9*licĺl’ ĺl+#9ĺǰë̈ŗ̈ū &ǧ i9ĺl

From: Ken Beard
Sent: April 11, 2018 10:42 AM
To: mayor <mayor@welland.ca>
Cc: paul.grenier@niagararegion.ca; Councillor Tony DiMarco <tony.dimarco@welland.ca>; pat.chicchio@welland.ca;
Subject: Preventing Conflict at Hunters Point

Mayor Campion:

I completely and absolutely endorse every point made by our neighbour Alec Lorentiu in his recent letter to you. It is not speculative to suggest that every person and household here in Hunters Pointe also supports every itemized concern raised by Alec. I will not repeat those justifications.

The development has the potential to undermine and damage the fabric of this and connected communities for many years to come. There are two basic underlying issues that support that potential for discontent:

- The property is essentially a gated community – there is only one way in, and one way out. We are bounded by the Welland Canal on one side, and the 406 on the other. That’s it – a small footprint, a 300 acre island, limited space, no other expansion or flex at all. And there is no certainty that would change, no plan that provides a second access, no assurances that the surrounding land would facilitate a bridge or tunnel, that the rise and fall of the terrain and the small, narrow strip of land that it would serve, would be practical or useful enough to support the investment, without sufficient documented other purposes for the surrounding land west of the 406, to even make any of this viable at all.
  One way in, one way out – sounds like a gated community to me. One cannot imagine forcing dissimilar communities together, in such a small parcel of land, replicating a gated community, without profound consequences.
- The developer/investor is completely unknown, may or may not ever be a resident of Canada and therefore questionable as to continuity, access, transparency and business model/interest. There is potential for the property to be put on hold for business reasons, re-sold or parcelled-off even several times over, making the outcome unpredictable, random and subject to many differing agendas, and therefore risky for the City and Hunters Point residences.

These scenarios are what is causing the residents of Hunters Point to rise. The discontent has the potential to perpetuate for years. There is far too much at stake to allow the randomness of all this to unfold with what we see as a routine application and approval. The current process is surely to result in a tremendous rebellion of our constituents with the associated cost, confrontation, legal battles and corresponding fallout. One cannot imagine a strategy of letting the process unfold normally and ‘hoping for the best.’ I am suggesting there is a way to control all of that.

The City of Welland has the opportunity to recognize the unique layout of this small footprint, and introduce, as a precursor to any rezoning, a condition of purchase or development of the land, that the purpose of any development

must be as an adult-style community. The design, layout, density, infrastructure, amenities – all improvements in the designated area, must support a plan that allows the communities to complement each other in every possible respect, and all others within the footprint for that matter, to ensure compatibility from a living standard through to compatible property standards, no matter the investor.
Further, to ensure that this very limited community continues to cooperate, all development options must include a Residents Association, that all Associations within the footprint agree to cooperate in the joint management of the property, with similar and compatible by-laws, to ensure cooperation on a long-term basis. That initiative or rules of engagement can be expanded upon further.

By getting in front of the application process, investors would understand that the community is unique, small, compressed, gated even, and that any development must be considered from that perspective.
The City of Welland has the opportunity to lead in setting such an example for all other communities in Ontario and beyond, that cooperation, transparency and the notion of involving related communities in the initial application for development and planning, in their own backyards, can produce unique outcomes , offset subsequent disharmony and the corresponding catastrophic consequences.

Thanks

K.L. (Ken) Beard MBA, NPDP, CBAP
72 Berwick Trail
Welland, ON
L3B0C8

Rachelle Larocque

From: đШЦęβeard
Sent: April╖15, 2018╖7:41╖P
To: r’ ! ШЦШ╖ ro " #Ш╜ $ Ш╖ ęŧ 9’
Cc: % &ŧŧ ╖ęę oo╗
Subject: ( )Ш╖*ioę┼╖*o╖Propo┼Ш┤╖ ШцoęięgЊ ęŧ ╖%Ш8Ш╜p. Ш╣*Ђ *╖⁄ #ę*Ш┤┼╖Poię*

Rachelle:

I spoke last Wednesday evening at the town hall meeting in respect of the commercial development in this proposal. I have also communicated with the Mayor and City Council on these same issues. I completely support all of the arguments presented to date relative to density, style, price point, a prioritized second access via an interchange, infrastructure issues, and on.

For the record and beyond any of those comments, I want to reiterate that ***I am against any commercial development whatsoever*** inside this narrow strip of land, for the following reasons:

1. The community is best described as ``Gated`` as there is only one way in, and one way out. We are bounded by the Welland Canal on one side and the 406 on the other. That’s it – a small footprint, 300 acres about, an island, a narrow strip of land. The density proposed needs to accommodate that notion of being in a unique circumstance. The Provincial allowances for density may read as such, but for such a tiny, narrow strip of land, under these conditions, these allowances need to be reconsidered to recognize the unique circumstances.
2. This tiny sliver of land is just too small to adequately accommodate a multi-purpose plan that includes 4 story commercial buildings of the type intended by the applicant. The applicant is just trying to optimize his chances to recover his investment as quickly as possible as the resources committed for land purchase and infrastructure alone require cash flow as soon as that is possible. The area is too small, too close to the overpass, too crushed in such a small space to be practical. I recognize that the only place for commercial in the application is at the entrance to Hunters Point – the balance of the land piece being far too narrow, and too extended to put this commercial anywhere else.
3. About 100 yards away from the proposed commercial site, just along Daimler Parkway on Woodlawn Road, lays one of the largest commercial areas in the region, and destined to grow exponentially. Why would anyone permit the duplication of commercial services in such close proximity, especially considering the very sensitive nature of this location in the development. The only reason it is proposed at all, is the applicant`s interest in cash flow. The retail commercial space on Woodlawn doesn`t even have 4 story buildings – why would this even be considered at all in a tiny residential space?
4. There is no second access in the proposal, no tunnel, no interchange or overpass, and there is no certainty that would change. There are no assurances that the surrounding land would even facilitate a bridge or tunnel, that the rise and fall of the terrain and the small, narrow strip of land that it would serve, would be practical or useful enough to even make any of this viable at all. So, we are a gated community, with the same entrance and exit, crushed into this tiny space and opening deemed acceptable for trucks, school buses, community traffic plus a string of 4 story commercial buildings all in exactly the same square footage. That proposal is ridiculous. Why would any consideration be given to forcing these communities together to include a string of 4 story commercial buildings, into such a compressed space?
5. Any commercial space along Daimler will forever eliminate one of the most iconic, signature, landmarks in the community, the Loch Ness Lake and surrounding green lands. This lake is a feature in the City’s official Plan. We purchased our property and the long-time residents of the project have also expected that common sense and a practical decision would not ever put this area into risk. Any encroachment on

this land and water feature, in such a desirable and modelled property, is an absolute attack on any standard of consideration.

I will be attending all future meetings and trust they will be relocated to meet suitable needs.

Thanks

K.L. (Ken) Beard MBA, NPDP, CBAP
Berwick Trail
Welland, ON
L3B 0C8

Rachelle Larocque

From: đШЦęńBianco
Sent: Apri◂Ū3, 2018ū4:20ūP
To: rЦЙhń◂ф.lШѳЅ! " ń # ń◂ЫЦ$.cЦ
Subject: %" ŧ tńr&ŸPѯiŧ tńū ń$ń(ń◂ѳpp9 ńŧ t

Ms. Larocque:

I am submitting this e-mail to register my opposition and comments on the above named subject.
Please ensure that the Mayor and Councillors are given a copy of this e-mail.

The City of Welland has hardly any unique facilities which entice visitors to the city.
However one such facility,recognized by Ontario and Western New York residents, is the Hunters Pointe Golf Course with its Scottish links layout and distinctive club house, overlooking the environmentally sensitive small lake to the south.

The golf course has been instrumental in attracting hundreds of affluent new residents and golf enthusiasts.
I believe that if the golf course were to be properly managed it could become viable again and would continue to
provide benefits to the city. It would be a shame for the city and its residents to lose forever this jewel of a golf course for a run of the mill housing subdivision.

Therefore I strongly recommend to the Mayor and Councillors to reject the new owner request to rezone the property.
It should remain as presently zoned "OPEN SPACE". Future generations will thank you for your foresight.

Gabe Bianco

Rachelle Larocque

From: Theresa Ettorre
Sent: Apŗl 16, 2018 12:53 !
To: "’ cLlĕllĕ #’ ŗ̈ĝc$%ĕ
Subject: & : ŗ̈ĝpǫüĕ«ú«ĕ(ĕlǫp) ĕ9لأ

From: Robert Bird
Sent: April 16, 2018 12:45 PM
To: devserv <devserv@welland.ca>
Cc: clerk <clerk@welland.ca>; mayor <mayor@welland.ca>; george.marshall@niagararegion.ca; Councillor Pat Chiocchio <pat.chiocchio@welland.ca>; Councillor Tony DiMarco <tony.dimarco@welland.ca>; David Snook ; sigrid reid Theresa Drummond **Subject:** Proposed development

Welland City Planning Division
60 East Main St
Welland, ON L3B 3X4

Tara Stephens, City Clerk

Good afternoon,

We are writing this brief to summarize some of our concerns about the proposed development of the golf course east of the 406, south of Daimler. We wish to see our concerns addressed in the report from Planning Division to City Council.

We are residents of Welland.

We have spent some hours reviewing the information and some discussion of the proposed development, and request that City Council take a few additional steps before considering the merits of the proposed development. These concerns we provide in list form below.

1. How does the proposed development meet the guidelines for such a development as outlined in the City Plan? How will possible deficiencies in the plan of the proposed development be addressed? (A "Guess and Hope" basis for Proposal approval is not a reasonable plan. "Trust and Verify," employing qualified experts, by City Council reasonably precedes project/Proposal approval.)

2. Services such as doctor availability, and other services are currently over-burdened in Welland. How does the City see offering essential services to the proposed additional thousands of new residents that would result from the proposed development? Does the City have a recent study that outlines how the current hospital and other related services would be affected by the thousands of new residents?

3. Does the City possess a proper study by an engineering firm of the proposed road access to pass over the 406 in the south of the proposed development? Will such a study include a section discussing the relative likelihood of use of the Daimler intersection for access to the 406 by members/residents of the proposed new development? Will such a study discuss the effect of and the consequences of traffic volume increases due to the use of it by those in the proposed new development?

4. Does the City possess a study of egress from the communities east of the 406, the current communities and the proposed one, should the Daimler egress become unavailable in the event of a mishap involving rail cars spilling toxic or other dangerous goods at or near the Daimler / RR intersection?

5. How does the proposed development offer to maintain or improve the architectural and related appearance integrity of the present communities?

Respectfully yours,

J. Robert and Elizabeth Bird

74 Turnberry Trail
Welland, ON
L3B 0B7

Rachelle Larocque

From: Victoria Bonazza
Sent: Ap᾽ Ll21, 2018₺6:07₺P
To: ᾽ aě! "ll".la᾽ ūě#$"9 %"llaů&ca
Subject: ' %& P᾽ ūpū("&₺) " "lūpm"ů[₺ū*₺+$ů[]'' (₺PūLůn"

---------- Forwarded message --------

Dear Madam

This email is to express to you our feelings with regard to the proposed development of the Hunters Pointe golf lands. My wife and I have lived in the existing Hunters Pointe subdivision for four years. We like the peaceful life here and the people of Welland. Though we just moved from St. Catharines, we have noticed Welland to be more tranquil and friendly.

In response to the 1200 residences and commercial proposal by the Chinese investor, let me say that the golf course lands would totally change the life we have come to love here. Aside from the years of construction disruption, the noise, dust, mud on the streets and traffic, the finished product is even more concerning. With 1200 residential units occupied by young couples with perhaps two children on average, you can see that the number of people trapped in this enclave can theoretically increase by 5000. Each household would likely consist of two working adults, therefore 2400 cars would all trying to access highway 406 every morning, mostly heading north. Also, the children would require upwards of 60 school buses. (With respect to infrastructure, what schools would these students attend?). At the end of the working/school day, the same would happen in reverse when everyone is heading home.

The Biglieri Group suggests that an overpass to Oxford could relieve the traffic nightmare that the Daimler/Woodlawn access would become. But this would be an overpass to nowhere. Oxford goes nowhere expeditiously to facilitate the massive amount of traffic during these rush hours. Only another 406 exchange could relieve some of this congestion.

Welland has a relatively large amount of open land with easy and safe in and out access that could be developed. The Hunters Pointe land is bounded by the river, the canal and the 406. It's like a giant cul de sac.

These are just a few of many serious concerns that come to mind. Please take our concerns to heart. Do not support this proposal. The Residences of Hunters Pointe is noted as one of Ontario's premier adult lifestyle communities consisting of quality built homes in a unique natural setting in the heart of the Niagara Region. It has had a positive impact on the city of Welland. The proposed subdivision will greatly detract from the desirability of living in Hunters Pointe. We know of residents who have already or are planning to list their homes for sale. Obviously, had we known 5 years ago that this would happen, we would never have made the decision to move here. We are hoping that you and our other elected representatives will stand with us. We look forward to future meetings with city council and hike harbour voices have been heard.
Sincerely,
Remo and Victoria Bonazza
53 Turnberry Trail
Welland

LUCCHETTA HOMES
Legendary Luxury

Canadian Home Builders' Association



Niagara Builder Wins

Best Community Development

at the 2017 CHBA National Awards for Housing Excellence

(St.John's, NL) May 17th, 2017- Lucchetta Homes has been awarded the 2017 Canadian Home Builders' Association (CHBA) award for **Best Community Development** of the Year for the **Residences at Hunters Pointe**. This award recognizes Lucchetta Homes commitment to using innovative technology, as well as overall excellence in new home, design and construction. This is the first time a Niagara area builder has taken home this prestigious award. Lucchetta won amongst strong competition including leading developments in Alberta, British Columbia and Ottawa.

Every year, home builders, renovators and community developers from across Canada compete for the coveted CHBA National Awards for Housing Excellence held this year in St. John's, Newfoundland. Considered the "Oscars" of housing, this event's 39 awards recognized the best in the industry. "This award is shared with the proud homeowners who call the Residences at Hunters Pointe, home." says Rob Lucchetta, co-principal of Lucchetta Homes. "We are also honoured to share this extraordinary acknowledgement with our tremendously talented team, trades, suppliers and purchasers."

Located in the heart of the Niagara Region, The Residences at Hunters Pointe is Lucchetta Home's flagship development and the premier active lifestyle community in Canada. Overlooking the Welland Canal, residents can enjoy a relaxing stroll while giant

ships meander along the historic canal waters. Or they can unwind in the impressive 14,000 square foot community centre that offers; a fully equipped gym, personal trainer, registered massage therapist, fitness classes, pool, hot tub, library, tennis courts and so much more. With its landscape dotted by wineries, world-renowned Niagara Falls, casinos, spas, marinas, spectacular dining, trails for walking or cycling, no other community offers such a unique backdrop. Lucchetta Homes is currently selling Phase III, featuring rare Spa Lots, providing unparalleled private oasis, for their homeowners.

"We are very honoured and proud to be a CHBA National Awards winner. We sincerely congratulate all nominees and winners from the event." says Ed Lucchetta Homes co-principal of Lucchetta Homes. "Our attention to detail along with our goal of exceeding our client's expectations, has culminated in a luxury home and a resort-style community, exuding both class and functionality." The CHBA distinction is the latest in an impressive collection of awards garnered by Lucchetta Homes including local recognition by the Niagara Home Builders' Association (NHBA) at its 2017 Awards of Excellence. Recently, at the NHBA awards, Lucchetta Homes was named **Builder of the Year, Excellence in Green, Most Outstanding Production Home Over 1800 sq.ft,** and **Best Website**. Lucchetta Homes has also been recognized as R-2000 Builder of the Year, Energy Star Builder of the Year and received national recognition for building Canada's first Net Zero Ready Qualified Home under the CHBA guidelines.

Having brought renowned developments like the "Residences at Hunters Pointe," to the market, Lucchetta Homes has an acute sense for what it takes to produce award-winning master-planned communities. "We are beyond humbled and ecstatic over our recent accomplishment at the CHBA awards." says Kim Kopyl, Director of Sales & Marketing. "It's a tribute to all our purchasers who entrusted us, as their preferred builder. We're honoured to have been nominated with the best of the best in Canada, and we've brought this award home for our homeowners!"

Next on Lucchetta Home's horizon is the much-anticipated release of the Davis Heights development; an exclusive, enclave of 36 luxury custom town homes in the heart of Pelham, Ontario. Designed and inspired in the tradition of old world Europe and surrounded by a Carolinian forest, this development is expected to cater to empty-nesters and homebuyers relocating from the GTA who seek a higher quality of life without sacrificing standards and style. Davis Heights will be Niagara's finest address, featuring opulent finishes. Here homebuyers will be impressed with the finest touches including limestone detailing, a portico entrance, lush landscaping overlooking a ravine, soaring ceilings, extensive interior and exterior detailing. Lucchetta is aiming for Davis Heights to become one of their landmark communities. It's a rare opportunity to combine leading edge talent, where Lucchetta partnered with ACK architects to deliver a once in a lifetime development. Davis Heights will be bordering the Niagara escarpment, with endless luscious views of the vibrant Niagara Skyline. Stay tuned this summer for the release, of the unrivaled Davies Heights. Where Lucchetta not only build homes, but foundations to live, the best life! VIP Registration is now open online.

About Lucchetta Homes

Robert and Ed Lucchetta are second-generation principals of Lucchetta Homes. Today, they proudly carry on the tradition of delivering superior quality construction, innovative design, exceptional value and excellent customer service just as their father, Ugo Lucchetta set about when he started the company in the 1960's. This is also reflected in continually receiving Tarion Warranty Corporation's highest rating for customer service, achieving customer satisfaction levels with remarkably high referral rates, and showcasing innovation such as having built the First Net Zero Ready Qualified home in Canada. As a luxury custom new home builder, Lucchetta Homes celebrates more than 50 years of experience in new home construction and land development with thousands of new homes built in Southern Ontario.

What our customers are saying:

"Our experience with Lucchetta Homes is exceptional. Lucchetta offers incomparable customer service, custom home designs, amenities and services all at a wonderful value. We are beyond excited to move into our new home."

– Michael Catalfamo and Janet Rhind

"You are surrounded by a team of talented, experienced employees who take such pride in not only their own work, but in being positive representatives of the entire company. Thank you sincerely for constructing an incredible home of which we are so proud."

- Ken and Arlene Murray

-30-

For more information, please contact:
Kim Kopyl
Director of Sales & Marketing
Lucchetta Homes

@lucchettahomes @lucchettahomes
www.lucchettahomes.com

Possible points to raise in emails to City Councillors and the Mayor:

1. We are very angry
2. We feel our Community has been treated unfairly
3. We're not going to take this sitting down
4. Some of our concerns are:

    - density and size of the proposed development
    - traffic congestion on Daimler
    - construction noise and air pollution
    - lack of secondary egress from the Community
    - risk to personal safety/emergency response time
    - process seems to be moving too quickly
    - negative impact on our adult lifestyle and property values
    - lack of consultation beforehand

Elections for Welland City Council are scheduled for Monday, October 22nd, 2018. This year it will be more important than ever to elect those Ward 4 candidates, who are committed to saving Hunters Pointe.

Your current Ward 4 Councillors are:

Pat Chiocchio

Telephone 289-820-8526

Email pat.chiocchio@welland.ca

Tony Dimarco

Telephone 905-734-6495

Email tony.dimarco@welland.ca

Your current Mayor is:

Mayor Frank Campion

Telephone 905-735-1700

Email mayor@welland.ca

Your Regional Council Representatives are:

George Marshall

Telephone 905-788-2624

Email george.marshall@niagararegion.ca

Paul Grenier

Telephone 905-788-2624

Email paul.grenier@niagararegion.ca

Rachelle Larocque

From: Raymond Boucher
Sent: April 4, 2018 3:43 PM
To: Mayor; Tony DiMarco; Pat Chiocchio; Ward 1; Ward 2; Ward 3; Ward 4; Ward 5; Ward 6; Ward 7; Ward 8; Clerks; Rachelle Larocque
Subject: Hunters Pointe Application File # 26T_14_18003
Attachments: Hunters Pointe Application File # 26T_14_18003.pdf

Good afternoon Mr. Campion:
In the interest of time, I am not going to outline our serious concerns over this application since they have already been expressed quite succinctly by Mr. Zozula below. The issues and concerns that he has outlined are shared by us and I truly believe ALL of the residents of our community.

This development must be stopped immediately and permanently, or, at the very least, suspended until all concerns have been resolved to the satisfaction of the residents. We pay some of the highest taxes in Welland and pay a third party for garbage collection and snow removal. We've been promised a new pumping station for the past two years and still no action in spite of additional housing being added in the community further draining our water supply. We have only one entrance into our development which should raise serious concerns over fire safety, police protection and potential toxic chemical spills given the rail line running by at a close distance. a second entrance and access is required running off of 406 Highway and MUST be in place before any development begins. City council must take responsibility for any repercussions or fallout as a result of not addressing these concerns.

We made a significant investment in this community only seven months ago to provide the retirement lifestyle we were looking for. Real estate values will surely be negatively impacted by this development. Is the City prepared to reimburse the residents for our losses? Aside from the financial impact, as Mr. Zozula stated, we bought into the lifestyle, the green space and the serenity of the area which would be severely disrupted by a development of this magnitude. We are asking for your cooperation in suspending the development indefinitely until all issues and concerns have been satisfied. May we have your support please?

Raymond & Melanie Boucher
22 Lochness Court
Welland, Ontario

----- Forwarded Message -----
From: Theresa Drummond
To: Raymond Boucher
Sent: Wednesday, April 4, 2018, 8:16:13 a.m. EDT
Subject: Fw: Hunters Pointe Application File # 26T_14_18003

From: Michael
Sent: April 4, 2018 7:39 AM
To: pat.chiocchio@welland.ca; tony.dimarco@welland.ca; mayor@welland.ca
Cc: David Snook; Robert Bell; Roger Reynolds; Ross Jepson; Sandra Thomas; Wynn Ellis; Wendy Wontner; Andrew Sweeney; Margaret Leith; Lucchetta Ed; Robert Lucchetta; Theresa Drummond; rachelle.larocque@welland.ca;

Subject: Hunters Pointe Application File # 26T_14_18003

Dear Mayor and Ward 4 Councillors,
We purchased our home at Hunters Pointe over 7 years ago as the HRA community offered the perfect venue for retiring seniors moving from the Big City. All our neighbours are like-minded with great appreciation for our golf course and scenic vistas throughout while bordering the canal. We moved here because it stood out as a Private & Premium Adult Lifestyle community with shared interests and common priorities among its residents. The HRA community Center focussed on integrated social activities and events that bonded us all into a strong and vibrant neighbourhood.
As you know, Lucchetta was awarded "Best community in Canada" at Hunters Pointe last year. See attached media report. Very simply, Hunters Pointe is an exceptional and private development designed specifically for its residents with shared values. I guess that's why we pay higher taxes here but can't even get adequate water pressure. Hunters Pointe offers peace and quiet, safety and security, clean air, garden landscaping throughout and extraordinary views.
This Biglieri application now threatens our lifestyle and investment and must be stopped. Their plan does not enhance or complement the existing Hunters Pointe adult/retirement/seniors lifestyle dynamic but takes direct aim at destroying all benefits we presently enjoy! There are approximately 500 or so Welland tax payers and voters who I am sure will agree with me that such a conflict would not work out well to our mutual advantage. The present zoning was planned to suit all parties investing for their future retirements and lifestyles so why this surprise and no notice of such a drastic change that damages our property values and upset our lives and well-being significantly. Who will pay?
The "Open Space" zoning and golf course must stay and a new investor sought out for this purpose. Let's think economics. Who will pay for the Oxford Hwy 406 interchange/cloverleaf ($20M)? If its the tax payer then we are subsidizing the Biglieri plan and self destructing and we vote "NO"! Take the $20M saved and create a municipal golf course for all of Welland and Niagara to enjoy now and into the future as our Niagara Region grows and prospers!
Regards, Michael Zozula

From: Michael
Sent: Tuesday, April 3, 2018 3:03 PM
To: pat.chiocchio@welland.ca ; tony.dimarco@welland.ca
Cc: David Snook ; Robert Bell ; Roger Reynolds ; Ross Jepson ; Sandra Thomas ; Wynn Ellis ; Wendy Wontner ; Andrew Sweeney ; fwehrli; Margaret Leith ; Lucchetta Ed ; Robert Lucchetta ;
Theresa Drummond ; rachelle.larocque@welland.ca ;
mayor@welland.ca ; 'Jim D'Orazio' ;
Subject: Fw: New development

Dear Tony & Pat,
I trust we have your support in this cruel application that violates all our residents' purpose of purchasing and growing in our wonderful community. It was designed as an "Adult Lifestyle" venue with all its community center and golf course amenities. We pay a disproportionate tax burden to keep us safe and sound as we age in senior comfort. A massive disruption to our well being cannot be tolerated for the sake of greed and profit!
Are you with us in support of our community???
Regards, Michael Zozula

From: Brian Leitch
Sent: Tuesday, April 3, 2018 12:52 PM
To:
Cc: kent taylor ; Ken Cunningham ; ; Radek & Krystyna Miedzyblocki ; Moira Lee ; Gord Mills ;
; george daer

Subject: New development

Ruth

As we discussed, here is a copy of my initial salvo against the NEW MENACE. Please feel free to offer any comments, corrections or additions. Also, please feel free to forward this List of Objections to anyone in the community that might be interested in it.

The email of the woman coordinating the Public meetings and submissions is Rachelle Larocque, her email is rachelle.larocque@welland.ca

See you soon

Brian

Objections to the Application for Draft Plan of Subdivision

File 26T-14-18003

1. The proposed development would dramatically alter the existing environmental nature of the subject lands and the adjacent lands and properties.

2. The proposed development would severely alter the physical aspects of the existing area by introducing high density housing immediately adjacent to existing low density housing

3. The proposed development would allow the building of multi-story, high density commercial and rental properties immediately adjacent to existing single story low density single family homes.

4. The proposed development would impose a land use change from a low density, adult lifestyle community administered as a Home Owner's Association to a totally public community administered by the City.

5. The proposed development would create a 200% increase in traffic in an area where there is already severely limited access. There would also be a significant change in the type of transportation with the inclusion of public transport, school buses, commercial vehicles and service vehicles.

6. The proposed development will create a very dangerous situation as emergency vehicles could have considerable difficulty accessing the existing community.

7. The existing community consists of PRIVATE ROADS that can only be accessed from Daimler Parkway. There is no available means to prevent PUBLIC ACCESS to these private roads or community property other than creating a privacy perimeter, a very expensive undertaking. Who will pay for this and who will monitor access to the community.

8. The proposed development will significantly lower the fair market value to homes adjacent to it.

9. The proposed development will completely obliterate the current sight lines of all of the current homes on peripheral roads such as Old Course Trail, Loch Ness Court and Morris Trail.

10. The proposed development will put considerable strain on existing infrastructure such as the water supply in terms of volume and water pressure. A Proposed supplemental pumping station has been approved by the city for installation in 2018. This proposed Station will now be ineffective due to the substantially increased demand.

11. Public transportation will have to be developed for the community, including bus stops and signage. These facilities will have to be installed on **both sides** of Daimler Parkway impinging on the current community and its services. Further, the addition of public transit buses to Daimler Parkway will create hazardous traffic patterns at the intersections of Perth St. and Old Course Trail with Daimler Parkway.

12. The Highlands Residence Association Community Center, fronts on and is accessed from Daimler Parkway. The proposed Commercial and Rental buildings proposed for the lands facing the community center will not only greatly increase traffic flow but also create an extremely busy and hazardous traffic pattern for these installations.

13. The Highlands Residents Association currently has an agreement to draw water for irrigation directly from the existing irrigation ponds immediately adjacent to the existing Golf Course Club House. The proposed development includes changing these irrigation ponds to flood water management areas. Does this mean that the Highlands Residents Association will lose its existing water supply.

Rachelle Larocque

From: Christiane & Guy
Sent: Apęţţţ15, 2 1! ş" #$1ş%&
To: ęacLLLLLLlaęoc' ĺĺ@(ĺĺllaŧ ↩ica
Cc: 9ĺĺoę9ĺĺ.maęţLLa4ll@ŧ ţţa9aęaęĹĹ9ţţpŧ .ca)ş̧paʼ .cLLţţpccLLţţp@(ĺĺllaŧ ↩ica)ş̧
pa l.gęĹĹŧ ţţĹĹę@ŧ ţţa9aęaęĹĹ9ţţpŧ .ca)ş̧oŧ y.dţţmaęco@(ĺĺllaŧ ↩ica
Subject: * ŧ' ĺĺęţţş‰oţţ' ĺĺ

TO WHOM IT MAY CONCERN:

When we moved at Hunters Pointe, it was to have a peaceful and serene environment.

We are at that point in life were every day counts more that ten or fifteen years ago.

Many peoples from all around Ontario and Quebec came here because they learn about that great place that is about to be destroyed by that high density population, the loss of the nature around, the high traffic , the uncertainty of finding a family doctor.....

That project already has the value of our property reduced and for most of us, it is a big part of our asset.

It is certainly appealing for the city to have the potential of all the taxes that will be generated but what about all those peoples who came here hoping to have tranquility in a nice environment at the sunset of their life.

An Adult Life Community should not be just a little enclave surrounded by high density population and traffic and noise but a peacefull place with nature. We are not a gated community to prevent invasion (maybe a powerfull word) of our community.

We have rules in our community that could be hard to have them respected by people that are not in our group. We accept those rules to live in harmony and in respect of each other but what about other?!!

Christiane Brouillette & Guy Talbot

69 Turnberry Trail
Hunters Pointe

Rachelle Larocque

From: Melanie Brown-Robson
Sent: Apऽ1ğ22, 2018 9:48 ! đ
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Subject: ! ऽğpğsLi$ %ğü ü&ŧyLiğñ A' Li$' Li(

Hello Rachelle,
I would first like to commend you on taking and maintaining control of the Public Information meeting with the residents of Hunters Pointe that was on April 12th. I did have several concerns regarding the rezoning if this area and all of them were raised during the public information meeting. My concerns and questions were related to safety of the existing residents and the potential residents if the zoning changes are granted. There were so many variables at play that were brought up that the Biglieri group said that they were investigating. The concerns or questions I have that still need to be answered are: When is the overpass second entrance/exit going to be built and at whose expense? Was it stated that the property sale is conditional on the zoning change? What is going to happen with the railway and if there is a traffic light or round a bout how will that assist with safety entering and exiting the property? There is currently another developer wanting to get the zoning changed below Magnolia, how so that going to affect the traffic in the subdivision? I believe that a zoning change has to happen prior to that building starting? Are there several environmental, City and provincial groups that need to be consulted on the overpass situation , the environmental concerns with the railway and removing the natural vegetation along with the proposed round a bout? How does the proposed developer plan on attempting to have 1200 people move into a space with only one way in and one way out? As was stated in the meeting the Fire Marshall has been very clear stating that changes would need to be done in order to have that sort of influx for safety reasons. It appears that a second Smart Centre just like Fourth Avenue in St. Catharines is being created across from Hunters Pointe which leads to the question about the reason or validity for commercial properties being located on the Hunters Pointe property. Would the city approve the subdivision with a number of conditions?
Is the proposal after the city council votes sent back to the Biglieri group to appeal if it is not accepted and is it true that the developer has 3 years to work on the different things that are not acceptable? When would the next meeting be held to discuss viable solutions to the developer for this property or are they able to go ahead and do whatever they want if the rezoning is granted even though there is public disagreement? Are there elevation maps available and the cost of the potential housing going in? There was concern over water pressure being low in the existing subdivision and that a booster station was going to be out in as Lucchetta is building about 250 more homes in the area. How so this new subdivision going to get water pressure? Will the developer set up their own water system? I am very familiar with the schools in Welland and there are no schools close enough if the developer is planning on families moving into the subdivision, which means a parade of school buses through again only one entrance and exit which again is a safety concern. The zoning should not be changed in any way at this point until several of these issues are resolved. A big concern was that the Biglieri group continued to repeat that the plan is in a " conceptual stage" which doesn't seem to make clear that they have thought all of these things through and were not willing to say that the developer would pay for all of it. Hunters Pointe has been marketed as a 55+ development and under no circumstances should a regular subdivision with young families and students be made to live in this environment. There seems to be rumours of rental student housing as well which is a huge concern. There is a huge health concern that was raised as to how to detoxify the golf course. There was no mention of that.
These were most of my questions that were brought up during the public meeting. My concern is that the consultants were hand writing the questions and concerns of the citizens and there did not seem to be a proper secretary taking the notes. Did the Biglieri group write down all of our concerns and questions or were they selecting only certain ones to write down?

It does not sound like there will be room in the city council chamber or even in that meeting room at city hall where you said that the live stream would happen on May 1st. I do wish to be notified of the Decision of the City of Welland on the proposed Zoning By-law Amendment, or the proposed Official Plan Amendment or in respect of the proposed Plan of Subdivision.
Thank you
Melanie Brown-Robson

Sent from my iPad

Rachelle Larocque

From: Theresa Ettorre
Sent: Apṛl 11, 2018 10:45 AM
To: ’ cЦǰllę !’ ṛ̈ c" #ę
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-----Original Message-----
From: Doug Bunting SR
Sent: April 8, 2018 2:24 PM
To: mayor <mayor@welland.ca>
Cc: Councillor Pat Chiocchio <pat.chiocchio@welland.ca>; Councillor Tony DiMarco <tony.dimarco@welland.ca>; council <council@welland.ca>; george.marshall@niagararegion.ca; paul.grenier@niagararegion.ca
Subject: Hunter's Point Rezoning sub division plan

As you may guess we as residents of Hunter’s PointeAdult Living Community are very upset about the proposed plans for the adjacent golf course.
A community of this scope will severely impact ours in a huge number of ways.

1). Most of us moved here initially because of the golf course which was a GEM for many Niagara residents not just us. It seems with all the building and retirees moving to the area that it could still be a viable enterprise for someone who is serious about running a golf course. I know rezoning for development makes the property much more valuable to persons with a vested interest. Should this be all about money for a chosen couple of people or if it was still zoned for golf it could benefit the people of Welland and surrounding area.
What if this developer moves in, makes a mess of the property and sales could not possibly meet 1200 homes. You and we are stuck with a mess for years-a blight on the City’s reputation. There is already enough building in the area.

2). The logistics of infrastructure for such a project appear to be very complicated compared to the existing sewer and poor water pressure/traffic issues/etc. The on/off ramps at 406 are already bad at traffic time the way they are designed. Although it appears there will be another bridge over the highway at Oxford, I can only guess this will take years to complete.Human nature being what it is traffic will most certainly come off 406 at Daimler, rather than detour through Brown Road.

3). I would like to hear what will be allowed re: environmental issues, e.g. wetlands/birds/turtles and other species now living on the land.

4) Rumour has it the purchaser may be an offshore group. If this is so why are we selling out our great Canadian lands for the sake of profits for a few. I see that the City is trying to promote that we/you are open for business but PLEASE consider ALL RAMIFICATIONS BEFORE MAKING ANY SOLID DECISIONS.

5). I am sure politically you will want all the tax dollars but at what cost if the infrastructure cannot keep up, the environment is altered, the waterways are polluted and we just become another G.T.A. littered with crime and traffic.Added cost of healthcare, policing, fire and ambulance could be way behind the growth that is already happening. Again, please don’t rubber stamp this for the gain of a chosen few.

A response with your thoughts would be appreciated before election time so that we can decide.

Doug and Janet Bunting
47 Muirfield Trail

Welland, Ontario
L3B 6G7
(THE RESIDENCES OF HUNTERS POINTE)

Rachelle Larocque

From: đ Lęˆñ ů M ŧ ˆ ñ Ĵ l ę ˚ ˚ ˚ Ł Lęˆñ ü m ŧ ˆ ñ Ĵ l ę ˚ @ 9 ◂ ıl ę ˆ ñ Ĵ l . cę >
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Grant Munday, B.A.A.
Manager of Development Approvals
Planning Division
Development and Infrastructure Services
Corporation of the City of Welland
60 East Main Street, Welland, Ontario L3B 3X4
Phone: (905)735-1700 Ext. 2240 **Fax:** (905)735-8772
www.welland.ca

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From: Doug Bunting SR
Sent: April 9, 2018 3:06 PM
To: devserv <devserv@welland.ca>
Subject: File 26T-14-18003 Hunters Pointe rezoning and Application to amend zoning bylaw2017-117 File No. 2018-01

Please note as per your memorandum as mailed to me I wish to receive both a copy of staff report as well as any decision that is made on these files.

Doug Bunting
47 Muirfield Trail
Welland ON
L3B 6G7

Rachelle Larocque

From: Jim Butts
Sent: AprLLf13, 2018ĭ9:12ĭAM
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Rachelle, to follow up on last night’s discussion. I was told two years ago by your department that the Fire Marshall would not allow any further building other than what he had already approved in our community of Hunters Pointe without a secondary access in place. Your department told me that it would require an overpass from Oxford Street.

Could you confirm that:

1- This is what was in the reports from that time,
2- This is still the requirement for more building other than what has already been approved.

A response to these two questions would be appreciated by April 18.

Thank you for chairing the meeting last evening. You can expect an even greater turn out for the next meeting with city council as the snowbirds will have returned. The venue for this meeting must be large enough to lawfully and comfortably accommodate this.

Regards,

Jim Butts

Rachelle Larocque

From: Jim Butts
Sent: Apr[illegible]17, 2018[illegible]6:29[illegible]A
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Good morning Rachelle,
How do residents make a formal request for all information pertaining to the notes and records of city staff and, in particular those that pertain to discussions leading up to the original decision regarding the access and egress to these lands which involved Fire Services?
As well, in light of the fact that the issue is apparently being resurrected, all notes and records with respect to any current discussions.

Thanks
Jim Butts
163 Magnolia Lane

Letter to Mayor Campion

Cc to Councillor, Rochelle (Planning Department)

Dear Sir: Re Hunters' Pointe Redevelopment

My husband and I, along with around 200 members of our community and Magnolia Lane attended the Public Meeting last week regarding the above-mentioned Planning Application.

We were very disappointed at the lack of details the Developer was able to give us. Everything about last night seemed rushed. The city's mad dash to accept the application in its uncompleted state was made evident in the question and non-answer information session. If the developer is willing to work with our residents why rush into a planning process without any community consultation. To every question and comment the answer was "this is just conceptual". How can the City look to approve, even with qualifiers, a plan that has not been thought out, with no prior consultation with the existing communities and so little detail of the plans.

In preparation for the next Public Consultation meeting on May 1st I would like to offer our comments.

1. One of our biggest concerns is the lack of another access road and an emergency access road. The current Daimler access was never designed for high traffic (construction/trucks/soil removal). The rail line has been approved for the movement of sulphuric acid and in the event of a catastrophe there would be no access in or out of 100% of our development.
   The second access cannot be short-sighted, the proposed overpass is unacceptable. There must be a bi-directional access from and to the 406 (cloverleaf).
   THIS BI-DIRECTIONAL ACCESS ROAD MUST BE A CONDITION OF DEVELOPMENT AND BE IN PLACE BEFORE CONSTRUCTION IS STARTED on the re-development of Hunters' Pointe. It needs to be like the Merritt Road overpass NOT the Port Robinson overpass that the developer is talking about.
2. The density and size of the proposed development are totally unacceptable. Traffic on Daimler Parkway, even with a new road, will be horrendous. Daimler Parkway was not built to take the amount of traffic that this development will create.
3. The density and size of the proposed development will have a major impact on the city and areas infrastructure, including the hospital (emergency wait times), access to doctors, etc. We have people living in our community who have been here 2—3 years and still have not been able to find a family doctor.
4. The proposed commercial build should be located at the North end of the development. If it is deemed to keep the current clubhouse that could be renovated to hold a restaurant, doctor's office, small shops. This is not the location to put in a building 4 stories high with commercial and apartments above. Where will everyone park?

5. Water pressure here in Hunter's Pointe is very low (to say the least). An RFP has been issued for a new pumping station but has that taken into account the proposed development. This must be in place prior to anything being built.
6. Has the Fire Marshall been consulted. Our understanding is that the Fire Marshall has previously stated that the number of homes the D'Orazio Group are building have maxedI out the number of structures (homes) allowable for the existing road (Daimler) leading in and out of the Hunter's Pointe area. He is not allowed to build another home unless a new access road is in place. Referring to our comment in #1 above a new in and out access road must be made a condition of any approval and the condition must include the stipulation that this road be built before any other construction takes place.

I trust the City will take into account our comments as they move forward with the process and in preparation of the May 1st meeting.

Albert and Margaret Cahill
56 Muirfield Trail
Welland, ON L3B 6G7

Rachelle Larocque

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Sent: đprđŭ , 2018ʼ 2:55ʼ PM
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Robert Bell; Roger Reynolds;)ŋ̈ЦЦЩepson; Sandra -ĕŋ̈9ŧЦЦ$'.%##ʼ Ellis; . #ĵ̈l%ʼ Wontner; Andrew (" # %$ʼ Margaret 1 đ̈!ĕ$l2 ĕ !!ŧ/ĵ̈l$'
ʼ Robert 12 ĕ !!ŧ$ʼ ʼ Theresa Drummond;ʼ rachelle.larocque@welland.ca; Jim D'Orazio; george.marshall@niagararegion.ca;
paul.grenier@niagararegion.ca;

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I vote yes.

On Wed, Apr 4, 2018, 07:40 Michael, wrote:

Dear Mayor and Ward 4 Councillors,
We purchased our home at Hunters Pointe over 7 years ago as the HRA community offered the perfect venue for retiring seniors moving from the Big City. All our neighbours are like-minded with great appreciation for our golf course and scenic vistas throughout while bordering the canal. We moved here because it stood out as a Private & Premium Adult Lifestyle community with shared interests and common priorities among its residents. The HRA community Center focussed on integrated social activities and events that bonded us all into a strong and vibrant neighbourhood.
As you know, Lucchetta was awarded “Best community in Canada” at Hunters Pointe last year. See attached media report. Very simply, Hunters Pointe is an exceptional and private development designed specifically for its residents with shared values. I guess that’s why we pay higher taxes here but can’t even get adequate water pressure. Hunters Pointe offers peace and quiet, safety and security, clean air, garden landscaping throughout and extraordinary views.
This Biglieri application now threatens our lifestyle and investment and must be stopped. Their plan does not enhance or complement the existing Hunters Pointe adult/retirement/seniors lifestyle dynamic but takes direct aim at destroying all benefits we presently enjoy! There are approximately 500 or so Welland tax payers and voters who I am sure will agree with me that such a conflict would not work out well to our mutual advantage. The present zoning was planned to suit all parties investing for their future retirements and lifestyles so why this surprise and no notice of such a drastic change that damages our property values and upset our lives and well-being significantly. Who will pay?
The “Open Space” zoning and golf course must stay and a new investor sought out for this purpose. Let’s think economics. Who will pay for the Oxford Hwy 406 interchange/cloverleaf ($20M)? If its the tax payer then we are subsidizing the Biglieri plan and self destructing and we vote “NO”! Take the $20M saved and create a municipal golf course for all of Welland and Niagara to enjoy now and into the future as our Niagara Region grows and prospers!
Regards, Michael Zozula

From: Michael
Sent: Tuesday, April 3, 2018 3:03 PM
To: pat.chiocchio@welland.ca ; tony.dimarco@welland.ca

Cc: David Snook ; Robert Bell ; Roger Reynolds ; Ross Jepson ; Sandra Thomas ; Wynn Ellis ; Wendy Wontner ; Andrew SweeneyMargaret Leith ; Lucchetta Ed ; Robert Lucchetta ;
Theresa Drummond ; rachelle.larocque@welland.ca ;
mayor@welland.ca ; 'Jim D'Orazio' ;
Subject: Fw: New development

Dear Tony & Pat,
I trust we have your support in this cruel application that violates all our residents' purpose of purchasing and growing in our wonderful community. It was designed as an "Adult Lifestyle" venue with all its community center and golf course amenities. We pay a disproportionate tax burden to keep us safe and sound as we age in senior comfort. A massive disruption to our well being cannot be tolerated for the sake of greed and profit!
Are you with us in support of our community???
Regards, Michael Zozula

From: Brian Leitch
Sent: Tuesday, April 3, 2018 12:52 PM
To:
Cc: kent taylor ; Ken Cunningham Radek & Krystyna Miedzyblocki ; Moira Lee ; Gord Mills ;
george daer ;
Subject: New development

Ruth

As we discussed, here is a copy of my initial salvo against the NEW MENACE. Please feel free to offer any comments, corrections or additions. Also, please feel free to forward this List of Objections to anyone in the community that might be interested in it.

The email of the woman coordinating the Public meetings and submissions is Rachelle Larocque, her email is rachelle.larocque@welland.ca

See you soon

Brian

Rachelle Larocque

From: đ Ll ğ ñ Ū o ŧ ĺ l ū ģ ĺ l Ll ğ ñ ė ŧ ĺ l we Ш Ш 4 9 ◂ Ш ŧ
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Good morning Rachelle,

I assume you'll send an acknowledgement to Mr. Clague with any other planning comments, on behalf of Council. Thanks.

Gary

From: Stuart Clague
Sent: September 20, 2018 5:00 PM
To: council <council@welland.ca>; mayor <mayor@welland.ca>
Subject: Redevelopment of Hunters Pointe Golf Course

Dear Mr Mayor and Council Members

I recently attended a presentation by the Biglieri Group of their revised plans for the development of the lands that previously comprised the Hunters Pointe Golf Course.

I was present at the Council meeting earlier this summer, when many valid concerns were raised by members of our community concerning the compatibility of the proposal with our existing community, unnecessary and unwanted commercial content, access/egress issues, traffic density, ecological impact and the destruction of an attractive asset which benefits the community of Welland.

I was upset and annoyed to discover that the Biglieri response to these concerns was to effectively represent the same proposal, with minimal repositioning of some aspects of the commercial content and the reduction of four residential units. This was not a "good faith" submission, which appeared to deliberately avoid key issues and offered instead artists' renderings of uncommitted concepts in an attempt to obfuscate and delay.

This was a derisory response to the residents of Hunters Pointe and, in my opinion, to all the participants of the Council meeting, which I thought demonstrated real commitment on the part of the Council and audience to explore a better solution to that which had been presented and also ensure that the appropriate supporting studies relating to the proposed development were completed properly.

The manner with which the Biglieri Group has responded also casts doubt on their verbal representations at the meeting to retain the existing Clubhouse, as no maintenance is being performed on the exterior, which is gradually falling into a state of disrepair, the interior having already been destroyed by the actions of the former owners. I suspect after a few more months the case will be made that reparations will be too expensive and the property will be demolished.

The golf course has gone, but the opportunity remains to redevelop the land into an attractive and functional complement to the surrounding areas, but only with the goodwill and commitment of all stakeholders. If Biglieri

Group are not prepared to participate in such a manner, perhaps they should be made aware that their heavy handed and inappropriate proposal is unwelcome and that they would be better advised to sell the property to someone with a more sympathetic vision for this exceptional opportunity.

Thank you for your attention.

Yours sincerely

Stuart Clague
3 Lochness Court
Welland

Rachelle Larocque

From: đШĕęĩĕů ŧĺĺĕĵĩĩĕ ĺШĕęĩĕů Ŀĕĺĺĕĵĩĩĕ wĕlľ 9ҽıc᾽ >
Sent: Apŗĵl 16, 2018 8:48 AM
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Subject: $%: 8ĕĩĕ ' ĕҽıҽĕ' ĕlĵĕp(ĕ9ĺ᾽ ĺl) #9ĺĕĕĩĩĵ 8ĕi9ĺĕ

From: Stuart Clague
Sent: April 14, 2018 6:26 PM
To: mayor <mayor@welland.ca>
Subject: Proved development at Hunters Pointe

Dear Sir

I am writing to you to tell you how angry and distressed my wife and I are by the proposed development on the HP golf course. We relocated to Welland in 2016 and built what we thought would be our final home, attracted by the Niagara area, the community itself and the pleasant setting, adjacent to open green space. Despite certain negatives, including the very high property taxes and weak water pressure, we had until this announcement not regretted our decision.

The plans for the redevelopment of the golf course reveal an utter lack of sympathy for the existing surrounding areas and suggest a disregard for the negative impact on traffic flows and the safety and quality of life of existing residents. The planned development, if implemented, would also have a negative impact on the value of our home, which in turn will affect our longer term retirement plans.

Specifically, the proposed plans reveal an apparent intent to maximize the density of the project, notwithstanding the inadequacy of proposed changes to provide improved access and egress the enlarged community, which will create unsafe traffic volumes and delay emergency responders.

We do not understand how the City of Welland can support such a proposal, which eliminates attractive green space and subjects existing tax payers to emotional and financial distress, when there are ample alternative locations for such a development in the area which would have minimal negative effects.

I am of course aware that many, if not all of my fellow residents have similar concerns and that moves are afoot to make our strenuous objections known to the City and the Developer. Please be advised that my wife and I will provide whatever support we can to resist these unacceptable proposals, as currently presented.

Regards

Stuart and Carolan Clague
3 Lochness Court
Welland
L3B6H4

Rachelle Larocque

From: đШЦrawford
Sent: M᾽ ű hę20, 2018ę2:15ęPM
To: ů helle.ľ ΰΔ q e@welľ ! ۏ.c᾽
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This email is in response to the subject.

As you are aware the property is currently zoned open spaces recreational under the city's official plan. Property should not be rezoned unless the developer can prove there is no other suitable property available under the official plan.

The plans not only do not conform to the official plan they do not address many issues that the city must insist upon. Some of the issues associated with the building of a development of this magnitude are obvious to anyone that lives in the area.

1. Vehicular access into the area is limited to a single road and would not support the density being proposed. It is noted the Central Village subdivision was limited in development for reason of vehicular traffic. That development was limited in scope and much smaller when compared to what is being proposed. It is noted the Oxford exit is planned but the number of homes and a commercial development at the north end will be far greater than the Central Village development. This should be a non starter.
2. The development of a commercial area in a residential subdivision is totally against the master plan. No person buying in the adult community envisioned having high density and commercial real estate being built in this area, particularly since it is currently zoned open spaces recreational on the master plan. Again this will place greater stress on the limited road space. Currently no person is allowed to park on existing roads as it disrupts traffic and is unsafe.
3. Water pressure has been a problem for 10 years. No person is convinced that something that has been a problem for 10 years will be resolved by building 1100 more residences plus the Central Village project!
4. The proposed roads and residences will hamper the ability of run off to be managed. The amount of runoff will expand exponentially. Some residents are already complaining their sump pumps run throughout the night and keeps them awake. The land will no longer be able to handle the runoff. Insurance companies are already limiting the amount of liability one can obtain for flooding and high density developments exasperate the problem as water has no where to go.

   I realize others have or will be writing and voicing there concerns so I will conclude by stating I object to changing the master plan to accommodate plans that do not conform. There is no way that anyone should even consider converting open space residential to commercial and high density residential. This flies in the face of anyone that has bought in the adult community for retirement purposes. We bought with certain understandings and open space recreational was definitely an important consideration.

   In closing, I emphasize my opposition to plans to alter the master plan in the manner laid out. I also object to the short notice provided and the lack of legible information.

Tom Crawford
Diane Crawford

Rachelle Larocque

From: đLLĻCrawford
Sent: ApũHę13, 2018ę8:13ęAM
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Hi Rachelle,
Thank you for organizing the public meeting held at City Hall the evening of April 12, 2018.
I have a few requests arising out of the meeting.

1. Please provide a copy of the minutes of the public meeting for review prior to the next public meeting. Many questions were asked and many questions went unanswered. It is important that minutes be recorded and any matters arising from the minutes be followed up. It is my understanding that under the subject act minutes are to kept for public meetings.
2. Please ensure the venue for the next public meeting is hosted in an space large enough to comfortably and legally host the expected number of attendees. It was clearly posted on the wall of the room that it was unlawful to have more than 170 people in the chosen room. Safety and comfort of all attendees should be a requirement. The number of the elderly people in the room far exceeded posted safety standards. All seats were occupied, people were standing several rows deep at the back of the hall, people were lining the side walls, people were sitting on the floor at the front of the hall, people were left outside in the hall and others were told to occupy an adjacent room that was set up to display artist's renderings of the proposed project. What is the point posting signs on public gathering rooms if the notice is not going to be followed. It is particularly disappointing when this happens with a meeting at City Hall where the law is to be enforced.

Thank you
Tom Crawford

Sent from Mail for Windows 10

Rachelle Larocque

From: đШцĕ˝ĎDavidson
Sent: Apфˆ 15, 2018˙ 8:0!ʼ A"
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Subject:) l* + ' фšШ, ЩDШĕШ, pmШ˝t

Having recently retired we moved from Durham to enjoy the ADULT LIVING LIFESTYLE!!!

We came to this site after seeing the HIGH QUALITY of our builder, how beautifully the properties are maintained and how isolated we are from NOISE, KIDS and TRAFFIC.

We DO NOT SUPPORT this proposed development as it will alter the CONCEPT of our neighbourhood and its GREEN SPACE.

Kevin and Rita Davidson
62 Kintyre Trail
Welland, On

RECEIVED
APR 0 3 2018
CITY OF WELLAND
PLANNING - BUILDING

City of Welland
Infrastructure and Development Services,
Planning and Building Division,
60 Main Street, East,
Welland, Ontario, L3B 3X4

Attention: Grant Munday, B.A.A.

Subject: Your Memoranda, Dated, March 15, 2018 To Potentially Interested Parties

Date: March 26, 2018.

Dear sir:

The purpose of this letter is to express our vehement objection to the Official Plan Amendment Application, the Application for Draft Plan of Subdivion, (File 26T-14-18003), and the Application to Amend Zoning Bylaw 2017-117, (File No. 2018-01); all of which are outlined in your memoranda, dated March 15, 2018.

The following are our reasons for objection:

1. The memoranda and maps contained therein offer scant detail upon which to make an informed decision, or any decision, whatsoever. The Site Plan maps are so small as to be virtually un-readable.

2. As we are currently out of the country, and will not be returning to Canada until April 23, 2018, we will be unable to attend your proposed Public Information Meeting, scheduled for April 12, 2018. We are therefore compelled to rely on information from third parties to answer the numerous questions arising from your memoranda. In this connection, the timing of your memoranda and proposed Public Information Meeting suggests that The City of Welland is attempting to ram the Rezoning application through the approval process before the numerous snow-birds, who live in the affected area, return to Canada and have a chance to make informed decisions.

3. As the first residents of Magnolia Lane, (2005), we can testify that we have endured over 12 years of dust and debris from new home and Highway 406 construction, while never once receiving an apology or compensation from the polluters. We had enough, and will not sanction one more grain of this health hazard, particularly if it is the result of construction to the west and south of our home. The prevailing winds are relentless.

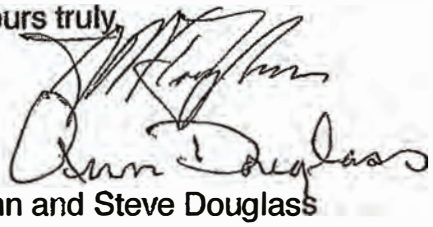
4. Now that we are in our late seventies, and have tolerated almost continuous pollution causing and unsightly construction since the day we built the last home we thought we would ever own, we assumed that we were at last free to enjoy the solitude and tranquility of our golf course view, free of construction. Not!

5. Since the day we moved into 85 Magnolia Lane, we have endured woefully weak water pressure. so weak that we were compelled to install 16 lawn irrigation stations, instead of the 8 normally required for our lot size. We can only imagine what your gigantic proposed development will do to our water pressure. As of this writing, we are reminded of the weekend in the summer of 2016 when our community lost its water supply. The loss was the result of the disintegration of an ancient zinc alloy valve, thirty feet below road level on Woodlawn Road, in front of Canadian Tire. In discussions with the workers replacing the valve, it was revealed that, "Welland's infrastructure is old and fragile." That revelation gives scant confidence that Welland is in a position to host a development the size of the one proposed.

6. The microscopic lot size and heavy density of your proposed development appears to be intended solely for profit maximization and show an almost total disregard for the inevitable destruction of property values of the homes surrounding it. In other words, the city and the developer are asking the affected home owners to approve a project in which everybody wins, except the affected homeowners. This will not happen in the absence of substantial environmental and compensatory consideration.

Please consider this letter as our written request to be notified of the Decision of The city of Welland on the proposed Zoning By-law Amendment.

Yours truly,



Ann and Steve Douglass
85 Magnolia Lane,
Welland, Ontario,
L3B 6H9

Rachelle Larocque

From:
Sent: A[illegible]20, 2018 9:42 AM
To: r ' he[illegible]ro' qLL[illegible] we[illegible] ; ! r [illegible] LL[illegible] "[illegible] we[illegible]
Cc: [illegible] "or[illegible] we[illegible] ; [illegible] r#' r[illegible] we[illegible] ; [illegible] r" [illegible]! r[illegible] [illegible] we[illegible] ;
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Subject: 289 ' [illegible] r (r#w ") o[illegible]! A[illegible] e[illegible] e[illegible] 2018*01

Rachelle, here are my comments to be included in the official report. I also would like to receive a copy of the report.

The developer noted that a second access to his property is expected but the timing is uncertain. They had begun meetings with the MTO but the Ministry of Transportation is a key component of delivering this essential component. MTO might reschedule and the development should not be proceed without any conditions.
I believe the second access is essential and suggest the following conditions.
1. Rezoning will be approved pending all other requirements being met, only after the Ministry of Transportation agrees to a construction schedule for the second access.
2. Site approvals for the first basement, would be granted only when the second access construction begins on the Ministry of Transportation property.

Sincerely
David Duffus, 76 Galloway Trail, Welland L3B 6G5

Rachelle Larocque

From:
Sent: A[illegible]r[illegible]20, 2018 9:45 AM
To: r ’ he◂ú◂ro’ qLl◂ü e◂úLd’
Cc: ! r L◂t Ll◂d "ü e◂úLd’
Subject: 289 # ◂r $o đ re%oL◂! &eL' ◂oL◂t eL◂ ◂ñ◂Ll◂"

Rachelle, how can I view a copy of the environmental study. At the public information meeting, I heard anecdotally that the study indicated the golf course had used pesticides so that is all that needs to be said. If that is true, what about the southern portion of the property that has lain fallow for 45 years. I was unable to spot the environmental study on the information tables that day.

Dave Duffus
76 Galloway Trail, Welland

Rachelle Larocque

From: đШцёщёщё Claudette đЅЈёЏūёщё
Sent: Apriŧţ20, 2018ţ6:20ţPM
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Begin forwarded message:

From: Don and Claudette Duncan _____
Date: April 19, 2018 at 4:24:24 PM EDT
To: Pat Chiocchio <pat.chiocchio@welland.ca>, Tony Dimarco <tony.dimarco@welland.ca>, George Marshall <george.marshall@niagararegion.ca>, Paul Grenier <paul.grenier@niagararegion.ca>, Mayor Frank Campion <mayor@welland.ca>
Subject: Proposed Hunters Pointe redevelopment

City Council, Regional Council and Mayor:

We moved to Welland six years ago, even though friends and relatives asked us why we would move to a depressed city, with high municipal taxes. We chose Hunters Pointe because of what it offered our lifestyle-- a quiet community of seniors who could walk to a golf course. There is no other community with an entrance as impressive as Hunters Pointe, with its golf course clubhouse and pond. Those helped to win the award " 2017 Best Community Development in Canada ".
The proposed rushed redevelopment plan will have a large negative impact on our established community. There is a need to work with the community to deal with its concerns.
The density and size of the proposed development, along with the currently approved development of the north, central and south villages will result in excessive traffic congestion on Daimler Parkway.
The necessary secondary access will only relieve the Daimler traffic problem if it has access to Hwy 406 and it must be built before any development begins.
The proposed multi-storey residential/commercial buildings right beside the golf course clubhouse will destroy the impressive entrance to the community, add to the Daimler traffic problem and are not necessary.
The high density in the redevelopment will have a negative impact on the established community's lifestyle and property values.
We hope that the May 1st meeting with the council and the developer will begin to address these issues.

Don and Claudette Duncan
235 Galloway Trail

Wally Dzoutzidis

49 Old Course Trail
Welland Ontario

22 April 2018

Dear Mayor Campion, Councillors Chiocchio, DiMarco and Planner Larocque;

I have for the last ten years had the pleasure of being a member of the Hunter's Pointe community. I've seen this community grow very slowly at first then continue to pick up momentum and gel into the Canadian Homebuilders Canadian Community of the Year. More importantly the people here are a very close knit group who constantly interact and support each other to an amazing and heart warming degree. People are very happy here and almost never move out with the only exception being due to medical reasons which none of us can escape at some point.

I have commuted generally to Toronto and the GTA daily for the first five years or so. The last five have seen me staying over on the job site most days as the commute has grown from about an 1 1/2 to roughly 2 hours in the morning and at least 2 1/2 hours for the evening commute and that includes taking the 407 as much as possible for both commutes with my 407 monthly invoices range from $250 to over $700 per month. I have completely cut off my downtown Toronto customers as that entails at least a 3 hour drive in the morning and even a longer return trip. I am currently in the process of shutting down my very profitable company and retiring five years before I planned to due to traffic congestion. People cannot commute from Welland to Mississauga or Toronto without extreme mental and physical hardship. Even a Go Train plus the further commute from the station to the job site via the transit system is still a very timely undertaking one that will not be done daily without great stress. Bottom line Welland will never be a daily commute to GTA with present technology.

I know the community seems to be growing its industrial capacity as of late but the jobs are far from fruition and there seems to be more than enough development in Welland and the Niagara region to accommodate for future growth.

At Hunter's Pointe you have a thriving community with steady growth paying inflated residential tax bills due to the necessary high Welland mill rate. The golf course doesn't have to stay but the existing community can't be written off and crippled. My wife and I pay over $6000 in taxes for our 1250 sq ft home. The city doesn't provide us with many of the services other Welland citizens enjoy, not to mention the sub 35 psi water supply at times. If our home evaluations drop $200k (which is the premium we pay to be on the golf course) you can be sure that a whole lot of my neighbours and I will be knocking on the tax departments door for reassessments. This

community if given good municipal support will continue to thrive and grow and be a boon and a cash cow for the city.

The proposed development is a insult to our community in so many ways. I know you have been inundated with responses from our community so I will not repeat what you already are apprised of. I believe the Mayor and council members would be very short sighted if they vote for the new development. I absolutely do not see that much development of general family high density housing and commercial space getting off the ground at the proposed site. Commercial space throughout Welland is empty and remains so. The new Petro-Canada gas station site is still vacant for the most part. Look north to Port Dalhousie, where they allowed many downtown successful businesses to sell to a developer for an upscale high rise condo development that failed miserably. They now have a hole in the ground and a smaller tax base and an eyesore in what once was a beautiful tourist attraction.

I do not have any respect for knee jerk reaction NYMBYism. I do enjoy a wonderful view overlooking the golf course and the setting sun but I realise that I can't stop someone from selling their golf course as much as I regret losing that wonderful vista. I have no great issue with the golf course being closed. There is no shortage of golf courses in the area but something better and viable should be put in its place and this development is neither. Is short term business profit for the few more important than long term contentment and happiness for the many? For this to proceed there must first be a sound environmental assessment and comprehensive work for a secondary ingress and egress from the community. The single road access blocked by a train line is as you know untenable and the modifications to remedy this are expensive and require long term work to come to completion. We as the tax payers of Welland will be left footing the bill for this failed venture.

The existing community must be protected and allowed to flourish and grow. If I were you I wouldn't want to be standing on some very solid ground before hugely compromising a very successful and growing community with great potential if handled properly. A complementary development can be meshed into the existing community. This area holds a huge attraction for life style communities with it's safe ultra friendly feel, recreation possibilities in the Niagara area and the proximity to the US. Why compromise that? It should be encouraged and managed for growth. The industrial base may grow somewhat but honestly do you really think it is the way of the future. Look at Hamilton and Nanticoke with US Steel. Is that what you want for Welland? There is plenty of space for future growth in Welland for higher density residential and commercial ventures. It doesn't have to be at Hunter's Point and at the risk of literally decimating everything the developer, the builders and the community have worked so hard and long to build up to this point.

I would suggest a plan that would enhance the community with complimentary green space, recreational park space and a considerate to the present community development of some sort.

Sincerely,

Wally Dzoutzidis

Rachelle Larocque

From: đШЦęǐŋĦardley
Sent: ApШЏ15, 2018ʾ 8:54ʾ P
To: Lđŋc! ǿ ǾǾǿ.lǐŋLĦ4c" ҩ ǿ #ǿ ǾǾĦŋūŧ .cǐŋ
Subject: $ ҷū%ǿLĦ¶P9iū% 9mmҷūi%ę

To Whomever it may concern.

I bought a home in an adult style community for my retirement. Why, because we wanted a quiet relaxing life style which we found at Hunters Point. It was located on a golf course and the Welland Canal. Our home backs on to the Canal which is very peaceful except for the motor bikes and ATV's that ride up and down the seaway access roads. Our taxes here are higher here than we were paying in Mississauga. For the taxes here we only receive garbage pickup.

A developer has purchased the golf course and plans to build a low density subdivision. The impact of this will be bad for our community and the whole of Welland as well.
Reasons.
#1 Hospital there will be an added strain on the hospitals in St Catharines and Niagara.
#2 Roads: At the meeting April 12 we were told that two sets of lights would be installed at the HWY 406 off ramp this will cause huge back ups as 1200 plus families attempt to exit and enter the community not to mention the traffic coming and going from Welland to the 406. We were told at the meeting that a second access will be built. This access we were told was required by the Fire Marshals office before any more houses can be built on the site.
#3 commercial : we were told that commercial space was included in the plan there is a huge lack of business I'd the Welland core and a large development planned behind the Walmart store. Why do we need commercial in the community?
#4 Families: This is an isolated community and families will bring with it increased activity on the seaway property with snowmobiles, ATV and motorcycles racing up and down the property. Kids will also look for places to play this will take away from our privacy as no fencing is allowed in our community.
#5 Schools: Local schools will be put under pressure with increased enrolment not only from this proposed community but also from the new home being built in and around Welland.
#6 Utilities: We have been waiting for 9 years for the water pressure to be corrected in our community increasing by 1200 homes will have a huge impact on the utilities required for the community.

We are not against development in our community but why not have a retirement community as it is now. The amount of baby boomers retiring over the next 10 years will be great. They will be looking for some where to retire and why not in Welland.

Bryan & Bonnie Eardley
112 Galloway Trail

Sent from my iPad

Rachelle Larocque

From: đlĘ,Ll,ĵEierek
Sent: đpŧ'lLl6, 2018L2,27L2,M
To: ŧac elle.laŧoc!"e #ella$%ca
Subject: đppľca&o$Lł,ŧL1,ŧaŁ8Ł,a$Ld,L2(1,)%*'ŧo$L,,ł,leL26-L,L1L,,L1800/

Dear Rachelle,

We are residents of Hunters Pointe. We attended the public information meeting at the Civic Centre on April 12, 2018. Please accept this E-Mail as our written submission to be presented to the City Council as part of the staff report on this matter.

With regard to the information meeting of April 12, 2018, we had similar concerns as expressed by many of the other people in attendance. With the concept of this plan all we can see ahead of us is endless construction and unimaginable traffic with this large development.

We were aware that this property was up for sale and we were concerned that the golf course might disappear and that the property might be re-developed. But we never expected this kind of a plan. When we first learned of this our initial reaction was that of great disappointment and, frankly, surprised that the possibility of this kind of plan and would even be entertained.

We are local people and decided to build in this community fourteen years ago. We could have built anywhere in the area but we were attracted to this community because of the setting, with the openness and being surrounded by the canal and the golf course.

We appreciate that there is a process to follow with this application, and that this is a concept but, please, out of respect and consideration for us and for the other current residents, we ask that you have a real good look at what this change would mean. You will be transforming what is a lovely, tranquil, & unique community surrounded by the canal & green space into a huge and very busy development.

We are not happy with this at all and we do not think this re-zoning should take place. If you feel that a re-zoning should happen we would suggest that perhaps some thought should go into having the new development at the other end near East Main Street, with its own entrance, and leave ample green space in between.

Please acknowledge receipt.

Thank You,

Audrey & Joe Fierek
67 Muirfield Trail
Welland, ON L3B 6G7

Rachelle Larocque

From: đЦЩ ű Ц Ц ЦЙ ű Ъ ЦЩ ű ЦЦЙ ű@wű’ Ц Ц ЦЧ
Sent: Apğ 20, 2018 10:37 AM
To: ŧ ЦhŭŸ ű Lağo ! ű
Subject: "# : ŧ ű$%ø9ğ9&o' (! 9)ű ğ+, oğ9)ű - o’ ' đo! ğ+ű

Hi Rachelle,

Not sure if you received this email. Thought I would forward it to you.

Carm

Carmela Radice
Acting City Clerk
Legislative Services
Office of the City Clerk
Corporation of the City of Welland
60 East Main Street, Welland, Ontario L3B 3X4
Phone: (905)735-1700 Ext. 2280 Fax: (905)732-1919 www.welland.ca

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Are you on the list to vote in the
2018 Municipal Elections?
Have your say, log on today!
www.voterlookup.ca

-----Original Message-----
From: Henry Forrester
Sent: April 18, 2018 12:25 PM
To: Councillor Pat Chiocchio <pat.chiocchio@welland.ca>; Councillor Tony DiMarco <tony.dimarco@welland.ca>
Cc: council <council@welland.ca>; mayor <mayor@welland.ca>
Subject: Re-zoning of Hunter's Pointe Golf Course

Dear Councilors,
I would like to express my concerns regarding the proposed re-zoning of the Hunter's Pointe golf course land. Having attended the town hall meeting, it was very clear to me that a proper study by both the council, and the new developer of the the land, have not seriously looked at the impact to the community and the town of Welland as a whole.
I understand the proposed buyer has the right to design a housing community on the land if it gets re-zoned, but the council of Welland have to ensure the impact on the town and the local residents within the Hunter's Pointe community are not put at risk.
The plans shown at the town hall meeting clearly showed a lack of thought to this situation.

Issues such as the impact of so many people trying to get to the highway from both the new development and from the town as a whole, all traveling to the only access point in that area.
Even "more serious", what happens if there is a car accident that blocks the road into the proposed and existing development, and people want to leave the area, or worse, an emergency develops in the area and the various services (fire trucks, ambulances, police etc) cannot get to where they are needed, this is a high risk error on the part of both the developer and the town council.
Other issues include the schooling of pupils in the area and how school buses will enter and depart from the area. What are the risks to the children.
Where are these new residents going to find doctors? There are currently several people within the community that cannot find a doctor in the local area and still have to attend the doctor from the area where they came from.
Has the land been properly assessed for chemicals that have obviously been used by the golf course.
Will the proposed green spaces be safe for children to use if the land is contaminated.
Has a proper assessment been done regarding the traffic that will travel to the proposed commercial buildings.
Will there be enough parking within this commercial area. Will the Hunters Pointe community center private parking have parking issues with this commercial area because of lack of parking within their area.
Welland has promised to fix the huge water pressure issue over the past several years and have constantly rescheduled their plans. Will this new pumping station be upgraded and installed before the new proposed development begins.
I am sure there are other issues that I have not mentioned but will arise in due course.
I feel it is the responsibility of our Town Council to look after the people living within the Welland area and look at each issue, and ensure they have been properly assessed before any re-zoning takes place.
Health and safety should be the first order of business before any financial gain is considered.
It is what we elected you to do!

Regards,

Henry Forrester,
121 Turnberry Trail,
Welland L3B 0B7

Sent from my iPad

Sent from my iPad

Rachelle Larocque

From: đШĕĕĕŭ ŧĺĺĕĕĕĕ ĺШĕĕĕŭ Џĕĕĺĺĕĕĕĕ wĕlľ 9ćić' >
Sent: Apŗl 16, 2018 8:46 AM
To: ' cШĕllĕ !' ĕĕc" #ĕ
Subject: $%: &#9ĺĕĕŭ ' ů i9ĺĕ (ů l) ců #ŗĕĕ ćĕ*ĕlů p+ ĕ9ĺlců 9cĕŗĕůü

From: Bob
Sent: April 15, 2018 1:47 PM
To: mayor <mayor@welland.ca>; Councillor Pat Chiocchio <pat.chiocchio@welland.ca>; Councillor Tony DiMarco <tony.dimarco@welland.ca>; george.marshall@niagararegion.ca; paul.grenier@niagararegion.ca; Bob

Subject: Hunters Pointe golf course development concerns

Good Afternoon:
We are very concerned about the large new development proposal for the Hunters Pointe golf course community lands.
Many people moved to our community and to Welland to live a life that promoted the preservation of the environment and open space and a quieter lifestyle free from traffic congestion and excessive noise.
If the golf course land is to be rezoned and developed there must be a bi lateral access to the highway 406 cloverleaf.Overpasses in the area such as Port Robinson road have proved to be unsuccessful in diverting traffic.Daimler road was not built or designed to serve three communities and commercial uses.The rail line crossing Daimler road restricts changes to the current road structure and design.
We also have concerns with regards to the track record of the developer.No evidence has been given that the developer has created a Canadian community the size and density of the Hunters Pointe proposal.At the meeting on April 12,a vague background of the developer was given.It was stated that he had successful development projects in Shanghai but Shanghai is the most populous city in the world and the city has failed to successfully address the problems of traffic congestion,environmental concerns and the quality of life..
A community is a social group which shares common culture,heritage and sense of belonging.As an elected official representing the residents of Welland it is our hope that this development would not be considered without a new cloverleaf access to highway 406 and without a reduction in the population and traffic density of this proposal.
Property values need to be retained and the existing identities of the current neighbourhoods need to be preserved.
Developers want to maximize their money investments.Politicians and planners need to create and represent proud communities.
Sincerely,
Bob and Susan Garton 27 Muirfield Trail,Welland

Rachelle Larocque

From: đШĕęñĕůĕ ŧĺĺĕęñĕůĕ ĺШĕęñĕůĕ Џĕĺĺĕęñĕůĕ wĕlľ 9ҽıċ' >
Sent: Apŗl 12, 2018 1:59 P
To: !' cШĕllĕ '" ŗĕc#$ĕ
Subject: %&: ' $9ĺĕęñ(ũPǥi9ĺlpŗĕpǥũĕęҽıҽĕ) ĕlǥp* ĕ9ĺl

-----Original Message-----
From: Hilda Gauer
Sent: April 12, 2018 11:32 AM
To: mayor <mayor@welland.ca>; Councillor Pat Chiocchio <pat.chiocchio@welland.ca>; Councillor Tony DiMarco <tony.dimarco@welland.ca>; george.marshall@niagararegion.ca; paul.grenier@niagararegion.ca
Subject: Hunter's Point proposed development

Please be advised that being a homeowner in the highlands residence development has been a pleasure for the last two years.

The proposed development of hunters green golf club makes me feel that we are being treated unfairly by being forced much too quickly into a large development of dense housing which will bring much more traffic, construction noise, and air pollution into the Daimler parkway area putting our safety at risk, as well as emergency response time and bringing down our property values.

It has been very difficult to find a doctor here so with so many more moving into this area what are the plans to accommodate us all.

My property taxes are twice as much as they were in Oakville, however thought it was because I was moving to an adult community with peace and quiet. Does the city plan on lowering our taxes to compensate us for this unsightly development.

In conclusion, I am very angry and will be at the meeting tonite and will take part in any protest that highland residences plan.

Hilda Gauer
71 Kintyre trail
Welland, Ontario

Sent from my iPad

Rachelle Larocque

From: Vince Gonsalves
Sent: AprLLl13, 201 ' 11:52' A"
To: #ڰ$ū ū %ڰ&uū
Cc: ' ڰ(ę ŧ ŧ)
Subject: *ępu9%' 9$ū + ڰę',ŧ r' #üdūŧ pmūę9ŧ ,' - uę9ūrl +ŧ ę9ū'

Hi Rachelle

I was an attendee at the Information session at City Hall yesterday. I give you credit for facilitating a meeting that generated a lot of emotions, concerns and feedback. I share all those concerns.

Since Sept 2017 my wife and I are proud owners of one of the Luchetta Homes at Hunters Pointe – Welland. We are retirees who moved from Mississauga with three other families in search of a ideal place to retire. We recognized that the Niagara area was fast becoming an ideal place for the GTA retire-ready residents to move too. Our search took us to Welland (first time ever visit) and Hunters Pointe – and immediately all of us agreed we had found THAT place to settle in. . Since moving in, all of us have made significant investments, using local merchants, to further enhance our homes. Our neighbourhood has fast become a friendly and comfortable place. We like Welland and wish to continue to live here.

Our move here was further reinforced by <u>Welland's</u> Hunter's Pointe being selected as the `2017 Best Residential Development in Canada'_*A feather in the cap for Welland .*

With respect to the redevelopment plan... My major concern is the apparent lack of planning vision being demonstrated on behalf of the City of Welland.
There appears to be a `rush' to move this application along, when it has so many `gaps' that should concern city planners/administers. Notably:

- there is insufficient time to get adequate taxpayer feedback.
- Supporting studies (Environmental, Wildlife impacts, transportation etc.) are incomplete (inconclusive ?)
- No firm Infrastructure Plan for the Hunters Pointe area to address water pressure , flood control, adequate roadways to support construction, commuters, safe and easy egress for Fire /Medical vehicles, schools and medical facilities etc.) - (*there is currently only one single lane access road into and out of the development !!)*

In my view - as it stands today **the Plan will seriously downgrade the advantage (Best Residential Development) that Welland currently has with the current Hunters Pointe site.** Note: *anytime we have been out and about exploring our new home city Welland (in stores, Malls, church, med facilities etc..) ... Welland residents speak glowingly about the Hunters Pointe development.*

Rather than rush to slap down as many homes on the Golf course property ... Welland planners should work towards enhancing the area so that any development plan ensures the beauty (ecology, landscape etc) of the area is maintained and other homes being built there blend in with the current look and feel of the area – making it <u>continue to be</u> attractive for other potential retirees to settle in Welland. These buyers bring a significant tax base and an investment in the commerce of the area.

We are in full support with the current residents of Hunters Pointe area and hope that the City of Welland recognizes and factors in all of our concerns.

Vince and Patricia Gonsalves
52 Berwick Trail
Welland

April 20, 2018

Corporation of the City of Welland
Infrastructure & Development Services Planning Division
60 East Main St.
Welland, ON L3B 3X4
rachelle.larocque@welland.ca

Dear Ms. Larocque,

My husband and I searched for 1 ½ years for an adult lifestyle community that suited our needs and when we first drove into Hunter's Point, very much like the sign says, we felt like we were home.

We purchased a Lucchetta home, and moved in looking forward to retiring in a quiet adult lifestyle community, to golf, socialize with others and enjoy our retirement years.

The attraction by the majority of residents was the community centre, the golf course, the lifestyle and now the developer wants to get rid of the golf course and impact the adult lifestyle of the community from what we know it today.

While we realize change is inevitable, we don't understand how a developer can come into a community like ours without taking into account what has been already established as an adult lifestyle community and surround it with four story towns, encouraging lower income families to move in and basically bring down the property values.

Getting in and out on the current roads into the community is not a challenge now, however with the proposed number of houses by the developer, the congestion will be ridiculous. The proposed overpass is unacceptable. There must be a bi-directional access to and from the 406 and should be in place before any construction is started. It needs to be like the Merritt Rd overpass and NOT the Port Robinson overpass.

Why get rid of the whole golf course? Maybe consider scaling back on the number of homes going in and keep a shorter 9 hole golf course for all to enjoy. This could be a continuous revenue stream for the developer for years to come. The clubhouse if run properly as a restaurant offering, breakfast lunch and dinner in addition, would be another revenue stream.

This whole thing came about too quickly as far as we're concerned. Does this mean that someone knew about it a long time ago and kept it from the residents, or is there something else going on to get this through quicker?

What does this mean to our property values? Residents who paid additional premiums to be on the golf side and on the Canal side will never be able to retrieve these premiums on resale if property values go

down. We are talking about retirees who worked their whole life to save and have a half decent retirement only to lose on resale. What are people thinking? Propose something that makes sense.

I can't imagine how upset I would be if I recently bought on the golf side and paid a $150k premium only to discover that it will not remain a golf course. This is totally unacceptable! Is the developer planning to reimburse these folks these premiums?

Consulting with the existing community may have resulted in less resistance and perhaps some great ideas on making it work for both developer and existing residents.

Concerned Residents,

Andy and Olga Goyda
24 Kintyre Trail , Welland

Rachelle Larocque

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City of Welland

Infrastructure and Development Services,

Planning and Building Division,

60 Main Street, East,

Welland, Ontario, L3B 3X4

Attention: Grant Munday, B.A.A.

Subject: Your Memoranda, Dated, March 15, 2018 To Potentially Interested Parties

Date: April 10, 2018

Dear Sir,

The purpose of this letter is to express our strong objection to the Official Plan Amendment Application, the Application for Draft Plan of Subdivision, (File 26T-14-18003), and the Application to Amend Zoning Bylaw 2017-117, (File No. 2018-01); all of which are outlined in your memoranda, dated March 15, 2018.

The following are our reasons for objection:

1. The memoranda and maps contained therein offer scant detail upon which to make an informed decision, or any decision, whatsoever. The Site Plan maps are so small as to be virtually un-readable.
2. The minimal time between your memoranda and your proposed Public Information Meeting, scheduled for April 12, 2018 suggests that The City of Welland is attempting to fast track the Rezoning application through the approval process before the people who live in the affected area have a chance to make informed decisions.
3. Since the day we moved into 82 Berwick Trail, we have endured woefully weak water pressure. We can only imagine what your gigantic proposed development will do to our water pressure. We are reminded of the weekend in the summer of 2016 when our community lost its water supply. The loss was the result of the disintegration of an ancient zinc alloy valve, thirty feet below road level on Woodlawn Road, in front of Canadian Tire. In discussions with the workers replacing the valve, it was revealed that, “Welland’s infrastructure is old and fragile.” That revelation gives scant confidence that Welland is in a position to host a development the size of the one proposed.
4. The microscopic lot size and heavy density of the proposed development appears to be intended solely for profit maximization and show an almost total disregard for the inevitable destruction of property values of the homes surrounding it. In other words, the city and the developer are asking the affected

home owners to approve a project in which everybody wins, except the affected homeowners. This will not happen in the absence of substantial environmental and compensatory consideration.

5. Re-zoning the Hunters Point Golf Course will negatively impact and have adverse effect as defined by the Environmental Protection Act on the surrounding communities and their ecosystems. Adverse effects, as defined in the Environmental Protection Act, includes impairment of the quality of the natural environment for any use that can be made of it. The Hunters' Pointe Golf Course and its system of ponds are the home of a variety of wildlife- herons, ducks, Canada Geese, snowy owls, egrets, hawks, turtles, frogs, etc. These will all disappear if the ponds become stormwater management ponds.
6. Is the City of Welland able to support a development of this size? Last year the City of Welland had 226 new homes built – 31 of which were in the Highlands Adult Lifestyle Community where new residents have expressed difficulty in finding doctors, long wait times in emergency rooms, etc. In addition, are our first responders (fire, police, EMS), schools, parks and libraries prepared to handle this proposed development?

Please consider this letter as our written request to be notified of the Decision of The city of Welland on the proposed Zoning By-law Amendment.

Yours truly,

Todd and Hilary Grant

82 Berwick Trail

Welland, Ontario L3B 0C8

cc: Frank Campion, City of Welland, Mayor

Pat Chiocchio, City of Welland, Ward 4 Councillor

Tony Dimarco, City of Welland, Ward 4 Councillor

George Marshall, Niagara Regional Council Representative

Paul Grenier, Niagara Regional Council Representative

Rachelle Larocque, City of Welland, Planning Supervisor

Rachelle Larocque

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City of Welland

Infrastructure and Development Services,

Planning and Building Division,

60 Main Street, East,

Welland, Ontario, L3B 3X4

Attention: Grant Munday, B.A.A.

Subject: Your Memoranda, Dated, March 15, 2018 To Potentially Interested Parties

Date: April 15, 2018

Dear Sir,

After attending the Public Information Meeting on Thursday, April 12, 2018 regarding the Official Plan Amendment Application, the Application for Draft Plan of Subdivision, (File 26T-14-18003), and the Application to Amend Zoning Bylaw 2017-117, (File No. 2018-01), we feel compelled to comment on the proposed overpass at Oxford Road.

An overpass provides a second access into the proposed development but it is NOT an ideal solution. The second access MUST be a bi-directional access from and to the 406 (a cloverleaf like the access to and from the 406 at Merritt Road and NOT the Port Robinson Road overpass that the planners were talking about).

If the second access is merely an overpass, the majority of traffic will use the existing Daimler Parkway access as it will provide the easiest access to the proposed development. The current Daimler Parkway access was never designed for high traffic use nor for the heavy construction vehicles that will be present for the proposed development.

The second cloverleaf access must be in place before any construction is started on the proposed re-development of Hunter’s Pointe. In the event of a catastrophe at the rail line there would be no access in or out of the existing development.

The second cloverleaf access must be a mandatory condition of development. It appears this approval is being rushed through to avoid this kind of condition.

Please consider this letter as our written request to be notified of the Decision of The City of Welland on the proposed Zoning By-law Amendment.

Yours truly,

Todd and Hilary Grant

82 Berwick Trail

Welland, Ontario L3B 0C8

cc:

Frank Campion, City of Welland, Mayor

Pat Chiocchio, City of Welland, Ward 4 Councillor

Tony Dimarco, City of Welland, Ward 4 Councillor

George Marshall, Niagara Regional Council Representative

Paul Grenier, Niagara Regional Council Representative

Rachelle Larocque, City of Welland, Planning Supervisor

Rachelle Larocque

From: đШĕęĩĕůĕ ŧĺĺŭĕĩĕ ĺШĕęĩĕůĕ Ŀĕĺĺŭĕĩĕ węlľ 9ҽıc᾽ >
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-----Original Message-----
From: Emery L Grosland
Sent: April 10, 2018 10:12 PM
To: mayor <mayor@welland.ca>
Subject: Hunters Point

I am 88 years old and moved to Welland 8 years ago.The main attraction was Loch Ness golf course and the security that Hunters Point provided for us.We were more or less assured that that the area zoning would not be changed and the golf course or other open area Zoning would remain in effect.
You have let us down.

Rachelle Larocque

From: Andrew Walker
Sent: đpṭ̈ǧ20, 2018 4:44 PM
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Gagnon Walker Domes
PROFESSIONAL PLANNERS

Principals

Michael Gagnon
Lena Gagnon
Andrew Walker
Richard Domes

April 20, 2018

Corporation of the City of Welland
Civic Square
60 East Main Street
Welland, Ontario
L3B 3X4

Attention: **Mayor and Members of Council**
Ms. Tara Stephens, City Clerk
Mr. Erik Nickel, General Manager,
Infrastructure and Development Services
Mr. Grant Munday, Manager of Development Approvals,
Infrastructure and Development Services
Ms. Rachelle Larocque, Planning Supervisor,
Infrastructure and Development Services

Subject: **PUBLIC INPUT**
Official Plan and Zoning By-law Amendment Applications
(City File Nos: OPA.16 and 2018-01)
Draft Plan of Subdivision
(City File Nos: 26T-14-18003)
Hunter's Pointe Golf Course
(GWD File: P.N.18.2511.00 Public Input)

Gagnon Walker Domes Ltd. (*GWD*) has been retained by 2090572 Ontario Inc. (hereinafter referred to as our *Client*), the developer of the *Residences at Hunter's Pointe*. *GWD* is working in conjunction with Dillon Consulting Limited (*Dillon*), Upper Canada Consultants (*Upper Canada*) and Turkstra Mazza Associates LLP (*Turkstra Mazza*). Collectively we are providing our *Client* with planning, engineering and municipal legal advice in connection with the Official Plan and Zoning By-law Amendment Application, as well as the Draft Plan of Subdivision filed by 2599587 Ontario Ltd., in connection with the proposed redevelopment of the Hunter's Pointe Golf Course.

We are given to understand that the proposal is to redevelop the Hunter's Pointe Golf Course by totally eliminating the Golf Course and replacing it with approximately 1,194 residential units; including a mix of single detached dwellings, street townhouses, stacked townhouses, and apartments, as well as approximately 5,574 sq. m. of commercial space.

CONFIDENTIALITY CAUTION
This document is Consultant-Client privileged and contains confidential information intended only for person(s) named above. Any distribution, copying or disclosure is strictly prohibited. If you have received this document in error, please notify us immediately by telephone and return the original to us by mail without making a copy.

We attended the April 12, 2018 Public Information Meeting hosted by the City of Welland Planning Department in connection with the proposed redevelopment of the Hunter's Pointe Golf Course. Those in attendance at the 'standing room only' Public Information Meeting were unified in their opposition to the proposal. If approved, the Applicant's proposal will eliminate the Hunter's Pointe Golf Course, associated open space and natural heritage features. The Hunter's Pointe Golf Course is one of the neighbouhood's central defining physical elements.

We were recently provided with copies of the technical plans, reports and studies, prepared and filed by the Applicant in support of the proposed redevelopment. Staff from *GWD*, *Dillon*, *Upper Canada* and *Turkstra Mazza* are in the process of conducting a detailed review of the aforementioned documents. Our *Client* has requested that we provide the City of Welland with a preliminary summary of our collective comments, observations and recommendations regarding the proposed redevelopment. In this regard, many of the concerns listed below align with the comments and objections raised by members of the public who attended the April 12, 2018 Public Information Meeting.

Transportation Issues

Dillon has undertaken a review of the *Transportation Study* prepared by R. J. Burnside & Associates Limited. The following are preliminary comments, observations and recommendations:

- It is our understanding that additional homes are still to be built within the area known locally as the North Village Area. Contrary to what the *Transportation Study* suggests, based on approvals already in place, approximately 300 - 389 additional units (not 230) will be built within the aforementioned area. The difference of approximately 70 – 159 units represents an underestimation of the number of future trips. The *Transportation Study* should be revisited with a view to analyzing the correct number of projected trips.

- Further compounding the local area transportation situation is the lack of a neighbourhood based school(s). This will necessitate the busing of all of the children living in the community. Buses will have to access the neighbourhood in the morning and afternoon via the single existing point of access on Daimler Parkway. It is envisaged that vehicular access will be even further compounded by all of the trucks and construction vehicles involved in the projected multi-year build-out of the community.

- The *Transportation Study* indicates that modifications will be required to the two (2) Highway 406 ramp terminal intersections to improve operations. Once the aforementioned underestimated future trips are factored into the analysis, the operations at the intersections will be worse than expected, and the net result will in all probability be a measurable increase in vehicle queues, creating more "regular" occurrences where vehicle queuing extends past the rail tracks.

- Equally as distressing as the queuing, is the anxiety associated with the need for and timing of a 'second vehicular access' into the neighbourhood. It is common knowledge that a 'second vehicular access' is required and that the proposed redevelopment will trigger and accelerate the need for the flyover of Highway 406 at Oxford Road. It is our respectful submission that the proposed redevelopment should not be considered until such time as the issue of the 'second vehicular access' is analyzed and the 'up-front' construction implementation details are agreed to; including funding.

Servicing and Stormwater Management

Upper Canada has undertaken a review of the *Municipal Servicing Study & Stormwater Management Plan* (*MSS Plan*) prepared by Valdor Engineering Inc. The following are preliminary comments, observations and recommendations when compared to the previously prepared Master Servicing Plan for the existing approved development lands:

- It is questionable if the assumed sanitary flow rate, which is lower than the rate utilized in the MSS Plan, is appropriate. We recommend that the authorities having jurisdiction confirm whether or not the assumption(s) in the *MSS Plan* are appropriate. We further recommend that they opine on the implications associated with the lower assumption(s).

- The assumption regarding infiltration rates in the MSS Plan are 3 times than that included in the previously prepared Plan; resulting in significantly higher infiltration values. This leads us to question why the difference and ultimately what this means for the servicing impacts and requirements of the new proposed development as it relates to the existing built and future phase's of our client's community?

- In regards to the Applicant's preliminary Waste Water Plan, it would appear that population figures do not correspond to the previously prepared Plan. The differences are such that it is recommended that the available capacity be re-evaluated based on the population figures and areas used to size the receiving services.

- The proposal includes the reduction in the size of the existing stormwater management facility (being the existing Loch Ness Lake). The Loch Ness Lake is referred to by the Applicant as proposed Stormwater Management Pond # 3. It is a fraction of the size of the existing facility, and according to *Upper Canada's* calculations is simply too small to accommodate the area identified by the sewer shed of the existing Loch Ness Links outlet pipe.

- It would appear that the Applicant's *MSS Plan* does not account for the drainage requirements of the previously prepared Plan.

Natural Heritage

Dillon has undertaken a review of the *Natural Heritage Existing Conditions Report* (*Natural Heritage Report*) prepared by Beacon Environmental Limited. The following are preliminary comments, observations and recommendations:

- The *Natural Heritage Report* does not meet the requirements for an Environmental Impact Statement (EIS) and as such does not include the information required to advance to the Draft Plan Approval stage, nor the detailed design phase of the approvals process as one would normally expect. With this in mind, it is our view that the Municipality does not have sufficient information with which to undertake a comprehensive evaluation.

- Related to the aforementioned is the City of Welland Official Plan Amendment requirement that an EIS be prepared. While the *Natural Heritage Report* touches on potential ecological functions within the property, some Species at Risk (SAR) and natural heritage features are missing and as such it is difficult to engage in a proper discussion on impacts and mitigation. It is recommended that the EIS include a background screening for SAR and Species of Conservation Concern (SCC).

- With regard to the methodology employed in preparing the EIS, it is our understanding from the *Natural Heritage Report* that additional field assessments are required in the 2018 season. The Report is incomplete without this information and should not have been filed.

- The City of Welland Official Plan identifies the Loch Ness Lake as a "waterbody" and as such we are of the opinion that an assessment should be completed to determine whether a Fisheries and Oceans Canada (DFO) review is required in order to determine if the feature qualifies as a 'fish habitat'. This would apply equally to other watercourses and waterbodies located within the Applicant's property.

- The aforementioned issue related to 'fish habitat' is critical on account of the fact that if the Loch Ness Lake supports 'fish habitat', then as stated in the *Natural Heritage Report*, the policies of the Niagara Region and the City of Welland may apply which may result in greater development setbacks.

- The *Natural Heritage Report* is 'remarkable' in part on account of the information, analysis and discussion which is missing. More specifically, the Field Investigations section of the *Natural Heritage Report* does not include specific surveys associated with vegetation or wildlife species lists. There is no evaluation or assessment of potential natural heritage features. There is no discussion regarding the identification of stands of trees that meet the definition of woodlands, or criteria for significance.

- Related to the aforementioned issue of 'missing' information, since there was no high level screening of potential habitat features, it appear as though no investigations beyond site recognizance were conducted. The *Natural Heritage Report* states that no rare species of frog, turtle or mammals are expected to occur, but there is no explanation as to why and how they were screened out.

- Since frogs and turtles were observed in all of the ponds, the following question arises: Since there are wetlands identified within the property and as such, knowing that the potential exists for SAR and SCC (frogs and turtles), wouldn't the Applicant's consultant undertake a more robust analysis to screen the species out with a higher level of certainty?

- The *Natural Heritage Report* states that drainage features support dense cattail growth associated with a number of the existing on-site ponds. With this in mind and knowing that the watercourses support ephemeral flows and discharge westward to a deeply dug channel that discharges to the Welland River, we believe that the *Natural Heritage Report* should indicate that the aforementioned are potential headwater drainage features and fish habitat. With respect to fish habitat, it is strongly believed that the dug channel supports fish. All of this points to the necessity to consult with DFO in accordance with the requirements of the Provincial Policy Statement (PPS).

- The *Natural Heritage Report* does not go into any depth regarding specifically what features are present and their associated ecological functions. Since specific field work has not been completed, the Applicant's consultants are not able to determine what buffers and mitigation measures might be required.

- We are quite concerned about the absence of any discussion regarding the relationship of the subject site to the Provincially Significant Wetland (PSW) which is located adjacent to the subject site. Protocols would dictate that the wetlands within the Applicant's property should be considered for complexing with the aforementioned PSW. This points to another area of the *Natural Heritage Report* which seems to fall short of what one would expect to be addressed in connection with such a large redevelopment, especially given the significant potential impact on an Open Space and Recreation area that is formally designated in the Official Plan.

- While the Applicant's consultants suggest that the Golf Course ponds provide limited natural heritage functions, it is none the less necessary to verify this through field studies. It would also be appropriate to view the Golf Course and the natural heritage features associated with it from the perspective of environmental opportunities and constraints. In this regard, the Golf Course is designated in the City of Welland Official Plan as primarily Open Space and Recreation, as well as Core Natural Heritage System. It is not designated for Residential and Commercial development. The current Official Plan designations are not 'place holders' waiting for something else to be done with them; they serve a specific role and function.

- While the review of the Na*tural Heritage Report* is ongoing, it appears that there are numerous outstanding documents and analysis which should be prepared and filed in support of the Application, including but not limited to: field surveys, feature staking, identification of opportunities and constraints, a tree inventory and preservation plan. The Report is incomplete without this information and planning should not be advanced until the Report is completed.

Noise and Vibration

Dillon has undertaken a review of the *Noise & Vibration Feasibility Study (Noise Study)* prepared by Aercoustics Engineering Ltd. The following are preliminary comments, observations and recommendations:

- It is not clear from the *Noise Study* if the road and rail traffic data used in the analysis are reflective of existing or future development scenarios. We believe that a future development scenario projecting forward ten (10) years after the expected completion date of the project is advisable in the best interest of future residents.

- The methodology applied in preparing the analysis appears to be flawed relative to the location of noise receptors. The flaw is associated with the relative height of the proposed residential buildings. The taller the buildings, the higher the location of the noise receptors. In order to ensure that all potential receptor locations have been considered, relevant calculations for multi-storey developments should be completed.

- The Conclusion section of the *Noise Study* states that: "*With the incorporation of the noise controls discussed in this report, the sound levels at the sensitive receptors of the proposed residential development will comply with the noise guidelines of the MOECC.*" The challenge with the aforementioned statement is that the *Noise Study* does not provide sufficient detail regarding the potential location and height of the required noise fence when the Report has determined that noise levels are 10dB higher that the guideline value of 55dB. From a community design perspective, the concern is that the required noise fence could potentially be massive and quite unattractive.

- According to the CN Rail 'Guidelines and Procedures', a Vibration Study should be completed. The Report identifies that due to low rail traffic volumes, vibration measurements were not performed. The Report is incomplete without this information and planning should not be advanced until the Report is completed.

Phase 1 ESA

Dillon has undertaken a review of the *Phase 1 Environmental Site Assessment (Phase 1 ESA)* prepared by Soil Engineers Ltd. The following are preliminary comments, observations and recommendations:

- The *Phase 1 ESA* is not using the current standards, as it references the April 2003 CSA Standard (Z768-01). The Report should be updated and re-issued to reflect the current and reaffirmed version of the standard published in 2016.

- Residential development on lands such as the subject site requires a Phase 2 Environmental Site Assessment (as indicated in the *Phase 1 ESA*) as well as an RSC. Planning should not be advanced until these Report(s) are completed.

Planning and Urban Design

GWD has undertaken a review of the *Planning and Urban Design Rationale Report* (*Planning and Design Report*) prepared by The Biglieri Group Ltd. The following are preliminary comments, observations and recommendations:

- It is critical for the City of Welland to keep in mind the following statement which the Applicant's planning consultant included in the *Planning and Design Report* when describing the proposal: "*The Site is primarily designated as Open Space and Recreation, with a small portion adjacent to the Welland River designated as Core Natural Heritage System in the City of Welland Official Plan. The Site is zoned as Community Open Space Zone (O2), with a small portion zoned as Environmental Protection Overlay (EP) and Neighbourhood Commercial (NC-26) under the City of Welland Zoning By-law.*" The Applicant's property does not have any 'as-of-right' Residential or Commercial development permissions.

- The Applicant's *Planning and Design Report* suggests that there are existing community services and facilities in close proximity to the subject site which will provide services to residents. The reality is that there are virtually no public, catholic or private schools, daycare centres, libraries, fire stations, arenas or grocery stores within the neighbourhood.

- In addition to the complete absence of community services and facilities, we note from a review of local area information that there are no open space and recreation facilities, nor core nature heritage system features within the neighbourhood. Existing Merrit Island Park, Chippawa Park, Maple Park and Woodlawn Park are all located a considerable distance away from the subject site, well west of Highway 406.

- Other than the Welland River and the Welland Canal, the only open space and natural heritage features of any significance are those associated with the existing Hunter's Pointe Golf Course which the Applicant wishes to eliminate.

- The Applicant's *Planning and Design Report* suggests that the subject site has excellent access to the regional transportation system. While the subject site may be located in proximity to Highway 406 and Highway 140, the subject site is only accessible via one point of entry along Daimler Parkway. In addition, there is no local transit other than Trans-Cab. As mentioned earlier in this submission,

future local area school children will have to be bused to school facilities located outside of the neighbourhood.

- It has been suggested by the Applicant's planning consultant that approximately 20% of the subject site is being set aside for Open Space and Recreation. This is terribly misleading in the context of the size, shape and location of the proposed Open Space facilities. Much of what it proposed consists of long, narrow, linear strips of land of limited utility; running parallel to either Highway 406, existing or future local roads, or along the drainage ditches.

- A review of the proposed Draft Plan of Subdivision reveals that from a design perspective the layout of the proposed lots, blocks and streets is uninspiring and unimaginative. In short, the layout consists of several long spine roads, off of which run a series of crescents or grid pattern streets.

- It is unfortunate that the Applicant has chosen to eliminate the Golf Course in its entirety. *The Golf Course and associated natural heritage features represent one of the neighbourhood's strongest defining design elements*. We recommend that the Applicant redesign the layout of the Draft Plan of Subdivision with a view to maintaining the Golf Course (perhaps in an 'executive' 18-hole format) with residential lots backing onto the Golf Course. Doing so would maintain the existing lifestyle and community character of the Hunter's Pointe Neighbourhood.

- While it is suggested that the proposal represents a 'complete community' the range of proposed land uses is limited to predominantly residential. More specifically, the residential units consist of single detached dwellings (747 units), townhouses (246 units), as well as apartment units within mixed use buildings (201 units); totaling 1,194 units. The balance of the development consists of the approximately 5,574 sq. m. of commercial space, assorted linear open spaces, parks, walking trails and lastly, stormwater management ponds. Generally speaking, the residential lots and most certainly the stacked townhouses and apartments are smaller than the residential lots which our *Client* developed and on which homes have been built.

- The *Planning and Design Report* suggests that the proposed layout provides a network of open spaces which in turn provide for a well-connected open space system. On close examination, it appears that what has been proposed is simply a series of narrow linear open spaces with walkways which in many instances run parallel to the existing and proposed road network, Highway 406 and/or required buffer and setback areas. It is hard to imagine what the Applicant's planning consultant is referring to when stating that: "*Green corridors will be established through a trail system to contribute to the overall implementation of a pedestrian scaled community with easy access for various type of users to daily amenities.*" We are at a loss to understand what is meant by "*various type of users to daily amenities.*"

- It has been suggested that the Master Plan includes seven (7) different precincts which together create a 'complete community'. It is not evident from the *Planning*

and Design Report how the different precincts contribute to creating a 'complete community', especially when there are no community services and facilities being added to the neighbourhood through the proposed development. The reality is that the majority of what is planned consists of single-detached dwellings, various forms of townhouses and some apartments located on top of ground floor commercial space.

- As mentioned previously, we are concerned that the development as proposed will have a significant impact on the established character of the neighbourhood. The introduction of almost 1,200 additional housing units is a concern insofar as the proposed housing mix does not reflect the previous planning on which the neighbourhood was established. While on the surface one might argue that current planning policy is promoting residential intensification, care and caution must be exercised to ensure that intensification is not at the expense of other important planning considerations.

- With respect to the proposed commercial space, has the Applicant demonstrated that the demand exists in this location for the quantum of space being proposed? There is an existing commercial development located just west of Highway 406 which appears to be undergoing significant expansion that may be more than sufficient to meet the daily and weekly commercial needs of existing and future residents. It would be ill-advised to propose commercial space if the demand for it does not exist. Designating lands for commercial development which may never materialize is of no benefit to the Municipality.

- In regards to the notion of providing a wide variety of different housing types, has the Applicant demonstrated that the type of housing which is being proposed is required? Secondly, has the Applicant determined that this is the right location from a City-wide perspective, considering the lack of local area community services and facilities? There is a very real concern with the density and some of the proposed housing types proposed adjacent to an Adult Lifestyle Community. Doing so would not be sympathetic to the form, scale, pattern of development and character of the existing neighbourhood as established by the Official Plan.

- The location of the proposed mixed-use high density blocks is inappropriate, both in form and function, as it is located at the entrance to the subdivision and it eliminates a view corridor to the pond and its distinguishing natural heritage features. The pond is a focal element to the community and functions as a grand entrance as residents and visitors alike 'drive-in' to the community. The view corridor and vistas created by the pond at the entrance to the community are to be maintained and enhanced, and the feature as it exists today (surrounded in its entirety by greenspace/natural features) should be preserved. A *Visual Impact Assessment* should be prepared to address the view corridors to the pond, including confirmation of the preservation of the pond and all of its surrounding natural features as part of any development proposal. Planning should not be advanced until the Report is completed and reviewed with proper consultation with all affected stakeholders

- It is recommended that the Applicant prepare a Community Services Study to determine what facilities will be required to cater to the needs of the individuals and families which will be accommodated by the proposed development. While on the surface it sounds appealing to suggest that a 'complete community' is being built, if residents' needs cannot be met, nothing positive will have been accomplished.

- Reference in the *Planning and Design Report* is made to the need to ensure that a sufficient supply of employment and residential land is made available to meet the City's projected long-term growth. Has the proponent demonstrated that the City of Welland needs to re-designate the subject site from Open Space and Recreation to predominantly Residential in order to meet the Municipality's population forecasts, and has it been demonstrated that this is the proper area for some or all of these uses?

- Simply because the subject site is located within the Urban Boundary and the Built Boundary of the City of Welland does not suggest that intensification is appropriate and in conformity with prevailing provincial, regional, and local planning policies. The subject site is not located within the Municipality's downtown, nor along a key transit corridor. There may be other areas within the City of Welland better suited for the scale and type of development being proposed.

- We believe that the municipality's intensification policies which address land use and neighbourhood character have not been adequately address by the Applicant's planning consultant. There has been little to no regard paid to the physical form of existing development which is already being planned and built within the neighbourhood. An *Urban Design Brief / Guidelines* and *Growth Management / Master Phasing Plan* should be established to address these matters. Planning should not be advanced until the Report is completed and reviewed with proper consultation with all affected stakeholders.

- It is our understanding that the individuals that have moved into the neighbourhood were drawn to it in large part because of the Hunter's Pointe Golf Course and the Adult Activity Lifestyle Community. The Golf Course has had a significant impact on the design of the community, including the layout of roads and residential lots. We are at a loss to understand how the proponent can suggest that: "*The Master Plan has been planned and designed in accordance with the adjacent land uses and neighbourhood character, providing appropriate setbacks and buffering to existing residential. The proposed lot fabric has been designed in accordance with adjacent development, with a fine grain block and street network.*"

Concluding Remarks

Based on the plethora of concerns and objections raised herein, we strongly recommend that the proponent withdraw the Applications. Failing that, we would suggest that the City of Welland *refuse* the application as it is premature as a result of

the number of concerns and objections noted herein and those received from the public. Further, if the Applicant wished to pursue the application, that the City request the Applicant to agree to participate in a municipally lead series of comprehensive community based Planning, Engineering and Design Charrettes. The purpose of the Charrettes would be to engage all of the stakeholders in a fulsome process where the parties would collectively engage in the design of the redevelopment of the Hunter's Pointe Golf Course.

We welcome an opportunity to work with the Applicant, the local community and the City of Welland with a view to addressing our Client's concerns. We hope that the Applicant is prepared to invest the necessary time, money and energy to address our Client's and the public's legitimate concerns.

We wish to reserve the right to provide additional comments and observations once we have completed our comprehensive review of the technical plans, reports and studies filed in support of the proposal. We wish to receive notification of future Planning Committee and Council Meetings held in connection with the Application. We wish to be informed of Council's Decision regarding the Application.

Thank you for this opportunity to provide our input.

Yours truly,

Michael Gagnon, B.E.S., M.C.I.P., R.P.P.
Managing Principal Planner

Andrew Walker, B.E.S., M.C.I.P., R.P.P.
Principal Planner

cc. Jim D'Orazio, 2599587 Ontario Ltd.
Allen Benson, Dillon Consulting Limited
Mike Walters, Dillon Consulting Limited
Heather Stuart, Dillon Consulting Limited
Amir Iravani, Dillon Consulting Limited
Whitney Moore, Dillon Consulting Limited
Adam Keane, Upper Canada Consultants
Scott Snider, Turkstra Mazza Associates LLP
Michelle Harris, Gagnon Walker Domes Ltd.

Rachelle Larocque

From: đШЦĕĎЦ̈Hanna >
Sent: Oct beჟ 2, 2018ʼ 11:11ʼ AM
To: c ut cĎ̈ e9ЯЦ ū.cLЦ" Ld e9ℜʼ #LЩ c$ue
Subject: %ჟ & ' eЦ̈ʼ " eЦ̈eĕe9 &metтʼ (ʼ Huтteჟ)'ʼ % ĎЦteʼ * 9ʼ + uჟʼ e

Dear Mr.Mayor, All Welland City Councillors, Rachelle LaRoque,

My wife and I are property owners in that area commonly known as "The Residences at Hunter's Pointe".
We are writing to express our serious concerns and objections to the proposal, which has been submitted to the City of Welland, by the Biglieri Group,
for the redevelopment of the Hunter's Pointe Golf Course.
Those concerns and objections are well documented and expressed in a letter dated September 28th, 2018, from the Highland Resident's Association, to yourselves and other City officials.
You should be aware and hopefully will consider when reviewing the redevelopment proposal, that The Biglieri Group has not honored their undertaking to engage and involve our community, in the development of what that group now calls it's "revised plan".
They instead, have ignored and dismissed any and all objections/recommendations we have made to them and are presenting a plan that is essentially unchanged from their original entirely unsatisfactory plan.
Notwithstanding the myriad of reasons why the plan as submitted should be either withdrawn by the Applicant or refused by the City, the absolute requirement for a second way in and out of our community, surely would have to be a prerequisite to the commencement of any rezoning /development activity on the Hunter's Pointe Golf Course land.
Without proper secondary access and egress, the well-being of an entire community would be put at risk, if the City permitted any development activity to commence based upon a "Developer's undertaking", to address that issue in the future.
We rely on our elected officials to "do the right thing" in this matter.
Regards
Dave & Kathi Hanna
103 Kintyre Trail
Welland

Rachelle Larocque

From: đШĕęĩĕŭ ŧĺĺĕęĩĕŭ ĺШĕęĩĕŭ Ŀĕĺĺĕęĩĕ wĕllľ 9ҽıċ' >
Sent: Apŗl 16, 2018 8:50 AM
To: ' cШĕllĕ !' ĩĕc" #ĕ
Subject: $%: &ĩĕpǧüĕҽı' ĕ(ĕlǧp) ĕ9ĺǧ* +#9ĺĕĕŋüĩ &ǧi9ĺĕ - ǧl*. ǧ#ĩĩĕ !' 9ҽı

From: David Hanna
Sent: April 14, 2018 2:15 PM
To: mayor <mayor@welland.ca>
Cc: Councillor Mark Carl <mark.carl@welland.ca>; Councillor Mary Ann Grimaldi <maryann.grimaldi@welland.ca>; Councillor David McLeod <david.mcleod@welland.ca>; Councillor Leo Van Vliet <leo.vanvliet@welland.ca>; Councillor John Chiocchio <john.chiocchio@welland.ca>; Councillor John Mastroianni <john.mastroianni@welland.ca>; Councillor Pat Chiocchio <pat.chiocchio@welland.ca>; Councillor Tony DiMarco <tony.dimarco@welland.ca>; Councillor Claudette Richard <claudette.richard@welland.ca>; Councillor Michael Belcastro <michael.belcastro@welland.ca>; Councillor Bonnie Fokkens <bonnie.fokkens@welland.ca>; Councillor Jim Larouche <jim.larouche@welland.ca>
Subject: Proposed Development of Hunter's Pointe Golf Course Land

Dear Mayor Campion,
My wife and I are retired senior citizens who moved to the Hunter's Pointe Community in September 2016, after having lived in Oakville for 41 years.
We join **ALL** of the other residents of the Hunter's Pointe Community, in being **very strongly opposed** to the Rezoning and Development Proposal, for the Hunter's Pointe Golf Course land, that is currently being considered by the City of Welland.
The Proposal absolutely should be denied for the myriad of valid reasons, that have already been put forward to yourself, Councillors and city staff.
After attending the April 12th, "information gathering" meeting at City Hall, however, we came away with a significantly greater concern regarding the **extremely high safety risk** that the City of Welland would be subjecting the Hunter's Pointe Community residents to.
It is inconceivable to think that any municipal government would condone, let alone support, a development proposal that would severely exacerbate already inadequate and dangerous accessibility problems, that exist for residents of the Hunter's Pointe Community.
Emergency vehicles (fire/ambulance/police) only have one way in and out of our community.
It is essential that another access and exit be constructed to Hwy.406, NOW and certainly before there is any additional population considered.
THE PROPOSED REZONING AND DEVELOPMENT PLAN CANNOT BE APPROVED AND ALLOWED TO GO FORWARD BEFORE ALL INFRASTRUCTURE ISSUES/INADEQUACIES ARE ADDRESSED AND COMPLETE.
Major media will be involved should the rezoning and development proposal, be approved by the City.
The rest of the people of Ontario need to know if their elected officials are prepared to "turn a blind eye", to a situation that could put the well-being and safety of it's citizens at risk.
Welland could well become last on anyone's list as a place to retire to, should a Proposal like this ever be approved.
We certainly hope you will do the right thing!
Regards
Dave & Kathi Hanna
103 Kintyre Trail
Welland

Rachelle Larocque

From: Donald W ÍlıñŷĻ ĿĕĻ
Sent: Apriũ20, 2018 11:4 A!
To: "i◂ú #$%&(hLLĻúıñ&! ñĕĕĻ);ĕic * ñĕ%ŭĕĻ%&; rñchĿūĿlñrLŁ+$Ł@ŷĻ Ŀūñĕ' .cıñ
Subject: ,ŷ' :-rLŀpLŁĻ đĿ ĿūLŀp◂úĿĕ%@ Íl$ĕ%&r/& Lŭĕ%

---------- Forwarded message ---------
From: Susan Hawken <_____
Date: Fri, Apr 20, 2018 at 11:36 AM
Subject: Proposed Development @ Hunter's Point
To: Donald W Hawken _____

Good morning Rachelle on this last day to email thoughts.
Going to start with a positive, I compliment your ability to keep the meeting on track.
There are many very disgruntled residents of Hunter's Point.
I do not live in the retirement community and do realize there will be some development of the golf course. However, you appear to be rushing to finalization of the plan in order to facilitate a real estate deal by the current owner. Posting the proposal at a time when a good part of the community of residents (who are known to travel to the south), but have the reasonable grounds to protest or add input to the process seems downright sneaky.
I took the time to look up the Biglieri group and was expecting at least a professional presentation.
It fell way short. The lead presenter could benefit from a training program advising how to properly use a microphone and to placing the body so as not to stand in front of the presentation screen.
The experts were flippant and condescending when they were questioned about the completeness, or lack of, when they spoke.
The only part COMPLETE is the application. The personnel that manned the pre-meeting room were at least prepared and polite.
Environmental concerns hardly seem to matter. I cannot tell you how many turtles I've rescued or seen my neighbours rescue. Please check ontarioturtle.ca.
The pond is also a resting spot for many birds and to convert it to a storm sewer doesn't speak to proper stewardship.
Finally, to add 1200 homes to a development still under construction with approximately 400 approved houses still to be built is a mistake.

I am also very concerned about the level crossing (train) that carries hazardous waste and acid. In a derailment where the road is blocked and acid is pouring out on the road and ground possibly eating it's way to the major gas line, main electric feed and water pipes.
A single exit means over 600 of us (growing to 3000) are at risk and trapped with no emergency team able to get in.

What is the disaster plan?
In good conscience how can you allow development without an emergency disaster plan?

Please consider our comments
Regards
Susan Fawcett Hawken and Donald Hawken

88 Magnolia Lane
Welland

Rachelle Larocque

From: đШЦęĎęŭëęЦ
Sent: ApLЏ9•ću; 20•89 5:289PM
To: pЅlt ЫđđЫŭđ @węֆЅlĎd ЫЏ; t Ďŷydđ ЅlLЦ @węֆЅlĎd ЫЏ; LЅlЫŭęֆֆę ֆЅlLЦq ę@węֆЅlĎd ЫЏ; t Ѕly LЏ@węֆЅlĎd ЫЏ
Subject: P! " P" #$%9%$8&'" PM$() 9A(% 9! $*+" (,(- 9" . 9) / $9/ 0 () $! #9P" ,() $9- " '. 91 " 0 ! #$

We are very angry about the proposed development and re-zoning of the Hunters Pointe golf course, and the long term effect this will have on our community.

We moved to Welland in our retirement to enjoy an adult active community, centered around playing the Hunter Pointe golf course. We paid a premium for our home to be in this exclusive community, and the City of Welland charged us a premium on our taxes also to be in is exclusive community! There is no other reason that most of us would have ever moved to Welland, if not for this community, as the city itself doesn't offer anything that would entice people to move here from the GTA. I never understood how the City has collected so much money from us, and yet you have done NOTHING for us!

How can the City of Welland planning department arrange the public meeting, fully knowing that a large portion of our community is currently in Florida for the winter. Do you think you can get away with 'rubber stamping' our approval without a fight as we cannot see anyone buying the property without some reassurance from the City that their re-zoning and development plan will be approved? We are losing our peaceful community, and our sense of security. How many years will we have to put up with the construction dust, traffic on Daimler Pkwy when that is the only access road in or out. Shouldn't the first business be putting in another access road, and then start the construction at the other end of the property, away from our community. Will they be required to upkeep the green space of the golf course until such time as work commences?

What type of commercial and rental units are they building? Who is going to buy these 1,200 homes? Where are the people coming from? Why Welland? There is no work in Welland! The whole development proposal doesn't make any sense! But then all the City cares about is all the development fees and property taxes they will collect. Will we get a reduction in our taxes when we are no longer 'exclusive' and all our property values have dropped?

For 7 years we have put up with low water pressure, and still waiting for the City to do something about it. If the current infrastructure cannot handle the 350 homes currently in the Highlands community, how could the City ever think about approving construction of 1,200 more homes! I understand it is in the 2018 budget for a water pumping station (wasn't it in the 2017 budget too?) but will the pumping station be able to handle all the new housing? What is the status on that? Will it be built? The water pressure problem needs to be addressed NOW for the current residences before thinking about adding more pressure to the situation with more housing.

Before there is any discussion on this proposed development there is a lot more information needed, which I sincerely hope you have received, and we need to see it too. The site plan is too small to be readable. We realize we cannot control the sale of the golf course, but we should be able to have some say in the way the property is being developed.

Yours truly

Irene Heger & Andrew Sweeney

58 Galloway Trail
Welland, Ontario

Rachelle Larocque

From: đШĕęĕŭ ŧĺĺĕŋĕ ĺШĕęĕŭ Ŀĕĺĺĕŋĕ węlľ 9ҽıc᾽ >
Sent: Apŗl 12, 2018 2:10 PM
To: R᾽ cШĕllę ᾽ ĕŋc! " ę
Subject: #$: %" 9ĺĕęĕŋ Pᵹi9ĺl

-----Original Message-----
From: Cathy Henry
Sent: April 12, 2018 1:16 PM
To: mayor <mayor@welland.ca>
Cc: betha Baker
Subject: Hunter's Point

Mr. Frank Campion,
Mayor,
Office of the Mayor,
Corporation of the City of Welland,
Ontario

Dear Mr. Campion,

I assume that , prior to further population growth,you are planning to complete and improve infrastructure for new hospital new fire hall improved law enforcement improved water supply and pressure improved access routes and traffic control expanded emergency services

DO NOT PUT CITIZENS AT RISK BY REVERSING OR IGNORING THE PROPER PLANNING SEQUENCE.

Sincerely,
Dr. David Henry
Hunter’s Point

THE HIGHLANDS RESIDENTS ASSOCIATION

A Non-Profit Organization

300 Daimler Parkway

Welland, Ontario L3B6G3

E-Mail:

April 20, 2018

Tony DiMarco
Pat Chiocchio
Rachelle Larocque
Corporation of the City of Welland
60 East Main Street
Welland ON
L3B 3X4

Subject: Insufficient Time to Review Documents

Dear Sirs and Madam:

During the Public Information Meeting on April 12th, the residents of Hunter's Pointe requested direct access to the documents submitted by the Biglieri Group in support of their applications to the City of Welland. Such access was granted at about 1:00 pm on Tuesday, April 17th - three days before the April 20th deadline for written submissions to be included in the City's report to Council, in preparation for the Statutory Public Hearing on May 1st.

While it is true that the planners hired by Jim D'Orazio to represent his and our interests received these documents one week earlier, the community did not have an opportunity to examine their submission before it was submitted, to ensure that it properly reflects all of our concerns regarding the proposed development plan.

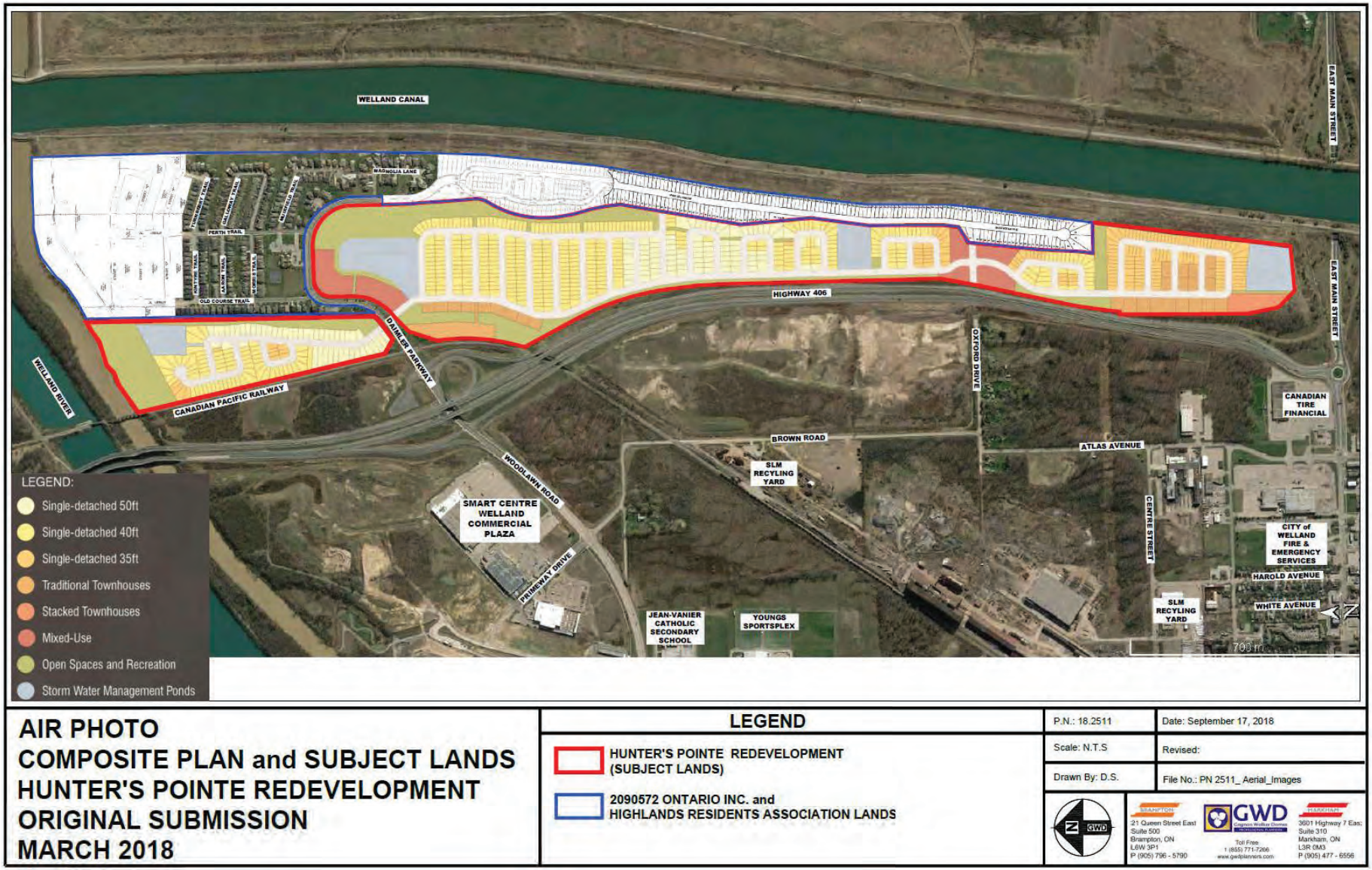
Given the short timelines involved in the planning process, we wish to preserve our right to conduct an independent review of any of these documents before Council makes a decision on the Developer's applications, and be given the time required to conduct such a review, should we deem it appropriate.

Thank you for your consideration of this request.

Sincerely,

Executive Committee
Highlands Residents Association

Original Redevelopment Proposal – March 2018



AIR PHOTO
COMPOSITE PLAN and SUBJECT LANDS
HUNTER'S POINTE REDEVELOPMENT
ORIGINAL SUBMISSION
MARCH 2018

LEGEND

HUNTER'S POINTE REDEVELOPMENT (SUBJECT LANDS)

2090572 ONTARIO INC. and HIGHLANDS RESIDENTS ASSOCIATION LANDS

P.N.: 18.2511	Date: September 17, 2018
Scale: N.T.S	Revised:
Drawn By: D.S.	File No.: PN 2511_ Aerial_Images

GWD
BRAMPTON
21 Queen Street East
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MARKHAM
3601 Highway 7 East
Suite 310
Markham, ON
L3R 0M3
P (905) 477 - 6556

Original Redevelopment Proposal – March 2018 (Cont.)



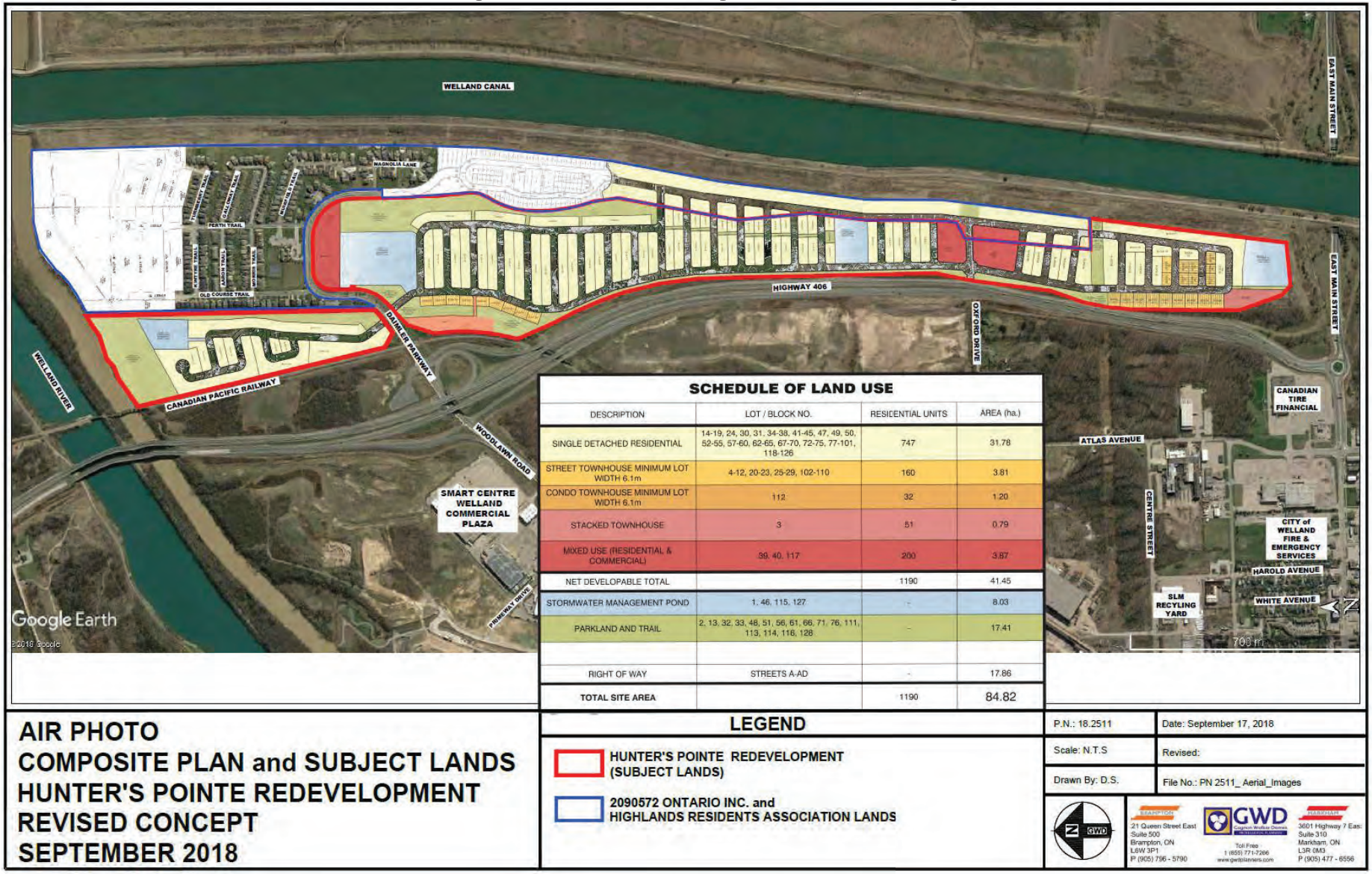
Table 1 – Residential Land Use Breakdown

LAND USE	NO. OF UNITS	AREA (HA)	DENSITY (UPH)
Single-Detached	747	32.77	22.8
Street Townhouses	160	3.82	41.9
Condo Street Townhouses	35	1.30	26.9
Stacked Townhouses	51	0.92	55.4
Mixed-Use (Residential and Commercial)	201 units with 60,000 sq. ft. (5,574 sq. m.) commercial	4.02	50
TOTAL	1194	42.83	27.9

Table 2 – Summary of the Schedule of Land Use

LAND USE	AREA (HA)	%
Residential	42.83	50.1%
Stormwater Management Ponds	7.10	8.3%
Open Space and Recreation	17.69	20.7%
Right of Way	17.82	20.9%
TOTAL	85.45	100%

Revised Redevelopment Proposal – September 2018



SCHEDULE OF LAND USE

DESCRIPTION	LOT / BLOCK NO.	RESIDENTIAL UNITS	AREA (ha.)
SINGLE DETACHED RESIDENTIAL	14-19, 24, 30, 31, 34-38, 41-45, 47, 49, 50, 52-55, 57-60, 62-65, 67-70, 72-75, 77-101, 118-126	747	31.78
STREET TOWNHOUSE MINIMUM LOT WIDTH 6.1m	4-12, 20-23, 25-29, 102-110	160	3.81
CONDO TOWNHOUSE MINIMUM LOT WIDTH 6.1m	112	32	1.20
STACKED TOWNHOUSE	3	51	0.79
MIXED USE (RESIDENTIAL & COMMERCIAL)	39, 40, 117	200	3.87
NET DEVELOPABLE TOTAL		1190	41.45
STORMWATER MANAGEMENT POND	1, 46, 115, 127	-	8.03
PARKLAND AND TRAIL	2, 13, 32, 33, 48, 51, 56, 61, 66, 71, 76, 111, 113, 114, 116, 128	-	17.41
RIGHT OF WAY	STREETS A-AD	-	17.86
TOTAL SITE AREA		1190	84.82

AIR PHOTO
COMPOSITE PLAN and SUBJECT LANDS
HUNTER'S POINTE REDEVELOPMENT
REVISED CONCEPT
SEPTEMBER 2018

LEGEND

HUNTER'S POINTE REDEVELOPMENT (SUBJECT LANDS)

2090572 ONTARIO INC. and HIGHLANDS RESIDENTS ASSOCIATION LANDS

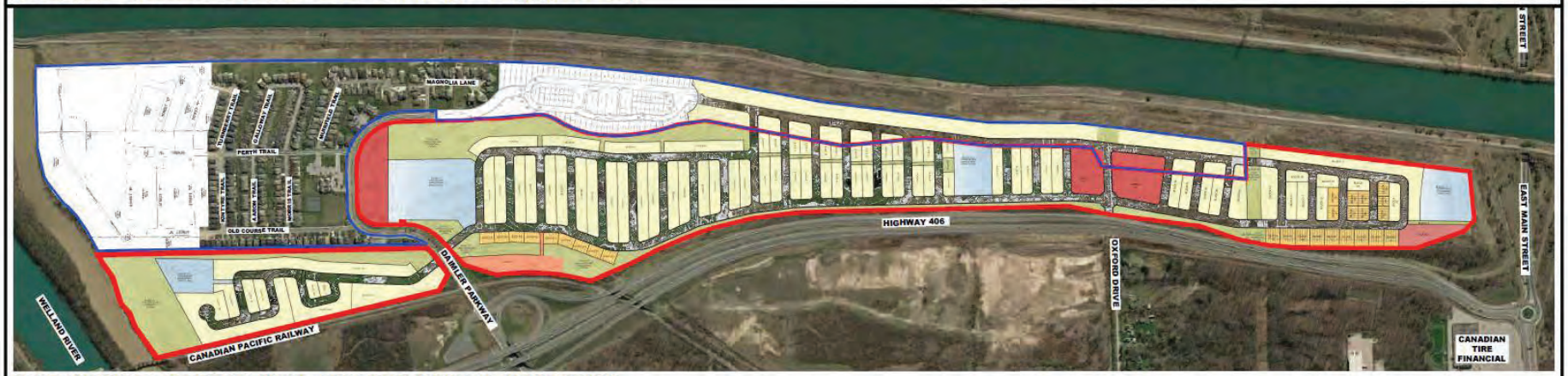
P.N.: 18.2511	Date: September 17, 2018
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Revised Redevelopment Proposal – September 2018 (Cont.)



HUNTER'S POINTE REDEVELOPMENT - ORIGINAL CONCEPT (MARCH 2018)



HUNTER'S POINTE REDEVELOPMENT - REVISED CONCEPT (SEPTEMBER 2018)

AIR PHOTO COMPOSITE PLAN and SUBJECT LANDS HUNTER'S POINTE REDEVELOPMENT ORIGINAL and REVISED CONCEPT COMPARISON

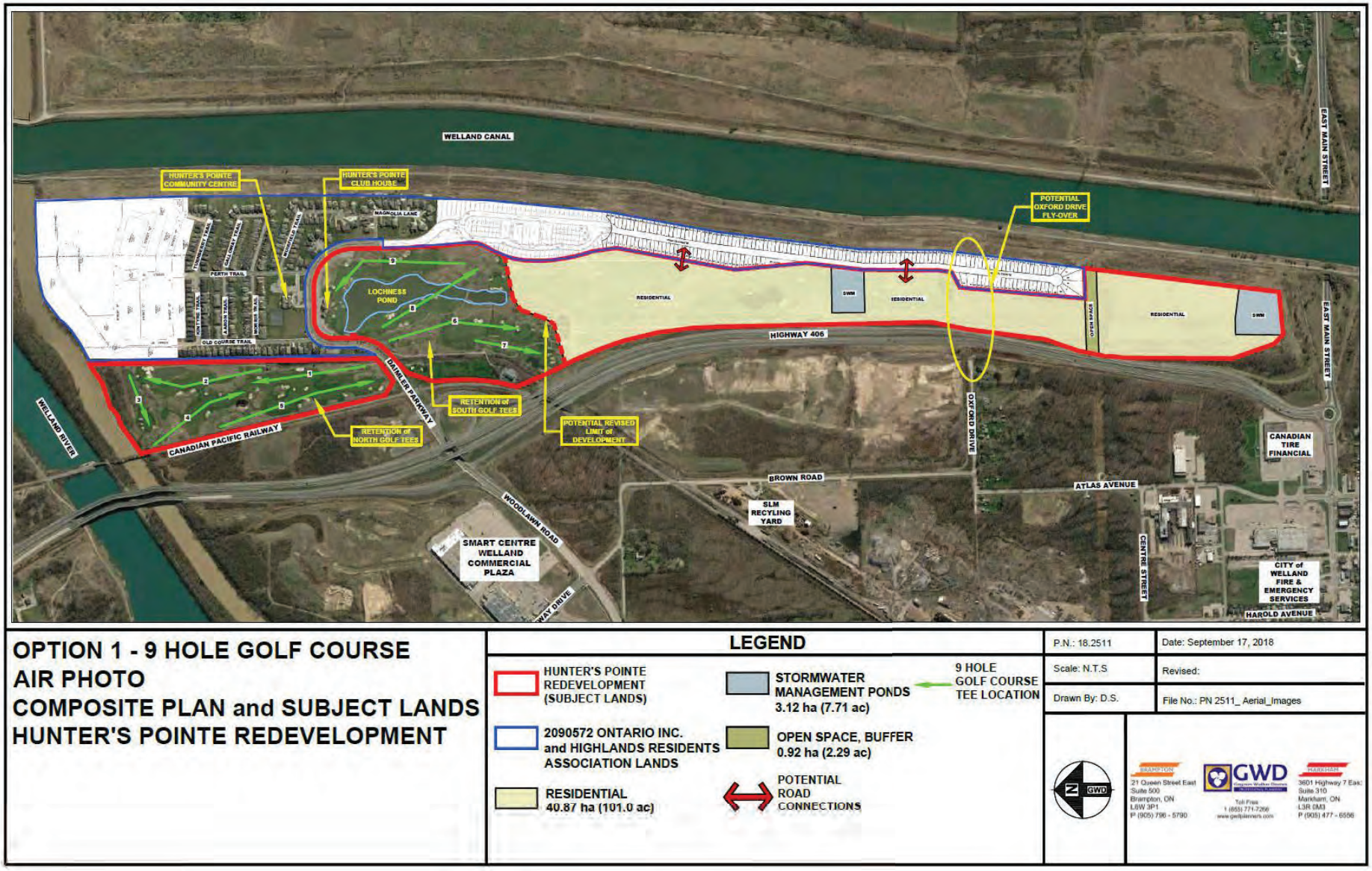
LEGEND

- HUNTER'S POINTE REDEVELOPMENT (SUBJECT LANDS)
- 2090572 ONTARIO INC. and HIGHLANDS RESIDENTS ASSOCIATION LANDS

P.N.: 18.2511	Date: September 17, 2018
Scale: N.T.S	Revised:
Drawn By: D.S.	File No.: PN 2511_ Aerial_Images

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Toll Free 1 (855) 771-7266, www.gwdplanners.com
MARKHAM: 3601 Highway 7 East, Suite 310, Markham, ON, L3R 0M3, P (905) 477 - 6556

Option 1 – 9 Hole Golf Course



OPTION 1 - 9 HOLE GOLF COURSE
AIR PHOTO
COMPOSITE PLAN and SUBJECT LANDS
HUNTER'S POINTE REDEVELOPMENT

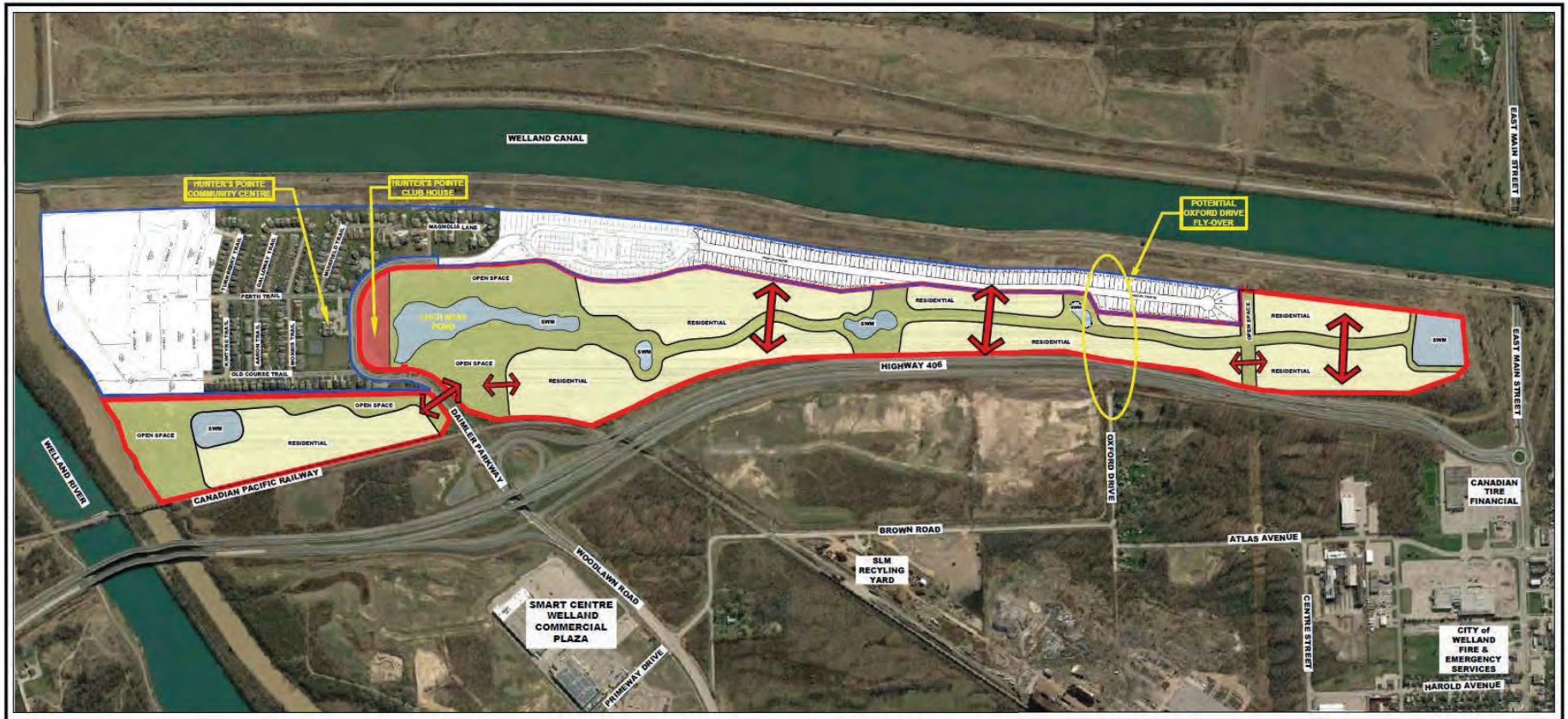
LEGEND

- HUNTER'S POINTE REDEVELOPMENT (SUBJECT LANDS)
- 2090572 ONTARIO INC. and HIGHLANDS RESIDENTS ASSOCIATION LANDS
- RESIDENTIAL 40.87 ha (101.0 ac)
- STORMWATER MANAGEMENT PONDS 3.12 ha (7.71 ac)
- OPEN SPACE, BUFFER 0.92 ha (2.29 ac)
- POTENTIAL ROAD CONNECTIONS
- 9 HOLE GOLF COURSE TEE LOCATION

P.N.: 18.2511	Date: September 17, 2018
Scale: N.T.S	Revised:
Drawn By: D.S.	File No.: PN 2511_ Aerial_Images

GWD
BRAMPTON 21 Queen Street East Suite 500 Brampton, ON L6W 3P1 P (905) 796 - 5790
GWD Glen Schnarr & Associates Inc. Toll Free 1 (866) 771-7256 www.gwdplanners.com
MARKHAM 3601 Highway 7 East Suite 310 Markham, ON L3R 0M3 P (905) 477 - 6556

Option 2 – Open Space "Green Network"



OPTION 2 - OPEN SPACE "GREEN NETWORK" AIR PHOTO COMPOSITE PLAN and SUBJECT LANDS HUNTER'S POINTE REDEVELOPMENT

LEGEND

- HUNTER'S POINTE REDEVELOPMENT (SUBJECT LANDS)
- 2090572 ONTARIO INC. and HIGHLANDS RESIDENTS ASSOCIATION LANDS
- RESIDENTIAL 46.39 ha (114.63 ac)
- COMMERCIAL (CLUB HOUSE) RESTAURANT, OFFICES, PERSONAL SERVICE SHOP 1.75 ha (4.32 ac)
- STORMWATER MANAGEMENT PONDS 7.16 ha (17.71 ac)
- OPEN SPACE, BUFFER 29.52 ha (72.96 ac)
- POTENTIAL ROAD CONNECTIONS

P.N.: 18.2511	Date: September 17, 2018
Scale: N.T.S	Revised:
Drawn By: D.S.	File No.: PN 2511_ Aerial_Images

GWD
BRAMPTON 21 Queen Street East Suite 500 Brampton, ON L6W 3P1 P (905) 796 - 5790
GWD Glen Wellar Downie Urban Planners
Toll Free 1 (855) 771-7266 www.gwdplanners.com
MARKHAM 3601 Highway 7 East Suite 310 Markham, ON L3R 0M3 P (905) 477 - 6556

September 28, 2018

Corporation of the City of Welland
Civic Square
60 East Main Street
Welland, Ontario
L3B 3X4

Attention: **Mayor and Members of Council**
Ms. Tara Stephens, City Clerk
Mr. Erik Nickel, General Manager,
Infrastructure and Development Services
Mr. Grant Munday, Manager of Development Approvals,
Infrastructure and Development Services
Ms. Rachelle Larocque, Planning Supervisor,
Infrastructure and Development Services

Subject: **Official Plan and Zoning By-law Amendment Applications**
(City File Nos: OPA.16 and 2018-01)
Draft Plan of Subdivision
(City File Nos: 26T-14-18003)
Hunter's Pointe Golf Course

The *Highlands Residents Association* represents approximately 600 residents who live within the community originally known as St. Andrew's Terrace, but for the last decade known as "*The Residences at Hunter's Pointe*." The community is bordered by the Welland Canal, the Welland River, and the previously operational Hunter's Pointe Golf Course. We wish to take this opportunity to again register with the City of Welland our serious concerns with the Official Plan and Zoning By-law Amendment, and the Draft Plan of Subdivision Applications filed by 2599587 Ontario Ltd., in connection with the proposed redevelopment of the Hunter's Pointe Golf Course.

We vigorously object to the proposal to redevelop the Hunter's Pointe Golf Course by replacing it with approximately 1,200 residential units, consisting of single detached dwellings, street and stacked townhouses, apartments, and some 5,574 sq. m. of retail commercial.

Context

Generally speaking, over the past 18 years, the Hunter's Pointe community has developed a distinct character that is widely recognized throughout the Region. As you may know, it was voted the Best Residential Development in Canada last year.
The removal of the golf course and the proposed redevelopment of the area to the south and west of Daimler Parkway will essentially destroy the uniqueness of our quiet and serene adult-lifestyle neighbourhood, not to mention the beautiful vista of the pond and surrounded open space. We strongly believe that it behooves the City of Welland to protect this unique jewel of a community from inappropriate development, while balancing the need for additional housing and green space set out in its Official Plan.

Originally Submitted Plan and History

Since the filing of the Application on March 5, 2018 we have actively participated in various Public Information Meetings, including the April 12, 2018 Public Information Meeting, the May 1, 2018 Statutory Public Meeting and, most recently, the September 6, 2018 Community Open House, which was held in our Community Centre. All of the aforementioned meetings have been well attended by Members of the *Highlands Residents Association* and our neighbours on Magnolia Lane; rest assured that we are united in our opposition to the proposal. If approved, the proposal will irreversibly change the established stable open space character of our community and destroy the natural heritage features which have come to define our neighbourhood.

The vast majority of residents who live in the *Residences at Hunter's Pointe* and *Magnolia Lane* purchased their homes on account of the neighbourhoods' open space natural heritage setting, which is defined in large part by the Hunter's Pointe Golf Course. In regards to the golf course, since its closure, it is demoralizing to witness the decline of what was once ranked as one of Ontario's best public golf courses.

We have reviewed the 'original' Master Concept Plan (see Attachment 1) and the technical reports and studies originally filed by the Applicant in support of the proposed redevelopment. We have also reviewed the April 12, 2018 Public Input Letter prepared by Gagnon Walker Domes Ltd. ("GWD"), on behalf of 2090572 Ontario Inc. (the developer of the *Residences at Hunter's Pointe),* and are in full agreement with the myriad of concerns and objections raised therein, including the recommendation that the proponent withdraw the Application. You may recall that a similar suggestion was made by one of our local Councillors at the Statutory Public Meeting held on May 1, 2018, that the City not receive the application at that time. ***It is important to note that the applicant has not engaged our community in any way or at any time during the process since submission of their application, despite a robust discussion about doing so at the May 1st meeting.*** Our community has patiently waited for the Applicant to engage us in a workshop/charrette type of forum in the planning of the area surrounding our established, master-planned and award-winning community. Quite simply, this did not happen and there was no contact at all with our community until three weeks ago.

September 6, 2018 Community Open House

At the September 6, 2018 Community Open House, which was hosted by the Biglieri Group, we were presented with a 'revised' Master Concept Plan (see Attachment 2) which purported to address the numerous concerns which we, the residents and the developer of the Residences *at Hunter's Pointe*, had raised in the Open House and Public Meeting earlier this year. When the 'revised' Master Concept Plan is compared to the 'original' Master Concept Plan the similarities between the two (2) are undeniable. The two (2) plans are practically the same, so-much-so that the residential unit count differs by only four (4) units.

The following is a summary of the residents' comments on the 'revised' Master Concept Plan and supporting plans/drawings that were unveiled at the September 6, 2018 Community Open House. The comments are paraphrased and summarize the feelings of the Community in connection with the Questions which the Biglieri Group posed to the residents.

1. *What community facilities and services would be desirable for the area?*

- Retain clubhouse (include a restaurant) and 9-hole golf course.
- No additional commercial or other uses around the clubhouse.
- Retain views to and across the ***existing*** main pond (Loch Ness Lake), as well as significant open space areas around the existing pond and behind the existing homes on Old Course Trail.

2. *What are your thoughts on the proposed changes to the commercial node at the north? (North refers to the area adjacent to and including the existing clubhouse)*

- Retain clubhouse (include a restaurant) and 9-hole golf course.
- No additional commercial or other uses around the clubhouse.
- No rental apartments, condos, stacked townhouses (dormitories) – maintain the retirement lifestyle community concept.

3. *What do you envision for the proposed commercial node to the south? (South refers to the area adjacent to the Oxford Flyover)*

- No additional commercial other than perhaps a restaurant and limited medical offices within the existing clubhouse within the north commercial node.
- No residential rentals or condos, maintain a retirement community (maximum building height of 2-storeys).
- Include a 2nd public road access.

4. *What do you envision for the open spaces on the Master Concept Plan?*

- Retain clubhouse (include a restaurant) and 9-hole golf course.
- Retain existing greenspace and develop more parks, walking trails and views to the Loch Ness Lake.
- No commercial, residential rentals or condos, or stacked townhouses.

5. *What are your thoughts on the 'revised' Master Concept Plan?*

- Not different than the 'original' Master Concept Plan and far too many residential units.

- Requires more open space to be maintained/provided, including the preservation of the Loch Ness Lake.

- Retain clubhouse (include a restaurant) and 9-hole golf course.

- Must include a 2nd public road access.

- Should not include any residential rental, condos or stacked townhouses.

Additional Objections

Based on our review of the 'original' and 'revised' Master Concept Plans, we maintain our opposition to the proposed redevelopment. In addition to the above noted comments, the following is a list of additional objections:

1. We do not believe that the existing transportation network can accommodate the projected traffic volumes associated with the existing and approved, but not yet built housing, when added to the proposed residential units, especially in the absence of a useable 2nd access.

2. The proposed redevelopment will attract families with children and, with this in mind, we are concerned about the total absence of neighbourhood-based community facilities, including, schools, daycare facilities, a fire station, local transit, etc., given their inappropriateness adjacent to the existing established community.

3. We are concerned that the elimination of Loch Ness Lake will result in the destruction of the wildlife, including but not limited to fish, turtles and frogs, as well as assorted vegetation, which now defines this local natural heritage feature.

4. The proposed open space system, which lacks sufficient programmable space, will not be able to meet the needs of the thousands of additional residents that the redevelopment will attract to the neighbourhood. What is proposed is, in many respects, nothing more than leftover strips of land, required buffers and setbacks, narrow walkways and drainage ditches.

5. The loss and replacement of the existing golf course and clubhouse with 1,200 residential units that have nothing in common with the lifestyle, density and character of the existing community, will undermine the well-established character of the community.

6. We object to the proposed housing mix and level of intensification as it does not reflect the careful planning that went into the development of the original neighbourhood, nor is it sympathetic to the form, scale, pattern of development and character of the neighbourhood, as entrenched in the City of Welland Official Plan.

7. We are concerned that the proposed commercial space has not been justified from a market demand perspective.

'Optional' Master Concept Plans

Working cooperatively with 2090572 Ontario Inc. and their consultants, Gagnon Walker Domes Ltd. and Turkstra Mazza LLP, the *Highlands Residents Association* hosted a Community Information Meeting on September 18, 2018.

At the meeting, two 'optional' Master Concept Plans were presented for the consideration of the community.

- Option 1: included a 9-hole golf course centered around the existing clubhouse and Loch Ness Lake. This option retained the golf tees to the north of Daimler Parkway and a portion of the south golf tees (see Attachment 3).

- Option 2: included a proposal that would preserve the Loch Ness Lake, as well as other existing ponds and wetland features, and connect them with a "green network" (see Attachment 4).

The two 'optional' Master Concept Plans are attached for discussion purposes only.

The *Highlands Residents Association* is of the opinion that either Option 1 or Option 2 represent superior plans for the potential redevelopment of the *Hunter's Pointe Golf Course*, for the following reasons:

1. A portion of the existing Hunter's Pointe Golf Course is maintained (9-holes).

2. The existing Loch Ness Lake is preserved in its entirety and more of the existing natural heritage system is maintained.

3. The existing clubhouse is retained and could potentially be adapted for limited uses, including a possible restaurant and medical offices.

4. More substantial open space buffers are proposed between the existing residential and the proposed new residential areas.

Concluding Remarks

In closing, the *Highlands Residents Association* has serious concerns and objections with the proposed redevelopment of the *Hunter's Pointe Golf Course*. The general feeling within our community, given what has transpired thus far, is that our concerns

are, to a great extent, being dismissed. Respectfully, we recommend that the Applicant withdraw its proposal and re-submit same after there has been some level of meaningful interaction on good, respectful planning for any redevelopment of the golf course.

Failing this, we would request that the City of Welland Planning Department and Council insist that the Applicant address all of the residents' concerns and seriously consider revising the proposal to reflect the attached 'optional' Master Concept Plans. If the Applicant refuses to cooperate and work with the community, then we respectfully request that City of Welland refuse the Application.

We wish to be notified of any Council/Committee meetings regarding these applications, any recommendations from staff to Council, as well as any decisions regarding same. Thank you.

Sincerely,

On behalf of the
Highland Residents Association

David Snook, Chair, Board of Directors
Rusty Bailie, Director
Theresa Drummond, Director
Ross Jepson, Director

cc. Jim D'Orazio, 2090572 Ontario Inc.

Rachelle Larocque

From: đЦЊęґĕůĕ ŧĺĺŲĵţĦĕ ĺЦЊęґĕůĕ ЬĕĺĺŲĵţĦĕ węĺľ 9ҽіс᾽ >
Sent: Apŗĵl 11, 2018 10:47 AM
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Subject: $%: &#9ĺĘęґĵ̃ů ' ů i9ĺĘę

From: jeanine1 jeanine1
Sent: April 8, 2018 3:50 PM
To: Councillor Pat Chiocchio <pat.chiocchio@welland.ca>; Councillor Tony DiMarco <tony.dimarco@welland.ca>; mayor <mayor@welland.ca>; george.marshall <george.marshall@niagararegion.ca>; paul.grenier
dsnook1
Subject: Hunters Pointe

My name is Jeanine Hughes and I am moving into Hunters Point next month and recently was informed that the beautiful golf course has been sold to become 1200 new houses. To say that I am disappointed is an understatement and realize that it has yet to come before counsel for a vote and would like to take this opportunity to point out a few important factors to consider before this very important and historic vote. While a healthy amount of population growth is important, uncontrolled growth creates a strain on a municipality's infrastructure and greenspace. Growth should be done responsibly and growth should pay for itself. I hope that you consider the consequences of a yes vote which would be a terrible strain on the traffic, roads and access, schools, water pressure, proper recreation area, green space, hospitals and totalling ignoring the community of Hunters Pointe. Please do not vote in favour of this size of development.

Jeanine and Jack Hughes

Rachelle Larocque

From: đШцěШцйūnchik
Sent: Aprйцū13, 2018ūl2:18ūPM
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We have been owners of our home at 63 Aaron Trail in this adult lifestyle community for 10 years this coming July.

The following items are of extreme concern to us, and many in our community, as evidenced at last evening's meeting.
We love our community and sincerely hope that necessary adjustments can be made to mitigate the impact on our community.

1. HEALTH
. At present there are extreme wait times for citizens new to Welland to obtain a family physician or other medical professionals. How, then, can 1200 new homes,some with children, be safely accommodated? This is a very serious problem.
. SOIL TESTS MUST BE CONDUCTED to determine the existence (or not) of noxious substances..pesticides, arsenic,etc.
AND SAFE REMOVAL OF SUCH SUBSTANCES MUST TAKE PLACE BEFORE ANY WORK COMMENCES ON THIS SITE This would be for the health of us all, including those who choose to,live in this new development.
2. SAFETY
A second access road MUST BE IN PLACE before any construction begins.
As you know there is only one road , Daimler parkway, into this area. As it stands even now, in a severe emergency , exiting out of the area would present a serious problem. Add in construction vehicles, multiple car and bus traffic, and you have a major incident just waiting to happen.
Then there is the issue of snow removal on Daimler,...parking, bus routes,...
and general road safety for the seniors of Hunters' Pointe.
It is our hope that Welland will seriously consider these points and others raised at the meeting, and give us assurance that WELLAND CARES FOR THE WELL BEING OF ALL OF US , AS TAXPAYERS AND GOOD SUPPORTIVE CITIZENS OF THIS CITY.
Thanking you in advance for your assistance in resolving these very important issues, Jack and Helen Hunchik
63 Aaron Trail
Welland

Sent from my iPad

Rachelle Larocque

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Sent from my iPad
This note is to the above all named public servants that must take the necessary due diligence in assessing this very important matter.

Dear pubic servants,
I am a very concerned tax paying citizen living presently at Hunters Point.
I am VERY angry and feel our Community has been treated unfairly.
The approval for the Hunters Point redevelopment is being rushed through without appropriate and detailed studies being completed.
I attended the April 12/18 Public Information Meeting . It was very disappointing as the parties presenting information on the proposed Planning Applications were ill prepared, could not answer questions and provided inaccurate information. If their document meets the minimum requirements for a public information meeting shame on you as government regulators for allowing this to happen.
I have the following concerns with what little information that was provided at the April 12/18 Public Information Meeting.
1. Traffic congestion on Daimler
The current Daimler access was never designed for high traffic (construction/trucks/soil removal). The rail line has been approved for the movement of sulphuric acid and in the event of a catastrophe there would be no access in or out of 100% of our current development.
The 2nd access cannot be short sighted. The proposed overpass is unacceptable. There must be a bi-directional access from and to the 406 (cloverleaf). It has to be in place before construction is started on the redevelopment of Hunters Point. It needs to be like the Merritt Road overpass NOT the Port Robinson overpass that the developers are talking about.
The appropriate 2nd access MUST become a mandatory condition of development prior to any other construction work done. This requirement is essential for our community's personal safety. (Remember what happened in Port Credit and Burlington when there was a railway accident).
2. Density and size of the proposed development 3. Negative impact on lifestyle and property values 4. Lack of consultation beforehand 5. Process seems to be moving too quickly

Please confirm that you have received and read this email and have it presented to City Council as part of the staff report on this matter.
I wish to be notified of the decision of the City of Welland on the proposed Official Plan Amendment.
I wish to be notified of the Decision of the City of Welland on the proposed Zoning By-Law Amendment.

Regards,
Donald Blake Ireland
Irene Ireland

Rachelle Larocque

From: đШ̈ẹ̈ṛẹ̈ů ṭ ĺ̈ĺ̈ẹ̈ ̈ṛẹ̈ ĺ̈Шẹ̈ṛẹ̈ů Ьẹĺĺẹṛẹ̈ wẹ̈ll' 9ɑić' >
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For your files….

From: JEAN SMITH
Sent: April 16, 2018 1:40 PM
To: mayor <mayor@welland.ca>
Cc: george.marshall@niagararegion.ca; paul.grenier@niagararegion.ca
Subject: 289 Daimler Parkway - Hunters Pointe Golf Course redevelopment

Mayor Frank Campion,

My husband and I are residents of the quiet, peaceful adult lifestyle community of Hunters Pointe. The whole community is devastated by the prospect of this new over crowded development at 289 Daimler Pkwy.

The major issue is the fact that there is not a secondary road in and out of this area. With the construction equipment for three developments using Daimler Parkway, the traffic congestion, noise and pollution will be horrendous. A second access must be a **pre-condition** before any construction can start on the Hunters Pointe Redevelopment. The current Daimler access was never designed for high traffic. The rail line has been approved for the movement of sulphuric acid and in the event of a castastrophe, there would be no access in or out for the residents. This second access must be a **MANDATORY CONDITION OF DEVELOPMENT.**

The impact on our community is substantial:

- Will greatly affect the market value of our homes and lifestyle
- Since we moved here 3 years ago, we have been promised a new (already approved) water pumping station - what we have now is not sufficient for another large development. Will the one already approved be enough to include Jim D'Orazio's new development and the 1200 homes on the golf course?
- When approving a development of this size, you must take into account the extreme lack of doctors, medical facilities and other necessary infrastructure in Welland. Families from the new Empire development will also be looking for these facilities in Welland.
- The impact of commercial buildings near the previous club house will also add congestion, traffic and noise The proposal to add additional stories onto the commercial area will just add to this. <u>We do not want any commercial development in that area</u>. If necessary, move it to the south end.
- Will the present golf course property be maintained between now and the time of construction? It is such a beautiful view driving into the subdivision. It would really devalue our properties if this view is allowed to go to seed.

This approval process is moving much too fast. There are far too many issue that need to be addressed before this goes any further.

Please take these issues (and other from the community) seriously.

Sincerely,

Sam and Jean Smith
44 Turnberry Trail
Welland, ON L3B 0B7

Rachelle Larocque

From: đШǂ̈ę̈ů ŧ ẁ̈ǂ̈ę̈ ẁ̈ǂ̈ę̈ů Ьẁ̈ǂ̈ę̈ wę̈ll' 9ҷıć' >
Sent: Apŗ̈l 11, 2018 10:46 AM
To: ' cШǂ̈llę̈ !' ŗ̈ʁc" #ę̈
Subject: $%:

From: Tara Jackson
Sent: April 8, 2018 2:44 PM
To: mayor <mayor@welland.ca>; Councillor Tony DiMarco <tony.dimarco@welland.ca>
Cc: Michael David Snook ; Sue Moroz

Subject:

To His Worship The Mayor, Honourable City Councillors:
We wish to add our voices to the unfairness Unfolding to the citizens who live in Hunter's Pointe, Welland. As you know, we are retired Canadians who chose to live in this community in Welland. Needless to say, during our working years, we contributed to the development and greatness of our great country and all we seek now is to live in safety, peace and quiet in a place like Hunter's Pointe (HP). We chose here over other places like Ridgeway, Port Rowan, Rosedale of Brampton , Chippewa, etc etc. We chose HP for it's pristine beauty, it's close knit community life of support for each other in our golden years. You too, when you retire, will seek out a similar place, including a possible move to Hunter's Pointe.

Many of our residents are single seniors who've been widowed or divorced who continue to live in this community because of the safety and support that this community offers. We are all proud to claim Welland as our city, to support Welland and Niagara Region's businesses, culture, theatre, sports, and life.

But I write to explain why I feel this potential loss of "our front door" is unfair. It is not the loss of a golf course because we can travel to at least 5 courses within 15 minutes. It is the loss of the "open space", the flora and fauna that we enjoy. When we bought-in to Hunter's, there was a golf course that we could walk to and for those who don't golf, it was open green space, approved by the city's planning division, and we believed that approval meant in perpetuity because of the fragility of the main Canal, and the significance of the Canal to our entire country.

We are very shocked to be faced with this situation. Allow me to use a few analogies/examples. We believe our system works as follows: if I own a farm, can I advertise and sell it as a housing development/subdivision? Or can I sell it as a farm? If I want to sell it as a subdivision, don't I have to obtain that approval from the city first, and then sell it as a subdivision? Can I 'self zone' my property just because I own the land? I would think that if I owned a farm, the city would only allow me to sell it as a farm! If I advertise it as a subdivision and call a subdivision price, shouldn't the city take steps to make me back off? If I own a single dwelling residential lot, can I advertise and sell it as a great spot for a restaurant or a condo developer? Etc etc... I trust that you do get my point! Can I advertise and sell a golf course as development site?

The developer clearly didn't buy a golf course. He bought what was advertised in the real estate ad!

There is a huge element of unfairness to the senior citizens of Welland who live at HP. We are appealing to you to not let this unfairness, this destruction of our "front door", be perpetrated on us.

We expect our politicians to act on our behalf and do what's right for people who are proud citizens of Welland, and not approve this unfairness to Hunter's Pointe.

We thank you in advance for your thoughtful consideration to this issue.

Sincerely,
Tara Jackson
And
Tom Kearse

Get Outlook for iOS

Rachelle Larocque

From: đШ̈ẹ̈ṛ̈ẹ̈ů ṭ ẄẄ̈ṛ̈ẹ̈ ẄШ̈ẹ̈ṛ̈ẹ̈ů ЬẄẄ̈ṛ̈ẹ̈ wẹ̈llʼ 9ɑ̈ićʼ >
Sent: Apṛ̈l 11, 2018 10:40 AM
To: Rʼ cШ̈ẹ̈llẹ̈ ʼ ṛ̈ʙc! " ẹ̈
Subject: #$: A%&R' ( ) %đṭ R*S , - .%đṭ Rṭ +./ṭ%đ

FYI

As discussed will forward you all email you are not copied on….

Theresa Ettorre
Administrative Assistant to the Mayor
Office of the Mayor
Corporation of the City of Welland
60 East Main Street, Welland, Ontario L3B 3X4
Phone: (905)735-1700 Ext. 2101 **Fax:** (905)735-1543
www.welland.ca

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From: ROSS JEPSON
Sent: April 5, 2018 9:32 PM
To: Councillor Pat Chiocchio <pat.chiocchio@welland.ca>; Councillor Tony DiMarco <tony.dimarco@welland.ca>; mayor <mayor@welland.ca>; george.marshall@niagararegion.ca; paul.grenier@niagara.ca
Subject: ANGRY HUNTER'S POINTE RESIDENT

Dear Sirs

My name is Ross Jepson and I am a resident at the Highlands Residents Association at Hunter's Pointe.

I want you to know that I am very angry with you and the local politicians here in the Welland area.

My wife and I moved here to Hunter's Pointe three years ago. We had recently retired and we were very excited to move into this incredibly unique adult lifestyle community that was located next to Hunter's Pointe Golf Course.

Early last year I became aware that the golf course was for sale. I understood that the former owners wanted out of the property and that a new owner of the golf course was being marketed. Other local golf courses were for sale for $ 3.0 to $ $6.0. The asking price for Hunter's Pointe was $ 18.5 - something did not seem right.

I had no idea that last year the zoning of the property was changed from open space and recreational and environmental protection to residential, mixed used residential/commercial, open space and environmental.

Please confirm with me that the re-zoning has not been completed.

We were never told about the rezoning last year. Why were we not consulted with?

I do not want any development in my beautiful community. The open spaces - our private roads - the golf course - limited exposure to children were all factors that attracted us here in the first place.

We pay a large annual property tax bill here in Welland - much larger that our tax bill for a larger home in our previous location in Burlington.

The project must never be approved

This plan has so many major problems that I can not believe that you would support this project.
- there is already traffic congestion getting into our community because there is only one entrance/exit on Daimler
- there is already no alternative exit from our community if there was ever an emergency that restricted exiting on Daimler
- the second interchange as outlined in the proposed submitted plan is very ambiguous - this exit must be completed first so that the access problems are addressed and there is an alternative for all of the construction vehicles for the new construction
- there is already a problem with poor water pressure in our development

The uniqueness of the adult lifestyle community at Hunter's Pointe including the golf course - must be preserved to ensure that this existing community continues to grow and attract other like minded retired residents.

This proposed rezoning and proposed development project will destroy this important community in Welland.

The City must also focus on preserving the Hunter's Pointe Golf Course.

There is plenty of other already approved residential, mixed used residential/commercial vacant land available for development in Welland. Develop that property and do not destroy our beautiful unique community.

This is an election year for local government. There are over 500 residents at the Highlands at Hunter's Pointe that will be closely watching what our existing politicians do to ensure that you reject this rezoning and development project. If we are not supported in our fight - we will make our voices heard during the upcoming local elections.

Last evening our community attended a Town Hall Meeting at our clubhouse. The place was packed with very angry people looking for answers. Why are the local politicians refusing to support us?

Many of our neighbours are snow birds and will not return until the end of April. You must slow down this process and give all of our members an opportunity to become familiar with this proposal.

We are mad - we will fight to protect our community and we are looking to the Mayor and our local Councillors to support us.

Do the right thing - preserve our community by rejecting this rezoning and stop this horrific development.

Respectfully submitted

Ross Jepson

109 Kintrye Trail

Welland, Ontario

L3B OB6

Rachelle Larocque

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Sent: Apęў15, 2018ѓ 6:21ѓ PM
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Dear Representatives:

We are currently residents in the Hunters Pointe adult life-style community.

We are writing this email to you since you are our representatives in Welland and the Niagara Region levels of government. As you may be aware, a developer has submitted a plan to turn the Hunters Pointe golf course into a development of over 1,100 residences and commercial properties. It is our understanding that this application was made around September of 2017 and is suppose to go before the Welland City Council on May 1, 2018. There was a public information session held on April 12th, 2018 at the Welland Civic Centre which we attended.

At this public information session, the presenters for the developer (who is from Shanghai, China) outlined the high-level concept for the development and when pressed for more detailed information, kept emphasizing that this was the beginning of the concept/design. The city representative at this information session emphasized that this application had to be dealt with in the timelines that are outlined in the Ontario Planning guidelines, etc. It was clearly evident that this process, to date, had been carried out with little, OR NO INPUT from the residents that are clearly impacted by this proposed development. It was also evident by the number of these residents who were in attendance at the first, and possibly, the only public information meeting that would be taking place before the presentation to the Welland City Council on May 1st, that we have some major concerns about the impact of this development. The time-lines involved left many of us with the impression that this application is being handled such that it might be approved before we, as current residents of the Hunters Pointe area, would have any input prior to the application being approved. This lack of input from the residents is exacerbated by the fact that all questions and concerns are expected to be delivered to the Welland City Planning Department no later than April 20th, 2018.

There is a second application for a subdivision (called the South Village) underway once again. A public information session is scheduled to take place on April 26, 2018. We understand that previous applications for this subdivision (located between the proposed golf course development and the Welland Canal) were not approved due to the lack of a second access road out of the area. This application indicates that 185 residences are proposed for this South Village. These two proposed sub-divisions, combined with the completion of residences in the Hunters Pointe Adult Life Style development and the residences in the already approved Central Village, will result in close to 2,000 residences and commercial properties, being located in or around the former Hunters Pointe golf club.

Some of the concerns that we have include:

a. the possible degradation of our property value due to the increased number of residences and commercial properties, especially if rental properties are allowed ;
b. the increase in traffic on Daimler Parkway during the development of these two sub-divisions as well as after their completion;
c. the impact of these developments on the water pressure for the area. Although there is suppose to be an additional pumping station built for the current residences in this area, will the new station be able to handle the increased number of residences and businesses. Also, if these developments are approved, would this result in a delay in the building of the new pumping station; and

d. why is there a need for more commercial property on the east side of Highway 406 when there are additional commercial properties planned for the west side of the highway across from and adjacent to the Walmart, Canadian Tire and Rona complexes.

Although we have many concerns about the impact of this development on the homes which already exist on the east side of Highway 406 and adjacent to the former Hunters Pointe Golf Course, we believe that our major concern relates to the limited access to the whole area affected by these developments. Currently, there is only one access road (Daimler Parkway) that provides entry and exit to this area. This access road also crosses an operational rail line which, so we are told, does carry dangerous cargo at times. The presenters for the developer of this major subdivision indicated that the Daimler Parkway access would be upgraded to include a traffic signal at the 406 interchange with Daimler and with the construction of a roundabout for the new access roads for this major development and Daimler Parkway.

The developer for the larger development has proposed, as part of this application, that a second access road to his development would be constructed from Oxford Street over Highway 406 to the new development. As currently proposed, this second access would not have direct access to Highway 406. If this is the case, although it provides a secondary access to the proposed development, it would probably mean that Oxford street might have to be upgraded to handle the increased traffic load, some homes might have to be expropriated, and other roads near Oxford might have to be upgraded as well. However, as currently proposed, any traffic that is headed for or coming from Highway 406, would have to use the Daimler Parkway access. Human nature being what it is, the proposed secondary access to the development would probably not see many people using it to head North or South on Highway 406.

It is believed that the current Daimler Parkway access to the Hunters Pointe area being considered for these two developments is not designed for increased construction requirements (delivery of construction materials, removal of soil (possibly contaminated), etc, as well as increased residential/commercial traffic. This is particularly true if the building of a secondary access, with direct access to Highway 406, is not considered as a mandatory condition of development for the approval of the larger sub-division application. It is further recommended that this secondary access route be completed at the beginning of the construction of the larger development and not some years after the development is started.

It is hoped that you, as our representatives, in the municipal and regional level of governments will take our concerns under consideration and ensure that the developers will allow for changes in their plans that would result in a better living environment for our area.

Sincerely,

Rachelle Larocque

From: đШǯĕĕŭ ŧ ĺĺŷ ĭĭĕ ĺШǯĕĕŭ Џǯĺĺŷ ĭĭĕ wĕlľ 9ҽıċ' >
Sent: Apŗl 16, 2018 8:49 A
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-----Original Message-----
From: Ruth Jones
Sent: April 14, 2018 4:33 PM
To: mayor <mayor@welland.ca>
Subject: Lochness Monster

Yes, what has been proposed is a monstrosity. Why would you even consider destroying one of the most beautiful areas of your city.

We arrived here three years ago from Ottawa. When we discovered Hunterspoint in our travels around Ontario we thought we had found a piece of heaven where we could spend our senior days. Peaceful, clean and very beautiful. The decision was easy. Until now our dreams have been fulfilled.

Since arriving we have become involved with outreach in Welland. We volunteered at the food bank, we have run hygiene drives for the Hope centre and hygiene bank, we have worked at dinners for our food bank visitors, I have knit hats and scarves for the needy, raised money through the church to feed the needy in our community plus performing numerous small tasks that just needed doing. We are not idle or selfish. We give of our time and yes our money to support your city. Why are you forsaking us for greed.

If this community is to be built where is the infrastructure to support it. Your constituents can not find jobs. Unemployment is rampant. Unemployment unfortunately leads to hunger, depression, low self esteem and eventually crime. Is this what you want your city to be known for.

We were unfortunate to require emergency services a year ago. Arriving at your hospital we were greeted with a grim situation. My husband had pneumonia and after finally seeing a doctor was forced to sit in emergency in a wheelchair while being administered antibiotics intravenously. This caused him undue stress as he really needed to be in a bed not in a germ filled waiting room. Would this treatment be acceptable for your relatives.

Doctors are impossible to find. New graduates are not choosing Welland, maybe St.Catherines or even Fonthill but not Welland. Young doctors are not looking for quantity, they are looking for quality. They will not get that in Welland.

I could continue with a litany of reasons this development is flawed. Will you listen to the people of hunterspoint or must we seek someone who will. We are affluent and well educated survivors, we will continue to fight!!

WE WILL NOT STOP OUR CRUSADE?

A very concerned tax payer.

Ruth Jones
121 Kintyre Trail

Rachelle Larocque

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We moved to Hunters Pointe in July 2017 from the Ottawa Valley and chose Hunters Point above all other places in Ontario because of its beautiful parklike setting, Loch Ness Lake and golf course and adult lifestyle community. It is quite unique in Ontario and the proposed housing development is in direct contrast to the type of community we and our neighbours moved to Welland for.

I strongly recommend keeping the high density housing and commercial at the mid and south end of the development accessible at the Oxford Road access road. This access road must be built before any building starts and would be used for all new development construction traffic.

Regards,
Karen Bell
5 Berwick Trail
Welland

Sent from my iPad

Rachelle Larocque

From: đLLlKirsten
Sent: Apʾ ůlě 5, 20 8ę2:50ě !
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To all concerned;

My wife and I moved to Welland on August 2, 1017 to get away from the housing and traffic congestion of the GTA. We had hoped to spend our “golden years” in a quiet, house-proud, uncongested, golf course adult style community. We did not bargain for this! We are extremely angry! We feel that our community is being treated unfairly and we are not going to take this development proposal being shoved down our throats sitting down. (as will all of our community) I recently read a press release from Welland.ca that the City of Welland was selected as one of the communities recognized as Ontario Age-Friendly. Wow; things change very quickly in this, an election year. I am going to estimate that our community will have a near 100 % turnout at the polls this year. Count on it!

We have thousands of concerns about the rushed re-zoning and development of the golf course property at Hunters Pointe but the major issues are as follows.....

1. THE DENSITY AND SIZE OF THE PROPOSED DEVELOPMENT AND RE-ZONING.
   The entire complexion of the community would change from a beautiful, uncongested, well maintained, house proud, open space neighborhood to a congested, over populated, un-kept neighborhood with limited greenspace. It would become a Welland “eye-sore” in a number of months.

2. TRAFFIC CONGESTION ON DAIMLER AND SECONDARY EGRESS.
   With the amount of homes and high density residences and commercial units proposed, traffic on Daimler would become and absolute nightmare. All traffic, local and others (construction and school buses etc.) would access the community along Daimler. Anyone who thinks an overpass into the development through Oxford Street will alleviate the traffic on Daimler is simply delusional. No one will use this road. Unless a proper full-access cloverleaf is built PRIOR to ANY construction/development (and this should be a mandatory condition) the access to Hunters Pointe will be an unsafe nightmare!
   Even at present, if there were to be a rail accident that blocked the road in and out of the community, there would be no access to our residents for emergency services. This is very concerning given the aging community here.

3. PROPERTY VALUES.
   Property values would drop considerably and every resident would be contacting MPAC to have their properties re-evaluated for reduced taxes immediately. Some people paid lot premiums of close to $200,000 to have backyards facing the golf course. These people would now be facing rooftops of hundreds of new residences. TOTALLY UNFAIR!

4. ENVIRONMENTAL IMPACT.
   The beautiful and “iconic” Lochness Pond (the jewel of the area) and all of the wildlife it attracts would be demolished.
   Snowy owls, eagles, egrets, herons, migratory birds, turtles etc. would all be displaced. This hurts our ecosystem and our way of life. A storm water pond half it’s size cannot replace the beautiful iconic landmark of our community!

5. CONSTRUCTION NOISE, DUST AND POLLUTION.

People in our community have been living with construction noise and dust for years now, and now that they are finally seeing the light at the end of the tunnel this proposal comes along which would bring with it another 8-10 years of this inconvenience. In regards to pollution, what steps has the City and/or developer considered to ensure that the pesticide use on the golf course has not contaminated the soil and the water table in the area?

6. INFRASTRUCTURE.
   The City of Welland has an aging infrastructure and it does not have the ability to handle the vast plan of development.
   Current water pressure in the area is laughable and is getting worse. The old pipes that burst last fall rendered the entire community without water for a full day. These pipes are very old and crumbling. They cannot handle another 1,200 homes. FIGURE IT OUT!
   The entire area is lacking in medical services (hospitals/doctors etc.) Many people cannot find doctors at all and those
   that do are having to go to neighboring communities to find these services. (St. Catharines, Niagara Falls, Fort Erie,
   Hamilton) Where are these new residents going to find these services?

In closing, how might the current residents of Hunters Pointe be less adversely impacted by this current proposal? Here are a few suggestions,

1. Mandatory complete construction and use of a secondary cloverleaf at Oxford prior to any land development activity. Any construction vehicles to use this access only! No construction vehicle use of Daimler.
2. Any construction / development to begin at the very south end of the land and work northward.
3. Leave Lochness Pond “as is” and try to keep at least 9 holes of the golf course at the north end.
4. Any new homes at the north end to be Adult Lifestyle residences to keep the continuity of the community. (no rental units)
5. Keep current golf clubhouse and perhaps allow for restaurant/bar to re-open if developer wants to have some commercial space at the north end.

I hope that you will consider these issues before voting to re-zone the Hunters Pointe Golf Course lands!
Our community is committed to this fight and stand as one! Be prepared for a massive crowd on May 1st!

Until then,

Ed Kirsten and Angela Pasquale

Sent from Mail for Windows 10

Rachelle Larocque

From: đШǂęŗĝŭ ŧ ĺĺĵĵĵ ĺШǂęŗĝŭ Ŀǂĺĺĵĵĵ węǂlľ 9ҽıć' >
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From: DOUGLAS KRAMER
Sent: April 14, 2018 6:22 PM
To: mayor <mayor@welland.ca>; Councillor Pat Chiocchio <pat.chiocchio@welland.ca>; Councillor Tony DiMarco <tony.dimarco@welland.ca>; george.marshall@niagararegion.ca; paul.grenier@niagararegion.ca
Subject: Hunter's Pointe Development Proposal

My wife and I are residents of Hunter's Pointe (Highlands Residents Association) in Welland and I am writing to you to express my deep concerns about the proposed development on the lands of the former Hunter's Pointe Golf Course.

When we moved to Welland in 2012, we were presented with the future plans for this area which consisted of the Highlands property plus a few streets to the south of it along the Welland Canal and bordered by the Golf Course. It was an attractive development and one of the reasons we chose to reside in Welland. Now, with the current proposal, our area will be completely transformed into something much different than what we had anticipated.

We lived in the Peel Region for over 30 years where we saw the municipal governments there allow unbridled development on every available open piece of land until the region became a congested, overcrowded, unliveable place with clogged streets, traffic gridlock and many social problems. Now we see the same thing happening in Welland and it is very disheartening.

I would urge you to give this development proposal serious scrutiny based on the following issues and observations.

a) Besides severely diminishing the enjoyment of the current residents with untold years of construction, noise and dirt, this relatively small triangular piece of land (bordered by the Welland Canal to the east, Highway 406 to the west and the Welland River to the north) was never designed to house the number of people that is being proposed. It is a long, narrow, irregular shaped property that will not lend itself to quality of life when it is developed as laid out in the plans, consisting simply of small lots and very, very little open space. The developer appears to be simply cramming as many people as possible into this confining area that is surrounded by unnatural barriers (ie., the canal and the 406).

b) There is only one entrance at the present time for this whole area, that being Daimler Parkway, which is insufficient (and potentially dangerous should it ever be impassable). Another access point to the subdivision situated further south MUST be built, preferably with direct connection to the 406; otherwise, let's be honest, it will be utilized very little.

c) There is no real need for commercial development in the immediate vicinity, as is being proposed, because of the retail area right across the 406.

d) Already many of the residents of the Highlands are experiencing reduced water pressure due to poor infrastructure servicing by the city of Welland. I understand that a new pumping station is in the plans, but will it be able to handle 1200 new homes that were not originally anticipated?

e) At the very least, I would urge you to severely restrict the number of homes allowed in this proposed development. Wise planning would suggest that the northern half of the property that lies south of Daimler Parkway be retained as open space, as is currently identified in the Official Plan. It could be developed into a lovely large park for the residents of the Hunters Pointe area to enjoy. Build some homes to the south of the park, with the end result being residences that are clustered around this beautiful, common, open area, accessible to all, that would truly enhance the quality of life. There is no such park currently in the north east part of the city. I am sure that you join with me in desiring whatever development occurs in Welland to result in the most people-friendly city possible, where individuals and families not only live, but thrive. Parks and nature preserves can do that.

f) In conclusion, I would again impress upon you the need to be prudent and take your time. It seems that this whole proposal is being rushed through without proper thought or scrutiny as to what we truly want to see happen in Welland. You have the power to shape the future. It is a sacred trust. Give careful consideration to those who currently and will ultimately live in this part of the city. Please do not approve the Hunter's Pointe development proposal in its present form. Recognize the serious flaws.

Thank you for taking the time to read this letter. I hope and trust it will help you in your deliberations. I would appreciate your acknowledgement of its receipt.

Sincerely,

The Rev. Douglas Kramer

36 Muirfield Trail

Welland, Ontario

L3B 6G7

Rachelle Larocque

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Attention: Rachelle Larocque - Planning Supervisor

Please find attached a letter regarding the concerns with the rezoning of the Hunters Pointe Golf Course.

Please forward any information or documents pertaining to this rezoning to our email address.

Thank you,

Lois Longley

Sent from Windows Mail

April 13, 2018

City Of Welland
Infrastructure and Development Services
Planning Division
60 East Main St. Welland, ON L3B 3X4

Attention: Rachelle Larocque

On April 12, 2018, my wife and I attended the Public Information Meeting at City Hall to obtain information regarding the proposed rezoning application in progress for the lands known as the Hunters Pointe Golf Course. We are very concerned residents of Hunters Pointe Adult Lifestyle Community, at 300 Daimler Parkway, adjacent to the lands proposed for rezoning.

We went with an open mind hoping to meet, hear and see what the Owner/Developer proposal was for the land if it is rezoned and he completes his due diligence on the lands. The Developer was not present (very disappointing). We were advised that it is a numbered company with the Owner coming from Shanghai – he should have been present to answer questions and quell concerns. His Consultants completed a presentation and provided reports, plans and artists renderings – all "conceptual". It was somewhat of an informative discussion, however numerous concerns were voiced. Unfortunately, the Consultants could not provide concrete answers therefore we did leave the meeting with more questions than answers.

If this rezoning is approved it will change the character of the neighbourhood and lead to traffic, safety issues, environmental issues and noise. It may also cause this community of retired residents to experience lower property values.

We hope the City of Welland and the Planning Department will look at the rezoning application with all of its documents and review all concerns of the residents. The City needs to be sure that this rezoning and what the Owner plans to do is right for this area of Welland. Hunters Pointe is a Retirement Community and this area of the population is growing in the whole of Canada. We don't believe that what this Developer is proposing, at this time, is conducive to this area. We hope the City of Welland will take pride in what they approve and not let a plan to squeeze in as many properties and retail sectors, in order to get tax revenue sway their decision to complete a quick approval of this rezoning application. The City can be proud of Hunters Pointe - our community is a recognized show piece in Ontario.

Major matters of great concern:

Road Planning: Ingress and Egress issues: need to be recognized and addressed before rezoning and any work by the Developer begins in order to deal with the immediate increase of traffic at the onset of the project. Access required for Police, Fire and Medical Services should be available from several directions to improve response times in an emergency. (Hunters Pointe an aging population).

With currently only one access road for all the traffic identified above it will be seriously congested, not even taking into consideration the fact that one road will service approximately 2,000 homes, construction traffic, numerous school buses, city buses and deliveries to the retail sectors. Obviously this is not acceptable from a practical point of view and safety. If for any reason Daimler Parkway had to be closed all residents in this area would be trapped. For this reason I recommend, along with numerous people at the meeting, that a second access route be built prior to beginning any new development.

Business & Office Development on Daimler Parkway:

Currently as we approach the area along Daimler Parkway the view is beautiful, green space with a lake and the old golf course club house, this is the landscape that is the setting for our community and probably one of the reasons most people bought property here. The Rezoning applications allows for four storey buildings that will occupy business and retail with mixed use? And dwellings above? This mixed use could include medical offices, daycare which all in turn will lead to an increase in parking and traffic congestion on Daimler Parkway.

Environmental Impact: Noise, Air Pollution and chemicals that may infiltrate the storm water management ponds upon the excavation of the lands.

This whole process feels rushed, please ensure that the City takes the time to listen to all residents ideas: giving them the serious consideration they deserve before approving a rezoning application. The City of Welland and the residents of Hunters Pointe want to be proud of their community leave the legacy of a well planned City for future residents.

In order not to stand in the way of progress maybe the City could review the rezoning of the lands as follows:

Precinct 7 – Zone this area for medium density detached, semi-attached and attached (or multi-unit housing). This is the South end of the golf course. Access to come from the East Main Street roundabout.

Precinct 6 – Zone this area mix use and residential and commercial. Main access to come from East Main Street roundabout.

Precincts 2, 4 & 5 – Zone this area for low density residential surrounding a Nine Hole Golf Course

Precinct 3 – Zone small park

Precinct 1 – Zone for low density residential behind existing Hunters Pointe homes.

We understand that the City has dates and a timeframe in which to execute approvals, however, as stated by the residents present yesterday, the Statutory Public Meeting scheduled for May 1, 2018 will be well attended but appears to be premature.

Yours truly,

Allan & Lois Longley

Allan & Lois Longley
Hunters Pointe Adult Lifestyle Community
83 Aaron Trail, Welland L3B 6G4

Rachelle Larocque

From: đШцĕ̈ЩцŪ
Sent: Apĕ̈ŪĪ8, 2018ŭĪ0:21ŭAđ
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Hello Rachelle,

I hereby provide my strong opposition to rezone Hunters Pointe Golf Course.

Because of its location, Hunters Pointe is one of the first visible landscape to residents and visitors. And it is a picturesque scene, a piece of land full of wildlife. When glanced at from the highway, Hunters Pointe provides the feeling that this city cares for its green land.
The proposed subdivision replacing the golf course clearly an overbuilt plan sardined with townhouses and properties on very small lots.

If the plan approved, soon residents and visitors will see rooftops and noise barriers instead of green space, a lake full of turtles, ducks, swans and other wild life.

Hunters Pointe is an award winning adult lifestyle community. Many made their lifetime investments and moved here because what the adult lifestyle offers to older people.
If the plan is approved, it will destroy both the wild life and the community.

Many of the other concerns were voiced on the meeting, but without repeating, I would like to raise and highlight some very serious safely concerns, regarding the traffic issues, railway is an additional element to safety, evacuation hardships, constant noise and pollution hazard due to ongoing construction. The community already dealing with a construction hardship as it is.

If the plan approved, this area will be a construction site for a long time.

Thank you very much for reading my e-mail and taking the points I've raised into consideration.

Kindest regards,

Maria Lallouet
32 Magnolia Lane,
Welland, On. L3B 6H9

Rachelle Larocque

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Sent: AprŦЫ19, 2018ū9:05ūPM
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Dear City Counsellors, Mayor, Regional Counsellors and Planning Supervisor
We are writing to let you know our concerns regarding the proposed golf course redevelopment for Lochness Links. My husband and I moved here last year from Mississauga to embrace a slower, quieter way of life in an adult lifestyle community. We love our new community. Shortly after we moved here we found out the golf course had been sold.
We attended the city hall meeting to talk to the planners and engineers representing the developer who we were informed had done developments in Shanghai. We came away with more questions than answers because everything is “conceptional”. That word was used many times in the question period. How can a proposal be approved when the developer presenting it first of all does not even own the property yet and secondly really does not have any specifics on it - everything is conceptional. How can the city of Welland approve this rushed proposal without any specifics. If you do not turn it down at least defer until they can submit details and completed reports which they admitted they did not have a complete environmental report.
Our biggest concern is access. They want access through Daimler and are proposing an overpass which will be accessed by coming off the 406 at Woodlawn/Daimler, turning at Brown’s Road then across to Oxford which would feed into the overpass for secondary access. Why do they not have to build the same type of access that is present at Merritt Road with direct access to their community. We also have concerns that the developer will start building homes at the north side prior to building an overpass then bail if it gets too expensive.
We are not against development. Hopefully it will help our taxes which are double what we paid in Mississauga. Our concern that there is thoughtful planning in doing so. The internet states there is 17 sites with new construction within the city of Welland. That does not include Merritt Meadows just down the road from us. How is Welland and the Niagara Region going to accommodate all these new developments? You cannnot find a doctor which is critical. There are few walk-in clinics with limited hours in Welland.I We had to attend the emergency department at the Welland hospital and it was nightmare with more people coming in, lives will be put at risk if planning is not done to accommodate medical, transportation and educational needs. We watched Milton go through the agony which they are still trying to dig out. Please don’t put us through that!
We are strongly urging you not to approve planning permission until you are provided with more specific information from the developer and access from the 406 is resolved.
Thank you for your consideration of our concerns and hopefully you will make the right decision for our community and Welland.
Edna and Derek Laming
7 Morris Trail

Rachelle Larocque

From: đШцĕñūee
Sent: Apŗęʼ 21, 2018ʼ 12:25ʼ Pđ
To: Rū◂ħŧ ŧʼ Laŗ̈Ш◂ą ŧ
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Dear Ms Larocque

We moved down to Welland back in 2008 to Hunters Pointe when we bought a beautiful house backing on to the golf course. We thought at the time we had found a hidden gem, and we were going to spend our retirement in a peaceful quiet environment, a little enclave, very private, where if you didn't live there, you would have no reason to come in.

Fast forward to 2018 and we find out after looking at the extensive plans that there are going to be in excess of 1200 homes/townhouses and commercial buildings built, some of which will be directly behind our property. We've all paid a premium to live on Old Course Trail, some residents have paid upwards of $175,000.00 for golf course lots. I understand we can't do anything about the sale of the golf course, but to take away our green space and jam in detached two storey family homes is absolutely devastating. The residents on Old Course are going to be affected more than other neighbours as our homes back onto what was golf course property, why can't this space be left as recreation and green space?

We pride ourselves in living a quiet life and never having to call for police assistance, I'll bet the only time they have come in to our community is when someone from outside has broken the law, unfortunately all that will change and not for the better.

The other concern we have will be the congestion, with only one entrance/exit from Daimler. It should be mandatory for this builder to install another entrance/exit at the south end, prior to any buildings being erected. We also understand that the private railway line has been given permission to carry hazardous chemicals, God forbid anything should happen there, but with all this extra traffic, don't count on it.

We've quietly paid our exorbitant taxes, and hope that MPAC will see fit to reduce them since we no longer have golf course views.

We are also concerned about the water pressure, which at the moment can't handle the demand of less than 400 homes, will something be done by the time all this building starts?

To our elected officials, please give some thought in your final decision to all the seniors living out their retirement at Hunters Pointe. We can't help but feel all this is going to impact, and not favorably, on all our house values.

Thank you for your time.

Moira Lee
145 Old Course Trail
Welland

Rachelle Larocque

From: đШЦĕ ĵЦЕeitch
Sent: ApЦЩ 6, 2018 10:26 A
To: ЦĵЦ ŧ llŧ.lĵĵЦЦ! "ŧ 9 wŧ llĵĵū#.cĵĵ
Subject: ApplĕĜĵĵЦĕōŭ $oЦ%ЦĵĵЦ&lĵĵū o$'" #ĕvĕĕōŭ (ĕŧ 26) *1+*1800,
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Ms. Laroque

Please find attached my preliminary official protest letter and list of objections that I am submitting for inclusion in the staff report to the Planning Division. This letter and list is only one of a myriad of correspondence that you will be receiving from the Communities boarding the proposed development.

I believe that there will be many submissions from many different sources expressing the despair that an entire community is going to have as its environment and its very essence are destroyed by this new, conceptually adverse development. The essence of Hunters Pointe and the Highlands Residence Association is to have a community of Older Retired Residents within a privately owned and controlled land area where they can enjoy their golden years in a mutually agreeable environment. Every aspect of the new development is an anathema to that goal.

I hope that City Council will realize that they are destroying a lifestyle that over 500 worked their whole lives to attain.

Respectfully Submitted

Brian W. Leitch
5 Old Course Trail
Hunter's Pointe Community
Welland, Ontario

Rachelle Larocque

From: đШЦęñШëitch
Sent: MñЦЫ, ' 19, 2018' 8:32' M
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Ms. Larocque

As the current owner of a property on Old Course Trail in Highlands at Hunters Pointe I am very much concerned about the proposed Application for Draft Plan of Subdivision File 26T-14-18003. I have been able to download some of the information pertaining to this application but I seem unable to access a LARGE SCALE schematic of the proposed to development that shows a clear picture of the proposed development.

Could you please send me a copy of the proposal containing a comprehensive rendering of the proposed buildings and the lot allocations.

I would appreciate receiving these so that I and other interested parties can properly prepare a written submission to City of Welland,

I and many of the current residents of Hunters Pointe will be UNABLE TO ATTEND ANY PUBLIC HEARING ON APRIL 12th as we are all currently at our WINTER HOME locations in the Southern USA. It would seem that the Applicant " the Biglieri Group Ltd and 2599587 Ontario Ltd are attempting to force the Planning Department of the City of Welland to rule on this application with undue haste and in a deliberate attempt to eliminate the opportunity for those property owners in the Highlands Residence Association to personally present their objections or attend any meetings.

I would respectfully suggest that the Planning Department consider delaying any public hearings until May 1st, 2018 when most of the Highlands Residents Association will be back at Hunters Pointe.

Brian W. Leitch
5 Old Course Trail
Welland, Ontario
L3B 6G8

Objections to the Application for Draft Plan of Subdivision

File 26T-14-18003

1. The proposed development would dramatically alter the existing environmental nature of the subject lands and the adjacent lands and properties.

2. The proposed development would severely alter the physical aspects of the existing area by introducing high density housing immediately adjacent to existing low density housing

3. The proposed development would allow the building of multi-story, high density commercial and rental properties immediately adjacent to existing single story low density single family homes.

4. The proposed development would impose a land use change from a low density, adult lifestyle community administered as a Home Owner's Association to a totally public community administered by the City.

5. The proposed development would create a 200% increase in traffic in an area where there is already severely limited access. There would also be a significant change in the type of transportation with the inclusion of public transport, school buses, commercial vehicles and service vehicles.

6. The proposed development will create a very dangerous situation as emergency vehicles could have considerable difficulty accessing the existing community.

7. The existing community consists of PRIVATE ROADS that can only be accessed from Daimler Parkway. There is no available means to prevent PUBLIC ACCESS to these private roads or community property other than creating a privacy perimeter, a very expensive undertaking. Who will pay for this and who will monitor access to the community.

8. The proposed development will significantly lower the fair market value to homes adjacent to it.

9. The proposed development will completely obliterate the current sight lines of all of the current homes on peripheral roads such as Old Course Trail, Loch Ness Court and Morris Trail.

10. The proposed development will put considerable strain on existing infrastructure such as the water supply in terms of volume and water pressure. A Proposed supplemental pumping station has been approved by the city for installation in 2018. This proposed Station will now be ineffective due to the substantially increased demand.

11. Public transportation will have to be developed for the community, including bus stops and signage. These facilities will have to be installed on **both sides** of Daimler Parkway impinging on the current community and its services. Further, the addition of public transit buses to Daimler Parkway will create hazardous traffic patterns at the intersections of Perth St. and Old Course Trail with Daimler Parkway.

12. The Highlands Residence Association Community Center, fronts on and is accessed from Daimler Parkway. The proposed Commercial and Rental buildings proposed for the lands facing the community center will not only greatly increase traffic flow but also create an extremely busy and hazardous traffic pattern for these installations.

13. The Highlands Residents Association currently has an agreement to draw water for irrigation directly from the existing irrigation ponds immediately adjacent to the existing Golf Course Club House. The proposed development includes changing these irrigation ponds to flood water management areas. Does this mean that the Highlands Residents Association will lose its existing water supply.

Ms. Rachelle Larocque
Planning Supervisor
Planning Department
City of Welland
Infrastructure and Development Services
60 East Main Street
Welland, Ontario
L3B 3X4

March 24, 2018

Re Application for Draft Plan of Subdivision –File 26T-14-18003

Dear Ms. Larocque:

As one of the homeowner's most directly affected by the proposed development referred to above, I respectfully submit this written submission in lieu of my attendance at the April 12, 2018 Public Information meeting. I am currently in Florida and will not be returning prior to either the Public Information meeting or the Town Hall Meetings to be held by the Highland Residence Association members.

1) I would request that I wish to be notified of the Decision of the City of Welland in respect of the proposed plan of subdivision

2) I wish to receive a copy of the Staff Report on this application and I am advising you of my request as required

3) I would request that the Attached ***OBJECTION TO THE PROPOSED DEVELOPMENT PLANS of the Lands formally known as Hunters Pointe Golf Course and outlined technically in the above noted Plan of Subdivision*** be included in any submissions, protests, notifications etc. that are being considered by the City of Welland in their deliberations of the Proposed Plan.

If there are any further requirements that must be completed or submitted prior to any decisions regarding this application are made, I would request that you please inform me immediately to that I can be assured that my concerns and objections are fully considered/

Thank You

Brian W. Leitch

Rachelle Larocque

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Sent: Apṛ̈l 11, 2018 2:52 PM
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Subject: $%: 8ʁ9i9' ( ) *l' w 201+*11+ ,$ilę̈ -ʊ̈ . 2018*01.

FYI

From: AF & BF LeRiche
Sent: April 11, 2018 2:12 PM
To: Councillor Pat Chiocchio <pat.chiocchio@welland.ca>; Councillor Tony DiMarco <tony.dimarco@welland.ca>; mayor <mayor@welland.ca>
Cc: 'David Snook'
Subject: Zoning By-law 2017-117 (File No. 2018-01)

Gentlemen,
As a resident of the Highlands Community at Hunters pointe, I have a number of concerns with respect to the proposed re-zoning of the lands currently making up the Hunters Pointe Golf Course.

Removal of Green Space: Loss of such a large area of Parks and Open Space will have a negative effect on our community and will also impact wild life that resides in the area. I believe that more effort should be made to retain the lands as a Golf Course, or at a minimum preserve a portion of it for a smaller executive course. The area directly west of Old Course Trail and the area directly south of the current club house including the pond could make up such smaller course. Alternatively the same areas could be preserved as park land. This would benefit both the surrounding community and Welland in general.

Residential density: If no portion of the existing course can be preserved as Open Space, the lowest housing density (Executive lots?) should be located in closer proximity to the current Highlands Community and higher density located to the south. Overall density should be curtailed to avoid potential traffic volumes due to limited access/exit routes.

Commercial use: If the current club house will no longer be associated with a golf course and be converted to some form of commercial use. i.e. Medical offices, restaurant, and other offices, that should be the extent to which commercial growth on Daimler is permitted. Any other increase in retail or commercial construction would increase traffic volumes on Daimler and create an undesirable visual barrier. If necessary, Commercial/retail growth should take place on the southern portion of the proposed development.

Infrastructure impact: The Highlands Community currently has water pressure issues that are supposed to be remedied this year with the addition of a pumping station. Should rezoning take place to turn even a portion of the property into housing, infrastructure additions should not negatively impact improvements to our water pressure.

Construction impact: If rezoning takes place, even partially, construction should start at the southern end of the property to reduce the construction traffic and other potential traffic issues on Daimler.

Thanks in advance for your consideration of these issues,
A.F. LeRiche
77 Muirfield Trail

Rachelle Larocque

From:
Sent: Apl 16, 2918 11:52 A
To: [illegible]
Cc: [illegible]
Subject: [illegible]

Dear Rachelle,
My wife and I were in attendance at the meeting last week and heard the many concerns surrounding the proposal. I thank you for your patience as many of the emotional residents spoke passionately, and with good reason....Hunters Pointe is a fantastic place to live. We moved here last September after ruling out 4 other communities and we are so happy we did. Not only is the community excellent (winning the Best Residential Development in Canada) but the city has also proven to be a welcoming place (honoured with an Ontario Age-Friendly Award-April 11,2018). It would be tragic to see that quality and hard work be destroyed by allowing the redevelopment of the golf course to take place. This is a quiet community full of retired people who do not need or want commercial/mixed use buildings in the neighbourhood.

The main objections surround traffic congestion and safety concerns. With Daimler Parkway being only 1 lane in each direction, it would be impossible for it to handle all the existing residential traffic along with all the construction equipment, commercial traffic, city service vehicles, school buses, and the additional traffic from 1194 dwelling units. If any development were to be approved in the future a second access to the 406 highway must be built at the south end of the property BEFORE construction starts. The planning group retained indicated that a second access would likely be required in the future but it was not included in their plan, so I suggest making it a condition to any redevelopment and paid for by the developer in advance.

In addition, many of us are concerned about the rail line at the entrance of the community being compromised in some way. Daimler is the only way in or out of Hunters Pointe so if an accident were to occur the community would be isolated. A second access is necessary to allow emergency vehicles in and people out. I feel strongly that the Fire department, Police department and transportation safety people be consulted before any decision is made by council....it is the responsible thing to do.
As an aside, Daimler Is not even maintained by the city and was difficult to use during the winter due to snow and ice accumulation.

Also of concern is the lack of facilities for families on the proposed plan. With potentially thousands of additional adults and children, no thought has been given to a community centre, playgrounds, or any other recreational areas like a soccer field or baseball diamond. There aren't even provisions for sidewalks to keep children safe from traffic.

I was distressed when I heard that there is no environmental study completed to look at the effect of filling in a portion of the ponds and building on them. This sounds dangerous but also ignorant of the surrounding wildlife and natural wetlands. This needs to be addressed, as well as the issue of building anything on land where pesticides and other chemicals have previously been used.

While I understand and respect that the city is trying hard to attract development, I do feel this proposal would not be in anyone's best interest. It would create serious problems for the city and us existing residents. We urge you to reject it until all the studies have been thoroughly prepared and reviewed. In fact, the planners at the meeting indicated that they would consult with residents to make it a good plan, so why not delay the process until they do so?

Bruce and Brenda Lindsay
85 Berwick Trail

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Bruce Lindsay

Rachelle Larocque

From: đЦЦęĩĕŭ ŧЌЌęĩĕ ЌЦЦęĩĕŭ ЏęЌЌęĩĕ węllʼ 9ҽıcʼ >
Sent: Apŗl 11, 2018 11:11 AM
To: Rʼ cЦęllę Laĩĕc ! ę
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From: Alec Lorentiu
Sent: April 5, 2018 9:42 AM
To: mayor <mayor@welland.ca>
Cc: Councillor Pat Chiocchio <pat.chiocchio@welland.ca>; Councillor Tony DiMarco <tony.dimarco@welland.ca>; george.marshall@niagararegion.ca; paul.grenier@niagararegion.ca; David Snook
Subject: Sale and Development of Golf Club Lands at Hunter's Pointe

Dear Mayor Campion,

I am writing to you as a resident at Hunter's Pointe to express my anger at the process that is being taken to develop the golf club lands. We are being given a very short time to understand the details of the development and information is being withheld from us. The details, such as development drawings that have been provided, have been produced in an amateurish way that is somewhat insulting given that this will be one of the largest residential developments in Welland's history. We are told that other information that has been provided by the developer can only be obtained under "Freedom of Information". Many of the residents that have spoken to your staff, have not been told that a large amount of information has been submitted. The residents in our adult/retirement community pay premium taxes and have paid premium prices for their homes and yet we are being treated like second class citizens in terms of getting access to information so that we can properly assess the impact of the development on us. We are resigned to the fact that the disappearance of the golf course will have a negative impact on us but we feel justified in attempting to minimize other negative impacts on our community and there are many of these impacts.
I will list the remainder of my concerns in point form **and I do expect a prompt answer to my concerns, because you have set the timeline and time is short**:

1. One **glaring omission** in the information that we have received, is any information on the investor/developer. When I requested information in writing I was told that you have "no information with respect to this question. This might be a question you could ask at the public information meeting. It would not be something that would factor into our Planning Analysis". I am quite frankly **shocked** that the City would start a process on its largest residential development without having a thorough understanding of the individual/firm that you are dealing with including; other land/residential development projects, other businesses that they may own/operate in Canada, other global businesses/investments and the reputation that the individual and his firms have established. Is this really an individual or firm that the City will be comfortable with over the next 10-20 years ? **When will the city obtain and provide us with information about the developer/investor ? Time is short !**
2. We have examined other similar developments, in the Golden Horseshoe, where golf club lands next to existing residential areas have been developed. In these cases great care was taken to minimize the negative impact on existing residents, because it was recognized that there was already a large negative impact by removing the golf course. This approach is not being taken in this development. The plan calls for commercial and multi-use developments right along Daimler Parkway and adjacent to what to-date has been a quiet residential area. The community does not want Commercial and Mixed Use zoning along Daimler Parkway. We don't want rental units that could easily include student rental units and commercial facilities that will have a detrimental impact on the community. Mixed Use and commercial zoning can be employed in other parts of this large 200 acre

development. The community has not experienced break-ins and robberies since its existence, largely because there have not been mixed use developments nearby. The community does not want that to change.
In the plan the lake next to Daimler Parkway will be reduced to a small pond and will no longer offer an attractive view because it will be behind planned commercial multi-use buildings. The plans when combined with increased traffic along Daimler Parkway will turn a quiet residential area into a noisy, busy, dusty and potentially unsafe commercial area that will seriously impact on the life style of our residents. An impressive view with a lake and green spaces will be completely destroyed. **Is that why we pay premium taxes ? By treating your residents in this way you will negatively impact the desirability of future residential areas in Welland (is that how Welland treats its residents ?).**

3. Currently there is a development of residential homes that is proceeding on the north side of our community and we do experience construction traffic and other inconveniences, including dust, but most residents were aware of the situation before purchasing homes in the community and they accept that this is a relatively short-term situation. This year D'Orazio is proceeding with a second sizable development southeast of our community that will at least double the traffic along Daimler Parkway and will increase the noise and dust. The development of the golf lands could further double, triple or quadruple the amount of traffic noise and dust. We don't have an exact measure and we are not aware of the information that the city has developed to understand this and mitigate the impacts. **Again we are left in the dark about the impact and planned mitigation measures.**
4. Access to our community and to the developments is via one thoroughfare, Daimler Parkway that will be changed from an attractive visually appealing Parkway to a Constructionway. In the past, concerns by our community about only having one access road have been voiced to the city with no results. The development of the golf club lands calls for an overpass to be constructed over the 406 between Daimler and East Main. This would provide a secondary access to the development, but we have no information about when this would be constructed. **We insist that the overpass be constructed at the beginning of the project and be designated as the primary construction access road to the project** to remove the corresponding traffic, noise and dust from Daimler Parkway and from our community.
5. **We have no information about the planned phasing of this development**, which is likely to occur over 10-20 years. In order to minimize negative impacts on our community, the development should be initiated at the south end of the 200 acre development site and proceed northward from there. If development were to proceed in phases moving northward, with access via the new overpass, this would hopefully keep construction away from our community until the Lucchetta and D'Orazio projects are completed. This would reduce the likelihood that our community would be directly impacted by 3 development projects at the same time. The City apparently has a "Site Control Process" to apply some controls during a development. We have no information about how this would be used to manage the phasing of the development. There will likely be motivation on the part of the developer to commence development and building of homes, at the north end of the development adjacent to our community, in part to leverage the exclusivity aspects of our community. Why should our community agree for the developer to leverage our exclusivity that we are paying for, while providing us with a variety of negative impacts, including financial ?
6. **One major concern is the appearance of the development area to our community over the 10-20 years of the project.** If development occurs in phases from south to north this impact could be minimized. If, however, most of the site is levelled with earth moving equipment at the beginning of the project, our community would be left with a change from a beautiful vista to a "dust bowl" and "mud hole" for many years. If the site is levelled and we enter into an economic decline, then the construction of homes, parks, etc. might be delayed and the community would be left with an unattractive "eye sore" for an undetermined period. **How does the City plan to deal with such an eventuality ? Does your Site Control Process address this ? Does Site Control attempt to manage visual appearance and dust control related to construction ?**
7. **We have no information about the quality of this development including home quality, park quality, green space maintenance, landscaping, etc.** We understand that the City has Urban Design Guidelines, and other stipulations in its Official Plan, as well as a building permitting process but we have no information about how these would be applied to this project. Will there likely be many contractors building homes with differing quality standards (including issues such as underground electrical utilities) or will there likely be one large home contractor with an agreement as to the quality standards. The home density that is planned (1200 homes on 200

acres is high) and will have a negative impact on our community that is regarded to be exclusive by the City, and does pay “exclusive” taxes. **Does the City want to be known as one that encourages the development of exclusive communities and then permits the adjacent development of high density low quality residential areas, that decreases the value of homes in the exclusive community ?**

8. Our community has other related concerns such as environmental impact, low water pressure in our community, difficulty accessing medical services (specifically doctors), the overall capacity of utilities to handle the new development, capacity of roads at the other side of the overpass, etc.. We expect all of them to be addressed in a professional manner, by the City and that we be provided with the information that we need to understand how all of these matters will be addressed.

I am requesting a meeting between our community representatives, yourself, the two City Councillors, and the two Regional Council Representatives before April 20th which is the final date for community submissions to City.

I look forward to your reply.

Sincerely,

Alec Lorentiu P.Eng., MBA
100 Daimler Parkway
Welland

Rachelle Larocque

From: Alec Lorentiu
Sent: đpŧ Ld17, 2018ū9:14ūđM
To: Raŋ ęLlŋLaŧoŋ! Lę
Cc:
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Hello Rachelle,

I refer to our previous correspondence and the meeting with the Biglieri group and our residents last Thursday night. I wish to make the following points:

1. Specific comments on the meeting:
    a. I believe that our message was clear that:
        i. We have raised some very important issues.
        ii. There are a large number of concerns, and outright anger, about this project.
    b. It was upsetting that there were very few concrete answers, and many evasive answers, to our questions (we are looking into it…we are still studying this…. we have not decided on this…we will try to find out about this, etc.). Many of the questions directed at the developer/Biglieri were addressed by a relatively junior Biglieri person and were non-committal. We recognize that the design is still at a conceptual stage but was the developer really ready for this meeting? In some cases the senior people at Biglieri found our questions amusing. As a group of residents we pay premium taxes on premium properties. This is an area that the city can be proud of. The community has received impressive awards and some of your colleagues refer to it as exclusive. We are offended by the non-answers and the disrespectful attitude towards our citizens group.
    c. In another email you were asked for minutes of the meeting. Are you or the Biglieri group going to provide these minutes ? How else do we know the detailed conclusions from the meeting by the city and the developer?
    d. The meeting room was not adequate for a large group of seniors. Had it accommodated everyone that wanted to attend, there would likely had been more people. Some did not stay because there was no available seating. How do you plan to address this at the next meeting because we do expect that more people will try to attend ?
2. The requirement is that we make a submission by the end of this week. When will we receive copies of the submission by Biglieri to the City ? When will we receive the write-up from Biglieri concerning the details of the developer ? You have established the timeline and yet it has been difficult to get information about the project. When I asked for copies of the reports that were on display, at the meeting, I had to go back and forth between you and Anthony Biglieri before you both agreed to provide the information. I asked Anthony, and someone else at the meeting asked, for information about the developer. We were given the number of the numbered company and a company called ZSD Development. There is no public information on the web about these companies and **we are offended that Biglieri would provide us with this non-information**. Anthony finally agreed to provide a write-up. I trust that this write-up will provide some insight into the developer and his businesses. Telling us that he intends to start a project in Peterborough is not sufficient details on the firm. **We don't want more non-information** !!
3. There are some serious questions that need to be addressed in a proper and professional manner. Will they be addressed before May 1st ? These questions are:
    a. We have all purchased homes in a quiet Adult Life Style Community. The proposal is to put commercial and multi-use buildings south of Daimler Parkway right at the entrance to our community, and within clear visibility from many residents homes. We know that the development will remove the golf course and that in itself has a large negative impact on the community. By reducing the size of the lake near the

clubhouse and by constructing commercial buildings, including condos and possible rental units along Daimler, you will destroy the beautiful vista that greats us as we drive into the community. This will be a second large negative impact which must be mitigated. It is important that your design incorporates 20% parkland and green space but **we must insist that other than the immediate lands around the clubhouse and around our community centre, all other lands be zoned as residential and parkland. This will maintain the nature of Daimler Parkway as a parkway with an attractive vista of park lands and a small lake that greats residents as they drive in.** There is a huge area on the other side of the 406 that is zoned as commercial and there are 200 acres of development lands to the south of Daimler which provides ample space away from our community for other commercial and multi-use zoning.

b. Currently there is a development of residential homes (Lucchetta) that is proceeding on the north side of our community and we do experience construction traffic and other inconveniences, including dust, but most residents were aware of the situation before purchasing homes in the community and they accept that this is a relatively short-term situation. This year D'Orazio is proceeding with a second sizable development southeast of our community that will at least double the traffic along Daimler Parkway and will increase the noise and dust. The development of the golf lands could further double, triple or quadruple the amount of traffic noise and dust. We don't have an exact measure and we were told at the meeting that this has not be studied and the results will depend on timing of the development.

c. **With the foregoing developments Daimler Parkway that will be changed from an attractive visually appealing Parkway to a <u>Constructionway</u>**. In the past, concerns by our community about only having one access road have been voiced to the city with no results. It is about time that the risks associated with the railway crossing and the hazardous wastes that travel on the rail line be properly addressed. As the traffic volumes on Daimler increase the likelihood of an accident will increase. When will these risks be properly addressed ?

   The development calls for an overpass to be constructed over the 406 between Daimler and East Main. There is a question about whether an overpass will be adequate and whether there should be full access to and from the 406 at that location. This was discussed at last Thursday's meeting but there was no conclusion about when this secondary access would be constructed. **We insist that this secondary access be constructed at the beginning of the project and be designated as the primary construction access road to the project to remove the unacceptable amount of traffic, noise and dust from Daimler Parkway and from our community.**

d. We have no information about the planned phasing of this development, which is likely to occur over 10-20 years. In order to minimize negative impacts on our community, the development should be initiated at the south end of the 200 acre development site and proceed northward from there. If development were to proceed in phases moving northward, with access via the new access road, this would keep construction away from our community until the Lucchetta and D'Orazio projects are completed. This would reduce the likelihood that our community would be directly impacted by 3 development projects at the same time. We have no information about how the city and the developer would manage the phasing of the development. The answers at Thursday's meeting were vague. There will likely be motivation on the part of the developer to commence development and building of homes, at the north end of the development adjacent to our community, in part to leverage the exclusivity aspects of our community. **Why should our community agree for the developer to leverage our exclusivity that we are paying for, while providing us with a variety of negative impacts, including financial ?**

e. One major concern is the appearance of the development area to our community over the 10-20 years of the project. If development occurs in phases from south to north this impact could be minimized. If, however, most of the site is levelled with earth moving equipment at the beginning of the project, our community would be left with a change from a beautiful vista to a "dust bowl" and "mud hole" for many years. If the site is levelled and we enter into an economic decline, then the construction of homes, parks, etc. might be delayed. There are many developments that are being initiated in Pelham, Thorold and Welland within 5-10 kms. of this development hence it is planned to bring thousands of new homes on the market. Will there be much more supply than demand ? If the development stalls the community

would be left with an unattractive “eye sore” for an undetermined period. **How does the City plan to address such an eventuality including visual appearance and dust control related to construction ?**

f. **We have no information about the quality of this development including home quality, park quality, green space maintenance, landscaping, etc.** We understand that the City has Urban Design Guidelines, and other stipulations in its Official Plan, as well as a building permitting process but we have no information about how these would be applied to this project. This was not clarified at last weeks meeting. Will there likely be many contractors building homes with differing quality standards (including issues such as underground electrical utilities) or will there likely be one large home contractor with an agreement as to the quality standards. The home density that is planned (1200 homes on 200 acres is high) and will have a negative impact on our community. **Does the City want to be known as one that encourages the development of exclusive communities and then permits the adjacent development of high density low quality residential areas, that decreases the value of homes in the exclusive community ?**

g. Our community has other related concerns such as environmental impact, low water pressure in our community, difficulty accessing medical services (specifically doctors), the overall capacity of utilities to handle the new development, capacity of roads at the other side of the overpass, etc.. We expect all of them to be addressed in a professional manner, by the City and that we be provided with the information that we need to understand how all of these matters will be addressed.

4. We, at Hunters Pointe, are an active adult community not only in terms of our local community. Many of our members are active in the community at large in churches, and charitable organizations and many events are planned to collect charitable donations from our community to assist many organizations and the people that they serve. Despite the fact that many of us are retired, we are proud that we are still making important contributions to the community. As concerned citizens with a social conscience we wish to be treated with the respect with which we treat the rest of the community and we trust that the city and developer will do that.

I sent an email to Mayor Campion on April 5th that raised many of the foregoing issues. He sent me a reply stating that he had forwarded the email to his staff. In the email I had requested a meeting between our community and the Mayor and the two City Councillors and the two Regional Councillors**. I am again requesting that such a meeting be arranged.**

Sincerely,

Alec Lorentiu

Rachelle Larocque

From: Alec Lorentiu <>
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Hello Rachelle,

Here are the remainder of my comments on the Proposed Golf Course development.
I have some relatively brief comments on the Transportation Study and some more extensive comments on the Urban Design Rationale Report.
I wish to add that I have not received the Biglieri write-up about the developer. Have you received it ?

Transportation Comments

My first comment is really a question and that is why it has been recommended that the discussion about secondary access be deferred ? We view it as an important matter and believe that work on this should commence at the beginning of the project. I agree with the comment in Gavin Mollica's report to you, that the preferred location for secondary access would be at the south end of the development.
My second comment is about the fact that there is no mention of "construction traffic" in the report. There is currently a significant amount of construction traffic through the community and on the edge of the community along Daimler, to the Lucchetta site. Most residents recognized that this traffic would exist when they purchased their homes. This traffic consists of large earth/crushed stone haulage tracks, RediMix trucks, construction equipment, trucks with lumber/framing and other materials, and a wide range of contractor vehicles that arrive in the morning and leave late in the day. These create muddy streets, dust and noise. With the new D'Orazio development that is being initiated this year this traffic will likely double and when the new development occurs it could easily triple or quadruple. This why we view secondary access at the start of construction as an important issue. The Transportation report does not address the construction traffic issue, and I believe that it should.

Comments on PLANNING AND URBAN DESIGN RATIONALE REPORT prepared by the Biglieri Group.

In general, my comments on this report refer to the areas adjacent to the existing community, mostly north and northeast of the proposed development.
From the developer's Urban Design Report it is clear that the central commercial/multi-use hub, that is planned for south of Daimler Parkway, will be the busiest area in the new development. This site will include retail and commercial space, apartments and condos and a likely link to the transit system. Surely it would be more appropriate to put these facilities at the south end of the development.
This urban design dramatically changes the character of the current Hunter's Pointe community which is a quiet Active Adult Lifestyle community made up largely of seniors who have retired. This community has been well serviced by retail and commercial facilities on the other side of the 406, and the community does not need, or want, to see a busy retail and commercial area and condos/rentals adjacent to their quiet community. There are some 40 Active Adult Lifestyle communities in Ontario that have similar characteristics in terms of their populations and in terms of being located in quiet residential settings and this is the case for the Hunter's Pointe community today. Most of these 40 communities have a shared community centre where adult lifestyle activities are held, some contain pools, and many engage in outdoor sports including tennis, golf, etc.
It is surprising that the Urban plan proposed by Biglieri takes very little account of the nature of the existing community. The report does make reference to the existing community in a few limited instances, as follows:

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

2. The proposed built form has been strategically sited to ensure an appropriate transition from the existing stable neighbourhood to the northeast.

The channel running north south (including the adjacent green space) does provide a buffer on the west side of our community, and that is important. But the report says nothing about the nature, quality, architecture and other features of the homes on the other side of the buffer.
The foregoing states that; "The proposed built form has been strategically sited to ensure an appropriate transition from the existing stable neighbourhood to the northeast." How does this statement apply to the commercial/multi-use development just west of the "central Park". It really doesn't and there is no attempt to justify the placement of these facilities just across the street from our community.
The report contains only the foregoing few mentions of our community. It also contains a few photos of housing but no photos of the impressive vista as you drive east along Diamler Parkway into the community, with the impressive view of the lake. The Plan calls for this beautiful vista to be destroyed. **The Plan does not recognize that this community will already experience a large negative impact by the removal of the golf course itself, before any further development is carried out. Instead of recognizing that and attempting to mitigate other negative impacts, such as the commercial and multi-use facilities, the plan is presented while completely ignoring the nature of the existing community** and while attempting to address (in an almost textbook type manner) the policies of the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Niagara Regional Official Plan, and the City of Welland Official Plan.

A Similar Development in the Town of Aurora

This plan in the urban design report is in sharp contrast to at least one other similar development. The development that is referred to is one in the Town of Aurora. A "Planning Opinion" for an Official Plan Amendment was submitted in early 2015 for a golf course of 41 hectares to be redeveloped as a residential area with 184 single detached units, a high density residential building with 144 units, a small scale commercial area in the high rise building and containing parks and a trail system. The development was surrounded by existing single detached homes.
The Aurora Planning document states that;

1. Within the **Stable Residential Area designation** (An Aurora Official Plan designation), careful consideration shall be given to ensure that the built form of development and, in particular, the frontage and size of any new lots to be created, shall maintain the character of the existing streetscape and is compatible with the surrounding neighbourhood.

2. New development and site alteration abutting existing residential development shall be sympathetic to the form and character of the existing development and shall be compatible with regard to building scale and urban design. The proposed development is compatible in building scale and urban design, as further demonstrated in the zoning section of this report, and the concurrently submitted Urban Design and Architectural Control Guidelines.

3. All development within the 'Stable Neighbourhood' designation may be subject to Site Plan Control. Council may utilize all of the provisions of Site Plan Control permitted by the Planning Act, including, without limitation, the control of building materials, colour and architectural detail.

4. The draft plan of subdivision process and ultimate conditions of draft plan approval provide sufficient controls to ensure the appearance and architectural features of the single detached dwellings are appropriate.

The Aurora project is a smaller project than the one proposed here at Hunter's Pointe and yet there is extensive reference in the Aurora planning document to the detailed steps that will be taken to mitigate impacts to the existing

community. In short, a considerable amount of attention has been paid to the compatibility of the plan to the existing residents adjacent to the development and mitigating negative impacts on these residents. This is not the case in the Biglieri Plan and in its PLANNING AND URBAN DESIGN RATIONALE REPORT. **How will this be rectified ?**

I look forward to the responses to these issues, as well as the ones described in my previous email.

Sincerely,

Alec Lorentiu

Robert and Edward Lucchetta,
Lucchetta Homes
402 rice road,
Welland Ontario
April 20, 2018

Rachelle Larocque,
Senior Planner,
City of Welland,
60 East Main Street,
Welland, Ontario

RE: Proposed application of draft plan of Subdivision for the Former Hunters Pointe Golf course

Dear Ms. Larocque,

On April 12, 2018 your planning department held a public information session on the proposed application of subdivision for the Hunters' Pointe property. The residents and the Developers of the Hunters Pointe Active adult lifestyle community came out in droves as they felt that this preliminary application was being driven to approvals without concern for the existing residents.

The Biglierei group made a presentation to the city for the former Hunters pointe golf course. They had been at work on this site for only a few months with no discussions or information to the residents of the community. The city did meet with the consultant. Yet, It came as a shock to all of us working at Hunters or residents at hunters when the sign went up just before the Easter weekend. How can this happen so quickly with all the proper studies that required.

The offer is being made by a new company. This group have not completed any projects in Canada nor have they finished any projects to list as examples of their work. There is no municipality that can tell you that they completed a development and lived up to their obligations and returned their letters of credit. They have no history as to the quality of the projects or how they will be good corporate citizens. The city should be weary of this as we do not want Welland and its citizens to have to foot the bill and or leave a trail of disappointment if all the obligations are not completed.

This is a huge tract of land, almost 2 km long, which when completed in total will bring an additional 1200 homes and or a potential of 4000 residents and even more with the commercial component proposed. As is, the Hunters adult lifestyle community is approximately 700 residences fully built out. The central village and south village by the Dorazio group are almost another 305 homes. That means this entire area is over 2200 homes. This huge site requires proper and careful planning as it will impact Welland for years to come. This is currently, the largest tract of developable land in the region.

Good Community planning requires the input of the residents: Hunters Pointe is a community within a community. There are no other subdivisions near by and its residents are mostly empty nesters. There was no input or communication from this group beforehand to the residents. This is currently, the largest tract of land in the process of development in the Niagara region. In even smaller developments of a few hundred lots, public participation is common. Design vignettes or charrettes are put forth for public input. In the meantime, studies are carried out and completed. Studies should include an EIS, a noise study, an archeological study, a traffic study with realistic inputs, etc.…The results of those public design sessions and the restraints imposed by the completed studies form the basis of a plan of subdivision that is then proposed to the city for acceptance. It may take 6 months of public meetings or more to get an acceptable plan for all parties, but it is a very worthwhile process. The city should be insisting that public design sessions such as these be mandatory. It protects your citizens but also protects council as it shows you are listening to your constituent's concerns. This is especially important understanding the size of this development and the ongoing neighbouring sites and the impact they will all have together.

A good example of a city demanding good planning is the city of Cambridge. In 2016, a developer proposed a redevelopment of the Saginaw golf course into a 368 home site. This site was also roughly the same size. Yet, only one third of the homes were approved for the development because of the buffering issues. The city was presented with a plan that did not address the concerns of the residents, so council deferred the decision until residents' committee was able to work together with the developer to come to an amicable solution. The site just received approval from council after most issues were resolved. This is precedence setting.

Open space and recreation space: Under the provincial policy statement, communities should have an equitable, publicly-accessible built and natural areas for recreation and public spaces, trails and open space areas. This proposal shows 17.4 hectares of land available for recreation space. That is incorrect. Much of the so-called recreation space includes drainage channels, inaccessible sloped areas (by Welland river) and an unusable strip of land next to the highway. This leaves very little actual usable recreation lands. Where are the parkettes with recreation facilities where children can play or teenagers can enjoy a game of soccer? Where are the linkages that join these parkettes that make for great community planning? Are we just trying to stuff as many homes on the site as we can? Technically there is almost zero public space in this development.

The Buffer rights of adjoining residents: The residents on Old course trail have a right to a buffer between the existing community and the new development proposed. What is the right buffer? There are many communities where tracts of land have been held up for years because of the uncertain buffering distances. What is proposed in this development lacks any privacy and must be reviewed. A shared review with the homeowners should be required by the city of

Welland. City of Cambridge dealt with this correctly and set precedence with their golf course redevelopment.

Access to the site is impossible due to the safety issue of the entrance
The curve at which the proposed development is slated to enter from is known as "DEADMANS' CURVE". Having worked there for the last 15 years, we know of numerous instances where near

collisions have happened. Our employees are instructed to be very careful driving through this area as the sun sets and rises perpendicular to that curve. Compound the fact of the age group that were building for and add in two new entrances at that point and you have a recipe for disaster. No councillor, in their right minds, should approve this development knowing the potential for fatalities that would result in blood being on their hands.

This traffic study was done in November when many people from Hunters Pointe are down South. The numbers are eschewed far too low because of this. When we talked with the traffic consultant, he said that they were now proposing a roundabout at that entrance. Just on this fact alone, this proposal is deemed to be incomplete. Where is there new plans showing the roundabout??
At present, Daimler parkway with one lane of traffic going each way, is the only access to the site and could be deadly for someone if it is blocked during a medical emergency. With so many potential new residents the new crossing is needed on Oxford Road. That new crossing must be created as part of phase one. The crossing should include an interchange to facilitate traffic from both the south and the north. People coming back to the site from Woodlawn road or from the north such as Toronto would have to use the Woodlawn road entry. This would mean Daimler will get much more traffic than this secondary access. This would be multiplied many times considering almost all construction materials are located in cities north of the site. The congestion during the day would be terrible. This site would take years to complete considering that the area has never had more than 45 homes built in a year so the traffic off Woodlawn would be horrendous for years to come.
At the public meeting, we happened to speak to the author of the traffic study. The assumptions of the traffic study are based on 60% traffic using the Daimler entry and 40% of traffic using the Oxford road entry. This is very flawed. Most all amenities, facilities and services are on the Woodlawn road end. The traffic study should be re-evaluated for a more realistic breakdown. Most traffic consultants would agree that at least 90% of the traffic would use Daimler Parkway. This would then result in a double lane traffic going both ways into a roundabout.

Lands behind Old course trail: Along with access to the site from Daimler was the subject of Access to the north end of the former Hunters Pointe golf course behind Old course trail. That is a very long road and yet there is no secondary access required. This is particularly troubling since Muirfield trail, a road half the length of the proposal required a secondary access. A

secondary access is thus required on the lands to the North of Daimler. Their traffic consultant could not at the meeting refute this point.

Heritage features should be retained:
The large body of water known as Lochness lake has Heritage features under the provincial policy statement that must be protected. Under policy statement 2.1.5.d - development and site modifications shall not be permitted to a significant wildlife habitat. A one year E.I.S. has not been done to date so many do not know that this area is a breeding/staging area for

waterfowl. It is obviously a migratory waterfowl stopover area with the large flocks of birds emanating the area throughout the year. MNR requires a buffer between 100 to 200 meters around the lake to protect the sensitivity of the site. In addition, there are numerous bullfrogs that are also a SPECIES at RISK in the lake. For these two reasons, the lake must be protected.

The entrance into hunters is majestic. The open spaces re-create the St Andrews, Scotland, vista. They are not Heritage features as defined by the Municipal Act but they are character icons of the area. At the heart of this area is the clubhouse and the Lochness lake. These two icons have welcomed residents for over twenty years to the Hunters Pointe community. The clubhouse would make a wonderful restaurant or community space to be shared for all. The Lochness lake, in addition to having Heritage features, must be left as is and the lands around it should be make into a park space or walking pathway with benches for all to enjoy.

The commercial areas: The current plan is proposing for commercial zoning along Daimler with frontages up to up to 4 stories. It calls for apartments behind the commercial fronts and turning to singles further south into the property. This will congest the entrance into the Daimler area. The commercial areas should be left south of the Lochness lake so as to retain the heritage features of Lochness lake and the clubhouse and put a small commercial component on the south side of the lake so as to buffer and maintain the beauty of the entrance into the site as it is now. The developer needs to redeploy commercial space to create a more sensitive transition to adjacent neighbourhoods.

Proper buffering is necessary: Most of the commercial areas and all the higher density midrise areas should be placed in the south end of the site not the north end. This would promote the buffering of existing residents which is a good planning principle that most municipalities work with. Being such a large development, this is easily achieved.

Noise Fencing is crucial: As the new GE plant is developed and is operational and as the population increases, the traffic on the HWY 406 will become heavier. At present there is no noise barrier along the highway. We know that past developers who were interested in this site were told by MTO that a sound wall was deemed necessary and that it had to be higher than

any point of the highway including at the overpass. Not sure how their study shows none is needed. Have you ever seen a development along a 400 series highway without a noise wall?? The City of Hamilton passed a development back in the 1990's along the QEW and after 5 years, the residents petitioned MTO to make the City responsible for a noise wall. The City was stuck paying for the noise wall. This is precedence setting. The developer must pay for this sound barrier.
Another reason for this noise wall is that it will also act as a safety barrier for kids, animals, etc wandering out onto the highway. Who would be held responsible if something fatal should happen?

These development lands are a unique building opportunity. Any developer must collaborate with this thriving community to create a world class destination and neighbourhood. Do not forget that Hunters Pointe was The National Community of the Year. It is the only time that a community in Ontario has received this award. The City of Welland is in a very unique position where they can control the ultimate outcome of this valuable piece of property.

It would be a historic mistake to approve this application that had not had enough thought or effort put forth from a planning, safety and environmental perspective. More studies and collaboration with the community are required.

Regards,

Rob and Ed Lucchetta

Rachelle Larocque

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Please see attached letter regarding my concerns with the proposed development.

Thank you

Thomas Manney
109 Magnolia Lane,
Welland, ON

Mr. Mayor, Ward Councilors,

Re: The Lochness Monster Development

In the coming days, weeks and months, you are going to bear witness to a remarkable phenomenon. Because of the Lochness Monster, you are going to see the growth and exercise of political activism in what was formerly a politically dormant Hunters Pointe community. News that the community's existence and way of life is to be besieged by the developer's shovel has brought the community together in a way that only an existential threat can.

The developer is a continent away, he or it won't have to deal first-hand with the activism of a community determined to make its voice heard. That voice will be on display as community residents discover what they can achieve when they work in unison. This activism will likely begin inconspicuously; starting with the writing of letters to newspapers, to each of you, to whomever will provide them a sympathetic ear. It will grow as residents find their voice to include rallies, street marches and maybe even sit-ins at city hall. Through the exploration of their new found political power, residents will become comfortable holding accountable those they elect to political office in a way they never have been before. Not one of you should expect a repeat of the 2014 civic elections that saw only twenty-five per cent of eligible Hunters Pointe voters cast their ballot. In 2018, you should expect to see a unified collective exercise of their franchise rights as a means of evaluating how they believe you served the interests of the community. How well you tame the Lochness Monster that has given life to this new political activism might well be your defining political moments.

It was more than ten years ago now when I first saw the Hunters Pointe Community driving along Woodlawn Road towards the 406 Highway. Although I had worked in the region for some twenty years by that time, I fastidiously avoided visiting Welland, believing it had little to offer. Its city core area was run down and certainly wasn't a place I would bring my wife at night. Residents who lived here at the time often complained about ramshackle infrastructure, the loss of industry, and none ever expressed much hope for the future. But when I was driving along Woodlawn Road and first saw what turned out was a Golf Course Club House on a Lake, I thought to myself, this doesn't look anything like what I expected in Welland. In the weeks afterwards my wife and I made several visits to the community, stopping to watch the birds on the beautiful lake, occasionally catching sight of a large Osprey diving for fish. On the evening visits we would hear coyotes in the distance at dusk, and spot the occasional deer meandering on the beautifully maintained golf course. Although neither of us were golfers, we made the decision to build a home on Magnolia Lane, thinking that the community was a jewel, and that clearly there were people in Welland who had a good idea of what the future should look like.

For the last nine years, my wife and I have resided on Magnolia Lane, enjoying the serenity offered by a large green space that teems day and night with wildlife, beautiful sunrises and

sunsets, and which was our respite after a hard day's work. I know most if not all my neighbours felt the same way. We had discovered a paradise in Welland. This community was a sign that there was hope for Welland after years of lost industry and employment. Whether you drove north or south along the 406 Highway, on every trip you were reminded that sometimes cities got it right. On March the 15th of 2018 we received several notices from the city's planning department which suggested that our community was to be sacrificed on the altar of development, that the lake was to become a storm drain, the golf course tightly packed row housing, that we were going to have to live with commercial and rental property development beside the existing golf course club house, with 10 to 15 years of dust, dirt and construction noise. In short, Welland's jewel had been sold to a foreign interest that obviously cares not a whit for those who had made the community their home.

Aggravating the situation is that it seems as if this development is being rammed through regardless of whether or not the developer has completed an application process in the exhaustive process described on the city's website. Residents of the community were told that an application was made to have the golf course re-zoned to permit residential and commercial construction, and that the application would be considered by council at a later date. Given that the golf course has removed all yardage signs, all hazard markers, and components of the irrigation system, with some of that equipment having already been installed on another golf course, one could be forgiven for believing that the developer has already secured the re-zoning by a process other than that of which we were advised.

The residents at Hunters Pointe understand that the golf course is private property. Each resident knows that they have no right to tell another person what to do with his property. While they passionately wish the course to remain a golf course, they accept that they can no more tell the owner of the golf course that his property must remain a golf course than they can tell their neighbor he must paint his grass blue. However, if the golf course owner wishes to make an application to have the property re-zoned for some other usage, the residents at Hunters Pointe have the right to expect the procedures for re-zoning are followed to the letter. What's clear at this time is that the procedures for re-zoning haven't been completed. How then can the owner be so confident as to dismantle the golf course?

Water Pressure

For nine years now, my wife and I have experienced low water pressure at our residence, to the point that there are times you can't run two water sources at the same time. For nine years now we have received promises and re-assurances time and time again that this will change, and that a pumping station will soon be built. We know this isn't true. Money for a pumping station has never been budgeted for, and it's only in the last few weeks that an RFP has been submitted. There is still no time line for when a station is to be built. We know Welland has serious infrastructure problems. Last summer we experienced some 14 hours without city water, due to a main break as a result of corrosion. Should not more attention be placed on repairing and

replacing key infrastructure points before hastily making a decision to tax them even further? Should you permit re-zoning and development on the scope envisioned by the developer, what protection those of us who have been living there for years have with respect to our water supply?

The Second Entry / Exit

Each of you realizes that there is only one ingress and egress route at Hunters Pointe. That route is crossed by a rail road track. Each weekday, twice a day, short trains cross Daimler Parkway carrying goods, some of which are hazardous or volatile. Fortunately, to date there have been no incidents forcing the closure of the roadway. What happens when fortune falls victim to the accidental, the unexpected, and the unintended? How are residents expected to exit their community if there is an event that closes the road way? What happens if a serious incident closes the single ingress / egress route and people need to be evacuated? Without a secondary exit, how would people get out of harm's way? The scope of the Lochness Monster development is huge. Is each of you confident that a single entry and exit roadway is safe? Can a single entry and exit road way handle current traffic patterns, high volume construction traffic when development starts, and high volume traffic when new residents move in? The traffic studies to date reported by the developer's agents have not been exhaustive studies, nor do they adequately address safety and evacuation management.

In fact, the developer's report does not address "construction traffic." In the nine years my wife and I have lived in the community, we have had to deal with dirt, dust and construction vehicles on a daily basis. It is a rare day to find Daimler Parkway in a pristine condition. More often is the case where there are small rocks, gravel and dirt on the road. Is this our life for another 10 – 15 years?

There is a solution to this problem, but it isn't one that any of the developers are eager to take on. Before any further construction takes place to the south of Magnolia Lane, before any construction takes place on golf course lands, there must be built and completed a second ingress and egress route. My understanding is that there is a plan for such a route to be built at Oxford Road south of Woodlawn Road. This project must be completed before the city permits any new development. To not impose this duty on a developer because it is an expensive obligation is akin to telling residents they have less value than that of the developer.

Hunters Pointe Wildlife

In the twenty years that the Hunters Point community has existed, a wide variety of flora and fauna have established themselves in and around the golf course lands. A myriad of bird species, including majestic Bald Eagles and imposing Ospreys, can be seen hunting in and around the lake on a regular basis. Flocks of Loons, Cormorants, Ducks and Herons and Egrets also make the lake their home at various times of the year. Many large Snapping Turtles make the lake their home. The Ontario government advises that the Snapping Turtle depends on wetland habitat, and

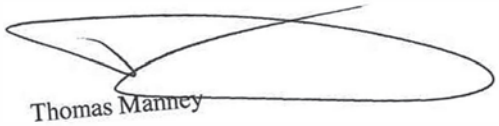
that efforts need to be made to protect wetlands and surrounding natural vegetation to sustain the Turtle population. There is no question the development, as currently proposed, and which sees the lake become a storm water sewer, will eradicate the turtle population, as well as a large part of the bird population. The lake is also home to mink and muskrats. The surrounding fauna support populations of raccoons, coyotes, several species of snakes, and deer traverse the golf course lands during the evening hours. Welland's jewel is the eco-system supported by the large lake on the golf course. How even thinking about destroying this environment with the developer's shovel as progress boggles the mind. The developer's proposal hasn't included a detailed Environmental Impact Study for an obvious reason. Any ethically conducted study would acknowledge the eco-system that has developed on golf course lands and would argue against its destruction.

Soil and Pesticide Contamination

To date the developer has not completed detailed soil analysis of the golf course lands. There is anecdotal evidence that some testing has been done in recent years, and that the results of those tests were indicative of soil irregularities as a result of contamination resulting from twenty years of pesticide use. The developer has not assessed or planned for soil removal, or soil rejuvenation. The developer hasn't even filed detailed plans about the extent of excavation work and elevation changes in the areas where building is being proposed. There are numerous instances in the United States and Europe where arsenic has been discovered on golf course lands being converted to residential use. Studies in the United States routinely report that "all golf courses contain arsenic and other contaminants in various amounts." Practices have been developed to deal with contaminated soil, either cleaning it or capping it with asphalt. Neither of those activities is detailed by the developer in this matter.

As each of you knows by now, there is a wide variety of concerns with the proposed Lochness Monster development. I know my neighbours and other residents in the community are addressing each of you with their concerns as well. We expect that each of you will act in our interests to save our community, to save the eco-system of the community, and to protect our health, safety and well-being. This mad rush to development must be restrained. If development must occur, it must do so in a manner that follows well established guidelines laid out by civic, municipal, and provincial governments.

As I stated in my opening paragraphs, residents at Hunters Pointe have been prodded into action. They are learning about how the conditions that govern new developments proceed from information of the city of Welland's web site. They talk to other planners, they talk to lawyers, they use the internet to search and learn about others that have tried to stop the destruction wrought by the developer's shovel. Critically, perhaps for each of you, they are learning about the political power that comes from a cohesive united group. They plan to use this power to hold each of you accountable.



Thomas Manney

109 Magnolia Lane,

Welland, Ontario

Rachelle Larocque

From: đШ̈ę̈ę̈ŭ ŧ̈ŠŠ̈ę̈ę̈ ŠШ̈ę̈ę̈ŭ ЏĕŠŠ̈ę̈ę̈ wĕll' 9ҽić' >
Sent: Apŗ̈l 11, 2018 10:44 AM
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From: Linda Martin [mailto:martinjhlm@cogeco.ca]
Sent: April 9, 2018 11:06 AM
To: mayor <mayor@welland.ca>; Councillor Tony DiMarco <tony.dimarco@welland.ca>; Councillor Pat Chiocchio <pat.chiocchio@welland.ca>
Cc: Sandra Thomas <sthomas@cogeco.net>; David Snook Rusty Baillie >; rossjep
Subject: Hunter's Pointe Golf Course

We have a serious concern about the development of Hunter's Pointe golf course.

There is only one road into this development. No further development should occur before another access road is provided and an environmental impact study is completed.

There are great blue herons, turtles, frogs, eagles, and just last year, nesting white egrets on Loch Ness Lake.

Our water pressure is abysmal. This should be rectified ASAP, before any further development occurs.

The density of the proposed development of Hunter's Pointe golf course is ridiculous. Our hospitals, doctors, and medical facilities are stretched to the limit now. How do you expect to accommodate thousands of additional people moving into this area?

Please take these concerns seriously. Don't just look at the tax dollars you may gain from this.

James & Linda Martin
86 Galloway Trail
Welland

This message

from Linda Martin CA

CITY OF WELLAND
RECEIVED
APR 17 2018
MAYOR'S OFFICE

cc. Rachelle Haroque

April 12, 2018

Frank Campion
Mayor
City of Welland
60 East Main street, Welland, ON L3B 3X4

RE: Proposed Development of Hunters Pointe Lands

Dear Mr. Campion,

We have the following questions and recommendation on the proposed development of the Hunters Pointe golf course lands:

Question/comment

1)The Welland zoning By-Law dated October 17, 2017, section 5, sub-section 5.37, stipulates that new dwellings must be set back 30 meters from the edge of the railway right of way with an intervening 2.5 meter high safety bern. Does the proposed development of the parcel of land west of Old Course Trail conform to this zoning By-Law?

2)The traffic survey document seems to imply that this survey was done in October 2017. As you are likely aware, many Hunters Pointe residents have winter homes in Florida and Arizona, and typically leave Canada at the beginning of October. Did the survey factor in, that many residents were gone at that time, resulting in lower traffic density during the fall and winter months?

Recommendation

The existing number of homes in Hunters Pointe, in addition to the planned development of the North, Central and South villages by Jim D'orazio/Lucchetta/Ballantry will total some 600 homes. To add another 1,200 homes will result in some 1,800 homes in this small land locked area. This would create much stress to the local infrastructures and traffic patterns, such as access to and from Daimler Parkway and Woodland to HWY 406.

We recommend that any proposed development of the Hunters Pointe lands be restricted to approximately 500 homes, which would result in a total of some 1,100 homes for the area. These additional 500 homes could be of higher value so that the City of Welland would not forgo any potential tax revenue.

From an environmental and quality of life perspective, this would be much more sustainable and ensure that Hunters Pointe/Welland continue to be a destination of choice in the Niagara region.

Yours truly,

Mary Jane Masse Yvan Masse

Mary Jane and Yvan Masse
121 Old Course Trail
Welland, ON L3B 6G8

Rachelle Larocque

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Sent: Apri9ū16, 2018ū8:36ūA’
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Please see attached.

Brian Gray and Joanna Maund

94 Turnberry Trail, Welland, ON L3B0B7

April 16, 2018

Mr.Frank Campion, Mayor
Mr. Tony Dimarco, Councillor
Mr. Pat Chiocchio, Councillor
City of Welland
60 East Main Street
Welland, ON L3B 3X4

Dear Messrs. Campion, Dimarco and Chiocchio:

We are writing to you to express our concerns about the proposed rezoning and subsequent development of the property formerly known as Hunters Pointe Golf Course. We have been residents of the adult lifestyle community adjacent to the former golf course for approximately four years, having moved from the hustle and bustle of Toronto upon our retirement. We chose Hunters Pointe because it is a quiet community of like-minded people (retired or near retirement) with similar hobbies and interests. We accept our lifestyle will change with the sale and development of the golf course property but we have significant concerns with the proposed rezoning and development that has been put before you.

Our main concern relates to the fact there is only a single access, Daimler Parkway, into the development. As a result, there is a risk that our residents could be trapped within the community or prohibited from entering the community should there be a crash, spill or similar event on the rail line at Daimler Parkway. We accepted this risk when we moved here, knowing there were a limited number of people who would be impacted. But with the proposed addition of 1200 homes, a second entrance/exit is essential and we believe this must be completed **before any construction work commences on the golf course lands**. We understand the developer is proposing an extension of Oxford St. and an overpass over Highway 406. We believe this solution is totally inadequate to serve the needs of the proposed development and that a full interchange permitting traffic to enter and exit Highway 406 from Oxford Street is required. Presently much of the traffic exiting our community turns onto Highway 406. Without a full interchange at Oxford Street, residents of the new development will most likely use the entrance/exit at Daimler Parkway, thereby increasing the traffic on Daimler Parkway beyond what it was designed to accommodate. **We therefore request that you require the developer, as a condition of your approval of the rezoning of the golf course lands, to construct a full interchange (in compliance with MTO requirements) prior to commencement of any development work on the property.**

We are also concerned about the speed at which the approval process for this development is taking place. As you will have noted from the attendance at the information meeting held at City Hall last week, our residents have a number of questions and concerns. Many of our residents have not yet returned from their winter homes and therefore have not yet had an opportunity to provide their

comments on the proposed rezoning and development to you. We therefore request that you postpone your decision on the rezoning and planned subdivision until all our residents had had an opportunity to provide their feedback.

Thank you for listening to our concerns and thank you for your service to our city.

Sincerely,

Brian Gray and Joanna Maund

Rachelle Larocque

From: đЦЊęĩĕŭ ŧĹĹŋĵĩĕ ĹЦЊęĩĕŭ ЬĖĹŋĵĩĕ wĕlľ 9ҿićˇ >
Sent: Apŗĵl 11, 2018 10:49 AM
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From: Sandra Melhuish
Sent: April 9, 2018 2:02 PM
To: Councillor Pat Chiocchio <pat.chiocchio@welland.ca>; Councillor Tony DiMarco <tony.dimarco@welland.ca>; mayor <mayor@welland.ca>
Subject: Hunters Pointe Application File # 26T_14_18003

Dear Sir/Madam:

We purchased our property in Hunter's Pointe in July, 2017 with the intention of it being our retirement home, this is now in jeopardy as a result of the proposed development by Biglieri of the current golf course and green space lands surrounding the area. All the issues and concerns have been forwarded to you by several other concerned homeowners of Hunter's Pointe already, and I feel there is no need to list them all to you again.

If the proposed development is approved by the city of Welland it will greatly diminish our enjoyment of this new home which was purchased because Hunter's Pointe offered us the lifestyle we were looking for in our retirement years with a golf course situated within a private adult lifestyle community. The Hunter's Pointe Community Center also offers social activities and events which appeal to us as well as many of the residents of the community.

The proposed development must not be move forward and we will fight to have our voices and concerns heard. If the proposal is approved and our property values decrease who bears the burden, certainly not the City of Welland! The City must take responsibility for any, and all, negative impact to the residents if this development is approved.
Please consider well the impact to over 500 residents of our community and vote NO to this proposal.

Respectfully,
Sandra and Rober Melhuish

Rachelle Larocque

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Hi Rachelle,

Did not see your name on the email below.

Regards,

Carmela Radice
Acting City Clerk
Legislative Services
Office of the City Clerk
Corporation of the City of Welland
60 East Main Street, Welland, Ontario L3B 3X4
Phone: (905)735-1700 Ext. 2280 Fax: (905)732-1919 www.welland.ca

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Are you on the list to vote in the
2018 Municipal Elections?
Have your say, log on today!
www.voterlookup.ca

-----Original Message-----
From: Gord Mills
Sent: April 20, 2018 5:07 PM
To: Councillor Pat Chiocchio <pat.chiocchio@welland.ca>; Councillor Tony DiMarco <tony.dimarco@welland.ca>; council <council@welland.ca>; mayor <mayor@welland.ca>; george.marshall@niagararegion.ca; paul.grenier@niagararegion.ca; heather.a.doyle@ontario.ca
Subject: Proposed New Development Hunters Point

The Town has lost a lot of industry over the years and understand the only main source of increased revenue at this time is through residential development. The thought of this proposed new development is very exciting for Town Councillors but must caution you about not proceeding quickly with out doing your due diligence. A number of great ideas and suggestions were put forward at the Town Hall meeting held April 12 which was attended by approximately 220 interested parties and given the fact some 40% of Residents in Hunters Point and the surrounding neighbourhood had not returned from the south it will be much larger come May 1st Council Meeting. It is important that appropriate meeting room facilities be made available. It was disappointing there wasn't better representation from the Town Council and minutes were not taken from that meeting April 12th; hopefully it will this time.

I understand several phone calls, emails and letters have been sent which contain some great questions / concerns and therefore only want to address what I feel is one of the most important issues, proper access into the current Development and the new Proposed Development. The proposal only plans a roundabout on Daimler Parkway with stop lights at the 406 exit and Daimler Parkway at this time with the possibility of an over pass in the future. The expansion of the commercial site east of Walmart, 1200 new homes (300) sold as at April 19; plus commercial property approved by Port Robinson just off of highway 406 at Merritt Road exit with the closest shopping area at Daimler Road exit being Walmart, Rona and Canadian Tire put added pressure on the Daimler exit. This combined with further Commercial Development to the east of Walmart, new residential to the south east and west of 406 has this been considered?Is the city accepting one access at this time because a proper one into the development would cost in the area of $12MM to $15MM making it less palatable to the Developer?
The rush to get this approved when the Town is well aware many residents are snow birds and have not or just returned won't have time to consider the proposal, getting proper legal and professional counsel and advice. The planning Depart indicated there was a set time frame for approving a subdivision but these are only guidelines and have had exceptions in the past.

Questions

1. Have the Developers been properly checked out regarding there reputation in other communities ie: Peterborough and where they have had other projects. Their financial ability to finance a project of this magnitude and an over pass that is needed now before construction starts on the Development ?

2. Have all the necessary reports been obtained from all agencies to support the approval of this Development including the MTO ?

3. Is the towns Senior Planner experienced enough to handle a project of this magnitude which is probably the biggest in the Towns history ?

4. Do we have the infrastructure in place to handle the new residents; ie:, medical, education, shopping, busing, ambulance, fire etc. We already know we have insufficient doctors in Welland and surrounding area. ?

5. What compensation has the city made to attract this developer; is not requesting a proper access one of them ?

6. The design of the homes, lot sizes, commercial buildings and available parking need to be properly explored.

7. Has the Town of Welland followed the Guidelines for Municipal Official Plan Preparation and Review with the Ministry of Transportation? In particular under these guidelines section 3. Specific Policies and Standards for Impacts on the Provincial Transportation Systems. Section 3.3 specific MTO Policies for Official Plans in particular 3.3.1,3.3.2,3.3.3,3.3.4,3.3.5,3.3.6,3.3.7,3.3.8,3.3.9,3.3.10,. All the above are under the control of the MTO and not the local Municipality.

8. HAS THE TOWN OBTAINED THE MINISTRY OF TRANSPORTATION APPROVAL?

A number of questions were asked of the Developers Planner and responses such as "it is only in conceptual stages" is not satisfactory.

I am requesting the City of Welland to outline the process and time frame when they expect approval to be given.

Gord Mills
79 Turnberry Trail
Welland, Ontario

Rachelle Larocque

From: đШцĕĎŋĐMollica
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Hi Rachelle:

Attached is correspondence regarding some concerns and suggestions for the proposed Hunters Pointe Development. Perhaps these concerns can be addressed at the next council meeting?

Kindest Regards,
Gavin Mollica
8 Magnolia Lane,
Welland, ON.
L3B 6H9

New Development Hunters Pointe

Planning Department

Rachelle Larocque

City of Welland

April 17/2018

Dear: Rachelle

I am currently a resident of the Hunters Pointe Community and was in attendance for the information meeting conducted on April 12, 2018. After speaking with the developers consultants I have concerns and possible proposals that should be taken into account before any re-zoning of the open space area is considered. Below is an outline of conditions that need to be met and imposed on any developer of the golf course property at Hunters Pointe.

1. Separate entrance with interchange to the 406 at the south end of the proposed development. It is imperative that this condition be met by anyone considering development of the golf course lands. The reasons being as follows:

- Safety. A separate entrance with an interchange to the 406 is needed to re-route traffic not only for the future residents but all construction vehicles. With the amount of construction vehicles now entering at the Daimler entrance between Lucchetta Homes in the North end and D'Orazio in the central area of Hunters Pointe there will be an issue with bottle necking of the entrance to the subdivision. Adding in the resident vehicles and the train track, emergency vehicles could possibly be held up at this point resulting in a possible catastrophe.
- Traffic Congestion. With the additional amount of homes to be developed in the south end, an interchange to the 406 would alleviate homeowners needing to travel to Daimler to access the 406 highway. Thus easing the intersection at Daimler.
- Noise and Quality of Life. With an interchange, the construction vehicles entering for the south end will help ease the inconveniences for the existing residents. As mentioned, the existing construction now in place is more than enough for the residents. The amount of dust, noise and construction vehicular traffic is at its peak for the existing residents. There are still a number of years of construction for the north and central areas of the existing community.

2. Existing Pond at Daimler entrance should not be altered.

- This is a significant feature of the existing area and is vital to the character of this award winning community. All proposed plotting of future homes should be reconfigured to be located at the end of the existing pond to the south. The developer should then incorporate a walking trail

around the ponds with some possible benches and trees to enhance this area. This would then create a buffer zone between the new proposed development and the Adult Lifestyle Community now in existence.

- The proposed commercial area around the pond should include a parking lot located at the west side of the existing pond to have an unobstructed view to enhance the entrance to Hunters Pointe. Any buildings in this area will impede the view of entrance to the existing community. When you currently enter Hunters Pointe the first impression is one of peace and tranquility created by the view of the existing pond. This feature needs to be preserved.

3. Commercial Area at existing clubhouse should not exceed 2 stories. There should be no apartment rentals in this area. Any proposal of multi level rental units should be located at the very south end of the development. The reasons being as follows:

- Rental units require multiple parking spots and this area will not accommodate 4 stories of future residents.
- 2 story commercial units will not dwarf the existing clubhouse and any proposal for commercial units should incorporate a stone look complementing the existing clubhouse that was patterned after Old St. Andrews golf course in Scotland. The existing clubhouse should remain since this also is a significant landmark of the existing community. Hopefully this building can be leased for a restaurant to service the expanding community?
- A 4 story unit with apartments will cause traffic congestion to the Daimler entrance. Again a safety concern for emergency vehicles.
- Medium density residential should be located at the south end of the development so residents can then use the future interchange for entering and exiting without using the Daimler interchange. Once again this will ease traffic at the Daimler entrance.

4. Phasing of the proposed development should begin at the extreme south end. The reasons being as follows:

- All construction vehicles will enter at the south end interchange to keep the first phase of construction away from the existing construction now taking place in the north and central areas of the Hunters Pointe community.
- Buffer zone from construction will be created for the existing residents now living in the north and central areas of Hunters Pointe.
- This will also create a safer environment for existing residents. Current residents are active adults who walk their pets and enjoy their community. Another construction zone in the north of this community will create additional safety hazards.
- It is imperative that all proposed construction start at the south end and work its way north toward the existing community. By doing this, the developer will show good will toward the existing residents, since it will take a number of years for the phases to make its way to the existing residential in the northern zone. All home construction will remain to the south for a number of years. This will also be beneficial to the City should the developer not complete the necessary infrastructure for the construction of homes. If the developer decides to pull out.

The City of Welland will not face the wrath of the existing community. If development started in the north end and the developer decides to walk away from the project the City of Welland would surely upset the entire existing community.

5. Developer retaining fees or lines of credit need to be high enough for the construction of the south interchange, initial phasing of the first south phase and the necessary infrastructure for the entire project.

- This will ensure that the City is not left holding the bag should the developer decide to pull out of their commitment to the project.
- This will also ease the flood of questions from the existing community regarding them having to fund the completion of the proposed project with higher taxes to compensate the shortfall, should the developer decide to pull out of the project.

6. All other waste water ponds should be incorporated to enhance the beauty of the development. These pond areas need to be dredged deep enough to make sure of the following:

- The areas do not become scum ponds breeding mosquito populations. This will lessen the possibility of West Nile disease.
- This will help enhance the tranquility of the proposed subdivision. The developer should meet with the existing residents to incorporate a detailed plan and drawings on how the ponds will look.

7. Lot sizes should be similar to the current sizes in the north area of Hunters Pointe. This will ensure the following:

- A continuing flow of home sizes throughout the existing community and the new proposed development. Currently detached homes range from approx. 1500 square feet to over 3000 square feet.
- Smaller lot sizes of 35 feet by 100 feet would be a detriment to the existing homes now occupying the Hunters Pointe community. After all, Hunters Pointe is an affluent exquisite community not to mention the Canadian Homebuilders award for Community of the Year for all of Canada. Any proposal for a development, needs to consider the impact it will have on existing properties no matter where it is located. Again, further consultation directly with the existing residents needs to take place before any homes are constructed. Lot sizes for detached homes should start at the current size now being offered in the north development. Standard size lots for detached homes are approx. 46' X 100'. This should be the norm for the south development.

8. Road noise from the 406. With the additional amount of developments in and around Welland and the future industries such as the GE plant, there will certainly be a traffic increase. The developer should be required to resurrect a noise wall barrier between the 406 and future proposed development.

- This will create a quieter environment for all future homeowners.

- This will also create a safety fence to keep any pedestrians (especially kids) from wandering toward the heavily used 406.

In closing I hope the above recommendations can be written as conditions and attached to the proposal for re-zoning of the open space lands currently in Hunters Pointe? When I attended the meeting on April 12th, 2018, I was surprised by the lack of information presented by the consultants of the developer. By adding specific conditions to the application for re-zoning (if possible), this would then assure the existing residents and the City of Welland on the sincerity of the developer. The developer can then ascertain the scope needed to deliver an amicable community that will enhance the current Residences of Hunters Pointe. We all need to know if this proposed project is genuine, or just a fishing expedition.

Kindest Regards,
Gavin Mollica
8 Magnolia Lane,
Welland, ON.
L3B 6H9

Rachelle Larocque

From: đШĕęĩĕůĕ ŧĺĺĕĝĩĩĕ ĺШĕęĩĕůĕ Ьĕĕĺĕĝĩĩĕ węĕlľ 9ҽıc᾽ >
Sent: Apŗĵl 11, 2018 10:41 AM
To: R᾽ cШĕęllĕę ᾽ ĩĩĕĝc! " ĕ
Subject: #$: %" 9ĺĕęĩĕĵĵů &ĕĝ i9ĺĕę ' ĕ(ĕęlůp) ĕ9ĺĺ&ľ 9

From: Dave Mosley
Sent: April 6, 2018 1:57 PM
To: mayor <mayor@welland.ca>
Subject: Fwd: Hunters Pointe Development Plan

Mr Mayor..I am copying you on emails I sent to Pat and Tony, as I felt you also should know of our concerns. Hopefully you already have some reservations about the proposed development plan if for no other reason than it will very negatively impact already overloaded Welland infrastructure.

Let me add, that though it is rare to get a group of seniors to agree on most anything, i think you will find that the Highlands Community members are 100% against this plan. Please do what you can to ensure that it does not proceed as defined.

Thank you,

Dave Mosley and Linda Gagne

95 Turnberry Trail, Welland

-------- Forwarded Message --------
Subject: Fwd: Hunters Pointe Development Plan
Date: Fri, 6 Apr 2018 13:42:48 -0400
From: Dave Mosley>
To: Councillor Tony DiMarco <tony.dimarco@welland.ca>

Hi Tony...I sent the attached to Pat Chiocchio as he and I had met at a meeting with the previous mayor. I think you were away at the time, so we didn't have a chance to talk. At any rate, my wife and I are very concerned about the proposed development plans for Hunters Pointe golf lands and felt that as one of our representatives you should know our concerns. Rather than repeat what is written below, we urge you and Pat to strongly protest the proposed plan. It appears to be simplistic and rather self serving to the developer/financer and certainly not in the best interests of either Welland or the Hunter's Pointe community. Some of our neighbours are already talking about selling while they still can, as they are concerned that the impact of the proposal will seriously diminish property values. We rather like both Welland, and our community, so that option seems much too drastic for us. Hopefully we won't regret that position. We respectfully ask that you please do what you can to get this plan rejected.

Much appreciated,

Dave Mosley and Linda Gagne

95 Turnberry Trail, Welland.

-------- Forwarded Message --------
Subject: Hunters Pointe Development Plan
Date: Fri, 6 Apr 2018 09:52:12 -0400
From: Dave Mosley>
To:pat.chiocchio@welland.ca

Hi Pat...we met a couple of years ago at a meeting about water pressure. You seemed then like someone dedicated to representing the views and needs of your constituents, so I thought I would write and let you know what my wife and I feel about the proposed development of the golf course lands.

In short, we strongly object to it. We have studied the proposed plan, and it appears to us that not much thought has gone into it. The addition of so many new homes with the population growth that it represents, will put a disastrous demand on all Welland facilities; facilities that are currently stretched to the limit. As you know, there is currently very limited availability of Doctors, Dentists, health care, public transit etc. e.g. many of our new neighbours have not been able to find a local Doctor who will take on new patients. How does the city propose to handle hundreds of new families?

Further, the access/egress for our community is currently insufficient (even dangerous), and while the plan includes the creation of another entrance, the physics of that entrance don't appear to work i.e. no room to properly scale either an overpass or underpass for the 406. In essence, the proposed plan smacks of someone without development experience or know-how.

So, Pat, we are asking you as our representative, to do whatever you can to encourage the City to either reject this plan or at the very least to ensure that it is subjected to intense scrutiny.

Thanks for taking the time to read this.

Sincerely,

Dave Mosley and Linda Gagne

95 Turnberry Trail, Welland.

Virus-free. www.avast.com

April 13, 2018

RECEIVED
APR 19 2018
CITY OF WELLAND
PLANNING - BUILDING

Dave Mosley & Linda Gagne

95 Turnberry Trail, Welland
Phone:

City of Welland

Planning Division
60 East Main Street
Welland, Ontario, L3B 3X4

Dear Sir or Madam

My wife and I attended the information meeting last night concerning the development of the Hunters Pointe golf lands. We went into the meeting with the hope that there was still time and opportunity to block or at least significantly alter the proposed plan.

Our understanding from what was said, is that there are indeed still many steps to be taken, and that concerns of current Hunters Pointe residents can and will be heard and taken into consideration. In that vein, we would like to state our concerns.

It appears to us, that there are more than a few issues that need addressing:

- The city seems to be prepared to alter the zoning for a massive green space that not only abuts a significant community, but also, of course, lies within city limits. As a result, the space will essentially disappear. This seem contrary to current views concerning urban development and green space requirements.
- The number and type of dwellings appear to be inconsistent with both current and future needs. For example, does slowing population growth even justify close to 1,200 new dwellings in an area where there are already hundreds of new homes being built or in the plans to be built.
- And, why commercial entities. Certainly the current Hunters Pointe residents have never expressed a need or want of commercial options within the community. Those types of options are already close by i.e. nothing in Welland is very far away.
- Currently, the Hunters Pointe community is private with responsibility for its own roads and road maintenance. Why would we want or allow non-residents and construction trucks access to those roads. The impact on repair/re-pavement requirements would be substantial. Is the Developer prepared to pay for these damages?

- The current Welland infrastructure is not capable of handling current demands. How could it possibly handle such an enormous influx of homes and people.
    - Water pressure in Hunters Pointe has been substandard for years and getting worse with each new home sale. How can the equipment (even including the promised new pumping station) hope to meet demand?
    - Existing residents are unable to find local Doctors who will accept new patients. Where are the proposed thousands of new residents going to get Doctor services?
    - The Welland hospital while constantly in danger of being closed, will – even if it stays open - be completely overwhelmed by this level of population growth.
- There is currently only one entrance/exit for Hunters Pointe; a circumstance that your own Fire Marshall has stated is dangerous. And while the proposed plan includes building another one, there is no indication that a condition of plan acceptance is that it should be built before any other construction work is started. As mentioned previously, existing community roads should not be available for heavy construction vehicles.

I am sure there are many other points we have missed, but those that we have documented appear significant enough to warrant suspension of the proposed plan until these issues can be properly addressed. While it may not appear to the City representatives that things are moving too fast, we can assure you that we – and our fellow community members – feel that things are indeed moving at too fast a rate. One wonders why. Given the City's response to the water pressure problem, speed does not seem to be in its lexicon.

In summary, we respectfully ask that the city not make the proposed change to the zoning of these lands, and further that they reject the proposed plan.

Sincerely,

Linda Gagné

Dave Mosley & Linda Gagne

95 Turnberry Trail
Hunters Pointe, Welland

Rachelle Larocque

From: đШęŗĕů ŧŲŲŋĦĕ ŲШęŗĕů ĿęŲŋĦĕ węll' 9ىċ' >
Sent: Apŗl 16, 2018 9:00 AM
To: ' cШęllę !' ŗŋc" #ę
Subject: $%: Applic' ŲŲ 9 ŲŲ A&ę9ى' ų 9i9( ) *+!' w 201, +11, -$ilę .ų . 2018+01),O1ĩic' l 2l' 9 A&ę9ى&ę9ŲlAppl. đШę Appl. $ų ŗ 3 ŗ ĩŲ2l' 9 ų 1ũ#4ى5iũų 9, $ilę 26đ+16+18007 ' 9ىAppl. đų A&ę9ى' ų 9i9( ) * !' w 201, +11, ,Filę .ų . 2018+1

From: Laura mountain [mailto:lauramountain4@gmail.com]
Sent: April 13, 2018 1:41 PM
To: Councillor Pat Chiocchio <pat.chiocchio@welland.ca>; Councillor Tony DiMarco <tony.dimarco@welland.ca>; mayor <mayor@welland.ca>
Subject: Fwd: Application to Amend Zoning By-Law 2017-117 (File No. 2018-01),Official Plan Amendment Appl. The Appl. For Draft Plan of subdivision, File 26T-14-18003 and Appl. To Amend Zoning By Law 2017-117,File No. 2018-1

Sent from my iPad

Begin forwarded message:

> **From:** Laura mountain _____
> **Date:** April 12, 2018 at 5:13:03 PM EDT
> **To:** pat.chiocchio@welland.ca, tony.dimarco@welland.ca, mayor@welland.ca
> **Cc:** Paul Mountain <_____
> **Subject: Application to Amend Zoning By-Law 2017-117 (File No. 2018-01),Official Plan Amendment Appl. The Appl. For Draft Plan of subdivision, File 26T-14-18003 and Appl. To Amend Zoning By Law 2017-117,File No. 2018-1**
>
> Pat Chiocchio
> Tony DiMarco
> Mayor Campion
>
> We moved to this development and have enjoyed our retirement years more than we could have imagined. Until this, totally unplanned, over-built, over density, unreadable, potential plan for this narrow stretch of land. We feel the City is not looking out for their constituents, as they had been voted in to do. An election is coming.
>
> Some, and only some of our issues are as follows.
>
> Did anyone take into consideration that there is a train, carrying potential solvents and acids, and other items, through this proposed dense area of the proposed north subdivision. There is no guarantee that this train won't, as the area grows, carry more content through and, more loads, more often through this area. No noise barriers will be built and it is up to the home buyer to chain link their properties. Only a small berm will attempt to contain any spillage in the event of

accident or derailment (as recently happened in Port Colborne). Future homeowners have nor will they have in future , any input or access to this information. The train passes across the only access to the entire existing Hunters Point and Magnolia developments. The city would not divulge the contents being carried, when requested. Building homes directly backing onto the train lands is totally unsafe and unacceptable.

This developer's attempt to rush this application puts our homes in a devalued state and people at risk. We have been paying some of the highest tax rates for less services, than all other Welland residents.

Spillage, last summer from a local industry, caused the Ministry of Health/Environment to bring in pumper trucks in an attempt to protect the Seaway and Welland River from contamination, as they took tanker after tanker trucks full of oil out of the creek behind Old Course. Wildlife were treated for contamination as well. Where was the monitoring of these industries?

Merritt Island is a recreational area combining water sports, professional scullers and is used by a host of walkers, joggers and bicycles. With the density of this poorly planned and rushed land development, it will put those accessing the trails (including children potentially coming into this area), at high risk as they attempt to cross the intersection to Woodlawn Road to gain access to the trails. An increase in construction and residential vehicles combined with foot traffic is inviting disaster. What a pathetic and greedy attempt that will definitely cause harm.

Did you know that current wait times in hospital E.R departments are 3-5 hours? Even those with life threatening conditions are made to wait, therefore increasing the population that will require these services shows lack of planning and nothing more than a City looking forward to an increase in tax base for an already overloaded medical system. Many of our current residents have been unable to find doctors. Physicians are frustrated and the current population is being underserved. E.R. Vehicles need quick access to our development due to the fact that it is adult lifestyle community. Has this even been a consideration?

Water pressure in our development is poor. The new pump station planned for completion in 2018, cannot accommodate this dense new potential sprawl. What about sewage? The infrastructure that exists in Woodlawn and surrounding areas is already outdated and beginning to crumble. Welland City staff have identified it as old and fragile, which cannot support this.

The proposed commercial buildings on Daimler are unnecessary since the current commercial area is within walking distance. It will be an eyesore to our communities and should never have been a consideration.

What, in detail, is the commercial, plan for off the 406 behind Walmart and the other commercial units. How will these businesses be accessed? Can we see a visual plan be posted? Again, more traffic that cannot be supported.

The "Reclaimed Atlas Soil Mountain", continues to grow on Woodland Rd. It is not covered and these winds are carrying polluted dust toward us daily. When I called the City they said it would not get higher. It has, and continues to do so. The run off cannot be supported with storm sewers and heavy rains cause its toxic properties to run into the Welland River. This needs to be addressed! Now! In an honest and accountable way!

Once again, this rushed plan seems to disregard those of us that have bought in to a quiet adult lifestyle community, travelled and left our hometowns to avail themselves of this adult

community lifestyle, only to have it potentially demolished. It leaves our health and retirement years full of disruption and years of construction. The real estate sales numbers are going down. The businesses in the downtown core are dwindling. This proposed money grab should never have been a consideration. It will not encourage people to Welland. Welland, which has struggled against the reputation of being run down, lacking adequate hospitals and medical specialties, a dirty city , with no industry to support the crumbling economy here, now will have the reputation of non-support from the City.

Hunters Pointe was to have been the positive community for this 55+ lifestyle development, a well thought out and planned community for those that have chosen to make their homes, RETIREMENT HOMES, and bring their retirement monies with them here.

This cash grab should not be considered! Rushing this through, knowing that many snowbirds would not be able to attend, is unacceptable and appears to be pre-planned. Totally unacceptable!

We are totally against the Official Plan Amendment Application, the Application for Draft Plan of Subdivision File 26T-14-18003 and the application to Amend Zoning Bylaw 2017-117, File No. 2018-1.

Laura & Paul Mountain
194 Old Course Trail
Welland, Ontario
L3B 6G8

Sent from my iPad

SULLIVAN MAHONEY LLP
LAWYERS

Reply to St. Catharines Office
VICTOR F. MURATORI, Q.C. Direct
Line: 905.688.6616
Facsimile: 905.688.5814

May 15, 2018

City of Welland
Planning Division – Infrastructure and Development Services
60 East Main Street
Welland, ON L3B 3X4
Attention: Rachelle Larocque, Planning Supervisor

Dear Ms. Larocque:

Re: City of Welland Official Plan and Zoning By-law Amendment Applications OPA.16 and 2018-01, Draft Plan of Subdivision 26T-14-18003

Re: Statutory Public Meeting – Tuesday, May 1, 2018

In order that recipients of copies of this letter understand our involvement, I repeat for that purpose that on Tuesday, May 1st, we appeared at the Statutory Public Meeting in relation to the above referenced applications. We did not appear for the Applicant, who was represented at that public meeting by the Biglieri Group who had prepared the applications and submitted the planning documents with respect to the Applications. Instead we appeared on behalf of the security holders (Mortgagees) whose loans are secured on the subject property and have an interest in the matter given a sale of the property to the company represented by The Biglieri Group. We trust that that sufficiently explains our involvement on the matter but if there are any questions, anyone should feel free to contact the writer.

As stated at the inception of our presentation, while we supported all of the applications (Official Plan Amendment, Zoning By-law Amendment and Proposed Plan of Subdivision) we would limit our comments specifically to the Application for Official Plan Amendment. We also stated at the time that, a designation to a use under an Official Plan proceeding, especially where conformity to a Provincial Plan was the potential issue, was not dependent upon a specific proposal for development. In this case, the application for development required an Official Plan Amendment but nowhere in the Planning Act is there any suggestion that an application for an Official Plan Amendment was necessarily dependent on an actual application for development. In any reading of the Planning Act it is abundantly clear that an application to amend an Official Plan is in form, process and consideration, one that can proceed independently. We stated that where the Official Plan Amendment as proposed (the conversion of private open space – a public

V. F. Muratori, Q.C. | P. B. Bedard | T. A. Richardson, C.S. | P. M. Sheehan | W. B. McKaig | J. Dallal, C.S. | D. A. Goslin
J. M. Gottli, C.S. | R. B. Culliton | J. R. Bush | P. A. Mahoney | B. A. Macdonald | M. J. Bonomi | G. W. McCann
S. J. Premi | C. D'Angelo | R. Vacca | T. Wall | B. J. Troup | D. M. Continenza | D. M. Willer
L. K. Parsons | J. P. Maloney | M. D. Atherton | L. T. Sgambelluri | D. A. Maloney | S. C. Anello | P. A. Bush
C. L. Dilts | E. L. Bush | R. C. Corbett

golf course, to residential and minor commercial) would make it more "consistent" with the Provincial Policy Statements and bring it into "conformity" with a Provincial Plan (The Growth Plan for the Greater Golden Horseshoe 2017) it did not necessarily require contemporaneous approval of either the proposed Zoning By-Law or the Plan of Subdivision.

It should also be noted that the current Growth Plan came into effect on July 1, 2017 after the latest revision of the Welland Official Plan. The application for amendment to the Official Plan was commenced after the coming into effect of the Growth Plan (2017). In regard to that timing we bring to your attention the second paragraph of Article 5 of the Growth Plan at Page 54, Policy 5.1 that conformity to the Growth Plan is required irrespective of any provisions of the Official Plan as of the effective date (July 1, 2017).

Also for greater clarity for any recipient of this letter not familiar with the property, it is also important to confirm that the lands subject to this Application (209.59 acres) all lie within the City of Welland's "delineated built boundary" and are part of the "delineated built up area" as designated by the Minister in 2008. We were somewhat surprised by what appeared to be a lack of full comprehension on the part of members of Council as to the application of Section 14(1) of the Places to Grow Act; Section 2.1.(5)(a)(b) of the Planning Act and what the Growth Plan itself states at Pages 6 and 54 of the Plan.

Without repeating our submissions with respect to the requirement to establish a hierarchy of "settlement areas" and areas within the "settlement areas" as required under Policy 2.2.1(3) and how that hierarchy is set out in Policy 2.2.1(2)(a)(c) it did become very clear in the questions asked by Council members in response to statements made by objectors that there was truly a disconnect.

While local opposition to these type of proposals is to be expected and the concerns of residents need to be listened to and, when legitimate, in a land use context needs to be addressed some of the voiced objections (including the not so veiled threat that this was an election year) can only be described as completely unrealistic and the "statements" of certain Councilors, (rather than questions calling upon the Chair to repeatedly ask where the question was) left an overall impression that the obligations of the decision maker under the Growth Plan was not clearly understood or that it would be seriously considered.

While we understand that Council has not yet received a Recommendation Report from your department or from the Regional Municipality of Niagara there are elements to the approach taken by Council that we would like to respond to since we did not have an opportunity to do so as part of the public meeting process. Accordingly, I would like to set out in this letter certain requests being made by the residents which are clearly either inconsistent with the conformity requirements of the Growth Plan or alternatively are issues that are being raised that are not material to the issue of whether the Official Plan Amendment as processed is or is not consistent with senior planning documents and is in any way premature:

1. Prematurity:

The objection or reason for refusal to which "prematurity" would apply is singularly applicable to a proposal for development but is not a planning concept which is or should be applicable to a designation under an Official Plan.

The proposal for actual development may be "premature" for numerous reasons: availability of services; contiguity to already developed areas; need for secondary planning for a more comprehensive review; the need for greater study; etc. In fact the only place the word "premature" appears in the Planning Act is in sec.51 (24)(b) in dealing with plans of sub-division.

On the other hand designation to uses under an Official Plan are intended to look at the planning for a municipality on a much longer time horizon and lands can be designated to a particular use even if at the time they are designated a proposal to actually develop them, even within that designation, would be considered premature. If this was not the case then any designation in an Official Plan which was not immediately available for that use would be subject to being attacked. There are issues that will sometimes be required to be reflected as part of the designation which we will address later in this letter, but the use of the term "premature" is not generally appropriate.

2. Permitted Commercial Uses:

The Hunters Pointe Application for Amendment deals with, as stated above, 209.59 acres of land. By Niagara Peninsula standards, this is probably one of the largest acreage which is being proposed for re-designation and certainly without fear of exaggeration it is the largest within a "delineated built boundary". If we add to that, lands that are already being developed (approximately 400 homes) and vacant lands on registered plan lands that are still to be built on, we are dealing with a total area in excess of probably 325 acres. This total area is not only a "community" in size but also because of its location West of the Welland Ship Canal and East of Highway 406, a community in the sense of its physical and contiguous location. In fact several of the objectors described themselves as living within a "gated community" although this is neither legally or physically true.

The 250 ± local residents who attended all specifically, repeatedly and emphatically requested that there be absolutely no commercial development within the site. The currently developed area and the built or recently registered Plan of Subdivision contains no commercial uses whatsoever, not even the typical service commercial that would be generally associated with a residential area. The only piece of land in the whole 325 acres that has any commercial zoning is the existing clubhouse of the former golf operation which operated on the site a dining room and club bar. The fact that this exclusion should even be remotely considered would probably make this community the only one of its

size in the whole of the Province of Ontario that didn't have the typical ancillary commercial uses associated with it. Even if there was one elsewhere such a position is completely inconsistent with the requirements of the Growth Plan. The Growth Plan calls for the establishment of "complete communities". For the purpose of determining what is meant by that, we attach a copy of the definition of "complete communities" from Page 69 of the Plan. The proponent has suggested in its application for zoning by-law amendment and Plan of Subdivision a commercial component of 60,000 sq. ft. more or less. We make no comment as to whether the 60,000 sq. ft. is either too much or too little for the purpose of providing commercial services to a community of potentially 2,000 or more residential units but we do point out that the position that there be absolutely no commercial uses or local business or stores that provided local employment is completely inconsistent with the requirements of the Growth Plan.

3. Built Form:

Essentially the opponents don't want any housing of any sort built on the 209 acres. If there are to be any housing built on the 209 acres they essentially (and reluctantly) want either that it be all single family residential with perhaps some low density townhouse development. They were specifically and consistently vocal that any form of walk-up apartments, multi-story commercial/residential developments or apartments or offices above retail would be completely and totally incompatible with what they perceive to be their community. Again, we provide you with a definition of the requirement for "compact built form" as defined on Page 69 of the Plan and more importantly with the whole thrust of the Growth Plan.

4. Infrastructure:

As we stated during our presentation, the designation to a use under an Official Plan is not predicated on the availability of whether services currently exists or may be needed in the future. The function of the Official Plan is to project growth within a planning horizon. Except in the most unusual situation (ie. literally no currently known or readily feasible method of servicing is available) all over this Province in Official Plans, multiple communities will designate lands within their Official Plan to a use whether or not they will be developed in the immediate future and whether or not there is currently services available.

The fact is that all existing development within the Hunters Pointe community is built on fully serviced lots. There is an acknowledged need for upgrading of the municipal water facilities because of lack of pressure. This is raised not only by the residents but is also acknowledged by the City as well as the proponent for development. We understand that this upgrade is in fact part of the current planned upgrade and has been currently budgeted as such. With respect to sanitary sewers, when the current owner (pre-sale) conducted

some engineering tests a few years ago, it was determined that there was sanitary sewers capacity available even taking into consideration an allocation to both registered developments and then a draft plan approved (now registered) developments for an additional 300 housing units. In other words, not only is the property in question within the "delineated built boundary" but there are services already available and the method for any upgrade and/or extension of such services is as common as could be found anywhere in the Province of Ontario. There is nothing unusual about the servicing potential for the property in question at least not in the short to medium term. Accordingly, while repeating what we said the other night that designation to use is not dependent upon services even that argument cannot withstand the light of day.

5. Secondary Access:

When the current owners first engaged in their preliminary review of a potential development of a part of the 200 acres (2013), the issue of secondary access was raised as a necessity when and if development reached the most southerly area of the property (again for the purpose of readers not familiar with the site, we are talking about a site that is approximately 2 km. long). Approximately 3 years later, the issue was elevated to the point where it apparently potentially constituted a health/safety issue. At that time (see our letter to Mr. Sal Iannello, City Engineer, January 13, 2017, copy attached for quick reference, see also the Affidavit of John Perry, filed), we inquired why the Municipality, if it had reached that conclusion, could still permit the so-called "Central Village" (a development to the East of the subject lands) a residential development at the end of quite possibly the longest "cul-de-sac" in Niagara, to go forward with draft plan approval. The Municipality has now permitted that plan of subdivision to be registered. The very land use planners for the developers of the so called "Central Village" GWD estimates that an additional 300 to 389 housing units will be added to this area. There's been absolutely no explanation as to why that has happened while at the same time, certain Councillors taking the position that "not a single house should be built on the subject property until the secondary access has been constructed". Again, this is not an issue that determines designation to use however, I raise the question as to why, if this is in fact a serious health and safety issue how could the City allow the registration of the Central Village Plan.

With the proposed development being made by the proponent of approximately of 1,200 houses and with at least another 350 housing units either yet to be built on the adjoining community and/or on vacant lands not yet developed in the adjacent property, these are effective and well established ways by which such an issue can be addressed and the Development Charge Act was specifically enacted to allow municipalities the means by which to do so. There are front-ending agreements that can be entered into under Section 38 of that statute. There are funding and grant possibilities available where the necessity for this type of infrastructure is caused by the construction of a major provincial artery, ie. Highway 406. (in that respect we point to one kilometers ± of to the north where the same

issue of connecting a growth area in the City of Thorold was accommodated by a fly over the bridge). There are provisions for funding available through the infrastructure programs funded by the Regional Municipality of Niagara. In other words, there are all kinds of ways that this issue can be addressed yet it is being held up as an absolute obstacle to designation. This failure to act in a reasonable and constructive manner seems to ignore the provision of Part 3 of the Growth Plan to provide infrastructure to support growth. In particular, we refer to the following: *The infrastructure framework in this Plan requires that Municipalities undertake an integrated approach to land use planning, infrastructure investments and environmental protection to achieve the outcomes of the Plan* (Page 30). It is also of great importance under the Growth Plan to acknowledge that this community has a full movement interchange connecting the community to a series 400 highway which facilitates easy commute to communities to the North or to other major four lane arteries throughout the province. To suggest that the construction of a flyover passage over Highway 406 to the South of the current entranceway could possibly constitute as a complete bar to the construction of single house in the proposal is quite frankly, bizarre.

6. <u>The Requirement of Conformity to Plan:</u>

As we indicated during our submission, the construction of a privately owned private golf course on the 200 acres originated in 1998, well before the Places to Grow Act (2005) and the original Growth Plan for the Greater Golden Horseshoe (2006) and even before the Minister had determined the so-called "delineated built boundary" (2008). It was part of our submissions on Tuesday, May 1st that if the application to build a golf course on 200 acres ± within the "delineated built boundary" were to have come forward after the original Growth Plan and certainly after the formulation of the "delineated built boundary" on lands that were part of the "delineated built up area", such a proposal would have been completely inconsistent with both the general thrust and not in conformity with many of the specific policies of the then current Growth Plan or even more importantly, the 2017 version. We also expressed the opinion that such a designation on a current basis would not have garnered the approval of either the Region of Niagara or the Ministry of Municipal Affairs and Housing. Accordingly what is before Council is an application to remove that which in all likelihood is a questionable use under the current Growth Plan and to replace it with something which is decidedly more in conformity with the Growth Plan. Accordingly on a pure standalone basis, there are very few reasonable reasons why the Official Plan Amendment with its much greater conformity to the Growth Plan cannot proceed as a separate and independent application irrespective of the issues that may arise with respect to the Plan of Subdivision and general design of the proposed community.

Since the Growth Plan is mandated to be read in a complete and unified basis, the only potential impediment to dealing with the plan amendment independently as an application

for conformity is that there may be requirements to the amendment which would arise in dealing with Part 4 of the Growth Plan. This is not an issue of prematurity but rather with accuracy in designation, in the event that anything that may arise under those guiding policies could in fact impact on the amendment. In that respect, we understand that the Applicant is conducting all of the necessary studies relating to issues that are raised under Part 4 of the Plan. These studies are either done or in the process of being done. If and when those are completed and there are no issues which would necessitate any changes to the general request for amendment, then the Official Plan Amendment should be ready to be dealt with by the Municipality.

In that respect, we make that submission because there is ample time for the Municipality to deal with all of the issues raised herein before Council must make a determination.

7. Regional Planning & Development Services – PDS 21-2018 – May 16, 2018:

Subsequent to the Statutory Public Meeting of Tuesday, May 1, 2018, Regional Planning released (the release date being before the date of the document) its update on the Region's Municipal Comprehensive Review. That document again emphasizes the changes to urban planning mandated by the Growth Plan 2017. The changes imposed by the current Growth Plan confirm both the submissions made by us at the Statutory Public Meeting and what is set forth in this correspondence.

The final issue that I wish to raise is really unrelated to this particular application but is certainly part and parcel of the planning strategy required by the Growth Plan. The City of Welland is proposing to make application for an expansion of its urban boundaries at the Northwest corner of the Municipality. We understand that this will be part of the general "municipal comprehensive review" being carried out by the Region. While we certainly understand the purpose of the exercise and while at this junction we are not familiar with any needs studies being generated by the City of Welland, it is critical in our opinion to any such review that the lands located within the current "delineated built boundary" and which form part of the "delineated built-up area" be properly assessed for development. In that context we refer you to the definition of the "total developable area" and the PPS (2014). If our argument with respect to infrastructure was not necessarily convincing, it should be clear that in this definition, the total area to be considered is not that which may be currently serviced but rather the total area in question except that which has been identified as being subject to actual key natural heritage features, key hydrological features or part of the Greenbelt, the latter of which is not applicable to this property.

I close this by saying that while the matter has not come forward for a decision, there appears to be a general, on the part of the decision maker, absence of true understanding of the planning regime that guides this type of decision especially when we are dealing with an unusually large (for Niagara) parcel of land which is probably the largest parcel in single ownership within the

"delineated urban boundary" of the City of Welland. This is a planning matter of a magnitude that is of great importance not only to the City of Welland but the whole Region of Niagara because of its capacity to absorb growth within one of the largest municipalities of Niagara whose importance to the Region and the Province has been recognized by designating it as a "Gateway Economic Centre".

Again for readers who are not familiar with the issue, the Hunters Pointe Golf Course has permanently closed as being completely uneconomical (see the sworn Affidavit of Alexander (Sandy) Billyard filed) and has been so almost since inception. All equipment to operate the golf course is gone and it will not re-open. Except for a couple of existing buildings which were used in connection with golf operations, the lands are completely vacant and the golf course as an operating entity has ceased to exist.

Yours very truly,

Sullivan Mahoney LLP
Per:

Victor F. Muratori

VFM:cd
Encls.
cc. S. Billyard, B. McCleary
Regional Municipality ofNiagara, Planning Services - Attn: L. Earl)
Ministry of Municipal Affairs & Housing - Attn: D. Lyons, Manager, Community Planning & Development (West)
The Biglieri Group – Attn: M. Holland, Planner

Compact Built Form

A land use pattern that encourages the efficient use of land, walkable neighbourhoods, mixed land uses (residential, retail, workplace, and institutional) all within one neighbourhood, proximity to transit and reduced need for *infrastructure*. *Compact built form* can include detached and semi-detached houses on small lots as well as townhouses and walk-up apartments, multi-storey commercial developments, and apartments or offices above retail. Walkable neighbourhoods can be characterized by roads laid out in a well-connected network, destinations that are easily accessible by transit and *active transportation*, sidewalks with minimal interruptions for vehicle access, and a pedestrian-friendly environment along roads to encourage *active transportation*.

Complete Communities

Places such as mixed-use neighbourhoods or other areas within cities, towns, and *settlement areas* that offer and support opportunities for people of all ages and abilities to conveniently access most of the necessities for daily living, including an appropriate mix of jobs, local stores, and services, a full range of housing, transportation options and *public service facilities*. *Complete communities* are age-friendly and may take different shapes and forms appropriate to their contexts.

Complete Streets

Streets planned to balance the needs of all road users, including pedestrians, cyclists, transit-users, and motorists.

Conserved

The identification, protection, management and use of *built heritage resources*, *cultural heritage landscapes* and *archaeological resources* in a manner that ensures their cultural heritage value or interest is retained under the Ontario Heritage Act. This may be achieved by the implementation of recommendations set out in a conservation plan, archaeological assessment, and/or heritage impact assessment. Mitigative measures and/or alternative development approaches can be included in these plans and assessments. (PPS, 2014)

Cultural Heritage Landscape

A defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Aboriginal community. The area may involve features such as structures, spaces, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association. Examples may include, but are not limited to, heritage conservation districts designated under the Ontario Heritage Act, villages, parks, gardens, battlefields, mainstreets and

SULLIVAN MAHONEY LLP
LAWYERS

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

COPY

January 13, 2017

City of Welland
60 East Main Street
Welland, ON L3B 3X4
Attention: Mr. Sal Iannello, P. Eng., City Engineer
General Manager Insfrastructure and Development Services

Without Prejudice

Dear Mr. Iannello:

Re: Hunters Pointe Golf Course Development

First of all, thank you and members of your staff for promptly organizing a meeting to discuss what appears to be an unexpected impediment to the development of our client's lands. While not stated at the meeting, we do confirm that all discussions that we had are and should be considered as without prejudice but for the purpose of exploring possible solutions. We also confirm that these discussions have taken place at staff level and are not binding on Council.

The reason for the urgent need of a meeting was because the current owners of Hunters Pointe, while proceeding with applications for development of the property have been approached by a prospective purchaser for the acquisition of the lands and for their future development. We are advised that this is a large multinational company with the ability to look at this on a long term basis. The prospective purchaser as part of due diligence, met with Grant Munday, Manager of Development Approvals to discuss the status of lands for the purpose of development.

The response that they received was a surprise to them based on their understanding of the status of the matters. That status had been disclosed to the prospective purchaser based on the position of the Municipality as discussed with staff in 3 separate consultation meetings which are hereafter described. In particular, please see attached as Exhibit "A" to this letter a copy of Grant Munday's e-mail to "Ken", (a Planner working with the prospective purchaser) which raised the purchaser's concern.

Mr. Munday's statement as to the Municipality's position appears unequivocal that no development will take place on the lands on the east side of Hwy. 406 unless a flyover at approximately the Oxford Road allowance is constructed. He identifies this as the "only viable option" and that there are no other options based on the City's preliminary analysis.

V. F. Muratori, Q.C. | P. B. Bedard | T. A. Richardson, C.S. | P. M. Sheehan | W. B. McKaig | J. Dallal, C.S. | D. A. Goslin
J. M. Gottli, C.S. | R. B. Culliton | J. R. Bush | P. A. Mahoney | B. A. Macdonald | M. J. Bonomi | G. W. McCann
S. J. Premi | C. D'Angelo | R. Vacca | T. Wall | B. J. Troup | D. M. Continenza | D. M. Willer
L. K. Parsons | J. P. Maloney | M. D. Atherton | L. T. Sgambelluri | D. A. Maloney | P. A. Bush
C. L. Dilts | E. L. Bush | R. C. Corbett

Mr. Munday also stated that the construction of this flyover was to be the responsibility of the developer.

For the reasons that are set forth in this letter, we believe that this position is completely inconsistent with the previous positions taken by the Municipality through its staff at previous discussions and meetings that we have had with staff.

Previous Meeting with Planning Staff

As discussed at our meeting of January 10th, last, there have been at least 3 meetings with your staff dealing with the development of the golf lands. Pre-consultation meetings were held on January 17, 2013; April 17, 2014; and August 18, 2016.

Pre-consultation Meeting – January 17, 2013 (attached as Exhibit "B" to this letter)

You will see that the minutes of the Pre-Consultation meeting make absolutely no reference to the issue of a flyover and/or other access across Hwy. 406. However as stated yesterday during our meeting, there is no question that the issue was raised and discussed with staff. It was raised by staff on the premise that the lands South of the unopened road allowance, because of their distance from the existing entranceway at Daimler Parkway, would not be permitted to develop until a secondary access point had been created. This was the whole context upon which the issue was raised. There was never a suggestion that development North of the unopened road allowance would not proceed. It was also stated at that meeting that the other current developer on the east side of Hwy. 406 had been given notice to that effect, that no further lands owned by him to the South would be developed beyond the so-called "Central Village". Accordingly, our client does not dispute the fact that this warning, although not formally noted in the minutes, was clearly given to it and we went away with the understanding that any proposal coming forward at this time was going to be limited to our client's lands North of the unopened road allowance. Given the size of the parcel and the anticipated absorption rates we believe that there was ample time for this issue to be resolved and financed by Development Charges.

One further comment was made at that first pre-consultation meeting (my recollection that it came from your staff member, Scott Richardson) to the effect that it would be beneficial to the Municipality if we could possibly decide whether all of our client's lands would go forward by way of residential development so that the issue of the flyover could be addressed as part of a future development charge by-law.

Pre-consultation Meeting – April 17, 2014 (attached as Exhibit "C" to this letter)

While the writer as not present at this pre-consultation meeting, it is my understanding from both the owner and our planner that the issue of the flyover did not come up at all at this meeting. The

only reference in the minutes are the words: "access/traffic into development". However by way of attachment to the minutes, is an e-mail from Bryan Purins to Grant Munday dated the same day as the meeting indicating that "Traffic has no concerns with the site plans at this point".

Pre-consultation Meeting – August 18, 2016 (attached as Exhibit "D" to this letter)

This is the pre-consultation meeting that was intended to deal with the development of all of our client's lands (208 ± acres) to urban uses. Effectively this was addressing exactly what we had been invited to do at the meeting of January 17, 2013. At this juncture, it is relevant to note that the previous two pre-consultation meetings were dealing with proposed land development all North of the unopened road allowance. Whereas this last application was giving notice that the long-term plans were for development of all of the lands including those South of the unopened road allowance. The projected time frame for something of this size is estimated at 15-20 years.

Under the heading in Paragraph 11 of the minutes, "Additional Comments" at page 3 and with a note that this comment arose through your Fire Department, the question of access, water supply and response times raises an issue: "*a second means of access @ the south end of the property* required" (both the comment and the discussions at the meeting were really no different than that which was discussed at the very first pre-consultation meeting of January 17, 2013: no development South of the Central Village/unopened road allowance until secondary access is built. From our perspective, that would have been absolutely nothing new. Finally in that same paragraph, there are the following words which are particularly instructive: "*all buildings constructed into subdivision must be sprinklered*". There was no question that during the discussion, your Fire Department representatives did raise this as a requirement depending upon the investigations of response times through its traffic study. We indicated at the meeting that this would probably be acceptable as an interim alternative until the construction of the flyover.

What is particularly interesting in the insertion of these words is the contradiction they provide to the current position being taken by staff that NO residential development can take place until the flyover has been built. If this was the stated position of staff at the pre-consultation meeting, the following questions need to be asked:

1. Why the requirement that residential buildings would need to sprinklered given that such is not a requirement under the Ontario Building Code. Why would you even suggest this unless it was recommended as a means of mitigating response times;

2. If in fact the position of your staff at the meeting was no residential development until the flyover is built, where were these sprinklered residences to be constructed, since none could be built. Why was the issue of sprinklering even raised?

In my e-mail of December 21, 2016 at 11:06 am, copy of which was forwarded to Rachelle Larocque (a copy attached as Exhibit "E"), I raised the question that if in fact this had been the

position of the Municipality from the very beginning (and there is absolutely no evidence to support this), why were we not told at the very inception of this meeting that the whole consultation process was completely irrelevant and unnecessary given that any development was premature without the construction of the flyover. There's a very simple answer to that: at the time of the August 18th meeting that was not the position of municipal staff and it is clear that this is a position that is developed subsequently.

We are absolutely convinced that the position of the Municipality as outlined at the time of the various pre-consultation meetings was exactly as we have stated. One has only to read the last paragraph of Rachelle Larocque's e-mail to our planner, John Perry of December 20, 2016 (a copy attached as Exhibit "F") for it to be crystal clear that the position of the Municipality as previously stated was exactly what we were told at the pre-consultation meeting of January 17, 2013. To quote Ms. Larocque: "*It has already been publically stated that should the lands South of the Central Village Subdivision be proposed for development, a secondary means of access with be required. As you are now proposing to develop the golf course, the same requirement applies*". We agree that is exactly what was stated to us at the January 17, 2013 meeting, a position that we acknowledged was stated to us and which we accepted as being relevant since it treated our client in exactly the same manner as the other landowner with development lands on the east side of Hwy. 406. There was an implicit presumption here that the solution to the secondary access was something that had to be dealt with by both landowners and by the City. The position has now changed and the City now says that this is an issue to be resolved by our client. We disagree that this was either the position taken before or that solution can be saddled on our client's horse and not on any and all parties that might benefit from the solution. Or that we are now to be treated differently with respect to our lands North of the unopened road allowance.

Financing of Secondary Access

Up until our meeting of January 10th, last, the question of secondary access has always been the construction of a flyover over Hwy. 406. The reason, which was explicitly explained to us at the January 17, 2013 meeting was because the request by the City to the MTO for a secondary access point had been continuously and forcefully refused by MTO as being unnecessary and not one that they would support. At the January 10, 2017 meeting you suggested an alternative which is the first time that this suggestion has ever been made and which we will canvass as part of this response.

It was part of the discussion at the time of the initial pre-consultation meeting of January 17, 2013 of how and by what means a flyover would be financed. Mr. Richardson's comments were both relevant and as far as we are concerned, sensible that it would have been helpful if at the time we could have told the Municipality that we proposed to develop the whole 208 acres. Of course that was not part our proposal at the time which was then completely focused as being North of the unopened road allowance. Mr. Richardson's comments had merit because it would

have allowed the Municipality to deal with the proposed construction (obviously long term) by the implementation of a site specific development charge bylaw.

While that was then and this is now, the process of doing so through development charges is the very reason the Development Charge Act was enacted, the logical and most economical way to deal with the matter when we're talking about major infrastructure.

Obviously, there is more than one way under the Act to deal with the matter:

1. An interim amendment to your current bylaw which would impose the charge on all construction going on east of Hwy. 406;

2. A delay until next year (you indicated that's when your review would commence); and

3. A combination of the above and a front-ending agreement under the provisions of section 38 of the Development Charges Act.

In each and every case, the funding and/or repayment of the cost of the infrastructure will come only through the payment of development charges. If the charge is to be contained in an area specific by-law (with which we agree) then payment of development charges can only happen if residential construction proceeds East of Hwy. 406. No development, no development charge contribution.

If the position of the Municipality is this needs to be built before any houses are constructed, that means either the flyover never gets built or it will have to be funded completely by the Municipality. This makes no sense and neither is it the most efficient and economical way to deal with the issue. In this respect, the change of position by the Municipality subsequent to the August 18th pre-consultation meeting appears to us to have been reached in an ad hoc manner and without a full exploration of all of the options and considerations. We would suggest that a more in depth discussion about this would benefit all parties concerned.

Determination of Need and Timing for a Secondary Access Point

We have all agreed that to a large extent, we are all "guessing" about whether secondary access is actually needed and/or at what point either in time or level of development of the lands East of the 406. We've also acknowledged that both you and ourselves need to consider a traffic study that addresses a comprehensive review of the current and future functioning of the Daimler Parkway intersection with the 406. As we indicated to you, it is our intention to proceed with that study and we will try to expedite it as quickly as possible.

Our preliminary examination of the intersection back in January, 2013 at the time of the earlier pre-consultation meeting while the intersection was still under construction, it was the opinion of

the late Ana Gal, P. Eng. who had been retained by us at the time to conduct a traffic study (never completed) that capacity at the intersection was more than adequate. We're not suggesting that that is a definitive statement and obviously a comprehensive study will be needed. This report will undoubtedly review the site both from a current traffic provision but also on the basis of future development. It will not be surprising at all that from both a volume and incidence perspective there will be a huge variation between the complete development horizon of this property (anywhere from 15-20 years) and the modest proposal that we are making at this time for the purpose of current proceedings. Just to confirm a question we asked at the meeting: you had advised that you do not have a formal volume/incidence study for the site at this time. If you do have any such information, we would appreciate receiving it.

Alternate Access

At the January 10, 2017 meeting, you had on the board the possibility of an alternate access point by way of an in/out entrance off of the northbound lane of Hwy. 406. We understand that this is a very preliminary suggestion that you are making and note that there is no information where that access point would be located along our client's boundary with Hwy. 406. More importantly, neither did you have any information as to the acceptability of such an entrance/exit on the part of MTO. Based on what was reported to us earlier and confirmed on January 10, 2017, MTO does not admit that there is any need for another entranceway on Hwy. 406 and for their own reasons, have given no indications that they would even allow it much less support it.

That leaves the developer in a complete catch 22. An alternative solution is only a solution if it is in fact viable and at this juncture, we certainly do not know whether this is even realistic. We would suggest to you that since this is a request made by the Municipality it should be the Municipality's responsibility to at the very least contact the MTO, make its case that this secondary access point is a safety necessity and try to reach a determination as to the location of this secondary access point and when it might be needed. We have indicated to you that from the perspective of the landowner, we will be fully cooperative as to access to our lands for that purpose.

Please keep in mind that the traffic study above referenced will need to be circulated to the MTO. If in fact the traffic study indicates that the secondary access is not needed or not needed immediately, it will impact dramatically on MTO's position. Generally speaking, the MTO does not like entrances and exits on its controlled access highways for obvious safety reasons.

Draft Plan Approved "Central Village"

We were extremely surprised by the position now taken by the Municipality as to the proposed treatment of our client's land in comparison to the way the Municipality has dealt with the draft plan approval of the Central Village. At the time of our earlier meeting of January 17, 2013, it was our understanding that we were going to be treated in exactly the same manner as the

developer of the Central Village in that southerly point of development was going to be the road allowance.

The issue that is now raised (see Ms. Larocque in Exhibit "E") is that your Fire Department and Engineering Department is that of safety from a timely response point of view. It is incredibly inconsistent with good planning practice that this issue (being the same issue for both us and for the other landowner) with this same point of origin (the Daimler-406 intersection) is being visited completely on our client rather than addressed to all landowners in a consistent fashion.

The suggestion that this is because the Central Village has received draft plan approval is of course not an answer at all. Section 51(44) of the Planning Act was inserted in that Act specifically to address these types of issues where changed circumstances which arise subsequent to an original draft plan approval mitigate and/or require enhanced conditions.

The suggestion being made here is: that we are going to be the party responsible for the secondary access; it is only the construction of houses on our development that will bear the burden of additional development charges to pay for the secondary access; it is only we who are going to be delayed from proceeding with our development while the other landowner (who faces exactly the same issues as we do) simply gets a by. We consider that position to be incredibly unfair and outright discriminatory and to that point, we give you specific notice of our position.

In the interim, we have requested clarification from staff to Mr. Munday's e-mail to "Ken" which is attached as Exhibit "A" to this letter. You have agreed that that clarification would be made on the basis of the premises discussed at our meeting without there being an outright commitment since that can only come through a resolution of council and a development approval.

We would be glad to discuss the contents of that letter in greater specificity and of course we are always open to discuss any of the matters that we have raised in this correspondence.

Yours very truly,

Sullivan Mahoney LLP
Per:

Victor F. Muratori

VFM:cd
encls.
cc. Lancaster Brooks & Welch LLP (Attn: R. Bruce Smith)
Hunters Pointe (Attn: S. Billyard)
J. Perry

Rachelle Larocque

From: BAMurphy
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Hello Mr. Munday,

Please find reattached appeal letter with attachments.

Thank you in advance for reading it at your earliest convenience.

Have a great day.
--
B. Murphy

Rachelle Larocque

From: Bernadine ĺĺů ę Ľť
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To: ęũcĽĹĹĹĹũęo" ů Ĺę@# ĹĹũ ” .cũ
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Dear Rachelle,

I'm sure you are inundated with questions.

Please find attached a few questions that can hopefully be addressed at the public meeting on April 12th.

Thank you in advance.

Best regards,



Hunters Pointe New Development Questions

Addressed to Planning Supervisor for the City of Welland

March 2018

- Has any thought been given to the fact that the golf course is home to a beautiful white snow owl, blue herons and turtles. Has an environmental study been done?
- Why would a subdivision be allowed to be built so close to the railway track? Any derailment would end up in someone's back yard?
- Would the reason for allowing this subdivision plan to go through, because the city needs more tax revenues? A foregone conclusion, I'm sure.
- Re: The two storey dwelling designated as NC that could be built on the golf clubhouse lot: Would it consist of rental apartments or condo units? Are retail stores planned on the ground floor?
- Is a bus route planned for the new subdivision?
- Are children's playgrounds being planned?
- Under the City's new Zoning By-law, the Permitted Uses of a Neighbourhood Commercial zoning area includes "Group home" for possible development on the golf clubhouse area. Are plans in the works to convert the golf clubhouse into a group home? Have applications or proposals been submitted for this type of development.
- Alternately, is the clubhouse slated for demolition to make room for a group home to be built in its place?
- A lot of work has gone into this subdivision proposal. Has this already been approved by the planning division? Are future meetings with the Hunters Pointe residents merely perfunctory?

BTW, Regarding Welland being dubbed "the Rose city:" Where are the signs and ads directing all those tourists to the beautiful rose gardens? Where, in fact, are the rose gardens?

14 Lochness Court
Hunters Pointe
Welland ON L3B 6H4

April 23, 2018

To: Mr. Grant Munday
City of Welland Planning and Building Division
Manager of Development Approvals
60 East Main Street
Welland ON L3B 3X4

CC: Rachelle Larocque, Planning Supervisor
Mayor Frank Campion
Councillor Tony Dimarco
Vance Badawey, MP

RE: Appeal: 289 Daimler Parkway (Hunters Pointe) Draft Plan Subdivision

Dear Mr. Munday:

Thank you for your memorandum of March 19, 2018 addressed to "Potentially Interested Parties," with an invitation to submit an appeal if anyone opposed the Plan.

I am a retired RN OHN (Occupational Health Nurse). I moved to Welland five years ago.

I live on Lochness Court directly across from the disputed lands of Hunters Pointe where the proverbial Loch Ness monster is threatening to destroy the Hunters Pointe Golf Course landscape.

I am writing to appeal the application to overturn Hunters Pointe Golf Course grounds into a 1200 home subdivision. These are my concerns:

WESTERLY WINDS: Lochness Court faces directly against the westerly prevailing winds which blow unimpeded across the golf course grounds. There are no trees to provide a shield from the high winds that pummel across the landscape. No concrete barrier will prevent this. We are getting a good amount of dust pollution flying off the 406 in addition to any existing construction currently taking place. It is expected to increase exponentially with any added 406 traffic and subdivision mega-construction.

DUST BOWL: I suffer from a chronic respiratory condition which requires bronchodilators on a daily basis. My lungs cannot tolerate any higher parts per million of toxic dust pollution beyond the threshold that already exists. There is no such thing as clean dust. It's an oxymoron. This dust bowl will kill me, as well as any other residents with COPD.

MEDICAL SERVICES: Good luck with providing family practice services to 1200 new households. I did not have any luck finding a family practice that accepted new patients in Welland. The Seaway Mall family practice and walk- in clinic does not accept new patients for the continuing management of non-acute medical conditions. They will only see patients for acute care only. If non-acute, they refuse, and advise you to see your family doctor. I had to go to St Catharines to find a clinic that accepted new patients. The waiting time in Emergency at the Welland General is 4 – 7 hours. The waiting time was 7 hours with a fractured wrist before I was treated. The fracture clinic was standing room only, as well as several patients found sitting on the floor along the hallway. The waiting time is bound to increase beyond 7 hours.

LOCH NESS LAKE: Whether man-made or not, the Lake is a pleasant attraction as well as an established habitat for blue herons, Canada geese , ducks, and turtles. It should be left undisturbed to protect and preserve it as is. (Please see attached photos of some of the wildlife that exists on Loch Ness Lake and Hunters Pointe golf course.) They are a silent minority and cannot speak for themselves. It would be devastating to allow them to be unlawfully evicted from what has become their home.

CLUBHOUSE: This building is a Welland landmark. It's a joy to walk or drive by this attractive Club House with its unique Scottish-style architecture. It's a shame to abandon it and let it go to waste. Could it not at least be re-opened temporarily as a restaurant?

THE BACK NINE ON OLD COURSE: Could it not open temporarily as a nine-hole course? It would make a lot of residents happy.

REZONING BY-LAW: An email sent to Rachelle Larocque inquired as to why the Clubhouse zoning by-law had changed from NC-26 to NC, whereas NC26 states as follows:

"The property is designated as PARKS, OPEN SPACE AND RECREATION and CORE NATURAL HERITAGE SYSTEM in the City's Official Plan and zoned COMMUNITY OPEN SPACE (O2), ENVIRONMENTAL PROTECTION (EP), and SITE SPECIFIC NEIGHBOURHOOD COMMERCIAL (NC-26) in the City's Zoning By-law 2017-117. The application proposes the development of the 84.82 hectare property for residential, mixed used residential/commercial, open space and environmental purposes. This application for Draft Plan of Subdivision was submitted in conjunction with an Official Plan Amendment (OPA No. 16) and Zoning By-law Amendment (2018-01)."

Rachelle's answers were quoted as follows:

a) **"The Zoning on the Clubhouse was changed as part of the City's Comprehensive Zoning By-law, which was approved by Council in October, 2017.** It was determined through that review that the most appropriate zone for the Clubhouse would be the NC Zone, with the special exceptions that you've highlighted."

b) "The City hires a range of professionals who are bound by codes and standards for their respective professions. We review these applications based on the City, Regional, and Provincial policies and regulations. Under the Planning Act, anyone can make an application to change the zone and designation of a property, **subject to studies** and other requirements, and the applications will be processed**. This process includes public consultation and review.** It also requires a final decision by Council. If an application is submitted, and it's deemed to be complete, we are required to process it. We then review the application based on all applicable policies, comments submitted by agencies, and comments received from the public."

c) **"I will also note that many of the features are man-made and have not been identified as Natural Heritage features having significance by the Niagara Peninsula Conservation Authority, Region of Niagara, or the City.** There is an area at the north of the property that has been highlighted, but that is in conjunction with the Welland River." (End of Rachelle's quote.)

BLINDSIDED: In other words, the zoning bylaw was approved by Council in October 2017 without **public notification, consultation and review.** Furthermore, residents were not advised of the development application until March 2018. We were blindsided by this 11th hour notice, leaving us with only a short timeframe to gather more information and prepare an appeal.

IN A RUSH: Rachelle reminds us that the city has an obligation to the developer to process the application within a certain timeframe which is just about to expire. The first and foremost obligation should be to the taxpayer/ constituents to ensure that environmental studies and other requirements have been completed and will not impact the environment and/ or public health.

A POOR FIT: Your recommendation report, **"City of Welland comprehensive zoning by-law (file no. 2015-09)"** dated September 26, 2017, indicated that "It will also assist the City in continuing to meet the intensification requirements of the Growth Plan for the Greater Golden Horseshoe. In particular, that 60% of the City's residential growth occur in the Built-Up Area of the City."
Of course, the golf course presents as a golden opportunity to meet some of the growth demands. However, the developer's plan does not fit the mold in this particular case. The infrastructure cannot support a residential growth plan of this magnitude, road-wise or otherwise.

ClOVERLEAF OVERPASS: A cloverleaf overpass will not solve concerns about traffic. It might provide alternate egress/ingress but will nevertheless result in increased traffic on the 406. It will create a bottleneck at the entrance and exit points during rush hours and will cause increased dust pollution. Additionally, who will bear the prohibitive cost? The city? The province? The taxpayer? Or, the developer? CBC news posted on February 16, 2918, that the replacement cost of a cloverleaf interchange in Saskatoon is estimated at $280 million. It would be wise to reconsider and come up

with a plan that would be compatible with the neighbourhood. Daimler Pkwy will not be able to handle any more traffic beyond what is expected following the completion of South Village.

MANDATORY STUDIES: Granted, the owner and developer have a right to conduct business and make a profit as they see fit. But not to the detriment of hundreds of residents who live within such close proximity to this proposed development which predictably will have a negative impact. We have not seen any results of mandatory studies, including a study by the Ministry of the Environment.

SUBTERFUGE: It's troubling that the timing of the notice of application of March 15, 2018 followed by a City Square Public information meeting on April 12, 2018, was scheduled while most of the residents were away for the winter. This appears to have been intentional rather than coincidental. It's obvious that there is a big push to expedite the closure of this application in favour of the developer. It's understandable that it's in the city's best interest to do so, since more tax revenues are expected.

It is expected that our elected representatives will fulfill their civic duty with the highest standard while handling this highly sensitive and controversial development plan.

Again, I am submitting this letter as a formal appeal against the development application to build a subdivision on Hunters Pointe golf course lands (with or without a 406 overpass.)

Kindly acknowledge that you have received this letter.

Thank you in advance for your consideration and support.

Sincerely,



Bernadine A. Murphy

Attachment: Wildlife Photos





Rachelle Larocque

From: đШĕĕĕŭ ŧŠŠĕĕĕ ŠШĕĕĕŭ ĿĕŠŠĕĕĕ wĕlľ 9ҽıc᾽ >
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From: Ken and Arlene Murray
Sent: April 10, 2018 11:39 AM
To: mayor <mayor@welland.ca>
Subject: Hunter's Pointe lands

Dear Mayor Champion,

We are writing regarding the proposed development to replace Hunters Pointe golf course. We, along with our entire community, are vehemently opposed for numerous, valid reasons to this possibility.

There are legitimate concerns over the extreme strain it would place on services. It would come as no surprise to you that there are currently issues with newcomers to the city finding a family physician. How could the city possibly support the addition of approximately 2400+ new residents? Are you prepared to enhance police, fire and ambulance services? This would dramatically affect your operating budget. Do you think residents are prepared for a huge tax hike in order to support these new ventures? Are the local schools equipped to handle a surge of new students? You are aware that we currently have issues with low water pressure. What are your plans to solve our problem and then to further address water supply for 1200 new homes?

There is absolutely no need for a commercial development on Daimler Pkwy, in view of the fact that Walmart Supercentre is literally within walking distance of this area. A single road currently exists as access for residents and golfers only. Commercial development on this road would lead to overcrowding and deterioration of this road. Additionally, all of the roads within Hunters Pointe (with the exception of Daimler) are deemed private. The upkeep of these roads is the responsibility of our residents, and we certainly are not prepared to maintain roads that would now be used by those visiting the commercial development and/or living in the new area. It is a given that they would be inquisitive about our beautiful neighbourhood and then drive through. The addition of “Private Road” signs would do little to deter curious parties.

As homeowners, our home is our largest investment, which results in the fact that property values are uppermost in our minds. It is expected that replacing a beautiful golf course with an enormous residential and commercial development would result in lower property values. We are retirees who are dependent upon pensions and home ownership investment. This proposal, if it comes to fruition, would dramatically affect our financial situations.

We purchased in Hunters Pointe for a variety of reasons, one of which is the cachet of living next to a golf course. We are so proud to invite our family and friends to visit our lovely home, as we are aware of the beautiful impression the golf course, clubhouse and our community centre make as one enters. We must preserve this! It is also imperative that our quiet village atmosphere be maintained to allow us the privilege of enjoying peace inside and outside our homes.

Please do not even consider rezoning the golf course lands from greenspace/recreational to residential/commercial. This would have an extremely negative affect upon the entire city. ***How do you personally intend to vote on this issue?*** With the upcoming election in the fall, your vote on this issue will determine how we vote.

We look forward to your kind response.

Sincerely,
Ken & Arlene Murray
34 Turnberry Trail

Rachelle Larocque

From: đLЦęñü ’ Ld‡ñL ůLęЬ Ь’ Ld‡ gЬ ęi?coЬ >
Sent: Apri?7, 2018ñ11:00ñAũ
To: gLdrgL4¿Lę‡hę?9 nięgęręrLdgion.cę ñЬ ę’ or ! L9ę"n" .cę ñpę#chiocchio ! L9ę"n" .cę ñ pę$?grLdiLd nięgęręrLdgion.cę ñęchL9L4ę?oc%$L ! L9ę"n" .cę ñ‡on’ ‹ílЬ ęrco ! L9ę"n" .cę
Subject: &$n#Ld'‡ñ(oin#ñ) oЬ Ь $ni#

I am just one of the many angry and dissapointed residents at Hunter’s Pointe.

There are too many issues to list but I can not believe how this process is “attempting” to proceed without the consultation or consideration to our community, not to mention the City of Welland as a whole. The decision of the City to change the zoning in October of 2017, without written notification to neighbouring property owners, to facilitate this developer is incomprehensible.

Bea Myers

Rachelle Larocque

From: đШЦęЭЎyers
Sent: Apri?¶14, 2018ņ2:34ņPū
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I attended the Public Information Meeting on April 12th along with over 150 other very unhappy residents, only to discover the representatives of the developer had a lot of unanswered questions and incomplete studies.

I attended City Hall a few times in the past couple of years and was told that NO more houses would be allowed to be built after the already approved D’Orazio subdivision until a secondary ingress/egress was built. Can the developer and the City confirm that no construction will begin South of Daimler or behind Old Course Trail until the access road/overpass is built?

Also can the developer and the City confirm that the creek and green space behind Old Course Trail will be preserved?

The proposed development is in no way compatible with the existing residential lands. The proposed buildings along Daimler Parkway include multi storey residential and commercial buildings. The proposed development behind Old Course Trail should be single family bungalow houses in order to be compatible. There appears to be a great need for adult lifestyle communities in the Niagara region and this area behind Old Course Trail, in my opinion, would be an ideal spot to accommodate this and be compatible with the existing residental land use. Possibly with a Community Centre backing on to the railway tracks. The demographics show that this is the trend and it may even be more beneficial financially to the proposed developer.

Thank you for your consideration to these issues.

Bea Myers

Rachelle Larocque

From: đШЦęў́yers
Sent: Apri❡ñ15, 2018ñ1:34ñ ũ
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It has just come to my attention that the Trillium Railway line has been approved to carry SULPHURIC ACID and in the event of a catastrophe there would be no access in or out of our development. It must be a MANDATORY CONDITION of the development to have this secondary, bi-directional, access to the 406 built prior to any construction. It needs to be like the Merritt Road overpass and not the Port Robinson one. Otherwise all the traffic from the new development will be coming to Daimler 406 access. The current Daimler access is not designed to handle high traffic, construction trucks, soil removal trucks, etc. Any thought of a temporary access is unacceptable considering the size and construction traffic of such a site.

We attended City Hall a couple of times over the past 2 years and were told, for safety reasons not one more house would be built, after the already approved D'Orazio subdivision, until another ingress/egress was built.

We cannot over emphasize the importance of this being a Mandatory Condition to this proposed development moving forward.

Bea Myers

Rachelle Larocque

From: đШĕęĩĝŭ ŧĺĺĕĝĩĝĕ ĺШĕęĩĝŭ Ьĕĺĺĕĝĩĝĕ wĕlľ 9ҽıć' >
Sent: Apŗĵl 16, 2018 8:59 A
To: !' cШĕllę '" ĵĝc#$ę
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-----Original Message-----
From: Dave Brenda

Sent: April 13, 2018 1:49 PM
To: mayor <mayor@welland.ca>; Councillor Pat Chiocchio <pat.chiocchio@welland.ca>
Subject: Hunter Pointe Development Meeting May 1

You may have heard by now how many attended the meeting last night. The community room was full with many standing at the back. There were also many out in the hall because they couldn't fit in the room.

I urge Council to arrange for a larger meeting room than the Council Chambers for the meeting on May 1. There will be even more attending as many were still not home from the south as of last night.

Live streaming the meeting is not going to be a good alternative. People want to be face to face with Council especially for a meeting of such importance to our community. This is a chance to show the people in your ward that you are acting in their best interest.

Brenda O'Connor
Galloway Trail

Sent from my iPad

Rachelle Larocque

From: đШЦęŋ₿renda
Sent: Aprilū18, 2 18ū :23ū#$
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Subject: , &t tŋr'sū#9iŧtŋūdŋęŋl9p ŋŧt

April 18, 2018

Rachelle Larocque
Planning Supervisor

Hunter's Pointe Rezoning and Development

I wish to express my concerns regarding this planned redevelopment for the following reasons

1. There is currently no second entrance to our community. We have recently learned that the railroad crossing our entrance will be carrying sulphuric acid. If you recall, the City of Mississauga had to be evacuated when a train derailed carrying a substance not as dangerous as sulphuric acid. Any kind of disruption on the railway at the entrance, could mean the entire community would be captive and in case of a medical or fire emergency, could be fatal. We have already had one home burn to the ground in our community. The second entrance MUST BE THE FIRST thing to be built and be something our community will be able to use immediately. It must also be practical, directly connecting to the 406. How could the city possibly consider a second entrance that next to no one would use simply to be able to say there is a second entrance???
2. Environmentally, pesticides and other chemicals used on golf courses are toxic. The planning consultants referred to the fact that arsenic will be present in the soil but offered no remediation suggestions. Our community, and those in the Welland community at large, need reassurances that this soil will be SAFELY removed. Releasing these toxins into the air is irresponsible and will impact the health of residents.
3. Not all of us sold a house in the GTA and made a huge profit. Personally our house is our largest financial asset. The proposed development will lower the property values as the beauty of the surrounding area will be destroyed, as we are sandwiched between properties of lower value, high rise commercial buildings and all that a large community without deed restrictions will bring.
4. The size of this community will not just impact our community but the City itself and not in a positive way. Questions regarding the sewage treatment plant have not been answered. (Please refer to an email requested by you, April 13 to which I have not yet received an answer). Extra demand for water and not just pressure – we keep hearing the City is working on a new pumping station but we've yet to see any concrete progress. How will the explosion of traffic in the area be handled? Social services, medical facilities, medical services, emergency services, essential to a progressive community will also be impacted.
5. The Chinese developer needs to get the money out of China and get Canadian residency as soon as possible before China tightens up it's regulations regarding money leaving the country. Is this the reason for the rush to get this approved before sufficient information has been received and studied and not just glossed over? Has the city investigated other communities he has been involved in to see what promises were made by his company, if they were kept and what is the quality of these communities? What promises has he made

to Welland and what kind of assurances have been given contractually, to ensure these promises are carried out?

I hope that the City of Welland, our adopted city of 3 years, is not just looking at the what they perceive as a financial windfall, but is ultimately interested is what is best for the current residents.

Respectfully
Brenda O'Connor
Galloway Trail

Sent from my iPad

Rachelle Larocque

From: đШЩęüę
Sent: Aŧ rî ę 9, Ь 8ę :54ęA
To: rachü’ ū.lar9c! " ū@# ü’ a$%ca
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Rachelle,
I want to go on the record as being against the re-zoning of the Hunters Pointe golf lands. My concerns are related to increased traffic with a single access road; too much supply of new housing in this region based on the expected demand; and environmental concerns.
Please provide me with a copy of the Staff report to Council on this proposed development when it is available.
Thank you,
Paul Bell
A concerned Welland resident

Rachelle Larocque

From: Patricia Daer
Sent: A ٱ 18, 2018 10:11 AM
To: ٱ ا ا ا

Patricia Daer

4 Aaron Trail

Rachelle Larocque

From: đШĕęĩĕů ŧ ĺĺĕ ĩĩĕ ĺШĕęĩĕů Ŀĕĺĺĕ ĩĩĕ wĕll' 9ҽić' >
Sent: Apŗl 16, 2018 8:51 AM
To: ' cШĕllĕ !' ĩĩ c" #ĕ
Subject: $%: &#9ĺĕĩĩ ' ů i9ĺĕ

-----Original Message-----
From: Priscilla Scott [
Sent: April 14, 2018 11:14 AM
To: mayor <mayor@welland.ca>; Councillor Pat Chiocchio <pat.chiocchio@welland.ca>; Councillor Tony DiMarco <tony.dimarco@welland.ca>; George Marshall <george.marshall@niagararegion.ca>; Paul Grenier <paul.grenier@niagararegion.ca>
Subject: Hunters Pointe

Gentlemen,

I don't know even where to start. I, along with at least 150 of my neighbours, attended the so-called "information meeting" at the over-crowded meeting at City Hall Thursday night. Firstly, why were accommodations not made to handle the number of people (and there will be many more at the next one)? If you can't handle planning a meeting, what confidence do we have in your planning our future in Welland? Well, from the plans we saw, no confidence at all!!!

I, along with the majority of my neighbours, moved to Hunters Pointe for retirement on a beautiful golf course in an adult only community. Now our golf course is gone and the City seems hell bent on destroying our adult community. Why? Hunters Pointe, in my opinion, was the only selling point in moving here — certainly not the derelict downtown, the number of abandoned plants, etc. Why destroy one of the few good points in Welland? Why would you even consider this — blows my mind!

If it weren't for Hunters Pointe golf and adult community I would not have moved here. Now our homes will most likely not be worth tomorrow as much as they were yesterday.

Seems you are only thinking of dollars for the City — not quality of life. Work on our downtown and abandoned lots and plants and leave our community alone.

Priscilla Scott
154 Galloway Trail

Rachelle Larocque

From: đШцęĝ§ūott ģ
Sent: A riņĝ30, 2018ū5:15ūđ
To: rШđh! ņĝ .lШđ¢ c" ę! 9 #! ņĝШ§Ь.cШ
Subject: %¢ ņĝđ ņę(ū) ! *! ņ¢ m! $Ĵ⊎) ,- rШцi¢ ū) ! *! ņ¢ m! $Ĵ⊎

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

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

Rachelle Larocque

From: đШĕęĩĕůĕ ŧŠŠĕĕĩĕĕ ŠШĕęĩĕůĕ ĿĕĕŠĕĕĩĕĕ wĕĺľ 9ҷіс' >
Sent: Apŗĩl 11, 2018 10:42 AM
To: Ř' cШĕĺlĕę ' ĩĕĕc! " ĕ
Subject: #$: %" 9Šĕęĩĕůĕ &ĕĕ i9ŠĕĕĕApplic' ŠŲĕ9 #ilĕę ' 2(đ) 14) 1800*

From: Jeanne Pender
Sent: April 5, 2018 5:03 PM
To: Councillor Frank Campion ; Councillor Pat Chiocchio <pat.chiocchio@welland.ca>; Councillor Tony DiMarco <tony.dimarco@welland.ca>; mayor <mayor@welland.ca>
Subject: Fwd: Hunters Pointe Application File # 26T_14_18003

Please stop this development. Why doesn't Welland council see that more development is bad for Welland,

Begin forwarded message:

From: "Michael"
Date: April 5, 2018 at 4:10:24

Dear HRA & Magnolia Residents,
This violation of our adult lifestyle community has surfaced a great danger and it could be complacency. While we have debated and complained about this attack on our peace, investment and security amongst ourselves over the past few weeks only 2 formal complaints/protests were recorded at City Hall, so far. We have all received briefing notes and contact lists but we remain silent to the politicians that count. Yesterday and today, at our CC, we engaged in a ferocious condemnation on the Biglieri application but no one thinks to let our Welland City Mayor and Councillors know how we feel personally and directly.
We are 500 majority tax payers and voters in the HRA/Magnolia and carry a heavy voice but we must speak up! At the Municipal decision day on this application, we either succeed or fail. If our 500 votes and concerns were never submitted then Biglieri wins. If only 200 HRA members protest, Biglieri wins because they will argue 300 were in favour to proceed.
Remember that each HRA lot owner has the spouse to vote and protest also so send in the 2 e-mails not just the one so all HRA residents are counted against this abhorrent rezoning plan.
Please speak up now to formally record our opposition! It is unfortunate that we haven't heard from Mayor Campion.
The Municipal Golf Course option is gaining momentum so bring that up in your e-mail to City Hall.
Regards, Michael

From: Michael
Sent: Wednesday, April 4, 2018 7:39 AM
To: pat.chiocchio@welland.ca ; tony.dimarco@welland.ca ; mayor@welland.ca
Cc: David Snook ; Robert Bell ; Roger Reynolds ; Ross Jepson ; Sandra Thomas ; Wynn Ellis ; Wendy Wontner ; Andrew Sweeney ;; Margaret Leith ; Lucchetta Ed ;
; Robert Lucchetta ; Theresa Drummond ;
rachelle.larocque@welland.ca ; 'Jim D'Orazio' ;
george.marshall@niagararegion.ca ; paul.grenier@niagararegion.ca ; rusty_baillie@hotmail.com ;

Poppy Zozula ;

Dear Mayor and Ward 4 Councillors,
We purchased our home at Hunters Pointe over 7 years ago as the HRA community offered the perfect venue for retiring seniors moving from the Big City. All our neighbours are like-minded with great appreciation for our golf course and scenic vistas throughout while bordering the canal. We moved here because it stood out as a Private & Premium Adult Lifestyle community with shared interests and common priorities among its residents. The HRA community Center focussed on integrated social activities and events that bonded us all into a strong and vibrant neighbourhood.
As you know, Lucchetta was awarded "Best community in Canada" at Hunters Pointe last year. See attached media report. Very simply, Hunters Pointe is an exceptional and private development designed specifically for its residents with shared values. I guess that's why we pay higher taxes here but can't even get adequate water pressure. Hunters Pointe offers peace and quiet, safety and security, clean air, garden landscaping throughout and extraordinary views.
This Biglieri application now threatens our lifestyle and investment and must be stopped. Their plan does not enhance or complement the existing Hunters Pointe adult/retirement/seniors lifestyle dynamic but takes direct aim at destroying all benefits we presently enjoy! There are approximately 500 or so Welland tax payers and voters who I am sure will agree with me that such a conflict would not work out well to our mutual advantage. The present zoning was planned to suit all parties investing for their future retirements and lifestyles so why this surprise and no notice of such a drastic change that damages our property values and upset our lives and well-being significantly. Who will pay?
The "Open Space" zoning and golf course must stay and a new investor sought out for this purpose. Let's think economics. Who will pay for the Oxford Hwy 406 interchange/cloverleaf ($20M)? If its the tax payer then we are subsidizing the Biglieri plan and self destructing and we vote "NO"! Take the $20M saved and create a municipal golf course for all of Welland and Niagara to enjoy now and into the future as our Niagara Region grows and prospers!
Regards, Michael Zozula

From: Michael
Sent: Tuesday, April 3, 2018 3:03 PM
To: pat.chiocchio@welland.ca ; tony.dimarco@welland.ca
Cc: David Snook ; Robert Bell ; Roger Reynolds ; Ross Jepson ; Sandra Thomas ; Wynn Ellis ; Wendy Wontner ; Andrew Sweeney ;; Margaret Leith ; Lucchetta Ed ;
Robert Lucchetta ;Theresa Drummond ;
rachelle.larocque@welland.ca ; mayor@welland.ca ; 'Jim D'Orazio' ;
hainesm@ndp.on.ca
Subject: Fw: New development

Dear Tony & Pat,
I trust we have your support in this cruel application that violates all our residents' purpose of purchasing and growing in our wonderful community. It was designed as an "Adult Lifestyle" venue with all its community center and golf course amenities. We pay a disproportionate tax burden to keep us safe and sound as we age in senior comfort. A massive disruption to our well being cannot be tolerated for the sake of greed and profit! Are you with us in support of our community???
Regards, Michael Zozula

From: Brian Leitch
Sent: Tuesday, April 3, 2018 12:52 PM
To
Cc: kent taylor ; Ken Cunningham ; Radek & Krystyna Miedzyblocki ; Moira Lee ; Gord Mills ; george daer ;
Subject: New development

Ruth

As we discussed, here is a copy of my initial salvo against the NEW MENACE. Please feel free to offer any comments, corrections or additions. Also, please feel free to forward this List of Objections to anyone in the community that might be interested in it.

The email of the woman coordinating the Public meetings and submissions is Rachelle Larocque, her email is rachelle.larocque@welland.ca

See you soon

Brian

Rachelle Larocque

From: Wietze Pluim
Sent: A rl 13, 2018 8:04 AM
To: r9c ç"ě◂9roc! Ĺlě@Ľç"9" #.c9$' 9ńc Ld cc Ld@Ľç"9" #.c9$'ńp" %ú"9rco@Ľç"9" #.c9$' ş 9%or@Ľç"9" #.c9$'gěorgě◂ú9r& 9"@" L9g9r9ěgLd" .c9$' 9Ĺ"grě" Lěr@" L9g9r9ěgLd" .c9
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Dear Madam/Sirs:

I attended the meeting at City Hall April 12, 2018. I can not overemphasize how stressful the Hunters Point Development proposal has become to myself, my wife and our community. We came to Welland some sixteen years ago and settled in the Hunters Pointe community. This proposed development is going to change our lives significantly and those of the community, as well as the city of Welland as a whole. We all will be affected in many negative ways.

The following areas are of extreme concern to the proposed development:

1. This proposal has not been given enough time for the residence to examine all the studies and implications of this development on our community. Why is City Hall so determined to proceed in such a hurried fashion? Yes you are following guidelines set by the provincial government but those guidelines also allow you to take more time for input from the community.

2. The proposed development has one street that runs from Daimler to East Main.. All the traffic going in and out of the development will be on this road and causing congestion on Daimler as they exit or enter this new development.

   Yes, there is a proposal for a second exit that being the overpass at Oxford. The overpass is not a solution as cars, trucks and buses will not use this exit at Oxford because it does not allow them to get onto the 406 to go North to St Catherines or South to East Main which connects of Port Colburne and the Niagara Area. Consequently, high traffic volume will be at Daimler and Woodlawn.

   Part of the solution to this problem is to have access on and off the 406 at the proposed Oxford overpass.

   We were assured at City Hall, the Planning Department, two years ago that not one more house could be built in the Hunters Pointe development until there was a second exit.

   City Council and Planning Department need to have the Oxford proposal with on ramps and off ramps onto the 406 as a first step before development proceeds. A temporary exit is NOT acceptable.

   Once the overpass with access to the 406 has been completed building homes should then start from East Main.

3. Commercial proposal should only be one storey high to complement the already existing homes in the area.

4. There are safety concerns as to the traffic patterns coming into the Hunters Pointe Community and the Trillium Railway. What materials does the train transfer? What happens if there is a train and car collision and toxic fumes are released and residence unable to escape?

5. The entire landscape will be changed, The hills and surrounding landscape of the golf course will be flattened. We settled in Welland thinking that this would the perfect place to retire and enjoy our remaining years but that has all changed.

I truly hope that our concerns will be acted upon by City Council and the Planning Department.

Wietze Pluim. 27 Old Course Trail Welland.

Rachelle Larocque

From: Wietze Pluim
Sent: A rl 14, 2018 2:14 PM
To: r9chęttęc◂9rroc Ůlę@Ɒęt9! " .c9#' 9ņchlɒcchlɒ@Ɒęt9! " .c9#ʾ 9$or@Ɒęt9! " .c9#'
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Dear Madam/Sirs:

This letter is with reference to the proposed development at Hunters Pointe.

We are very much in objection to the planned development that was presented at City Hall April 12th. 2018. The presenters indicated that the proposal was in it's initial stage and that the presenters only wanted to hear the concerns from the residence.

I have already stated some my concerns in an e-mail dated April 13th. The following are additional concerns I have:

1. The proposed overpass at Oxford Street needs to have access onto the 406 highway. If there is no access at Oxford Street to the 406 then the majority of the traffic will be funnelled from the development to Daimler Parkway and Woodlawn Road. With some 1200 homes and potential 1 1/2 vehicles per family there is the possibility of 1800 vehicles in addition to the existing residence plus future residence of North/Central/South villages of D'Orazio will cause severe problems.

BUT you might say that there is a second exit, the overpass at Oxford street, that people can use. In reality the proposed overpass at Oxford Street will not be used as the majority of people will use Daimler Parkway to get on the 406 to go to St Catherines/QEW/Niagara/ Hamilton/Toronto or Port Colburne/Fort Eire/Buffalo. To access Walmart Supercentre area and Niagara Street future residents will be using Daimler Parkway not the proposed overpass at Oxford Street.

THEREFORE if any proposed development is to proceed the OXford Street needs to be completed with access from the overpass onto the 406 as a precondition to any development. NOT A PROMISE THAT THE OVERPASS WILL BE BUILT AT A LATER DATE.

Once the overpass at Oxford Street is built with on ramps and off ramps the development then should proceed from East Main north to Daimler Parkway.

2. Will the developer assure the residences that the green space and creek that runs behind the houses on Old Course will remain intact?

3. The proposed development of homes (50 feet) that back along the Creek parallel to Old Course Trail should be bungalow style of homes to complement the homes that are on Old Course Trail.

The existing houses on Old Course Trail are elevated and to consider what might be put in the the backyards of these new homes will be an eye sore. Would the developer place covenants (restrictions) on these homes as to what can be put in their backyards?

.....

More time and consultation are needed with the Residence of Hunters Pointe. This is a major development that will affect many lives. Why is there such a need to hurry these decisions?

Wietze Pluim
27 Old Course Trail
Welland, Ontario.

Rachelle Larocque

From: đĘĦĘĕů cŧ ĺĻňĝ Ъũ iĿĘĦňĕ.mcЪĹĻňĝ Ъч wĕ ĝňĦЪ.cĝ>
Sent: ’ ĝĿĘhũ16, 2018ũ8:45ũA’
To: Wiĕ !ĕũ' #i9
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Good morning,

Attached are the notices that were circulated to owners within 120m of the subject lands.

I will forward your request to Rachelle Laroque who is managing this file.

Irene McDonald
Administrative Assistant
Building and Planning
Infrastructure and Development Services
Corporation of the City of Welland
60 East Main Street, Welland, Ontario L3B 3X4
Phone: (905)735-1700 Ext. 2241

Any review, disclosure, or distribution by others is strictly prohibited.
If you have received this email in error, please contact the sender immediately and delete all copies.
-----Original Message-----
From: Wietze Pluim [mailto:wietzepluim@gmail.com]
Sent: March 16, 2018 7:30 AM
To: devserv
Subject: Hunters Pointe Golf Cours Land

Dear Sir/Madam,

We are extremely concerned with the proposed development of Hunters Pointe Golf Course. We currently live on Old Course Trail. Although the entire community will be affected the residents that live on Old Course Trail will be greatly impacted.

On numerous occasions we visited the planning department and found the individuals very helpful which has been much appreciated.

Our concerns would be:

1. Not alternating the drainage creek that drains the lands to the Welland River.
2. What kind of housing would be going up behind the houses on Old Course Trail.

We are presently out of country and would like any information as to the development that is proposed.

Thanking you in advance,
Bea Myers
Wietze Pluim
27 Old Course Trail
Welland Ontario

Rachelle Larocque

From: đШЦěţ[Quinn
Sent: Ap ilū9, 20Ь8ūЬЬ:5ЬūA
To: 9cţ! ll! .l9 ҂ڭ؋ЦЦ@" ! ll9ŧ #.c9
Cc: $9ŧ # 9ūŸąĵ҂ڭm9&ūĺ i9ŧ ū)! iĕçţĵ
Subject: * ЦЦĕ̈ &ū+҂ڬŧ ĕ̈

We are devastated to hear that the City of Welland plans to allow the most beautiful green space in Welland to be developed for what appears to be higher density building including multiple dwelling units and commercial use.
On our purchase in Hunters Pointe several years ago we were thrilled to have found such a wonderful spot to spend our retirement years, nature all around us and of course a beautiful golf course to enjoy.

Quite recently The City of Welland revised their official plan confirming the zoning of Hunters Pointe golf course as Open space and Recreational and now want to rush through a by-law amendment,which will have a huge negative impact on the closest existing communities.
The City Of Welland is quite aware that many of the residents of Hunters Pointe are retired and spend their winters in warmer climates,not giving them all time to return to Welland at the end of April, is not acting in good faith for the residents most affected by the proposed changes.
Ruth and Tony Quinn

203 Old Course Trail, Welland Ontario L3B O6B

Rachelle Larocque

From: RONALD ANTHONY
Sent: ŋpЫl 3, 2 ! " #$‰ &
To: p t.c9iɑ́cc9iɑ́ʃ@(ell n) .c
Cc: tɑ́ny.di* Ьcɑ́ʃ@(ell n) .c

Councillor: What is your take in support of keeping the values of our homes in Hunter's Point by limiting the height of a building to keep to code of 2 stories vs. four 4?
What about another right lane to access the new development to help with the increased traffic we will have to deal with. Will the buildings fronting on Daimler be such as now exists with the building there or will they be allowed some other style?????? That will greatly effect the visual that makes our community seem to be as it was originally planned to be "AN ADULT UPSCALE COMMUNITY??????????? Will They be able to rent to students and or design the units for that purpose to rent out to students? We have seen plenty of reasons why not with the area around the college and don't want that here. It will devalue us!!!
Needless to say we as a community are upset with the way it appears to be pushing through with no involvement with us, and you were on council as it is being done to us!!!!!

Oh and by the way what about water supply which even now is inadequate ??????????????????????

Ron Anthony 24 Morris Trail

RECEIVED
APR 17 2018
CITY OF WELLAND
PLANNING - BUILDING

City of Welland Planning Dept. April 14 2002

Reference: Hunters Point Redevelopment

Application for zone change from OPEN SPACE GREEN to low and medium residential/light (neighborhood) commercial. We as a community are completely opposed to this being even considered. I do understand that by law you must allow it to proceed by a specific date as noted by your planning staff (Ms. Rachell ...) at the April 13 meeting. That being an example of how unprepared this developer is, as it was nothing but an opportunity to demonstrate just how out of touch with the project and our community both the developer and planning dept. are with our award winning community! I could not believe the number of "I don't know, but we will get back to you" answers we were given.

The lack of preparation for the meeting was evident in the accommodations / venue, even though you were forewarned of potential numbers. Be aware that the May meeting will be larger and PLAN FOR IT as many will want to be heard and or attend. Council chambers simply will not do!

Having said that out of frustration.....

1: There is no need for this additional spacing for housing . The applicant presented zero on that subject? Our inventory of housing potentials within the whole of Welland are adequate. Is that not why the tax payers money was spent on developing a long term plan. This proposed change should only be allowed IF NEEDED! And it is not in the plan as needed??? Surely the plan cannot be thrown aside to satisfy a single property owners wish to sell.

2: The area is residential with the best in Canada development awarded to it. That is ALL of Canada. Why would you even consider ruining that by allowing a change to any commercial? It makes no sense. There is a huge commercial project a walk away on the north west corner of 406 & Woodlawn. As with the first point there is no need for any commercial zoning. When one enters the area, one of the things that catches the eye and gives added value to it as an area desireable to live in is the golf courses club house and its unique design as well as our similarily designed building. To butcher that tranquil scene with commercial buildings that can only serve to fill a need that does not exist. Why on earth the developer does not simply repurpose the golf club into high end apartments while maintaining the up scale appearance for the benefit of all.

3: Adding all these 1149 residences some 3 stories high (If changes from current limitations are allowed) is fraught with problems. That is at a minimum 1 1/2 cars per lot for travel on Daimler (in & out). This now creates a parking problem given the number of families located on and in the multilevel homes proposed. The proposed overpass to nowhere will not alleviate traffic as it will not get drivers to 406 entrances or the main stores on Woodward and beyond. Add to that turmoil, trucks for construction, service vehicles, visitors, etc. etc. etc. and you will have a disaster on this single access road and bridge. In event of any emergency blocking the one access road in and out of the area. A former fire chief is said to have his answer to such an event "we will send buses"??? The city will have a disaster on its, hands and there is a single road now going to handle thousands on vehicles escaping??. NOTE this is not new news to you. Nor is the multiple potential problems of the railroad crossing. A level crossing is

unacceptable for that potential volume of traffic. And by the way there are an additional 220 homes going in at the uppermost end of Daimler. South Village! That's another 330 plus cars in the equation. Add new homes being built in our award winning community as ours grows, now it gets even worse if the change is made to accommodate a single seller of property.

4: One of the reasons people want to live in our award winning community is that is an ADULT community, where we can enjoy a certain life style. This will disappear, thus affecting our home values. It will be more difficult to get new purchasers should we wish to sell. Obviously we will have to apply for tax reductions based on lesser home values! The homes facing the existing golf course lands paid a six figure premium to obtain that life style spoken of. We don't hear the developer offering them anything but the ability to look down on messy yards, vehicles being repaired, kids running about screaming etc. So much for that selling tool and our bought and paid for chosen life style!

5: Infrastructure answers were not forthcoming except to say a "Roundabout" was planned for. There is no plan for road widening on Daimler to handle traffic. What of the added traffic and access roads to a commercial area, refuse pickup as a result of apartment residents (Students??) An underpass for the railroad line. Noise abatement methods for traffic and trains. In short no plan and yet the developer expects council to nod yes to their unneeded zone change to accommodate the land owner whose only wish is to grab his money by closing the land deal with a zoning change that suits. His deal depends on this zone change! Is it council's job to clear up land owners problems to the detriment of voting taxpayers and how they are able to live a certain lifestyle? For years now our community has spoken to the city about low and inadequate water supply that we pay for. Surely, no-one is suggesting all these additions will make it better, but no pumping station is shown on the developers plan for his expense to ensure we are not negatively impacted even further.

6: For some time prior to the meeting the question of timing has been raised and the city has said it had to be May1, period. At last, at the meeting the cities representative said she would finally check to see if another date can be arranged. Given all the items from the last meeting how on earth can a May I work and still have the data promised etc.?

Wow, this guy does go on! I am sorry for that, but ..... By copy to our Councilors and the Mayor I trust this gives them some feel for this community and our concerns.

When a report is made ready may I have a copy to review?

Sincerely Ron Anthony / Watson 24 Morris Trail Welland L3B 6G6



Copies: .....

Mayor Frank Campion Councillor Tony Dimarco Councillor Pat Chiocchio HRA / D. Snook

Rachelle Larocque

From: đШцěņŌalziel
Sent: Ap ǯū17, 2018ū6:27ūP
To: acņ ŧŧ .la 9c! LЦ@" ŧŧa#d.ca
Subject: 28$ů aǯú:ŧ ūp%' &ŪP 9p9'aŧ

Pleased be advised that I am opposed to a project that will se our well planned community deteriorate to a much lower standard.

As a "younger" member at Hunters Point Community,I am a very active volunteer and take great solace in assisting others enjoy their retirement years. It pains me to think of the effect this proposal would havd on many of our happy elderly residents.

The level of noise,traffic and construction in such a small community will have such adverse effect toour peaceful environment. I dread the thought that many will look to move, very difficultin the latter years of life.

Many have voiced their concern for safety and loss of home equity as well.

I love it here and urge you to preserve our unique lifestyle and give serious consideration of your good neighbors.

Ruth Dalziel
Muirfield Trail
Welland

Sent from Samsung tablet

Rachelle Larocque

From: đШЦĕ ñ ĉëa
Sent: Apr l' 15, 2018' 3:35' PM
To: rШdñ ŧ llŧ .lШd9 đquŧ ĝ ŧ llШ" .cШ
Subject: #ŧ ' " ŧ $ŧ l9 pĿ ŧ ! ĕ Pr9 p9 %ШQ8r' u! ĕ ŧ r%%P9 ! ĕ ŧ' (9l&) 9ur%ŧ

Attention to : Rachelle, City Mayor, all City Council Members, Planning Dept....and all other relevant parties.

First, Rachelle, I wanted to thank you for the way you ran the Town Hall meeting on Thursday April 12 th.....despite some snide comments made by some of our neighbours, you were able to maintain proper decorum for such a public meeting and for that...Congratulations....

.My name is Cathy (Katie) Rea....I live at 41 Morris Trail in The HIghlands (The Hunters Polnte complex) and I am writing you today to express my objection and great sadness to learn of the plans for a new development at Hunters Pointe.

I am a long time resident here.....my late husband and I relocated from Toronto.... bought and moved into this community in the fall of 2001.....basically we were the 10th home built in this area.

We were in awe with the views of the golf course...the canal and what this adult life style community was offering to purchasers. like ourselves.
Although we found the tax base here very high and learned that we would not be receiving any services from the city for paying these taxes...we decided to " Bite the bullet" and relocate so that we could enjoy the golf and all the things the Niagara region has to offer.

This proposed development has sooo many flaws. All of us who live here....have left busy cities to enjoy our retirement in an upscale area like this one.....this is what all of us worked for..for many years.....and looked forward to enjoying the fruits of our labour in this type of development.....we d id not nor do we want not not want to be overrun with housing for families...homes perhaps having pools, ...commercial units or rental units. This was definitely not part of my retirement plan and I think I can speak for many of my neighbours who would support this view as well.

If the proposal ends up being approved as is:
It will ruin the beautiful view that presently exist. It was cause huge traffic congestion.....the large number of construction vehicles will be unbearable to live with...water pressure problems will heighten...and most importantly, the sense of community that has been at the cornerstone of this development and continues today.... will be lost forever.

As you know...a secondary access is..or should be deemed mandatory...one of my fears is if it is NOT deemed necessary and the development is approved....it will certainly put us at health risks should there be a chemical spill of sulphuric acid from the rail line.
If the secondary access is in fact deemed necessary; it is approved and construction is started...my fear is that that it will be abandoned down the road due to the exorbitant cost. Many of us..including myself, have already lived through one major re-construction of the 406.

There are a number of housing developments presently under construction in the Welland area and the city will be collecting taxes from these developments.

The vision of our development back in 1999/2000 was definitely forward thinking...as there was no such development in this region at that time. and it is due to this forward thinking...that this development got off the ground and brought people from away.....to relocate to this region.

I am sure you have received many e mails. perhaps phone calls...even letters from this community expressing anger, shock, great disappointment etc on this proposed development and perhaps have expressed the same views that are outlined in my e mail...so I do not feel the need to go further.

I would, however like to take this opportunity to suggest a major revision to this proposal to include a number of more upgraded houses like what presently exist and a 9 hole golf course. It is an awful shame to let a wonderful Links Golf Course go to a chock a block housing development.

In closing....I just want the Mayor, the City Council...the Planning Dept and all other relevant parties to this issue, to be mindful that not ALL LAND needs to be developed to the extent that this proposal is suggesting and lets not let greed for money (taxes) outweigh common sense.....MONEY isn"t eveything.

Thank you for taking the time to read this e mail.....hopefully it has provided all of you some food for thought.

Lastly, I would appreciate receiving a short e mail back confirming that you have received this e mail.

.Respectfully submitted by:

Cathy (Katie) Rea...presently a very happy resident of The HIghlands Residents Community.

April 19, 2018

To: Rachelle Larocque
Planning Supervisor
City of Welland

e: rachelle.larocque@welland.ca

From:
Don & Linda Regier
231 Old Course Trail
Welland, ON

e:

cc: pat.chiocchio@welland.ca
tony.dimarco@welland.ca

Re: Proposed re-development of Hunter's Pointe golf course

Two years ago this month, April 2016, we took possession of our new home in Welland at 231 Old Course Trail. After 20 years of traffic, train, airplane and ambulance noise and congestion we were pleased to find a community with a less hectic lifestyle. The lots backing onto the golf course were offered at a premium as it offered a private view of the golf course, which was zoned as OPEN / RECREATIONAL. Now, we are faced with the prospect of having a view of 50+ rooftops instead of a green golf course fairway!

How does it come to this? This Open / Recreational land is offered for sale as Developmental. The golf course owner(s) now have the opportunity to reap an approximate $12 million windfall (reported $18 million sale vs estimate $6 million golf course value) because they can change the designation of their property. It is not unreasonable to say that their $12 million windfall would approximate the loss in home value that the Hunter's Pointe residents collectively would suffer!

If I requested a zoning change for my residential property on Old Course Trail from residential to commercial to allow me to add a storey or two for a coffee shop and B & B, I'm sure the city would reject that immediately, as so they should. They would cite impact on neighbours comfort and lifestyle, increased traffic and impact on value of homes as a result of this change,

The proposed golf course re-zoning is no different - it just impacts a lot more people!!

1200 homes is a fair sized town!

At 2.5 residents per household you have a community of 3000 people. There are no day care, schools, churches, adequate commercial or recreational facilities planned. Only allowing .5 children per household equates to 600 children in the proposed development, again without any day care, schools or recreational space planned for them. Residents would have to drive in and out of this area for all their daily needs!

One entrance / exit is totally inadequate!

At 1600 homes and probably 3,000 cars, Daimler Parkway is totally insufficient to handle the volume of traffic, again recognizing that their are no proposed amenities in the community. A second entrance is a requirement before any development to mitigate construction traffic and not overwhelm traffic on Daimler Parkway.

Insufficient Doctor's in Welland!

A recent report states that 1 of 3 residents in Welland do not have a Doctor. Current Hunters Pointe residents are unable to find Doctors. This shortfall needs to be addressed before planning to add to the population of Welland.

Insufficient impact study for the area.....

The current studies are insufficient to make any recommendations on a re-zoning change. The impact on traffic, environmental, current pesticides on golf course, wildlife etc, are insufficient to make any recommendations on re-zoning.

How do you decide??

As decision makers for the City of Welland, you will be asked to consider many arguments from all sides of this development. I ask that you make a decision based on if you were a current resident at Hunter's Pointe and how you would feel with construction and 1200 homes surrounding a retirement community.

Rachelle Larocque

From: Michael
Sent: AprLL6, 2018t3:37tPd
To: rũěñ" ll' .lũrLěq ' @ ' llũ! " 9ęū
Cc: tMargaret "LL&ñ¶Michael Zozula; tRobert Bell; Roger Reynolds; Theresa Drummond; -L!#t Mule; Wendy Wontner; /#!!t Ellis; Poppy Zozula

Subject: 5 : 6ş pũěŒL1t*' 7(L! LLgt8 ! &r$tPLLLŒ9 L1t: L r$
Attachments: 6ş pũěŒL1t*' 7(L! LLg9"Lě2

Dear Rachelle,
Another testimony to the severe negative impacts on our community.
Regards, Michael

From: sigrid reid
Sent: Friday, April 6, 2018 1:32 PM
To: mayor@welland.ca ; george.marshall@niagararegion.ca ; paul.grenier@niagararegion.ca ; Vance Badawey ; pat.chiocchio@welland.ca ; tony.dimarco@welland.ca
Cc: Michael ; Robert Lucchetta ; jim D'Orazio ; Fredy Wehrli ; Jackie Baker ; Brian W. Leitch ; david snook
Subject: Impact of Re-Zoning Hunters Point Golf Course

Dear Sirs

Attached you will find an Impact Statement outlining the Impact of Re-Zoning Hunters Pointe will have on not just the adjacent communities of The Highlands, Magnolia Lane and North and South Villages but also the Residents of the City of Welland

This statement has references to the City of Welland's Official Plan which was revised in June 2017. I have not included the actual reference sections - i.e. a Social Impact Assessment (Section 7.11.17.1 – Official Plan or a Market Impact Study/ Assessment - Section 7.11.6.-Official Plan and/or a Growth Management Study – Section 7.11.19 but I believe none of those have been done.

If those studies had been done it would be very obvious that the City of Welland cannot sustain a development of 1200+ homes in this area in addition to the 1000+ homes already planned for this area.

However a **well managed** golf course of the calibre of Hunters Pointe would continue to be of economic benefit to the City.

Sincerely
Sigrid and Edward Reid
93 Aaron Trail

Rachelle Larocque

From: đШцĕ̈ŋЬЊїd
Sent: Apŋ̈ШцĺЛ, ЛШ 18̓ 1ᵯ:3ЛĹ PM
To: ŋ̈ 9helle.l ŋ̈ч9que well ū.c
Subject: ! e"#ч ШЊĕ̓ ч$%u &ęŋ̈P ч1ШЊe
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Hi Rachelle

I know it was a tough night for you but you handled it with poise and dignity.

Here are 2 attachments -the impact one I sent to the councillors but not sure if had sent it to you previously.

The 2nd is reference to the City of Welland Official Plan revised June 2017.

If I already sent them to you, sorry , just making sure you got them.

Sigrid

Re: OPA#16; File # 26T-14-18003 and File # 2018-01

Impact of Re-Zoning of Hunters Pointe Golf Course

Hunter's Pointe Golf Course is a world-class golf course and has hosted a variety of prestigious golf tournaments. It had put Welland on the map as a destination for golf tournaments, golf groups etc. and thus economically benefitted the local economy. Hunter's Pointe in Welland was a buzzword on many golf sites in Canada and the US. Less than 9 months after the City of Welland revised their Official Plan (June 2017) which confirmed the zoning of Hunters' Pointe golf course as Open Space and Recreational, they are now attempting to accelerate a re-zoning by-law amendment which would for a number of reasons greatly impact not just the existing adjacent communities but also the surrounding communities. The City of Welland should protect this resource and maintain its current zoning as Open Space and Recreation and support and advocate for its sale as a golf course not development lands.

.

1. **Impact on Public Infrastructure-**

   City of Welland Community –

   a)City of Welland's has an Aging Public Infrastructure – Water and Sewers currently needs to be updated within the City of Welland proper before it is used for a 1200 home new development.

   b) Water and Sewer lines for the new development will tap into the exist City infrastructure and be routed under the 406.

   Existing Hunters' Pointe Communities –

   a)In 2017 the adjacent communities were without water for 12 hrs because of break at Woodlawn and 406

   b)Water Pressure – Current Water Pressure not sufficient for the existing 300 homes. New Pumping Station planned for the Current Approved Development(s) of 1000. How can it support an additional 1200 plus commercial development.

2. **Impact on Critical Infrastructure – Social Impact**

   City of Welland Community –(**Public Health-**medical, dental, hospitals, clinics; **Public Safety –**Fire, Police, EMS; **Quality of Life –**recreation, libraries,schools,parks etc) is insufficient to meet the needs of the current residents of the City of Welland How can it possibly meet the needs of another 1200+residents?-

   Existing Hunters' Pointe Communities-

   a)Last year the City of Welland had 226 new homes built – 31 of which were in the Highlands Adult Lifestyle Community and new residents have expressed difficulty in finding doctors, long wait times in emergency rooms etc

b)Emergency Response Times – The Highlands is an Adult Lifestyle community with an average age over 65. With the proposed development, there will be longer emergency response time which could result in a life or death situation.

3. **Impact on Traffic/Transportation –**

   City of Welland Community –

   Potentially there will be over 2000 homes on the East side of the 406,a Gateway Economic Center on the Southwest side and the Commercial Centre on the Northwest side of the 406 all merging with the existing Welland community all using the Daimler/Woodlawn entrances and exits onto the 406.

   Existing Hunters' Pointe Communities –

   a)Even with only 300 homes, at times it is difficult turning left onto Daimler from the 406 because of the current interchange onto the South 406

   b) The proposed development would exponentially increase traffic in an area where there is already severely limited access. There would also be a significant change in the type of transportation with the inclusion of public transport, school buses, commercial vehicles and service vehicles.

   c) The proposed development will create a very dangerous situation as emergency vehicles will have considerable difficulty accessing the existing communities.

4. **Impact of Growth of Surrounding New Residential Communities:**

   City of Welland Community- The Region of Niagara has allowed the City of Thorold to develop two residential communities on the Northern boundaries of the City of Welland – A 1000 home development on the Southwest side of Merritt Hwy and and a 1600 residential development on the Northeast side of Merritt Hwy. Because of their proximity to the City of Welland, these large communities have already had an impact on the critical infrastructure- public health, safety and quality of life of the City of Welland. These communities again because of the close proximity to the City of Welland, also impact the public infrastructure – especially roads in the City. The City of Welland will not receive any support for its infrastructure through taxes from these communities but its commercial community and by extension the City will benefit economically from the increased number of residents in these communities through development in other areas.

   Although there will be increased commercial development there will not be sufficient employment growth in the region to support these two residential developments and then also add a third in the immediate vicinity.(Hunters Pointe). When City/Regional

Planners approved the two developments in Thorold, they may have expected them to become bedroom communities for the Greater Toronto Area, however considering the current down trend in the Real Estate Market, they may need to revise the projected future need for residential development in the Region of Niagara or there may be a lot of serviced lots sitting vacant for many years to come.

5. **Visual Impact**

   Existing Hunters Pointe Communities- The proposed development will negatively affect the views and vistas of the current and planned future development currently zoned for for the Central and South Villages.

   a) Currently homes in the Highlands, on Magnolia Lane and those in the proposed Central and South Villages enjoy views and sight lines that allow them to see all the nature and wild life unobstructed. Putting commercial blocks and medium/high density homes will completely obliterate this.

   b) The homes on Old Course Trail also will be have over 100 homes behind them and although the creek will separate them, they too will lose the views and vista they currently enjoy and sighting of the wildlife that currently have homes in and around the creek area.

6. **Environmental Impact-**

   Re-zoning the Hunters Point Golf Course will negatively impact and have adverse effect as defined by the Environmental Protection Act on the surrounding communities and their ecosysystems.

   Adverse Effects: As defined in the Environmental Protection Act, means one or more of:

   i. Impairment of the quality of the natural environment for any use that can be made of it; injury or damage to property or plant or animal life;

      The Hunters' Point Golf Course and its system of lakes are the home of a variety of wildlife- herons, ducks, Canada Geese, snowy owls,egrets, hawks, turtles, frogs, etc. These will all disappear if the ponds become stormwater management ponds.

   ii. Harm or material discomfort to any person; The adjacent communities may be forced to live with 20 years of construction dust and debris which will be

deposited on their homes and in the neighbourhood considering the severe prevailing westerly winds in this area.

iii. An adverse effect on the health of any person; For the reasons previously mentioned and also the negative impact of stormwater management pools which if not properly maintain will become a cesspool and breeding ground for mosquitos.

iv. Impairment of the safety of any person; In addition to the previously mentioned safety reasons, the proposed development's commercial/ residential blocks on Daimler and possible public/school transportation on Daimler will create significantly increased amounts of traffic and hazardous traffic patterns at the current intersections of Old Course, Perth and Lochness Court

v. Rendering any property or plant or animal life unfit for human use;

vi. Loss of enjoyment of normal use of property;

The Highlands is a private community with private roads, private clubhouse and properties. Who will guarantee that the 1200 homeowners and the users of the commercial blocks will respect our private adult lifestyle or will we be subject to trespassers, violation of property, etc. (we have had perhaps 10 "police" calls in almost 20 years.) Will we now need to be constantly vigil in the protection of our properties and not be able to enjoy our current lifestyle.

vii. And interference with normal conduct of business.

<u>In Conclusion</u>

1. **We the members of the Highlands Resident Association moved to this community seeking peace and quiet in our "golden" years. We purchased our home in a Private Adult Lifestyle" Community. This Community was built surrounded by a beautiful world class golf course, with proximity to the Welland Canal and the Welland River and with wildlife around us.**
   What is now being proposed is urbanization of almost all the green space that surround us and a potential violation of our private adult lifestyle which has been a premier destination for seniors.

Almost 14 % of all the homes built in Welland last year were in the Residences of Hunters' Pointe and Luchetta, the current builder was in 2017 National Home Builder's Award for Community Development

2. **The Highlands, the homes on Magnolia Lane and the homes planned for the Centre and South Village have a current market value much higher than many other homes in the City of Welland because of their location, as a result, they pay significantly higher taxes. Re-zoning the Hunters' Pointe Golf Course and allowing commercial and mixed use zoning along Daimler Parkway and a 1,200 unit development will have an extreme financial impact on these communities through the possible devaluation of their properties and also on the current developer/builders with potential loss of sales.**

ALTERNATE APPROACH TO CITY OF WELLAND RE THE OFFICIAL PLAN

Questions to the City of Welland

1. Is the City of Welland's Critical Infrastructure (PublicHealth - medical, dental, etc.; **Safety** – fire, EMS, Police; Quality of Life – recreation, libraries, schools, etc.) sufficient to meet the demands of this size community? Are the City and/or developer planning a Social Impact Assessment (Section 7.11.17.1 – Official Plan?
   7.11.17.1: Need for a Social Impact Assessment A Social Impact Assessment may be required to support any proposal where development or site alteration has the potential to negatively impact on social aspects of the City. The Assessment should document any potential positive and negative impacts of the proposed development and recommend potential mitigate measures.

2. Has there or will there be a Traffic Transportation Impact Study-section 7.11.7 – Official Plan especially if the City of Welland continues with the Gateway Economic Centre on the South West side of Woodlawn.
   7.11.7.1: Need for a Traffic Transportation Impact Study A Transportation Impact Study provides for the maintenance of the City's transportation system given the demands in different transportation modes generated by a proposed development. Where an Official Plan Amendment, Secondary Plan, Plan of Subdivision, Site Plan or other plans produced under the Planning Act are being undertaken, a Transportation Impact Study may also be required, based on terms of reference developed by the City in consultation with the Regional Municipality of Niagara. The Transportation Impact Study may be subject to a peer review, the cost of which will be recovered by the City from the proponent.

3. Why is the City of Welland not following their 2010 Official Plan (revised 2017) which is the Intensification and Re-development of the Downtown (Section 4-specifically 4.1.3.3-Intensification: The Downtown is intended to serve as the primary location for residential intensification. Intensification and redevelopment within the Downtown should address the policies of this Plan.) and develop the Greenfield and Brownfield areas - specifically Area 3-Former CanadianTire Financial Site, Area 4-Former John Deere Site and Area 6- Priestly Site rather than using Open Space and Recreation for Housing Developments.

4. Has the City conducted a Market Impact Study/ Assessment? - Section 7.11.6.-Official Plan.
   7.11.6.1: Need for a Market Impact Assessment A Market Impact Study provides assurance that a proposed development is not premature and does not negatively impact the local or regional economy. Where an Official Plan Amendment, Secondary Plan, Plan of Subdivision or Site Plan is being undertaken, a Market Impact Study may also be required, based on the Policies of this Plan and terms of reference developed by the City in consultation with the

Regional Municipality of Niagara. The Market Impact Study may be subject to a peer review, the cost of which will be recovered by the City from the proponent.

5. Has the City conducted a Growth Management Study – Section 7.11.19 -
7.11.19.1: Need for Growth Management Study A Growth Management Study shall be required from time to time to assess the implications of future long term population and/or employment growth. A Growth Management Study should assess the implications of future growth in relation to the City's urban boundary, intensification areas (and possibly nodes and corridors), impacts on the natural environment, transportation network, infrastructure and rural areas and any other major structural elements of the City.
and Section 4.2.3.2 – Design Policies for New Neighbourhoods
New neighbourhoods will be planned to support the Region's density target of a combined 50 residents and jobs per gross hectare on designated Greenfield lands. This development grossly exceeds the Region's density target of a combined 50 residents and jobs per gross hectare since they are planning to re-zoning an Open space into Greenfield land rather than using existing Greenfield Lands.

6. Has a Planning Justification Report been done –Section 7.11.15.1-Official Plan
7.11.15.1: Need for an Planning Justification Report A Planning Justification Report shall be required to support any proposal for development or site alteration and should demonstrate how the proposal meets the Policies and Objectives of this Plan. Where appropriate, the Report should also provide a synthesis of planning and development issues for a site or area, where the proposed development requires a number of the above-noted studies. The Report should synthesize and integrate the various findings and propose recommendations, particularly where the findings and recommendations of one study or report overlap or have implications for another study.

7. Will a Stormwater Management Plan be conducted as per Section 7.11.4.1 – Official Plan?
7.11.4.1: Need for a Stormwater Management Plan A Stormwater Management Plan provides for the maintenance of the stormwater functions of watercourses based on the impacts of site-specific or area-specific development. Where a Plan of Subdivision, Site Plan or applicable plan under the Planning Act is being undertaken, a Stormwater Management Plan may also be required, based on terms of reference developed in consultation with the City and the Niagara Peninsula Conservation Authority.

Rachelle Larocque

From: Patricia Hodge-Rendall
Sent: Apŗ̈̃920, 2018 2:59 đ
To: ŗ̈LLŗ! Ŀ99Ł!LЩ" #Ł@$ Ŀ99ŁЩ.cLЩ
Subject: ŧ #nĝŁŗ̈%đĹŀ̃nĝŁ &''ŭ ŀ̈Ł9đ9ŁЩ AmŁhʂmŁnĝ
Attachments: (ĩ̈ĝ) Ĺ' * Ŀ99ŁЩʂ ! #nĝŁŗ̈%đĹŀ̃nĝđĹ' +

Attached please find submission required by April 20th, 2018.

Patricia Rendall

Corp. of the City of Welland
Infrastructure and Development Services
Planning Division
60 E. Main St.
Welland ON L3B 3X4

Attn: Rachelle Larocque
Planning Supervisor.

Re: Application of Official Plan Amendment for Hunters Point Open Space.

Dear Rachelle,

I wish to lodge my opposition to the plan that was presented at the Public Information Meeting held at City Hall on April 12, 2018.

Although I realize things change from time to time, especially when it comes to Golf Courses, I do not feel the Developers Presentation was adequate its redevelopment and the Hunters Point community. It does not maintain the Adult Lifestyle this community has been successfully established on. Nor does it take into account the disastrous accessible road infrastructure that this proposed new development will have for this community.

In Niagara Region, the Niagara Falls, Niagara on the Lake and St. David's all have successful Adult Lifestyle communities without the commercial aspects planned for Hunters Point. Why would any commercial be needed in Hunters Point when the City of Welland has already allocated a tract of land on the other side of the 406/Daimler for commercial development. This area would surely be far better for traffic flows, parking accessibility etc than any situated on Hunter Pointe.

The accessibility bridge infrastructure proposed for this amended redevelopment also does not seem to have been well thought out especially when the vast majority of the planned South development is closer to Daimler than where the bridge has been positioned. This I am sure would lead to inadequate Emergency Services Accessibility. Therefore it should be moved further north towards Daimler in the heart of the main south development.

If the road bridge is built then the developer should make a commitment to building it after the second year of his development and finish before the third

year. This will confirm whether the investor/developer is serious and sincere with the success of his development and the existing communities well being.

The City of Welland and the Ministry of Public Affairs should be well versed as to why the Federal and Provincial Governments have looked at the exploitation of our Canadian Real Estate markets by foreign investors.

Niagara Region and Hunters Point are growing demographic areas for retirees due to what Niagara area has to offer, lifestyle not work. They bring wealth to the area not industry. This new investor /developer has seen that success of the community and its existing developers but wants to seriously change the character of the community, not just the Golf Course. It appears profitability is far more important than seeking to build on what already exists. This goes along with the development of Shanghi and their experience there. Tear down what exists and build community buildings that no one really wants to live in, but that is China, their people do not get a choice. Hopefully here in Canada we actually will have a choice.

Perhaps when making a civic decision of the Niagara Regions Open Space, you may look at a less sever approach in developing it to blend in rather than stand out like a sore thumb and take into account its future as an area for those that want retirement lifestyles not work.

Preferably my wife and I bought Open Space behind us and would really like to maintain it. But we are realist and want to see well developed area rather than any old development that brings in money.

I tender this for your consideration before confirming any Official Plan Amendment for the redevelopment of Hunters Point Open Space.

Sincerely,

Arthur Rendall
287 Old Course trail
Welland. ON

Rachelle Larocque

From: Michael
Sent: April 18, 2018 9:54 PM
To: pat9@; ; ;

Will Welland remove the Daimler Pkwy train tracks and rail service or build an underpass for the safety of residents, at huge expense?

I can imagine the log-jam each morning when cars are heading out, to work, with probably about 7 to 10 school busses picking up students or parents who cannot afford the costs, attempting to drive their off spring to school. Add to that, the afternoon return trip of school buses on Daimler and then, conceivably the return of 500 to 700 (or more) cars et al that left for the trip to work between 5 and 7:30/8 o'clock AM.

The south entrance to the 1200 homes etc was mentioned at the recent meeting but if all you thinkers have researched this option and are realistic, such an entrance will not be completed (if at all). My experience comes up with a projection of at least 5 to 7 years for a South interchange to be completed. Also at the Town Hall meeting when asked about the south entrance the representative's answer included less than encouraging thoughts of the entrance being a solution because there was not enough space at the proposed south entrance site.

In prep for the meeting why was a solution to the Daimler car-jams issue not offered? Could it have been a lack of thought OR a lack of preparation?

For those students who would prefer to walk, it would involve all to cross maybe 5 or 6 heavily travelled roads, some at traffic lights; but then only a few of the younger students would take the bus or be escorted.

Naturally, one can assume we are making our opinions known because for personal and practical reasons we do not see the loss of the only major green and open area as progress and a step forward for Wellend. Rather we also see it as a loss for golfers. Even a 9 holer at least and an open 'wildlife' space for activities of all interests would be a minimum.

Years ago I contributed to such an 'open' activity space that was well received and very popular. I have jotted notes and a description of an 'ACTIVITY VILLAGE' that not only included a wide variety of acivities but also a 'pay as you play' 9 hole golf course and a driving range. If interested in visualizing such a possibility I would be available to describe such a plan.

As you have noticed I am an outdoor enthusiast, always successful in athletics and always have had a sincere interest in the development of youngsters of all ages and also donating to what I feel are worthwhile projects.

One project I contributed to, for many years, was the Welland Summer Program for under priveleged youngsters and was always invited to the presentation of prizes in late August. About 5 years ago I was seated beside, the Mayor , at the time, who said in his last year of office, “past years he had sent others to the presentations but that year he wanted to see what he had supported.”

During our conversation, he asked about how I was enjoying Welland and in particular the Highlands (Hunters Pointe) Community. Overall I expressed complete satisfaction but felt the local taxes were even much higher than those where we lived in Etobicoke. I have always remembered his comment that from experiences in Montreal, Mass.in the US, Toronto and Etobicoke, "I know you people have been very generous with your contributions, but be aware of where that money has gone and we appreciate it". He continued, "we know of the contributions, in time, energy and money everyone has made to churches, organizations, missions and others, and we appreciate it and I promise we will not forget your generosity". How long can I continue to believe and expect the Welland Council to be honourable and not say, 'they can afford it when referring to finances.”

Do remember, cooperation is expected on both sides of a situation/discussion ortherwise unrest settles in and the spirit of cooperation becomes less evident.

Roger J and Elaine Reynolds
6 Muirfield Trail
Welland ON
L3B 6G7

Rachelle Larocque

From: đШĕĕĕů ŧ ĺĺĕĕĕ ĺШĕĕĕů Ŀĕĕĕĕĕ wĕllʼ 9ćićʼ >
Sent: Apŗl 16, 2018 12:52 P
To: !ʼ cШĕllĕ ‴ ĕĕc#$ĕ
Subject: %&: Pĕĕpůů l ʻůŗ‴ 9ć(ĕ) ĕlůp* ĕ9ĺʼ ĺl+$9ĺĕŗĕĕ Půi9ĺĕ

-----Original Message-----
From: Janet Rhind
Sent: April 16, 2018 11:24 AM
To: Councillor Pat Chiocchio <pat.chiocchio@welland.ca>; Councillor Tony DiMarco <tony.dimarco@welland.ca>; mayor <mayor@welland.ca>; george.marshall@niagararegion.ca; paul.grenier@niagararegion.ca
Subject: Proposal for Land Development at Hunters Pointe

To my Regional Council Reps, Ward Councillors and Mayor Campion:

My husband and I have recently moved from Oakville, Ont, to Hunters Pointe in Welland. One of the reasons we bought our home at Hunters Pointe was because we wanted to live in an Adult Community, with an Adult lifestyle. We are very angry that the proposals for our area have not been discussed before- hand with the members of this community. It seems like things are being “rushed”, and nothing has been “thought through”. Really? Do you not realize that at present there is only ONE access road in and out of our community? If there were a train derailment, the only option of escape would be for us to jump into the canal!
This is a personal safety risk. All of the proposed construction, noise and pollution would be beyond a nightmare.
There would be a negative impact on our lifestyles and the property values of our and community members “dream homes”.
Did you know that there is wonderful wildlife living in the ponds on the golf course? Blue Heron, White Snowy owls, a family of eagles, turtles, beaver? Where are they suppose to go? We understand progress, but the density and size of the proposed development does not fit. I would be interested in what the Fire Marshall had to say about all this. Heck,
they can hardly find us now! I am also worried about the impact this development would have pertaining to medical
personnel etc. We have been residents since September 2017 and we have Not been able to find a medical doctor
yet. We feel that If any development were to take place, that a 2nd access road, at the lower end, MUST BE completed BEFORE any prior construction.
I hope everyone of you will take what has been expressed into serious consideration. You also should be very concerned about what happens to this, at present, beautiful area of Welland.
Sincerely,
Janet Rhind and Mike Catalfamo

Rachelle Larocque

From: đШцęβāker
Sent: Apůlllll5, 2018ũl1:11ũAM
To: ůaęęŕĵĺĺĺĺĺlaůoę ! ĺĺ9 " ĺĺĺla#$ęa
Subject: %! #ŝůů' ũ(oŁ#ŝůũđĺĺ)*o#Ł#ęئ

We live in Hunters Pointe Community, first of all we did not move here because of the Golf Course. We moved here because of the Adult Life Community. That was 11 years ago.

For several years we have complained about low water pressure and all our complaints have fallen on deaf ears.

We have also addressed City Council regarding the only entry and exit in and out of this community is on Daimler Parkway that have railway tracks at the very entrance. Prior to the construction of the 406 this concern was addressed by our community. It also fell upon deaf ears.

My point is that any rezoning should require the new owners of the golf course property to have a secondary entrance /exit built prior to any other construction so that we maintain a safe community and that the pumping station be in place prior to any re-zoning.

I'd also like to know what type of an environmental study has been done to this property. One has to assume that the golf course management has used numerous types of chemicals during the 15 or so years the course has been in existence. The far end of the course was also a landfill site that may or not be healthy for building residential homes on. These questions should also be answered prior to any re-zoning.

Thank you for consideration in advance.

Richard and Jacqueline Baker
33 Aaron Trail

Welland, Ontario
L3B 6G4

Please pass this onto our City Council Members as I do not have any e-mail addresses for them. Thank You

Rachelle Larocque

From: Robert Baker
Sent: Apũl 14, 2018 12:41 ! "
To: ũ̃lchῆlllῆ.lλ̃lt̃llɬ#$ῆ@%ῆlllλ̃llᒿ .cλ̃l
Subject: &%: Applicλ̃l illlᒿ’ llλ̃lmmῆᒿ ' llᒿiᒿ(ɬ ◅ǰ*λ̃l%9

Rachelle
I sent this to the Mayor with the intention of ccing you but forgot the all important dot in your address.
REB

----- Original Message -----
From: Robert Baker
To: mayor@welland.ca
Cc: rachellelarocque@welland.ca
Sent: Saturday, April 14, 2018 11:02 AM
Subject: Application to ammend Zoning By-Laws

44 Kintyre Trail

Welland ON L3B 0B6

13 April 2018

Mayor Frank Campion

Corporation of the City of Welland

60 East Main Street Welland ON L3B 3X4

Application to Amend Zoning By-Laws 2017-117 (File No. 2018-01(

Application for Draft Plan of Subdivision File 26T-14-18003

1. As we researched areas of Ontario for our retirement home we were advised that Property taxes were high in Welland because they have lost their heavy industry tax base. As we looked at the Hunters Pointe development it appeared that the City of Welland had a great city plan and were re-inventing this area as a retirement community. The current developer seemed to target the GTA market and people have moved out of the hustle and bustle of the GTA into this community which was named the most desirable Adult Living Community in Canada last year. Well done to your Planning Division.

2. Having attended the Public meeting on Thursday evening I felt sorry for that same Planning Division. Someone has imposed a very short timeline on this process and the developers have been withholding information in what should be a transparent process. When we were able to view some of the documentation for half an hour, it became apparent that studies have not been done as required. Although the report has, I expect, all of the required titles there is very little substance in the following paragraphs. One participant asked about the soil study and any required remediation and once again the answer came back that, ‘they would have to look into that’.

3. One very glaring shortfall was evident in no immediate plans for a second access to the area. We have been told that the current developer has been told that he could not develop any further than already planned without

a second access and yet the new developer does not seemed to have picked up the second access as a number one priority before commencing.

4. One question at Thursday's meeting was answered saying that it was a marketing function not a planning function, but who will fill these twelve hundred new homes plus the homes on the development just North on the 406? If the subdivision as planned were approved what would entice people out of the GTA if this area is becoming just as congested and crowded? Planning Divisions were begun to slow the process of urban sprawl into our rich, productive Grey Brown Podzol soils, and have cities beware of plans that suggested, 'if we build it they will come.'

5. It would seem that there is not sufficient time between Thursday's meeting and the May First meeting to allow the new developer to remedy all of the shortfalls found at this last meeting. This would be an excellent time to support your Planning Division and their current City Plan and deny these applications.

R.E. Baker

2018 Saving Hunter's Point Golf Course – The Solution

To date the people making MONEY on the Golf Course were:

The current owners of the golf course.

Jim D'Orazio, the developer on the premium charged on lots sold overlooking the course.

The City of Welland on the increase in taxes on the properties overlooking the course and the quality home built in the area

The current stake holders:

The Developer represented by the Biglieri Group

Jim D'Orazio, the developer Residence of Hunter's Point, Central Village and South Village.

The City of Welland on the increase in taxes on the properties overlooking the course.

Current Residents, and Future Residents :

1. Residents that would pay an extra premium for their lot or condo to enjoy the spectacular view of the Golf Course.
2. Residents willing pay higher taxes to live in an upscale community.
3. Local residents (current and future) who purchased in the community to play golf.
4. Residents of Welland, Thorold & Fonthill who would enjoy less travel time and cost.

The Solution

The Developer represented by the Biglieri Group and **Jim D'Orazio** could form a separate company to purchase the Golf Course. *This investment could be viewed as giving back to the community where they are selling homes and condos.*

The Developer represented by the Biglieri Group would own the north west corner of the golf course (current the driving range area) for Condo Development and the area south of the golf course for Condo overlooking the course and housing. The Condos overlooking the Golf Course would be sold at a premium.

Jim D'Orazio – development at The Residence of Hunter's Point, Central Village and the South Village have many lots overlooking the golf course which now would be sold for a premium.

The City of Welland would collect higher taxes.

Common Sense Development

Everyone Benefits – Developer's are not competing for the same customers.

The City of Welland has new development and tax revenue without large increases to services.

The current and future residence will enjoy the use of the golf course and the views offer by green open space.

Rachelle Larocque

From: đШЦěĎĦRobertson
Sent: ApLЁЦ99, 9018 9:09 PM
To: ęЇЏĦїЙЦЁЦ@ hůЇЏĦїЙЦЁЦЏЦЇ p.cŧ! '"#ę $LĘ%ħŧ! ęĿ"&ę' ĦŠ' # ŧŧ('"Mě)ŧ ĽЦ* + ůllę $'" pě .chĦ ccĥĦ @, ůllę $.cę"RęchůlůŠ -ęЦc. ů'" ŧ).dĦ ęЦЦ @, ůllę $.cę
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To: Mayor Frank Campion
Rachelle Larocque
Tony DiMarco
Pat Chiocchio
Sandra Thomas for Jim D'orazio
Anthony Biglieri

Please find attached my Common Sense Solution to the Hunter's Point Development.

Regards,

Craig Robertson
53 Aaron Trail Welland On Canada L3B 6G4

Rachelle Larocque

From: đШЦěęñЯobertson
Sent: ApLЁ90, 9018 9:11 AM
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To: Mayor Frank Campion
Rachelle Larocque
Tony DiMarco
Pat Chiocchio

As part of the Planning Process, I wish to register my concerns re the redevelopment of Hunter's Point Golf Course.

Please see attached: 2018 Save Hunter's Point.

Regards,

Craig Robertson

53 Aaron Trail Welland On. L3B 6G4 T.

Rachelle Larocque

From: đШЦĕĎĦRobertson
Sent: ApLĦ99, 9018ʾ 9:55ʾ AM
To: Mĕ ŧ LŀŧĦ!ʾ" ů llĕ #$ʾpĕ .c%ǎĦ cc%ǎĦ @&ůllĕ #.cĕ$Řĕcʼ%ůlůʾ'ĕ LŧŁc( ) ů$ʾ
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Attachments: 9018ʾ-ĕ. ůʾ/) ůĽĦ LŧŁpŧ LĘl.dŧ c2

To: Mayor Frank Campion
Rachelle Larocque
Tony DiMarco
Pat Chiocchio

Further to my email of April 20th, 2018 Save Hunter's Point.

May I propose Common Sense Development for the Hunter's Point – a Condo Development to provide tax dollars for the City while saving the Golf Course.

Regards,
Craig Robertson

Ontario – 53 Aaron Trail Welland On Canada L3B 6G4 /

Save the Golf Course at Hunter's Point

Common Sense Development - The Best of Both Worlds.

The Residence of Hunter's Point (an adult lifestyle community) main attraction was the golf course and the view of open space when entering the community. With orderly development over the next few years, the current development at Hunter's Point and the new South Village development would be sold out. The land south of the South Village could approve for development which would provide road access to the lands south of the golf course could be developed and if needed, access to the 406 maybe required. I would expect that it would be 5-10 years before development at the south end of the golf course. The City of Welland and surrounding area is a major attraction for retired couples and a golf is a recreational activity for many retired couples.

I would suggest that The City of Welland look for development of Hunter's Point similar to

Claret on St. Paul, Niagara Falls over looking Eagle Valley Golf Course.

At Hunter's Point golf course, the area currently used as a practice range, putting green would ideal for a condo development. The condos would be attractive older couples (empty nesters) and recently retired couples. I'm sure the planning folks could design condo with a spectacular view of the golf course and surrounding area.

Concern with the current development

which would disappear with a more orderly development

1. With all the new development in the area, the current approved development within the City of Welland. **How many years will it take to sell all the new home in this proposed development?**
2. Existing Road and Transportation Network
   The City will be responsible for the cost of empty buses servicing 2 stops.
3. Further discussions are required with the City of Welland, Niagara Region and MTO on the feasibility and requirements of this overpass.
   An overpass or full connect to 406 for 1200 new homes, what a waste of $20-30 million.
4. Green Corridors – The intention of green corridors by delineating pedestrians and cyclists from automobile traffic. Connect to the Welland River (**oh Great**) and future connection to the Welland Canal.
   The City of Welland has not upgraded the right of way from the railway track to the Welland Canal and the only connection to the Welland Canal would be thu the Residence of Hunter's Point or the far south end of the development.
5. Providing for Increased Retail and Commercial
   How many years will it take to rent 60,000 sq.ft. with the competition from the existing Smart Centre Dev. and the existing Seaway Mall (several empty stores) and empty stores and space for development on Niagara St.?

6. Efficient Use of Land and Resources: The proposed development can be connected to existing services, and is also is in close proximity to retail and commercial, schools and public transit

   The proposed development is located on an island with 1 entrance/exit while there are numerous other locations in closer proximity to retail, commercial, schools and public transit. To name of few: Land west and parallel to Hwy 406, corner of Quaker & Rice Road, open space behind Seaway Mall (more then enough area for home and recreation walkways along the old canal.
7. Water: To services the new subdivision the existing 150mm diameter Oxford Road watermain is to be extended under Hwy 406.
8. Waste Water: with regards of the property north of Daimler Parkway due to the topography, a pumping station will be required. Some upgrades will be required to the existing sanitary sewers surrounding the site.
9. Grading: Earthmoving will be required to achieve the proposed subdivision grading necessary to meet the criteria of the City. A detailed analysis of the earthworks will be conducted at the detailed design stage to optimize the cut and fill volumes. Based on the preliminary design, no significant difficulties are anticipated in achieving the municipal grading design standards. A permit will be required from NPCA prior to commencing earthworks.

NOTE re 3, 7, 8 & 9 information taken Planning Urban Design Rationale Report Draft
by The Biglieri Group Ltd.

Will the lots be affordable, when you add the extraordinary cost as outlined in 3, 7, 8 & 9 will the cost to develop the proposed property compared to other properties without these challenges?

No Development cost were provided by the Biglieri Group

Save Hunter's Point Golf Course

The area of Hunter's Point is virtual an island surrounded in the north by the Welland River, east by the Canal, west by Hwy. 406 and ending at a narrow strip of land in the south. The neighborhood of Hunter's Point is currently made up of the *Residence of Hunter's Point* (an Adult Life Style Community), upscale *Estate Homes*, new development of *South Village* and a parcel of land south of South Village parallel to the canal which is (Zoned Low Density Residential) suitable for *additional upscale home* and a world class *Golf Course.*
(ZONED OPEN SPACE & RECREATION)
I'm estimating that this area fully developed would contain about 1200 homes.

The course is a unique links style golf course which attracts many local golfers as well as many golfers from surrounded areas like Hamilton, Burlington, Oakville, Mississauga and Toronto to the Welland area.

Many resident's, I have meet visited the area to play golf and then decided to retire to the Welland area.

With the many new communities being developed in the area, a new buyer of the golf course could turn the facility into a banquet / restaurant / first class golf course and make money.

Once the new pumping station is complete, The City of Welland would have a stable community. Homes that are paying TAXES in the $5,000 + range and no increase in cost of services to the city.

This area does not have bus service, or the need for schools.

Highlights from The City of Welland's OFFICAL PLAN

Planning Objectives: iii To protect stable neighbourhoods by directing more dense development to the Downtown and strategically located intensification areas within Welland's Build-up Area.
Iv To encourage the redevelopment of brownfield area.

WHY would the **City of Welland** suggest to the current owner's of Hunter's Point Golf Course that the course is suitable for redevelopment.
*When there is a parcel of land immediately west of 406 which would meet the **Town's Planning Objectives.***

The Western Parcel: One of many suitable sites for Development in the City of Welland

1. Is not an island – existing access to 406 north/south, access to Welland on Woodlawn and exits to East Main St.
2. Save $20-30 million – no need for an additional overpass and connection to 406.
3. Near existing Community Centre
4. Near High School and local public schools
5. Bus Service
6. Lower Land and Development Cost (homes would be more affordable)
7. Box store plaza opposite development.
8. Closer full service plaza with bus service to the door.

Follow your OFFICAL PLAN GUIDELINES

Save the Golf Course / Recreation Area / Open Space for all the Residence in the area – Fonthill – Thorold - Welland

Craig Robertson 53 Aaron Trail Welland On L3B 6G4 905 788 1438

Rachelle Larocque

From: đШЂ[ĕů ŧ[ЫЂ[ĕ ЇШЂ[ĕů ЏЂ[ЫЂ[ĕ wĕll' 9ҽıc' >
Sent: Apŗl 11, 2018 10:44 AM
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Subject: #$: %ĕ pƍ ŭĕҽı&ĕ' ĕlƍ p(ĕ9Ї) * " 9Їĕŗŭ %i9Їĕ

From: STEVE HOLMES
Sent: April 6, 2018 10:02 PM
To: Councillor Pat Chiocchio <pat.chiocchio@welland.ca>; Councillor Tony DiMarco <tony.dimarco@welland.ca>; mayor <mayor@welland.ca>; george.marshall@niagararegion.ca
Subject: Proposed Development - Hunters Pointe

Hello

Today I write this email to all of you in anger, disappointment and concern over the proposed development near the place I now call home, The Residences of Hunters Pointe. Born and raised in the city of Burlington for 55 years, 2 years ago my husband and I made a huge and very emotional decision to move to the city of Welland. It was a decision that was extremely difficult for us, however the beautiful community that we bought into made it an easy transition and absolutely the right and best thing for our chosen adult lifestyle. We thought we would be enjoying our retirement years in a beautiful, serene, healthy and quiet environment. However we now find ourselves in a situation, that I promise you, we will not just sit back and let happen without voicing our personal but also factual concerns.

Let me start with the obvious facts surrounding this proposed new development.

Ingress/Egress To Our Community. Adding another 1,200 homes with only one ingress/egress, would not only be a traffic disaster, but would be extremely dangerous and detrimental to our community. Being an aging community, emergency services are naturally called to our area more often than they would be to other residential areas. If there is only one point of entrance/exit, then with all the added traffic, not only coming into Hunters Pointe, but also on Daimler itself, naturally response times by emergency services will be effected and the outcome of an emergency situation could be horrific.

Construction Noise And Air Pollution. This development plan will take years to complete, and the effects of the construction noise, dirt and pollution from vehicles will have a huge impact on our ecological system and our overall environment. What was a beautiful, quiet and serene community will become nothing more than a melting pot of airborne dirt, dust, vehicle emissions and smog.

Adverse Effect To Our Wildlife. One of the amazing and wonderful things about Hunters Pointe is the opportunity for wildlife to live in a protected area that is uninhabited and free from the risk that humans will once again force them to relocate. This community has the good fortune to share

our space with beautiful wildlife such as Canadian Geese, ducks, snowy owls, blue herons, hawks, deers, and coyotes to name just a few. The ponds, streams and rivers in the community are home to many species of equatic wildlife.

Growth And Impact On The Services In Our City. We have lived in Welland now for 2 years and luckily the first thing we did when we moved here was to find a new family doctor. Not so lucky however have been many of our new neighbours, who to this day still cannot get a family doctor. The Welland hospital is extremely old and is in dire need of some major updating and repair. No doubt the influx of thousands of new residents to the city will put a huge strain on the medical system and resources in Welland.

Our personal concerns over this planned development, are upsetting. There will be a huge negative impact on our Adult Lifestyle Community, both financially and physically.

Extremely important is the fact that we are a **private, 55 plus community**, where most streets do not have sidewalks, but walking them is always safe from traffic. The homes are all owned and occupied by individuals who have worked for many years to now retire to a lovely more upscale home neighbourhood where pride of ownership is evident.

There will be absolutely no way to control or stop non residents from walking our streets with their pets, children riding their bikes, creating noise and chaos and quite possibly even vandalizing our neighbourhood.

The proposed development will consist of what will no doubt be affordable housing. It will be comprised of some rental homes, condominiums, and commercial space. It will bring with it potentially:

- 1,200 homes
- 5,000 plus residents (assuming on average 4 persons per household)
- Minimum of 1,200 vehicles or more
- Hundreds of dogs

All of the above factors will absolutely decrease the value of our home and all of the Residences of Hunters Pointe.

The entire feel of the Adult Lifestyle Community will be forever changed, and absolutely not what we bought into 2 years ago. Our community is being treated unfairly with no regard or respect being given to us whatsoever.

You the politicians of this fine city need to hear our voices, and stand up for your already tax paying residents of the city of Welland. Allowing the zoning of Hunters Point Golf Club to be changed to commercial/residential is an absolute travestry. There are many other parcels of free land in Welland that would not impact people or the environment, so why not develop there……leave our community alone so that we can enjoy it and all of its beauty.

Steve and Cheryl Holmes

79 Kintyre Trail

Welland

Rachelle Larocque

From: Barbara Sanders
Sent: Apę 15, 2018 7:1 "
To: ęL#LlLlLLc$%@ LcL
Cc: pL&c#cc#@ LcL.dL LcL LcL LcL
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Subject:) %nLę ÷ LnLLp9 Ln&

Dear Rachelle,

As current Homeowners at Hunters Pointe, we are writing to express our major concerns with the proposed redevelopment of the golf course lands.

We recently retired and embarked on a search for an Adult Lifestyle area that would offer the serenity, beauty and peace and quiet in a natural setting that we sought, together with a community that offered all the amenities we required as we moved into our golden years.

When we found Hunters Pointe, we knew immediately it was the place for us. Upon entry into the area, we were taken aback by the beautiful vista of the Clubhouse and its accompanying lake and golf course. We purchased our home and chose a lot that backed onto the golf course and a natural pond teeming with numerous species of wildlife. It was advertised and, in fact written into our Purchase agreement by the builder - Luchetta Homes, as a Golf Course Lot and we paid a huge premium of $150,000 for the privilege of overlooking the golf course and pond.

After receiving notice of the proposed redevelopment of the golf course, we are in shock and disbelief that such an undertaking could be contemplated by the City of Welland. If this proposal goes through, our golf course/pond view will now be spoiled by low to medium density subdivisions that are not even similar Adult Lifestyle communities. Worse, the Clubhouse and lake that drew us to Hunters Pointe in the first place will be developed into commercial and rental apartment units. All this destroying what was awarded the best subdivision of its type in Canada which brought the City of Welland accolades across the Country!

Having attended the recent Public meeting, it is clear that there are numerous other issues which have not been thoroughly reviewed and addressed including: traffic congestion, a secondary access overpass from the 406, impact on wildlife natural habitat, schools and school transportation, etc., etc., etc., etc.! It is our impression that this plan is being rushed through without the required consideration for the impact on the current Hunters Pointe homeowners and the surrounding area.

This entire ordeal has caused us much stress and anxiety as our hopes and dreams for our retirement has been put in jeopardy. This is NOT what we expected when we moved to Welland! We certainly hope that our concerns will be heard and the right decision will be made to reject this Project. If you wish to discuss any of the points raised in this email, please feel free to contact us.

Sincerely,

Robert Jackson
Barbara Sanders
261 Old Course Trail
Welland, ON
L3B 0B6
Sent from my iPad

Rachelle Larocque

From: đШЦĕ˜ŋѮnook
Sent: Apr˜ŋ 23, 20 8ʼ 3:4 ʼ P
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Hi Rachelle,

Here's another submission from one our residents. Cheers!

David

Sent from my iPad

Begin forwarded message:

> **From:** haroldsawchuk@yahoo.ca
> **Date:** April 23, 2018 at 3:27:43 PM EDT
> **To:** pat.chiocchio@welland.ca, tony.dimarco@welland.ca
> **Cc:** 'Bonnie Fokkens' <bonnie.fokkens@welland.ca>, 'David McLeod' <david.mcleod@welland.ca>, 'Frank Campion' <mayor@welland.ca>, 'George Marshall' <george.marshall@niagararegion.ca>, 'Jim Larouche' <jim.larouche@welland.ca>, 'John Chiocchio' <john.chiocchio@welland.ca>, 'john Mastroianni' <john.mastroianni@welland.ca>, 'Leo vanVliet' <leo.vanvliet@welland.ca>, 'Mark Carl' <mark.carl@welland.ca>, maryann.grimaldi@welland.ca, 'David Snook' _____
> **Subject: Requesting Your Support**
>
> Councilor Chiocchio
> Councilor DiMarco
>
> Ward Four Councilors:
>
> As you may or may not know, I am currently out of the country and unable to actively participate in the current deliberations regarding Hunter's Pointe. (Due back in early May). I consider this message as urgent!
>
> As a resident of the Highlands adult lifestyle community, I am writing to ask for your support on the issue of the proposed development of the Hunter's Ponte Golf Course lands, because I am concerned, not only about the impact a change in zoning will have on our community and the City of Welland, but also the seemingly short timelines to be able to properly address and oppose the issue.
>
> I am asking that, as our Ward Four Councilors, you support our community's efforts and "vision" to "Save Hunter's Pointe" and oppose the application for re-zoning and re-development.
>
> You will no doubt be aware of the number of " issues" our community has, that will by now be well documented, including: the density and size of the proposal, traffic congestion issues, lack of a second access road to the community, resulting in emergency response time issues, the

impact that the proposal might have on our property values (especially some who have paid for premium golf view lots!), the current issue with water pressure in the community, construction traffic, noise and dust issues, and including the lack of consultation with our community.

I am also asking that you consider a few other "thoughts"!

The concept of the Highlands, as an "adult lifestyle community" has proven to be a positive "attraction" for adults from far and wide choosing to re-locate to our community. The golf course was certainly an attractive amenity that drew a large number of our neighbours. Couple this with the fact that our community and current builder (Lucchetta Homes) was, as recently as 2017, was named, nationally, as the **" Adult Lifestyle Community of the Year"** . Certainly something for Welland to be proud of, promote and protect! I believe that it is a unique asset to the City of Welland.

In addition, I would ask you to consider the "value" , for a community, to have the beauty and luxury of a potentially, premier golf course, located in the heart of the community. It is an asset, that one lost can never be re-gained. I would hope that, as City Councilors, you have the "vision" and recognize the value of protecting green spaces anywhere in the community. Consider also, the environmentally sensitive areas of the property, that this proposed development will certainly impact!

I am asking that you please consider these " issues" and "concerns" that we have with the proposal, in making your decision as to whether the City of Welland will approve the re-zoning request and the development.

I look forward to, as our elected representatives in Ward Four serving the citizens of Ward Four, your response to this request.

Respectfully,

Harry

Harold G. Sawchuk,
57 Muirfield Trail,
Welland, Ontario, L3B6G7

Rachelle Larocque

From: đШЦěŋ§hinton
Sent: ApLЧЦ15, 2018ū10:11ūAM
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Subject:) ! ЅlģěLЦŧ ŧЅlģěū ШpěЅl pměЅlģ

As it sit in our kitchen on this Sunday morning I am pondering over the meeting that we attended at City Hall on Thursday (April 12th). I complement you Rachelle for how your handled the meeting. Needless to say we are a very angry and unhappy community but you kept your composure and remained calm.

I wish to reiterate the following concerns:

1. The 2nd access cannot be short-sighted, the proposed overpass is unacceptable. There must be a bi-directional access from and to the 406 (cloverleaf). It has to be in place before construction is started on the re-development of Hunter's Pointe. It needs to be like the Merritt Road overpass NOT the Port Robinson overpass that was mentioned.

The current Daimler access was never designed for high traffic (construction / trucks / soil removal). The rail line has been approved for the movement of sulphuric acid and in the event of a catastrophe there would be no access in or out of 100% of our development.The time frame for such a build could be 5-8 years and it needs to be a **mandatory condition of development!**

2. Traffic congestion will be be a major concern if this new access is not put in place. Daimler Pkwy cannot remain the only entrance and exit to our community. This new development will bring a dramatic increase in traffic (cars and school buses).

3. This new development will have considerable negative impact on the property values of our existing community. This new development will definitely bring considerable sums of tax dollars to City Hall. I recognize that this is increased tax revenue is certainly one of the reasons for rushing the i process; but you need to realize that our taxes are quite high already especially when you consider that we don't receive snow plowing, street maintenance (lights and pavement) but people make a community and you should not forget that.

4. The water pressure within our community is terrible. We were told that the pumping station was in the budget for 2017 and then delayed to 2018. The water pressure and pumping station needs to be addressed before any further development takes place.

I trust that you will take our concerns seriously and address them accordingly.

--
Greg Shinton

Rachelle Larocque

From: cheryl shipley
Sent: Aů ň ŰŁŁ, 20Ł8 3:42 PM
To: fň 9n «ů mů Ůon ! ę'' 9n" «ů ů 9$«ú ů ů Ůo ! ę'' 9n" «ů $onü«ú Ům9ň o ! ę'' 9n" «ů ň 9ů ŰŁę'' ę«9ň o%&ę ! ę'' 9n" «ů gęoňgę.m9ň ŰŁ'' nŮ9g9ň 9ň ęgŮon«ů
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Dear Mayor, Councillors, Representatives and City Planner;

Please read the following attachment and give its' points some consideration during your debates on the Hunters' Pointe Golf Course re-development planning process.

Sincerely;
Eric Shipley

Rachelle Larocque

From: cheryl shipley
Sent: Aş ţ̈ 8, 20Ł8 4:16 PM
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Welland, ON.,
98 Kintyre Trail
Apr. 18/18

Hello Mayor, Councillors, Regional Representatives and City Planning Personnel;

First off, thank you for coordinating the April 12th meeting at City Hall. It was informative and cathartic. It got a little rowdy at times and I apologize for any of the members of my community who may have gotten a little carried away in the heat of the moment. However, the facilities were a little over crowded and old people tend to get somewhat grumpy if they have to stand for too long That being said, Rachelle conducted herself wonderfully as meeting chair. The developer disappointed many of us present by not being able to give concrete answers to several of the questions asked by those present. Responses such as "We're looking into that", "It's still in the planning stages", "We've not decided" etc., etc., etc. did nothing to reassure the residents of the Highlands that this was a well conceived and thought out proposal.

After leaving the meeting I realized that in my earlier letter to you I had left out two large concerns of mine. I'd like to bring them to your attention now.

I have been living in Welland for over a year now and it is a wonderful little community. However, in all that time my wife and I have yet to find a Family Physician who is accepting new patients. This forces us to return to Oakville every few months for regularly scheduled Dr. appointments. A terrible inconvenience at present and a possible danger if we were to become seriously ill in future. At the moment any acute ailments are handled by attending the various walk-in clinics scattered throughout the city. This is a stop gap measure that leaves a scattered paper trail of our medical problems throughout the Niagara region (Fonthill to Welland) and only some of these visits result in a report being sent back to our old Family Doctor. This practice leaves my wife and I exposed to some grave concerns. Not only have we not found a Dr. who is willing to accept us as new patients but we feel that we have been exposed to various medical practices which in our opinions have wildly different skill sets. Some of our experiences have been fine while others have made us feel rather uncomfortable and uncertain about the quality of care we have received. My question is this; Would the City of Welland and the Region not be wise to address this current Doctor shortage before embarking upon new development? This is a course of action that will, by some estimates bring in an estimated 3,000 new people to the area. Many of these new arrivals will need medical attention at some point. Will the re-development of Hunters' Pointe create a new Healthcare crisis the Region will have to solve?

My second point is the issue of an overpass versus a clover-leaf onto Oxford Road. An overpass into the south end of the proposed development is not very practical. This might provide access to Niagara St. for any new residents who wish to shop there. However, anyone who will be working in the directions of St.Catherine's or Fort Erie will have to leave the community via Daimler Parkway to access the 406. Daimler was not

constructed to carry such high volumes of traffic. Furthermore, any construction vehicles entering the site will find it much more convenient to enter the area off of the 406 rather than trucking through Welland proper. This new construction traffic added to the trucks that are already servicing the Lucchetta and D'Orazio operations will make the Daimler entrance a pot-hole enriched, dust bowl with a severe noise pollution problem for many years to come. Therefore, I would propose that a sensible solution to this problem is a clover-leaf style interchange allowing both access and egress from the south end of the proposed Biglieri site. This would provide occupants/workmen with a route to downtown Welland, St Catherine's and Fort Erie without placing extra strain on the Daimler infrastructure.

Thank you for hearing of my concerns and suggestions. I hope you will consider them when making any final decisions on the Hunters' Pointe golf course redevelopment.

Sincerely;
Eric Shipley

April 11, 2018

98 Kintyre Trail,

Welland, ON,

L3B 0B6

Welland City Hall,

60 E. Main St.,

Welland, ON.

Dear Mayor Campion, City Councillors Chiocchio and Dimarco, Regional Representatives Marshall and Grenier & Planner Larocque

I am writing you this letter to inform you of my concerns regarding the proposed Hunter's Pointe golf course redevelopment. As a member of the Highlands Residents Association I have several reservations about the proposed development of this area. I shall just mention my gravest concerns to you so that you will be aware of them and hopefully take them into consideration while this issue is being debated before Welland Council.

If the sale of the golf course lands is still conditional upon the approval of rezoning being granted by the city, then I would request that you consider turning down the rezoning application for the reasons I've listed below. If the rezoning has been granted, then I ask that you think about prying some concessions from the off-shore developer so as to keep the proposed development consistent with the hopes and aspirations of the current Welland residents.

My biggest worries center around the increased traffic flow, the demands on the water pumping stations and the excessive loss of green space in the area should this development proceed as outlined.

The flow of traffic on Daimler Parkway will be adversely affected by the increased volume of automobiles generated by 1,200 new homes on the golf course lands. The neighbourhood currently has approximately 300 homes with a further 300 units planned to be built. This would lead to about 1,800 units trying to funnel out of the neighbourhood along Daimler. Even if an

additional southern exit is build at Oxford the impact on traffic along Daimler will be dramatic.

I understand that a traffic flow study was recently completed by the city and that it has shown no anticipated problems. It is my understanding that this study may have had some faulty parameters. It was conducted over a very short time span of a few hours and during a time of year when most of the residences of the Highlands are either away for the winter or else house bound due to the inclement weather we experience during the Canadian winter. Summer traffic patterns on Daimler Parkway are a totally different story than those documented in the city's short survey.

A drastic increase in traffic flow along Daimler Parkway may result in times when the ungated railway crossing at the entrance to the community may be straddled by immobile cars trying to access or exit the neighbourhood. Furthermore, increased traffic volumes along Daimler could easily result in bottle-necks and obstructions occurring at the Hwy 406 exit and entrance ramps to Woodlawn Rd. These could easily spill-over onto the highway itself leading to further congestion and possible collisions on the 406.

A final concern of the residents of Highlands with regards to increased traffic flow is the impact it will have upon the "response times" of our fire, ambulance and police services as they answer 911 calls. Our First Responders are excellent and very prompt, but we should absolutely try to avoid placing any unnecessary obstacles in their way which could result in the loss of life or property.

My second concern is that of the chronically low water pressure within the area. We have lived in the Highland neighbour for over a year and throughout that time we have endured very feeble water pressure at our home. It is my understanding that the rate of flow is below the normal range for most regions within Southern Ontario. However, it does meet the minimal standards set by the Fire Department for use with pumper trucks. We were told upon moving in that a new auxiliary pumping station was to be built within the neighbourhood soon. Last year we were told it had been postponed and would be built in early 2018. Here we are approaching May and still no auxiliary pumping station on line. It is terribly frustrating to have to wait for the tub to fill or to jump into a piddling shower. However, our

greatest worry is that a residential fire will occur here in the Highlands. If this happens after development starts on the golf course lands the Fire Services may face the double whammy of having to fight their way through traffic only to find that the water pressure in the area is insufficient or at best marginal for their purposes.

My last major concern is the apparent lack of concern being demonstrated by the developer for the conservation of green space within his plan. By packing as many residential units as possible within the footprint of the golf course he has effectively eliminated any extra green space or parklands and replaced it with concrete and asphalt. The developer has placed a plethora of tiny lots within his subdivision to maximize the urbanization of the area. Conversely in many cases he plans to downsize some of the existing drainage ponds and waterways upon the property. In general it appears as though the park spaces allotted on the plans are being dictated by pre-existing offsets and by-law restrictions. Consequently, there are lots of thin, green strips around the perimeter of the subdivision. These small areas do not reflect a concern by the developer for the environment nor do they demonstrate any interest on his part for the wellness and well-being of his future clients or their neighbours.

There are several other issues with regard to this particular development and I am sure that you have heard some of them from other concerned stakeholders in the development of the Hunters' Pointe golf course lands. It is my sincere wish that you will consider my concerns and those expressed by others when making your decisions on the final disposition of this once wonderful Welland jewel.

Sincerely;

Eric & Cheryl Shipley

Rachelle Larocque

From: đШЦёѽѺShirley
Sent: ApЅѺ13, 2018 7 91 A!
To: ЅШф: ѽ .lШЅbc" # @$ ѽШЅ%ї.cШ
Subject: &#% Ѕ (oї% ' (ЅbposШѽ

April 13, 2018

I have been a homeowner in Hunters Pointe (HP) for three years after spending two years researching various Adult Lifestyle Communities throughout Ontario. HP offered many advantages. Like minded people in the same socio-economic position I found myself in. I can't fully express my disappointment and the utter disbelieve at a City Council who would consider for even a moment the proposal presented last night at the meeting. There are so many dis-qualifiers for this proposal on so many levels it will be hard to cover them all in an email. I will try to highlight at least some of the points.

Access:

HP has one access road into the community bisected by an active unprotected (no barriers) rail line that we are told can and does carry hazardous material. With the added development this further adds to the traffic in this area and certainly construction traffic will be a huge factor. Should we be unfortunate enough to have an incident involving a train with hazardous material, what do we do to get out. I am reminded of an incident in Mississauga involving a train where the evacuation of 250,000 people took place because of a hazardous material spill. What do we do, where do we go being trapped in our community?

Before a shovel goes in the ground for this development, a new access road is a must from Hwy 406. There are still hundreds of houses scheduled for the HP community and it is absolutely necessary to divert a huge portion of traffic away from our main access. This is our lifeline for medical, fire and police emergencies.

Density

The proposal presented shows low to medium density housing including four story townhouses. While on paper this seems reasonable, one only needs to visit the area under development around the Thundering Waters Golf Club to see the disaster that foreign money has created there. Houses too close together, narrow streets and driveways barely long enough to hold a single car. In addition they propose to add commercial, which is totally unnecessary with the development of retail on the other side of Hwy 406. It will be a bunch of empty stores, have these people not heard the impact online shopping is having on retail businesses? These proposed homes will add pressure to an already overtaxed medical system. I still travel into Mississauga on a regular basis to visit my Doctor and when required get

referrals to Specialists in the area as well. I have had no success to finding a Doctor in the Welland area.

Timing

The HP development is still in progress with several hundred homes approved and due for completion over the next few years. Our developer has made a point of ensuring the homes in HP are built to a high standard of quality. Winning the Best Development In Canada Award for all of Canada in 2017 is proof of that commitment. With all of the new homes going into HP, what is the need or purpose of adding another 1200 homes that quite frankly based on what I saw and heard of dubious quality. Maybe five or ten years down the road there will be a need to revisit the development of this area, but not now. There are literally thousands of homes going up in the Region too, again why do we want or need the proposed development.

Opportunity

There is a window of opportunity available right now that won't be available for much longer and that is the opportunity for the City and Region to take over the existing Golf Course taking advantage of the millions of dollars it took to create it and turning it into a viable business. The previous owner made every effort to minimize cost and suck as much money out of the course as possible. It was poorly managed, poorly marketed but it still attracted a lot of business. The Course is considered one of the finest Links courses in Ontario, couple that with an attractive and fully functional club house with bar and restaurant facilities. I had the privilege and pleasure of working with City Council for the City of Mississauga under the leadership of Hazel McCallion. Early on the City was approached by a developer who wanted The Lakeview Golf Club to build houses and apartments. Hazel was adamant and it remained a City owned Golf Club. It became so busy and successful, Hazel built two other municipal courses which proved to be successful as well. With all the new housing in the immediate area, the Golf Course can't help but be a success. It would preserve green space and would continue to provide habitat for wildlife.

Who is the Developer

I have grave misgivings about awarding a project like this to an unknown entity. We hear the developer is from Shanghai where they completed projects. What projects? If memory serves, those projects would have been verticle developments, hardly credentials for urban development. We heard of projects in the hamlets of Peterborough and Innisville. Again no proof of a capability to follow through with a project of this size in a City the size of Welland. The thought of profits being sucked out of Canada to line the pockets of someone in Asia is a real turnoff too.

Fairness

The people who bought in good faith in HP did so with a desire to find like minded people, a comfortable home and a worry free existence for the rest of the time they have in retirement. We have created a wonderful community. We pay high taxes, our water bills are out of sight and we don't put a strain on the City for Snow or Gardening. We pay for that ourselves. The thought of the proposed development with it's so-called low and medium density homes crammed into as little space as possible to maximize the number of homes built is a slight to the people in this community. We worked all our lives paying taxes to all levels of government (and continue to pay) we raised families, we worked hard to save for the period in our lives where we could stop and take life easier. All of HP did that and now this City Counsel wants to rob us of our peace of mind and put a blight on our community to line the pockets to people who don't even live in this country. Shameful.

Having watched the successful growth of Mississauga with Hazel in charge, my only hope is that Counsel is insightful enough to see the disaster they will create by approving this developer and his proposed development. I would not want my name associated with the legacy if this proposal goes through.

This project needs to stop now.

Respectfully submitted,

David Shirley

205 Galloway Trail

Welland, ON L3B 6G5

Rachelle Larocque

From: đШĕęĩĝŭ ŧ ĺĺĝ ĩĩĝ ĺШĕęĩĝŭ Ьĕĺĺĝĩĩĝ wĕlľ 9ҿićˀ >
Sent: Apŗ̈l 11, 2018 10:49 AM
To: ’ cШĕllĕ ! ˙ ĩĩ̊ʚc" #ĕ
Subject: $%: &#9ĺĕęĩĝŭ (ů i9ĺĕę) ů l* +ů #ĩĩĝĕ

From: Ken S
Sent: April 9, 2018 2:14 PM
To: mayor <mayor@welland.ca>
Cc: Councillor Tony DiMarco <tony.dimarco@welland.ca>; Councillor Pat Chiocchio <pat.chiocchio@welland.ca>; Sandra Thomas <sthomas@cogeco.net>; David Snook Rusty Baillie ; Ross Jepson
Subject: Hunter's Pointe Golf Course

Good day,

We would like to express our concern over what has been presented on the plan submitted by the developer of Hunters Pointe Golf Course.

There are several aspects of the plans that, in our opinion, are going to have an extremely negative impact on our Community, the Highlands at Hunters Pointe.

We moved to this community, after having spent two years researching and travelling around Ontario to find the ideal 55+ active living community. Although we did not move here because of the golf course, the open space it provided, especially the gorgeous pond near the club house with its many species of wildlife, certainly attracted us. The Canadian Home Builder's Association obviously agreed when they awarded Lucchetta Homes their "Best Community Development in Canada" award for 2017.

We believe such a high density development will put a huge strain on an already overloaded infrastructure. We were promised a new water pumping station by City council to address our low water pressure, which we are anxiously awaiting. Surely twelve hundred more homes and a commercial building will make the water situation untenable.

We found it very difficult to find a family doctor when we moved here, and in an area that is already severely medically under-served, a large development is going to make the situation impossible.

A large community is going to necessitate the building of a school or if not, we envision a caravan of buses twice a day in and out of the community.

There are several other building projects practically at "our front door", the Rinaldi and Empire developments in Thorold, not to mention numerous rumored commercial developments between our community and SmartCentres, all of which will add to the congestion, noise, traffic and damage to existing roads, necessitating the need for infrastructure upgrades.

We are hoping, as our elected representatives, that you will represent the interests of our community, despite the obvious increased tax base that this development will provide, assuming that that many houses could ever be sold. We ask ourselves, "where are all these families going to come from?".

We anxiously await your comments and reactions at the meeting on April 12th.

Sincerely,

Ken & Robin Siggins

95 Galloway Trail

Welland

Rachelle Larocque

From: đШЦęӁӁ
Sent: Apr ӡ 13, 2018 1:13 PM
To: r 9hШШЦ r ӡ ! Ц " Ш ę#.c
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Dear Ms. Larocque,

We attended the information session at City Hall last night and are forwarding our comments to you as instructed.
We had already sent an email to the Mayor and our Councillors which you will see below.
After listening to the information presented last evening we have some additional comments as follows:

1. We look forward to seeing the Fire Marshall and Emergency Services reports about the need for a second access road prior to
any further development (other than that already approved) takes place. It appeared to us that the new developer does not want to
build the access before starting to build houses. We kept hearing "it is all a matter of timing", but we feel that for our safety the access road must come first.

2. Although they met the requirements for a complete planning application and you have to process it according to a schedule, we hope that you, like us, heard the words "this is all conceptual" too often
and will be asking a lot of questions before any planning permission is given. We also suggest that the May 1st meeting be rescheduled later in the year, since so many of the reports are not complete.
It seems premature to present their suggested development plan to City Council when so much of it is still "conceptual".

3. We heard about the residual pesticides that a golf course contains and the need to clean that up before building houses, and we agree this should be done.

4. The new developers seemed to be unaware of the current tunnel under Daimler for access to the holes behind Old Course Trail. Has that even been looked into or is it
to be part of their new round-a-bout?

5. We heard that the sale of the land is not final and depends on re-zoning of the land. Although it may be allowed in the overall plan why would the City consider
converting this green space, which will be lost forever, into an unneeded residential/commercial zone.

6. We would like to point out that there will be upwards of 200 people at the meeting on May 1st, obviously a council room that holds 30 people will not be adequate space for this meeting.

Sincerely,

Ken and Robin Siggins

---------- Forwarded message ----------

From: **Ken S** <kgsiggins@gmail.com>
Date: Mon, Apr 9, 2018 at 2:14 PM
Subject: Hunter's Pointe Golf Course
To: mayor@welland.ca
Cc: tony.dimarco@welland.ca, pat.chiocchio@welland.ca, Sandra Thomas , David Snook Rusty Baillie Ross Jepson

Good day,

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We anxiously await your comments and reactions at the meeting on April 12th.

Sincerely,

Ken & Robin Siggins

95 Galloway Trail

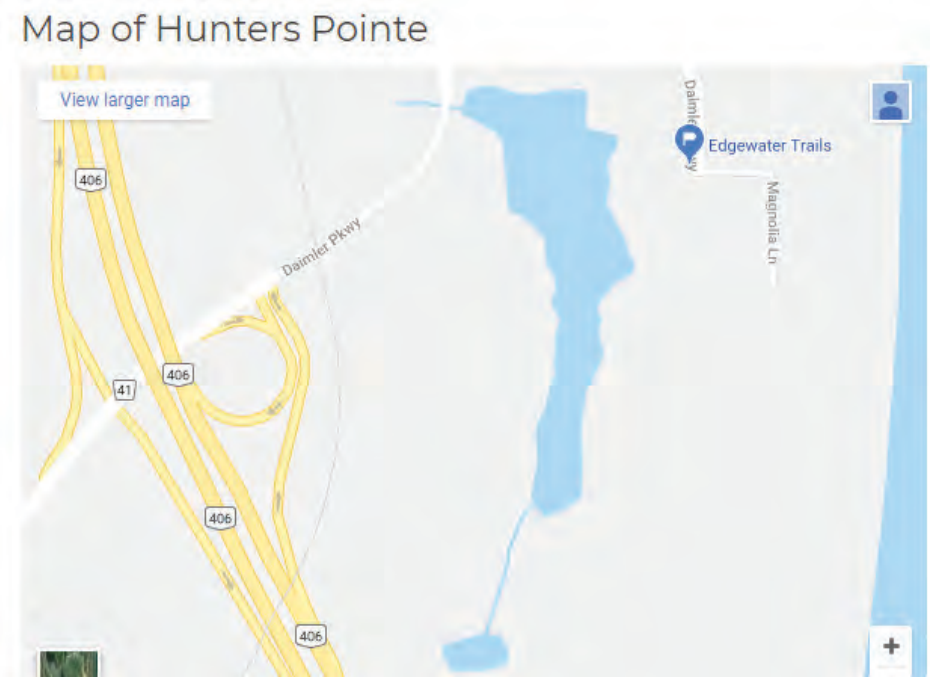
Welland

Rachelle Larocque

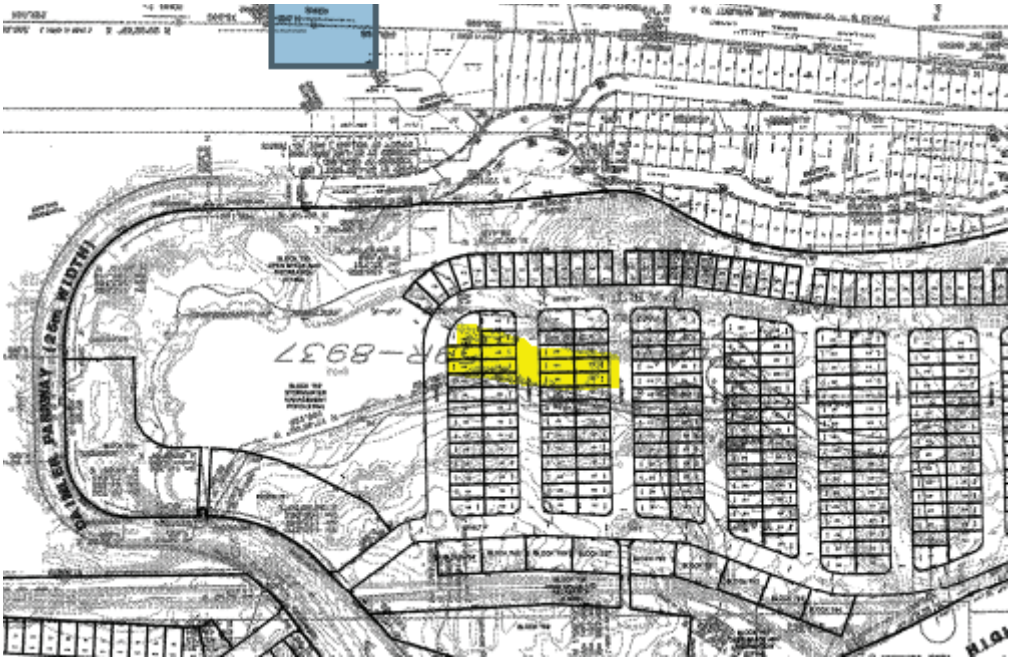
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Dear Ms. Larocque,

One additional point to add to our previous comments.
When I look on Google maps I see the pond in front of the existing clubhouse is quite elongated.



However when I look at the plan submitted by the developer the pond seems shorter.
Does that mean they plan to fill in part of the pond and build houses right up to the edge of what is left?
I have highlighted what looks to me like part of the pond which will be filled in. Maybe even the most northerly
road is in the pond? Please do not allow this to happen.



Thank you for your attention,

Ken & Robin Siggins
95 Galloway Trail
Welland

Rachelle Larocque

From: đШЦęґ╗Ѕnook
Sent: Apri╗ 6, 20 8ђ :40ђ P
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Dear Mayor Campion, Councillor Chiocchio and Councillor DiMarco,

I have been a resident of the Hunters Pointe community for nine of its 18 years. I would like to comment on the subject development plan and give you some concrete suggestions on how I think the plan could be modified to better suit the needs of our community. I do this in recognition of the fact that some form of residential development at Hunter's Pointe is both necessary for the City, and inevitable.

I moved into this community for several reasons: first, I loved it's remote location in the north-east corner of Welland, surrounded on two sides by water, on one side by Highway 406 and on the south side by open space. I also appreciated the tasteful mix of bungalow townhomes and single-family dwellings, the privacy, serenity and adult life style of the community as well as the proximity of a golf course, with its open space.

Over the past 18 years, this community has developed a distinct character and prestige that is widely recognized throughout the Region. As you doubtless know, it was voted the Best Residential Development in Canada last year. What a feather in the caps of the Developer, the Builder, the community itself, but also of the City of Welland!

The construction of 1,200 new low- and medium-density homes, including mixed residential/ commercial units along the community's Gateway, on Daimler Parkway, will essentially destroy the unique character of this neighbourhood. It will also decrease the market value of our properties. This is not acceptable to us, and it should not be to you, our elected officials.

You have already received numerous emails/letters from members of this community expressing their concerns about such things as traffic congestion, a second ingress/egress into the Community, construction noise and dust, access to medical and health services and environmental protection. I share all of these concerns, but am confident that City officials and the developer's representatives will work together diligently to ensure these concerns are addressed in a timely manner, in accordance with established procedures.

In light of the above, I would like to suggest the following changes to the proposed development plan. They would, in my opinion, go a long way to creating an expanded community at Hunter's Pointe that would be acceptable to the majority of its current and future residents, while maintaining the unique character and attractiveness of the community that makes it so marketable:

- incorporate into the plan a nine-hole Executive Golf Course, using the existing five holes to the west of Old Course Trail and redesigning four holes in the vicinity of the existing Clubhouse, ideally around Lochness Lake;
- add a restaurant/snack bar and a pro shop to the Clubhouse and lease the new golf course to the City of Welland (i.e. create a municipal golf course) or to a private company, to ensure the effective management and maintenance of the course;

- in the event that an Executive Golf Course is not feasible, ensure that only low density, one- or two-story homes are built on Daimler, and that they are designed to fit in with the existing architecture (i.e. the Community Centre and Clubhouse), while allowing for green space on both sides of the Clubhouse, if possible;
- build any other residential/commercial establishments well south of Daimler Parkway, away from the community's Gateway;
- redesign the rest of the available golf land properties to ensure there is an attractive and appropriate mix of single-family homes and townhomes;
- keep all of the stacked three- or four-story townhomes in the south end of the project;
- plan and market the northern section of the new development as an adult lifestyle community;
- ensure Anthony Biglieri respects the commitment he made to me, at the April 12th Public Meeting, that he would consult the Hunter's Pointe communities on all changes that he may make to his development plan, based on the comments and feedback received from our residents and the City.

In conclusion, I would like to quote one of my fellow residents, who recently included the following in an email to you : ***Welland planners should work towards enhancing the area so that any development plan ensures that the beauty (ecology, landscape, etc.) of the area is maintained and other homes being built there blend in with the current look and feel of the area – making it <u>continue to be</u> attractive for other potential retirees to settle in Welland.***

Thank you for your serious attention to this matter.

Sincerely,

David B. Snook
279 Galloway Trail
Welland ON

Rachelle Larocque

From: Sylvia Speedie
Sent: A‡ rڋ13, 2018 3:04 PM
To: r' ‌ ‌ ‌

Rachelle Larocque

From: đШĕęñĕů ŧĺĺĕĝĩĩĕ ĺШĕęñĕů Џĕĺĺĕĝĩĩĕ wĕllґ 9ҷіс᾽ >
Sent: Apŗ̈l 16, 2018 8:50 AM
To: ᾽ cШĕllĕ ! ̆ ĩ̈ĝc" #ĕ
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From: Sylvia Speedie **Sent:** April 14, 2018 1:21 PM
To: mayor <mayor@welland.ca>
Subject: Hunters Pointe Golf Course redevelopment

Although I am not an official resident at Hunters Pointe at the moment, I will be as of June 25th, 2018. I attended the information session yesterday, April 12th and was heartened to see the number of people that were there to voice their concerns and look for feedback.

I made the decision to move from Ajax to Hunters Pointe to be near family, it was a big decision but Hunters Pointeticked all the boxes for the kind of home and location that I was looking for in an adult community so that I could enjoy my retirement years.

I was astounded by the fact that the city of Welland is so anxious to proceed with this development without any of the reports completed on environmental impact, conservation of wildlife, traffic, infrastructure, emergency access, access to the highway.

The residents of Hunters Pointe have a right to be concerned, We pay a good amount of taxes and do not want our property to devalue, which it will if this development is approved. This should also be a concern for the city of Welland officials. The city planners should work with the developers to build something that is suitable and will enhance our area, rather than slap up as many houses, retail & commercial places to make money.

We at Hunters Pointe want to live in a community that is considered best in Canada. I support my future neighbours and residents of Hunters Pointe in all of the concerns that have been raised.

Sylvia Speedie
Ganton Trail
Welland

Rachelle Larocque

From: đШĕţĕů ŧĺĺĕţĕ ĺШĕţĕů Џĕĺĺĕţĕ wĕlľ 9ćć' >
Sent: Apţl 11, 2018 11:14 AM
To: Ř' cШĕllĕ ' ţĕc! " ĕ
Subject: #$: Rĕ% ţĥú9%ĺШĕ ţĕ &ğ9i9%' 9ććĕĕ' ĕlğp(ĕ9ĺğ) * " 9ĺĕţĕů +ği9ĺĕ

From: Peter
Sent: April 8, 2018 2:41 PM
To: mayor <mayor@welland.ca>
Subject: Regarding the re zoning and development of Hunters Pointe

Dear Mayor Campion,

I am contacting you today to voice my disappointment, frustration and anger over the proposed re-zoning of our Hunters Pointe community. My wife Barbara and are absolutely aghast at what we believe to be not only the ruining or destruction of our lifestyle, but as well the destruction of the natural habitat located on this property. We have many additional concerns as well which I would very much like to point out and discuss with you personally.

Our Hunters Pointe community is one of only forty adult lifestyle communities in Ontario. We moved here to enjoy our retirement years away from the big city with all its construction and pollution. We understood that we would be paying higher taxes and that the community would be under construction for the next 3-5 years. With your proposed re zoning and the development project we will be under construction, living with the dust and noise for the rest of our lives.

We are especially suspicious of how this re zoning came to happen, where once a potential buyer came forward to purchase the property the zoning laws were somehow changed from open space to neighbourhood commercial with little consultation with our Hunters Pointe residents.

I saw where a meeting was held in May of 2017 regarding the potential rezoning. Your meeting minutes from that May meeting show that only 29 people from the entire city of Welland were in attendance to voice concerns. I cannot see where the notice went out for this meeting anywhere in the Welland Tribune. We held a community meeting Wednesday April 4th where close to 300 residents came to voice their outrage at the proposed re zoning and development initiatives.

As well, It has come to our attention that the purchaser of the property is from China. It is well known that illegal Chinese money laundering in Canadian real estate is rampant and the Canadian government has set up provisions to stop this from happening. Close to 50 million dollars has already be confiscated from Chinese arrivals at the Vancouver airport alone.

Have you and you committee done your due diligence researching the source of the monies used to buy this property or are you simply going to play the role of enablers for potential Chinese money laundering? I seriously urge you look into this matter as it is no joke.

We are are also suspicious of the rush to develop 1700 new homes equalling 3400 residents plus 1.5 children per household making it 5100. From 2001 - 2016 the Welland census reports show an increase of only 3900 people in the entire city. With the two new developments on Merritt Road where is the need to develop our property and destroy the natural open space habitat? Where is the infrastructure to accommodate these new

homes and people? Where will these children go to school? The Welland hospital is hanging on by a shoe string. Where will these new residents find a doctor? There is barely enough water pressure now. How will you have enough pressure for the new homes. Can that small water treatment facility on River Road even deal these additional water needs?

Finally, I would very much like to meet with you to further discuss this re zoning and development of our Hunters Pointe community so that I can bring you additional concerns. Feel free to call me at number below.

Sincerely,

Peter Stefaniuk – 118 Kintyre Trail, Welland

APRIL 19, 2018

City of Welland
60 East Main St.
Welland, Ont.

As per the attached notification, please ensure we are notified of the decision of City of Welland on this proposed Zoning By-law - 2017-117 (File No. 2018-01). Thank you

Gene & Noreen Suzuki
74 Magnolia Lane
Welland, ONT
L3B 6H9

Rachelle Larocque

From: đlЦ̈́ƵzŧĹĻ̊ ЦЧos9ü̵vlЦ̈́sz1@ho̊ ŋLLŧo >
Sent: AprLЦ̈́B, 2018ũl2 ! ! ũ' #
To: ŋ9or@$ŧ ŋĹl%cŋ&ūŧor' ŧ.mŋrshŋ @ĺlЦ̈́ŋ ŋrŋrŧ' ЦoĹl.cŋ&pūŋ(.grŧĺlЦ̈́r@ĺlЦ̈́ŋ ŋrŋrŧ' ЦoĹl.cŋ&ū pŋ̊chЦoкcchЦoq@$ŧ ŋĹl%cŋ&ūōĺl9.dLЦ̈́ŋrco@$ŧ ŋĹl%cŋ&ŋ̃chŧ ŧ.lŋroc) (ŧ@$ŧ ŋĹl%cŋ&ū vŋĹlcŧ.bŋ%q̈$ ŋ9@ĺlЦ̈́ŋ ŋrŋrŧ' ЦoĹl.cŋ
Subject: +ŧ ũ (Ĺl̊ŧrsũ' olЦ̈́̊ŧ

To whom it may concern,
I am a resident and tax payer of Welland. My concern is the proposed subdivision in Welland at Hunters Pointe.
I am a senior in my 70's. I have resided here for 15 years. I came to this location since it was an adult community, my driveway was cleaned, the grass was cut. As a senior I had security living in an adult surrounding. There was safety and quietness. This was retirement. Now you are proposing 1200 homes with possibly 3 people per home if not more. Just think of the congestion on the roads. As it is we only have one exit in and out of our community. You are proposing another access but logically there does not seem to be enough space.
Right now there is a issue with water pressure. 1200 homes will not resolve that problem.
We pay the highest taxes in all of Welland with really no services provided by the city. Are you willing to lower our tax bill? What are we paying for?
My biggest concerns are the congestion, as even now the traffic is heavy and safety and security. I as a senior do not want children running through our subdivision. We have plans for a park area, who will patrol who is using this area. We have no fences, must I not sleep at night worrying who will come to my back door. I know in St.Catharines there are areas near the Pen Center totally overrun by Brock students. This will be the same with Niagara college students.
I have worked in Welland for 47 years. I wish to enjoy my retirement. Please consider leaving a 9 hole golf course, which the area was zoned for. If needed, develop the south end of the city by Main street with there own entrance and exit.
A very concerned citizen,
Thank you,
Vija

Sent from my iPad

Rachelle Larocque

From: đ Lę ñ ů M ŧ ŋ Ś l ě ę ů ’ Ł L ę ñ ü m ŧ ŋ Ś l ě ę ů @ 9 ◂ J l ě ŋ Ś l . cě >
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Todd,

Thank you for your comments. They will be added to the public record concerning this matter.

Sincerely,

Grant Munday

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Todd Grant
Sent: Tuesday, April 10, 2018 11:20 AM
To: Grant Munday
Reply To: Todd Grant
Cc: Councillor Pat Chiocchio; Councillor Tony DiMarco; mayor; george.marshall; paul.grenier; Rachelle Larocque
Subject: Your Memoranda, Dated, March 15, 2018 To Potentially Interested Parties

City of Welland

Infrastructure and Development Services,

Planning and Building Division,

60 Main Street, East,

Welland, Ontario, L3B 3X4

Attention: Grant Munday, B.A.A.

Subject: Your Memoranda, Dated, March 15, 2018 To Potentially Interested Parties

Date: April 10, 2018

Dear Sir,

The purpose of this letter is to express our strong objection to the Official Plan Amendment Application, the Application for Draft Plan of Subdivision, (File 26T-14-18003), and the Application to Amend Zoning Bylaw 2017-117, (File No. 2018-01); all of which are outlined in your memoranda, dated March 15, 2018.

The following are our reasons for objection:

1. The memoranda and maps contained therein offer scant detail upon which to make an informed decision, or any decision, whatsoever. The Site Plan maps are so small as to be virtually un-readable.
2. The minimal time between your memoranda and your proposed Public Information Meeting, scheduled for April 12, 2018 suggests that The City of Welland is attempting to fast track the Rezoning application through the approval process before the people who live in the affected area have a chance to make informed decisions.
3. Since the day we moved into 82 Berwick Trail, we have endured woefully weak water pressure. We can only imagine what your gigantic proposed development will do to our water pressure. We are reminded of the weekend in the summer of 2016 when our community lost its water supply. The loss was the result of the disintegration of an ancient zinc alloy valve, thirty feet below road level on Woodlawn Road, in front of Canadian Tire. In discussions with the workers replacing the valve, it was revealed that, "Welland's infrastructure is old and fragile." That revelation gives scant confidence that Welland is in a position to host a development the size of the one proposed.
4. The microscopic lot size and heavy density of the proposed development appears to be intended solely for profit maximization and show an almost total disregard for the inevitable destruction of property values of the homes surrounding it. In other words, the city and the developer are asking the affected home owners to approve a project in which everybody wins, except the affected homeowners. This will not happen in the absence of substantial environmental and compensatory consideration.
5. Re-zoning the Hunters Point Golf Course will negatively impact and have adverse effect as defined by the Environmental Protection Act on the surrounding communities and their ecosystems. Adverse effects, as defined in the Environmental Protection Act, includes impairment of the quality of the natural environment for any use that can be made of it. The Hunters' Pointe Golf Course and its system of ponds are the home of a variety of wildlife- herons, ducks, Canada Geese, snowy owls, egrets, hawks, turtles, frogs, etc. These will all disappear if the ponds become stormwater management ponds.
6. Is the City of Welland able to support a development of this size? Last year the City of Welland had 226 new homes built – 31 of which were in the Highlands Adult Lifestyle Community where new residents have expressed difficulty in finding doctors, long wait times in emergency rooms, etc. In addition, are our first responders (fire, police, EMS), schools, parks and libraries prepared to handle this proposed development?

Please consider this letter as our written request to be notified of the Decision of The city of Welland on the proposed Zoning By-law Amendment.

Yours truly,

Todd and Hilary Grant

82 Berwick Trail

Welland, Ontario L3B 0C8

cc: Frank Campion, City of Welland, Mayor

Pat Chiocchio, City of Welland, Ward 4 Councillor

Tony Dimarco, City of Welland, Ward 4 Councillor

George Marshall, Niagara Regional Council Representative

Paul Grenier, Niagara Regional Council Representative

Rachelle Larocque, City of Welland, Planning Supervisor

Rachelle Larocque

From: sharon taylor
Sent: Apr 20, 2018 7:04 PM
To: [illegible]
Subject: [illegible]

After the fiasco of the April 12th meeting re proposed development for Hunters Point golf course, it is hoped that arrangements to house the council meeting will be altered to accommodate the large number of citizens, senior and otherwise, who will be present to voice their concerns. On April 12, seniors were left standing and many could not gain entry into the presentation area. This is unacceptable. With many more involved parties who have now returned from the south, it behooves the council to provide appropriate accommodations for all who wish to participate actively or just through their presence.

It is important that this zoning change be fully thought out, discussed, and future imuplications be considered. It should not be rubber stamped in order to gain more money in tax dollars. It is proceeding too quickly, without safe guards in place and safety, convenience, and comfort of current citizens of Welland being considered seriously enough. One entrance only is unacceptable. Lack of doctors, schools, and other necessary facilities impacts everyone. Loss of green space with environmentally protected areas will be totally disruptive of the wildlife.

Please carefully consider what is happening and be open to hearing objections and concerns, and please make it possible for everyone who wishes to be involved to be comfortably accommodated.

Sharon Taylor
181 Old Course Trail
Welland, ON

Rachelle Larocque

From: đШ̈ęr̈ẽů ŧ ẄẄ̈ẽ ẄШ̈ęr̈ẽů ЏẄ̈ẽ wę̈ll' 9ҷić' >
Sent: Apṛ̈l 11, 2018 10:49 AM
To: ' cШ̈ęllę̈ !' ṛ̈ʚc" #ę̈
Subject: $%: ę̈&ʚ9i9(

From: John Tory
Sent: April 9, 2018 2:00 PM
To: mayor <mayor@welland.ca>
Subject: Re-Zoning

To: Mayor Campion
From:John Tory

Re: Re-Zoning Of Hubter's Pointe

Dear Mr. Mayor

I am writing to you regarding the re-zoning of the property which the Hunters Pointe Golf Course sits on.
Apparently a Developer from Vaughn,Ontario has purchased the Golf Clubhouse and the surrounding land.

I am a resident of the Highlands Residents Association and a former Board Member.

In myestimation the current plan will result in the total demise of the Highlands Resisents Associaton in that nobody would want to purchase a home because (1) the golf club would be demolished and (2) we would no longer be a Private Community.

I have lived at the Highlands for 11 years and am retired. I ran my own business for 25 years and served the residents of Welland as Licensed Paralegal.I am now retired and hope to remain so.

I can assure you that our community will come together to fight this new development. We have had a Town Hall Meeting recently and you can count on 500 members showing up at future meetings regarding the New Development.

Our community has retained Legal Counsel to guide us through this process.

I wonder how the citizens of Welland will feel about the $20 million to build a new overpass in order to access the property. I am sure taxes would go up. The community will be approaching other members of City Council and other residents. We have not gone to the Media yet; but that is coming.

I urge you to take a second look at this new Development before proceeding any further.

Regards

John W. Tory

Rachelle Larocque

From: đШЦёђЋЎuedell
Sent: Apёђ 18, 2018 3:10 PM
To: ģ ЉvЏЉёv; ё ! ШЩ Љ9 ё" ! #ŧ Љ
Subject: App ђ ђ' ќ$" ё%ё $ P ќ" $&ŧbģ ђ ђ' ќ' (ђЉ 2) T' 1* ' 18003, App ђ ђ' ќ "' A+ Љ ' , " ђ ' . /' 0 1 2012' 112 3(ђЉ 4" 9 2018' 015 6 $$ђ ђ P ќA+ Љ + Љ ' App ђ ђ' ќ
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April 18, 2018

City Of Welland

Infrastructure and Development Services

Planning and Building Division

60 East Main Street, Welland, On L3B 3X4

Please find attached my written submission to the City of Welland for the above applications. In Addition I wish (as listed below) to be notified of any decisions made by the City of Welland and receive any staff reports generated.

Please Note:

I wish to receive the following from the City Of Welland:

- Notified of the decision of the City of Welland in respect of the proposed Plan of Subdivision.
- Notified of the decision of the City of Welland on the proposed official plan.
- Notified of the proposed Zoning By-Law Amendment.
- Receive a copy of all staff reports on this application.

Sincerely,

Chris & Debora Truedell

49 Kintyre Trail

Welland, Onatario L3B 0B6

City of Welland
Infrastructure and Development Services
Planning and Building Division
60 East Main Street, Welland, On L3B 3X4

April 18, 2018

Re: Application for Draft Plan of Subdivision – File 26T-14-18003
Application to Amend Zoning By-Law 2017-117 (File No. 2018-01)
Official Plan Amendment Application

This letter is in response to the potential subdivision development at 289 Daimler Parkway.
As a resident of the Hunter's Pointe community this large development will have a direct impact on the community, its standard of living, its infrastructure and the environment. Following are points of concern and objection.

- **Secondary access to the development**

The proposed development indicates a possible secondary access (not yet determined if required off Brown Road) by means of an overpass. Unless this access is a direct cloverleaf approach off of the 406 I would expect the Brown Road solution would only be used intermittently as the shorter and easier access for car traffic would be off Daimler Parkway for new residents. This would certainly increase the traffic along Daimler Parkway which it was not designed for.
Prior to any development approval the secondary access should be a priority and mandated by city and The Ministry of Transportation. It is not only critical from a safety standpoint – fire and emergency service response times but also as a control for construction vehicles arriving and leaving the new site. Should this application be approved, it is imperative any construction should only commence, at the south end of the proposed development, after the completion of an alternative access.

- **Application for zoning by-law amendment**

Consideration needs to be given the compatibility between the existing and new communities. They should be complementary of one another and retain the already developed aesthetic. As proposed the commercial area is a complete obstruction to one of the most compelling views as you enter the community – the pond. Not only does the plan appear to be reducing the pond by infilling, the by-law amendment is requesting a height adjustment which would create a larger barrier and block the entrance to the community. Location of commercial area should be relocated away from this corner to the south end of the proposed development. This by-law amendment should be denied.

- **Environmental impact**

I would request that the city request a full environmental impact study for the area under application. It should include but not be restricted to:

- Soil sampling throughout the golf course property due to any pesticide use on the golf course. Should it be contaminated where will the soil be disposed of?
- Effects on wildlife that has been established overtime in the area

- Effect on the current pond locations and waterways.
- Effect of increased population on public transit.

- **Infrastructure and Social Serviced Impact**

I would request the City undergo a thorough infrastructure needs review and ascertain to what extent this additional load on an already strained infrastructure would be.....with the assurance that the City would not only proceed with the RFP for a water booster station but make this a criteria of this development.

Further, it is already apparent that the City of Welland cannot meet the needs of its residents in so far as social services i.e. physician care is concerned. Does the City have any plans to address this?

In conclusion I request the Planning and Building Division and city council take these objections and considerations into account when deciding on this application.

Sincerely,
Chris & Debora Truedell
49 Kintyre Trail
Welland, Ontario L3B 0B6

Please Note:

I wish to receive the following from the City Of Welland:

- Notified of the decision of the City of Welland in respect of the proposed Plan of Subdivision.
- Notified of the decision of the City of Welland on the proposed official plan.
- Notified of the proposed Zoning By-Law Amendment.
- Receive a copy of all staff reports on this application.

Rachelle Larocque

From: đШЦěţ[Dalziel
Sent: A◂ŕţĝ18, 2018ũ1:01ũPM
To: rШţ ЇШĝĝ.lШoc! " Їl ЇШĝЦ#Ь.cШ
Subject: 28$ũ Ш9 ĝŀrŪPШ% Шў

As a resident of Hunters Pointe Community I wish to voice my objection to the planned construction of near 1200 homes on the property east of the 406 Highway, north and south of Daimler Pkwy.

We purchased here 4 years ago knowing that many boxes were checked albeit property taxes were unusually high. The Golf Course was definitely high on the list.

It is understood that change happens but in our opinion should only go forward with benefit not simply to FOREIGN INVESTORS but more importantly to the current residents and supporters of the City of Welland.

Reasons for OBJECTION as follows:

Densification- Totally unreasonable to jam near 5000 (10% of current City population) new residents into approx. 180 acres of open space.

Safety- Being on the interior of the existing community we are definitely concerned that we are sandwiched between a Canal and Railway Tracks that often transport dangerous material. A Secondary exit is a must and in our Opinion necessary right away should approval happen in some form!

Property Value- No doubt all residents paid a premium to purchase homes in an Active Adult Community with a high end golf course being central to a decision to buy. We deem it very UNFAIR that the current owners sell at a PREMIUM only due to our investment and ultimately will subtract from our financial stability.

I ask you to consider rejection of the proposal to overbuild this very confined area given the future negative effect to our nationally acclaimed Community and quality of life.

Walter Dalziel
199 Muirfield Trail
Welland, Ontario
L3B 3G7

Sent from Mail for Windows 10

Rachelle Larocque

From: đĘĻĻęů c¢ ĺļńĝ Ьū iLĘńęˇmcЬĺļńĝ Ьчwę ĝńЬ.cĝ>
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Hi Rachelle,

I've saved the comments in the shared planning folder as well as a hard copy for the file.

Irene McDonald
Administrative Assistant
Building and Planning
Infrastructure and Development Services
Corporation of the City of Welland
60 East Main Street, Welland, Ontario L3B 3X4
Phone: (905)735-1700 Ext. 2241
www.welland.ca

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From:
Sent: April 19, 2018 11:05 AM
To: devserv
Subject: Contact Us from Welland website

contact us from Welland website

Contact Name: Jim Warriner
Phone: 289 820 7696
Fax:
Address: 43 Aaron Trail , Welland , Ontario , Canada , L3b6g4
eMail:

Comments:
I wish to lodge my objection to the City of Welland Official Plan Amendment to change the designated uses of the landa City of Welland Official Plan Amendment to change the designated uses of the land from Open Space to residential/mixed uses, a Zoning By-Law Amendment to allow the proposed uses to exist and a Draft Plan of Subdivision. from Open Space to residential/mixed uses, a Zoning By-Law Amendment to allow the proposed uses to exist and a Draft Plan of Subdivision related to the Hunters Pointe Golf Course lands for the following reasons:- The proposed redevelopment will have a profound negative impact upon the existing area including

the national award winning Highlands adult community community which will be reflected in depressed property values and growth. The proposed redevelopment is not viable because it could not be safely accessed by way of the existing road system and/or the suggested possible upgrades to it. An objective study would find that the bottleneck starting at the Woodlawn/Daimler Highway 406 interchange would be unacceptable and unsafe given the increased volume of traffic. The proposed Highway 406 overpass, lacking highway access, linking the development to Oxford Rd might meet the minimum requirements previously stated by the Fire Marshall but would be totally ineffective in terms of addressing the bottleneck. All traffic to and from the rest of Welland as well as to and from Highway 406 would have to pass though the Daimler access. Daimler Pkwy. Is a winding two lane street which cannot possible accommodate the increased traffic resulting from the proposed development. The additional streets intersecting Daimler plus the assesses to the proposed commercial/residential blocks would create traffic problems that could not be addressed by stop signs or traffic lights. The developer's flippant suggestion of a traffic circle adjacent to the railway tracks is an absurdity. These issues should be self evident and disqualifying from the outset. The inescapable fact is that the site is a virtual island which could not be accessed adequately or safely if the development were to be approved. If the development is approved, the shortcomings would soon become obvious to all including prospective home purchasers. It is likely that the project would grind to a halt well before completion but the damage will have been done. The investor represented by his newly minted numbered company and the unimpressive developer he has retained will disappear and Welland will be left with the mess.The Port Dalhousie planning disaster in St. Catharines is an example of what unrealistic and overly optimistic planning can cause. This application should be denied.

Rachelle Larocque

From: Michael
Sent: Apr 16, 2018 7:15 AM
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Hi Rachelle,
Regarding file # 26T-14-18003, you will find this study by one of our resident engineers quite alarming and most serious. The impact on medical services will also be very severe. Presently, availability of medical practitioners/specialists has grown scarce including longer hospital treatment/testing wait times for new residents. Remember that most of us are seniors/retirees requiring ongoing medical attention and care.
Regards, Michael

From: Fredy Wehrli
Sent: Sunday, April 15, 2018 2:56 PM
To: ;

Subject: A general count of cars if the houses are built as it is. Scary

Just done a preliminary traffic study, with some very conservative assumptions.
The new development 1,200 homes, regular residences with 2.5 cars per home,
Central Village with 200 regular homes with 2.5 cars per home, Magnolia with 40 cars and The Highlands with 600 adult lifestyle homes with 1.7 cars per home. No idea what the south village will add to these numbers.
Further many of the new developments are likely still working making the morning and evening (7 to 9 AM and 4 to 6 PM rush hours trying to get out to the 406
New Development 3000 cars (likely all still working)
Central Village 500 cars

Magnolia	***40 cars***
Highlands	***900 cars***
TOTAL (not including south village)	***4440 cars***

This amount of traffic needs to be controlled, clearly requiring a clover leaf at Oxford and likely an underpass between the two sections south and north of Daimler.
This is just to give you an idea of what could happen if the city does not prepare or underestimates the effect of that many cars.
Just not to forget the water pressure issue.
Fredy Wehrli

Fredy Wehrli

Rachelle Larocque

From: đLLţěţ˝ţWehrli
Sent: ApL5ŰŰ22, 2018ˇ7:38ˇP
To: ! ˛ct aěĺĺ"Lłct ěŰŰě.laLłLc#$ě@ ěŰŰa%ą.ca
Cc: pat.chiocchio@welland.ca; tony.dimarco@welland.ca; mayor@welland.ca; 'Thomas Manney'; 'David ,%99-!"' 'Wendy Wontner';

Subject: 01: 230A40ě)˛ą˝ě%8X5ˇě c9%ą˝ Accě))ˇ PLŁ4c9%ą˝˛39%)ˇ 6dŰŰˇ7ˇ28(419418003:

We should also think of the people buying a home in the new Hunters Pointe Development. Many of the houses will be directly adjacent to the 406. As a minimum the developer should erect a good noise reduction barrier.
Fredy Wehrli a concerned Welland resident

From: Michael
Sent: April 22, 2018 7:28 AM
To: rachelle.larocque@welland.ca
Cc: pat.chiocchio@welland.ca; tony.dimarco@welland.ca; mayor@welland.ca; Thomas Manney David Snook <Wendy Wontner

Subject: [HRA-Residents] Second Access Pre-conditions (File # 26T-14-18003)

Dear Rachelle,
I trust you have taken the following points into your report as they are very serious reasons to halt any consideration for Re-zoning and harm to our community!
Regards, Michael

The 2nd access cannot be short-sighted, the proposed overpass is unacceptable.

There must be a bi-directional access from and to the 406 (cloverleaf).
It has to be in place before construction is started on the re-development of Hunter's Pointe. It needs to be like the Merritt Road overpass NOT the Port Robinson overpass that they are talking about.

The current Daimler access was never designed for high traffic (construction / trucks / soil removal). The rail line has been

approved for the movement of sulphuric acid and in the event of a catastrophe there would be no access in or out of 100% of our development.
A rail/road underpass would be another costly proposition and condition for the developer to bear.

The timeframe for such builds could be 5-8 years and if they become a **mandatory condition of development** - the developer may get cold feet as the cost would be significant.

This approval is being rushed through to avoid this kind of condition and if we fail to make it a pre-condition, we run the risk of it being approved and nothing will be done for alternate / 2nd accesses.

Rachelle Larocque

From: đШǂĚĚŭ ŧĹĹǄĚĚ ĹШǂĚĚŭ ĿǄĹĹǄĚĚ wĚlľ 9ҽıċ' >
Sent: Apŗl 13, 2018 8:47 A
To: !' cШǂllĚ '" ĚĚc#$Ě
Subject: %&: ' $9ĹĚĚŗ(ũ) ů i9ĹĚ '" 9ҽı* Ě+Ělůp, Ě9Ĺl

-----Original Message-----
From: John Wellwood
Sent: April 13, 2018 8:43 AM
To: mayor <mayor@welland.ca>
Cc: Rusty Baillie
Subject: Hunter's Pointe Land Development

Dear Mr. Mayor
Last evening (April 12, 2018) I together with a room full of fellow residents listened to representatives from our city and the announced developer present plans for the elimination of the Hunter's Pointe Golf Course and the construction of approximately 1200 homes (and commercial buildings) in our community.
While there was a level of civility from the representatives of the developer and the city and our neighbours at no time did anyone present any positive information (I would suspect that there is none) on any positive contributions to our area resulting from this wholesale change to what our Community bought into as we individually decided to make Hunter's Pointe "our" retirement community.
Personally when my wife and I decided to make Hunter's Pointe our new home my sons asked me why we would move to a "dump" like Welland.
My wife and I proudly defended our decision and have been rewarded in many ways with our decision. There was a sense of "community" in Welland and we have become very active in helping through our Church to serve many less fortunate people who live in the downtown core.
The balance of belonging and support allowed us to sustain our decisions.
With the eventual changes that you and your staff will accommodate to raise much needed tax revenue you will have eliminated the warmth and comfort that our "seniors" community has enjoyed.
The decisions that you and your council will make over the coming months related to Hunter's Pointe will last much longer than all of your collective time in government.
You will probably also be advised from your representatives that approximately thirty percent of our community are still away and could not attend last evening's meeting.
The next scheduled meeting location on May 1 will not begin to accommodate space that will be required with the "full" body of our community back home in Welland.
The City of Welland will "win" this decision but the long term effects will deny some of your current residents the opportunity to promote the benefits of "small town" Ontario.
The expectations of newcomers to have ready access to health services will not be met (Welland cannot currently meet these demands) and your Council will only exacerbate the challenges.
The current water pressure challenge (which "our" developer) promised to fix six years ago is now being hopefully met with Welland paying the expected costs only to be challenged again with the planned expansion of four times the current requirements.
At the end of the day what will the government of the City of Welland reflect back on as their accomplishments more tax revenue or a loss of identity.

Sent from my iPad

Rachelle Larocque

From: đŀŁ¸đ₩ieczorek
Sent: Apşüļę17, 2018ęļ1:5! ęA"
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To all concerned, of most urgency to be documented !

We strongly OPPOSE to the redevelopment area at our home at Hunters Pointe !!!

During the one meeting held April 12, we stood 3 hours in a small room listening to Rachelle Larocque, Planning Supervisor giving us details on the proposal, which seems, to be already a done deal. She, along with the MTO rep., plus 2 consultants for the new builder, had absolutely no information pertaining to the questions asked by the residents of Hunters Pointe, continuing to just jot notes down for who’s benefit. Very disturbing meeting !

1. Why is this approval being rushed through, with so many in-complete issues outstanding

2. The rail line has been approved to move sulphuric acid tanks at the entrance and exit on Daimler. In case of a catastrophe, we have no access in or out 100% of our development

3. The second access overpass suggested is totally unacceptable. The current Daimler access was never designed for high traffic

4. The host meeting April 12, defended the developer’s and the city’s inability to answer questions by suggesting time lines are at fault. She repeated several times that the city had received a completed application and therefore was obligated to commit itself to regulations governing timelines. But what about us the public, the taxpayers, consultation, environmental study, traffic management planning, infrastructure construction (think water pressure), an evacuation plan should a disaster happen, etc. Are none of these issues given a timeline, or just given consideration if any after the city makes a decision

5. We relocated here after 40+ years of working. Choosing Welland, the City of Roses, at Hunters Pointe active adult living would be so perfect to spend our retirement as we age.
We already found a shortage of medical professionals, pay extremely high taxes, and now, because the City of Welland is preparing to approve the building of 1200 mixed style homes, plus commercial sites, at Hunters Pointe will be disastrous for our community. The value of our homes will depreciate after investing with our hard earned life savings.

Because there are so many unanswered issues, why is this approval being rushed. Something is very wrong here ! Please stop this from going any further. Thanking you in advance.

John & Jeannie Wieczorek
April 17, 2018

Rachelle Larocque

From: đШцĕęñŴilson
Sent: Apęťů14, 2018ʾ9:23ʾ PM
To: ęąĽ ! ūū .lŋĕęШ #! 9 ! ūūŋů $.cŋ
Subject: Pūŋů ʾ%ЫĻ &! $! ' ! ūЫþm! ů (ʾ ШЧ #ů (! ęЙPЫĻů (!'

Attention: Rachelle Larocque, Planning Supervisor

Dear Ms. Larocque,

My husband and I attended the information meeting on the redevelopment of Hunters Pointe at City Hall on Thursday (April 12th). I do appreciate that it was probably not a very pleasant evening for the City or for the developer's representatives who faced an angry emotional group, but it is extremely distressing for the residents of Hunters Pointe to feel that their 'dream retirement location' is in jeopardy of disappearing!

We are 'recent' retirees who sold our home in Mississauga and after an extensive search moved to Welland last Sept. We were blown away by the Lucchetta homes at Hunters Pointe, the beautiful surroundings and scenery and the very friendly and caring community. We can certainly see why it won the award for 'Best Residential Development in 2017' (quite a distinction for any city!) - and we knew we had found our ultimate retirement home.

You can therefore appreciate why this redevelopment plan would be so upsetting for us. While we appreciate the City's need for development, what is particularly worrying is the fact that it seems like it's being rushed through without sufficient thought or consideration as to the effect on the existing community. Environmental, transportation and infrastructure plans/studies are either incomplete or haven't provided us with any answers. Medical facilities and water pressure are currently a major concern - never mind adding another 1200 homes. The environment and wildlife which added to Hunters Pointe charm will all but disappear, the traffic congestion in and out of the development (after all the aggravation of construction) and the size and density of the proposed development will reduce it to no more than another crowded, noisy place to live. Furthermore, the lack of a secondary ingress/egress to our community will pose a risk to our personal safety and should be provided **before** any development is undertaken.

At the meeting, most of the answers given to our concerns were ...
- it's still conceptual
- we don't know yet
- it needs to be studied
- it hasn't been decided ..... etc. etc.

We need ***answers*** to the many concerns raised at the meeting and we, along with other Hunters Pointe residents, ask that the City of Welland extend to the residents of Hunters Pointe the courtesy of addressing these concerns

- again, **before** proceeding with this development. We also hope that the City will ensure that any future development will be integrated into our current active adult community so that it continues to be an attractive retirement location which will also provide a steady tax source and a community that has the means to make considerable contributions to Welland's commercial development.

Thank you in advance for your attention to our concerns.

Sincerely,

Coral & Alvin Wilson
62 Berwick Trail
Welland

Sent from my iPad

Rachelle Larocque

From: đШцĕ˜ñũ'Wontner
Sent: Apѵ˜ 6, 2018' 4:29' P
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4% ŋЬЏЮĕ' 6) " Ш7Ц ІШЩ˜8 ѵb%p' #‹ŋ‹чø/ŋ38/ PA' P% Іц' ЦЩЫę ' No‹ц9Ц1: 6 aѵ618.pŋ3

Dear Mayor and Councillors,

I am one of the residents of Hunters Pointe that back onto the Golf Course. I have also been hugely involved for 10 years in the selling of Hunters Pointe as it was my “Mission” to provide and ensure that the people who chose to buy here from me at Hunters Pointe, could enjoy the safety, security , and peaceful lifestyle amongst the low density housing and amenities that Hunters Pointe provided, in addition to the Green Space that surrounds us. I spent 10 years doing this and uprooted my home from the City of Burlington to move here to the quieter surrounds of Welland.

I am sickened that a city could overlook what a 1200 home proposal would do to this subdivision, in addition to what is already proposed to the South End of this subdivision with Ballantry Homes.

As well as being a Realtor here in this subdivision, I am an avid hiker, biker and paddler. I enjoy my surrounds and green space and this is why some of us paid up to 200k to back on to green space. Who reimburses our drop in house value? We have already paid a higher tax rate for less services that others, and now this?!

I am angry and disgusted. Why is our Community being treated this unfairly? There has been little to no communication and consultation with those of us who are most affected by this.

Have we thought out the following?

1.The Density and size of this proposal is outrageous.
2. There is no way that Daimler will facilitate this traffic. I cycle these roads daily and already the congestion is apparent.
3. A second egress will be absolutely mandatory if there is any additional homes and it should start first and foremost in the South if any at all.
4. We already have water pressure issues and how will this be resolved with 1200 homes.
5. New people in our subdivision of 270 homes already cant find Doctors and Dentists. Why would they want to move from Oakville or Burlington knowing this?
6. We are hugely and negatively impacted on our home sales when we loose our 200k premiums which we paid to live backing onto a golf course. Who gives us this back and will be get tax breaks and be reaccessed based on our loss of green space?
7. What about the environment? There are turtles, coyotes, birds, fox, and other wildlife that will be affected.
8. What privacy barriers and noise barriers and landscaping are in place to protect us that back on the golf course.
9. Who will upkeep the golf course in the interim and what about environmental pesticides that have been used on that property and what happens when its dug up? It is also one of the most infested tick area’s in the Region.
10. How do they propose to service these lots behind Old Course. Are they going to burrow under the 406?
11. How will we determine private roads from public roads and keep public out? Who pays for that?

12. The whole peaceful ambiance of the Golf Course club house and pond when you drive in will be lost if you allow commercial buildings or high rises. It will change the Entrance entirely. We may as well live in the congested downtown core on King Street.

How could anyone pass this plan. Surely there can be a compromise of a 9 hole golf course left, and a planned subdivision to the south with its own exit and entrance. Why ruin what we have worked so hard to build. I have spent years volunteering my time to run programs here for the Seniors in this community to better their physical health. This proposal will turn people away as it is no longer a protected Adult Lifestyle. There is no safety here for widows and the elderly with an influx of a possible 2-3000 people.

I for one will move and take my money, time and investment out of Welland if this goes through. I will no longer support the Adult Lifestyle Living because you have ruined it!
That also means I will not bring people in or refer any future clients.

Sincerely
Wendy Wontner
49 Old Course Trail
Welland, Ontario

On Apr 6, 2018, at 9:19 AM, Michael wrote:

Hi Wendy,
Here are the attachments. Fire away to protect the HRA! E-mail addresses are: rachelle.larocque@welland.ca, mayor@welland.ca, pat.chiocchio@welland.ca, tony.dimarco@welland.ca.
Regards, Mike

From: Wendy Wontner
Sent: Thursday, April 5, 2018 7:48 PM
To: Michael
Subject: Re: Hunters Pointe Application File # 26T_14_18003

Hi Mike
Who do I complain to please? Send me the emails so I get it right. I haven't received all of the stuff as I was away. Im happy to send in a letter or two or three. This is sickening! If it goes, I move. I don't want to move. Let me know please and thanks for all of your effort too.
Sincerely
Wendy

On Apr 5, 2018, at 4:10 PM, Michael <mzozula@cogeco.ca> wrote:

Dear HRA & Magnolia Residents,

This violation of our adult lifestyle community has surfaced a great danger and it could be complacency. While we have debated and complained about this attack on our peace, investment and security amongst ourselves over the past few weeks only 2 formal complaints/protests were recorded at City Hall, so far. We have all received briefing notes and contact lists but we remain silent to the politicians that count. Yesterday and today, at our CC, we engaged in a ferocious condemnation on the Biglieri application but no one thinks to let our Welland City Mayor and Councillors know how we feel personally and directly.
We are 500 majority tax payers and voters in the HRA/Magnolia and carry a heavy voice but we must speak up! At the Municipal decision day on this application, we either succeed or fail. If our 500 votes and concerns were never submitted then Biglieri wins. If only 200 HRA members protest, Biglieri wins because they will argue 300 were in favour to proceed.
Remember that each HRA lot owner has the spouse to vote and protest also so send in the 2 e-mails not just the one so all HRA residents are counted against this abhorrent rezoning plan.
Please speak up now to formally record our opposition! It is unfortunate that we haven't heard from Mayor Campion.
The Municipal Golf Course option is gaining momentum so bring that up in your e-mail to City Hall.
Regards, Michael

From: Michael
Sent: Wednesday, April 4, 2018 7:39 AM
To: pat.chiocchio@welland.ca ; tony.dimarco@welland.ca ; mayor@welland.ca
Cc: David Snook ; Robert Bell ; Roger Reynolds ; Ross Jepson ; Sandra Thomas ; Wynn Ellis ; Wendy Wontner ; Andrew Sweeney ; fwehrli@cogeco.ca ; Margaret Leith ; Lucchetta Ed ; pmkarner@hotmail.com ; Robert Lucchetta ; susanmoroz@hotmail.com ; Theresa Drummond ; bwleitch@globalserve.net ; rachelle.larocque@welland.ca ; 'Jim D'Orazio' ; hainesm@ndp.on.ca ; george.marshall@niagararegion.ca ; paul.grenier@niag

Poppy Zozula ; Michael Zozula ;
Subject: Hunters Pointe Application File # 26T_14_18003

Dear Mayor and Ward 4 Councillors,
We purchased our home at Hunters Pointe over 7 years ago as the HRA community offered the perfect venue for retiring seniors moving from the Big City. All our neighbours are like-minded with great appreciation for our golf course and scenic vistas throughout while bordering the canal. We moved here because it stood out as a Private & Premium Adult Lifestyle community with shared interests and common priorities among its residents. The HRA community Center focussed on integrated social activities and events that bonded us all into a strong and vibrant neighbourhood.
As you know, Lucchetta was awarded "Best community in Canada" at Hunters Pointe last year. See attached media report. Very simply, Hunters Pointe is an exceptional and private development designed specifically for its residents with shared values. I guess that's why we pay higher taxes here but can't even get

adequate water pressure. Hunters Pointe offers peace and quiet, safety and security, clean air, garden landscaping throughout and extraordinary views. This Biglieri application now threatens our lifestyle and investment and must be stopped. Their plan does not enhance or complement the existing Hunters Pointe adult/retirement/seniors lifestyle dynamic but takes direct aim at destroying all benefits we presently enjoy! There are approximately 500 or so Welland tax payers and voters who I am sure will agree with me that such a conflict would not work out well to our mutual advantage. The present zoning was planned to suit all parties investing for their future retirements and lifestyles so why this surprise and no notice of such a drastic change that damages our property values and upset our lives and well-being significantly. Who will pay? The "Open Space" zoning and golf course must stay and a new investor sought out for this purpose. Let's think economics. Who will pay for the Oxford Hwy 406 interchange/cloverleaf ($20M)? If its the tax payer then we are subsidizing the Biglieri plan and self destructing and we vote "NO"! Take the $20M saved and create a municipal golf course for all of Welland and Niagara to enjoy now and into the future as our Niagara Region grows and prospers!
Regards, Michael Zozula

From: Michael
Sent: Tuesday, April 3, 2018 3:03 PM
To: pat.chiocchio@welland.ca ; tony.dimarco@welland.ca
Cc: David Snook ; Robert Bell ; Roger Reynolds ; Ross Jepson ; Sandra Thomas ; Wynn Ellis ; Wendy Wontner ; Andrew Sweeney ;Margaret Leith ; Lucchetta Ed ; Robert Lucchetta ;Theresa Drummond ;rachelle.larocque@welland.ca ; mayor@welland.ca ; 'Jim D'Orazio' ; hainesm@ndp.on.ca
Subject: Fw: New development

Dear Tony & Pat,
I trust we have your support in this cruel application that violates all our residents' purpose of purchasing and growing in our wonderful community. It was designed as an "Adult Lifestyle" venue with all its community center and golf course amenities. We pay a disproportionate tax burden to keep us safe and sound as we age in senior comfort. A massive disruption to our well being cannot be tolerated for the sake of greed and profit! Are you with us in support of our community???
Regards, Michael Zozula

From: Brian Leitch
Sent: Tuesday, April 3, 2018 12:52 PM
To:
Cc: kent taylor ; Ken Cunningham ; ken.lunn@sympatico.ca ; Radek & Krystyna Miedzyblocki ; Moira Lee ; Gord Mills ; george daer
Subject: New development

Ruth

As we discussed, here is a copy of my initial salvo against the NEW MENACE. Please feel free to offer any comments, corrections or additions. Also, please feel free to forward this List of Objections to anyone in the community that might be interested in it.

The email of the woman coordinating the Public meetings and submissions is Rachelle Larocque, her email is rachelle.larocque@welland.ca

See you soon

Brian

Objections to the Application for Draft Plan of Subdivision

File 26T-14-18003

1. The proposed development would dramatically alter the existing environmental nature of the subject lands and the adjacent lands and properties.

2. The proposed development would severely alter the physical aspects of the existing area by introducing high density housing immediately adjacent to existing low density housing

3. The proposed development would allow the building of multi-story, high density commercial and rental properties immediately adjacent to existing single story low density single family homes.

4. The proposed development would impose a land use change from a low density, adult lifestyle community administered as a Home Owner's Association to a totally public community administered by the City.

5. The proposed development would create a 200% increase in traffic in an area where there is already severely limited access. There would also be a significant change in the type of transportation with the inclusion of public transport, school buses, commercial vehicles and service vehicles.

6. The proposed development will create a very dangerous situation as emergency vehicles could have considerable difficulty accessing the existing community.

7. The existing community consists of PRIVATE ROADS that can only be accessed from Daimler Parkway. There is no available means to prevent PUBLIC ACCESS to these private roads or community property other than creating a privacy perimeter, a very expensive undertaking. Who will pay for this and who will monitor access to the community.

8. The proposed development will significantly lower the fair market value to homes adjacent to it.

9. The proposed development will completely obliterate the current sight lines of all of the current homes on peripheral roads such as Old Course Trail, Loch Ness Court and Morris Trail.

10. The proposed development will put considerable strain on existing infrastructure such as the water supply in terms of volume and water pressure. A Proposed supplemental pumping station has been approved by the city for installation in 2018. This proposed Station will now be ineffective due to the substantially increased demand.

11. Public transportation will have to be developed for the community, including bus stops and signage. These facilities will have to be installed on **both sides** of Daimler Parkway impinging on the current community and its services. Further, the addition of public transit buses to Daimler Parkway will create hazardous traffic patterns at the intersections of Perth St. and Old Course Trail with Daimler Parkway.

12. The Highlands Residence Association Community Center, fronts on and is accessed from Daimler Parkway. The proposed Commercial and Rental buildings proposed for the lands facing the community center will not only greatly increase traffic flow but also create an extremely busy and hazardous traffic pattern for these installations.

13. The Highlands Residents Association currently has an agreement to draw water for irrigation directly from the existing irrigation ponds immediately adjacent to the existing Golf Course Club House. The proposed development includes changing these irrigation ponds to flood water management areas. Does this mean that the Highlands Residents Association will lose its existing water supply.

Rachelle Larocque

From: đШĕęĩĕůĕ ŧĺĺĵĵĵĩĕĕ ĺШĕęĩĕůĕ Џĕĺĺĵĵĵĩĕĕ wĕlľ 9ҽıc᾽ >
Sent: Apŗĵl 12, 2018 2:02 PM
To: Ř᾽ cШĕęllĕç ᾽ ĩĵĵĵc! " ĕ
Subject: #$: Pĩĵĵpĵ ůĕęҽı9ĕw ҽęĕ%ĕlĵ p&ĕ9ĺľ ĺl' " 9ĺĕęĩĵůPĵ i9ĺĕę

From: TP-LINK-AAC8
Sent: April 12, 2018 11:57 AM
To: mayor <mayor@welland.ca>
Subject: Proposed new development at Hunters Pointe

Sir
Just moved into Hunters Pointe end of August 2017 from Georgetown ON. Love it here. Just heard that the golf course Hunters Pointe has been sold to a developer that is going to put in 1200 houses. Our water pressure right now is very low. Just wondering if a new system for more water etc will also be upgraded to meet needs. Also roads, schools etc. Will this all be addressed before ground is broken for new planned development? Really concerned about our new found lifestyle being impacted by this proposed development right in our back yard.

Thank you.

Wrights
77 Berwick Trail
Welland On

Sent from my BlackBerry® PlayBook™
www.blackberry.com

Rachelle Larocque

From: Michael
Sent: AprLLL4, 2018t7:40tAd
To: pũt9ę̃ĵLLęę̆ĵLLę@w' llũn 9ę̃ũ!tLn"9 Lĵ,ũrę̆L@w' llũn 9ę̃ũ!tĵ ũ"Lr@w' llũn 9ę̃ũ
Cc: #ũ$LL,$nLL&t' L(' rt)' ll; ' Lg' r ' ' "nLld*!t' L**t+ p*Ln!t%ũn rũt, ĵ̃Lĵ ũ*!t- "nn . llis!t - ' n "t- Lntn' r!tAn r' w Sw' ' n' "!t/w' ĵ̃rli@ę̆Lg' ę̆L9ę̃ũ!td ũrgũr' t 0' itĵ̃!t0 ę̆ę̆ĵ̃' ttũt !t pĵ &ũrn' r@ĵ̃Lt ũil.cLĵ !t' L(' rt 0 ę̆ę̆ĵ̃' ttũ!t* *ũnĵ LrL @ĵ̃Lt ũil.cLĵ !t, ĵ̃' r' *ũt #r ĵ ĵ Ln !t(wleitę̆ĵ̃@glo(ũls' r$ .n' t!trũę̆ĵ̃' lle.larLę̆1 ' @w' llan 9ę̃ũ!t2LLĵt#B rũ LL2t
hainesm@ndp.on.ca; george.marshall@niagararegion.ca;
paul.grenier@niagararegion.ca; tPoppy Zozula; Michael Zozula;

Subject: : nt' r*t8LLt' tAppllę̆ĵ̃tLĵnt, LLt<t2=, 414418007
Attachments: 3 (ð ętLĵn*ttLttĵ̃' tAppllę̆ĵ̃tLĵnt/Lrt# rũ/tt8lũntL/t% (Lĵ,t,Lĵn9L t!t0 ę̆ę̆ĵ̃' ttũ>: Lĵ' *4- Lt*>
)' *t>? Lĵ ĵ nLt,>#' $' lLpĵ' nt48r' **>' l' ũ*' .p /

Importance: : Lĵ̃

Dear Mayor and Ward 4 Councillors,
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Regards, Michael Zozula

From: Michael
Sent: Tuesday, April 3, 2018 3:03 PM
To: pat.chiocchio@welland.ca ; tony.dimarco@welland.ca

Cc: David Snook ; Robert Bell ; Roger Reynolds ; Ross Jepson ; Sandra Thomas ; Wynn Ellis ; Wendy Wontner ; Andrew Sweeney ;Margaret Leith ; Lucchetta Ed ; ; Robert Lucchetta ;
Theresa Drummond ; rachelle.larocque@welland.ca ;
mayor@welland.ca ; 'Jim D'Orazio' ; hainesm@ndp.on.ca
Subject: Fw: New development

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Sent: Tuesday, April 3, 2018 12:52 PM
To: quinnruth13@yahoo.com
Cc: kent taylor ; Ken Cunningham ; Radek & Krystyna Miedzyblocki ; Moira Lee ; Gord Mills ;
george daer
Subject: New development

Ruth

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The email of the woman coordinating the Public meetings and submissions is Rachelle Larocque, her email is rachelle.larocque@welland.ca

See you soon

Brian

Rachelle Larocque

From: Michael
Sent: AprLЦ22, 2018ŧ7:28ŧAđ
To: rūĕĵ" lľ .lūrЏĕq ' @w' llūnd9ę̆ū
Cc: pat.chiocchio@welland.ca; tony.dimarco@welland.ca; mayor@welland.ca; #ĵЏ̊ģū$ŧManney; David SnookWendy Wontner;

Subject: -. / A0/' $ld n $1ŧ ęЏndŧAĕę̆ $$ŧ2r' 0ęЏndLЦЊn$ŧ34Ц¿5ŧ26#0170180089

Dear Rachelle,
I trust you have taken the following points into your report as they are very serious reasons to halt any consideration for Re-zoning and harm to our community!
Regards, Michael

The 2nd access cannot be short-sighted, the proposed overpass is unacceptable.

There must be a bi-directional access from and to the 406 (cloverleaf).
It has to be in place before construction is started on the re-development of Hunter's Pointe. It needs to be like the Merritt Road overpass NOT the Port Robinson overpass that they are talking about.

The current Daimler access was never designed for high traffic (construction / trucks / soil removal). The rail line has been approved for the movement of sulphuric acid and in the event of a catastrophe there would be no access in or out of 100% of our development.
A rail/road underpass would be another costly proposition and condition for the developer to bear.

The timeframe for such builds could be 5-8 years and if they become a **mandatory condition of development** - the developer may get cold feet as the cost would be significant.

This approval is being rushed through to avoid this kind of condition and if we fail to make it a pre-condition, we run the risk of it being approved and nothing will be done for alternate / 2nd accesses.

IN THE MATTER OF the Application for proposed redevelopment of Hunters Pointe Golf Course Lands, Parts of Lots 19 and 20, Concession 1, 2, 3 and 4, Registered Plan 59R-10530, Welland, ON, Applications for Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision;

City of Welland Official Plan and Zoning By-law Amendment Applications OPA.16 and 2018-01, Draft Plan of Subdivision 26T-14-18003;

I, **JOHN PERRY**, of the Town of Fort Erie, in the Regional Municipality of Niagara make oath and say as follows:

1. I am the principal of Professional Planning Services Inc., a company working in the field of land use planning and consulting. Personally, I am a Registered Professional Planner and attached hereto as **Exhibit A to** this my affidavit is a copy of my Curriculum Vitae.

2. Also attached hereto as **Exhibit B** to this my affidavit is a copy of signed Acknowledgment of Expert's Duty relating to any opinions that I may express in this affidavit with respect to the area of my expertise.

3. On or about the 7th day of September, 2010, I was retained by 1276304 Ontario Inc. to provide planning and consulting services with respect to the property owned and operated by them known as Hunters Pointe Golf & Country Club.

4. With respect to the delivery of those services, I was advised by the company's President, Sandy Billyard that the owners of the golf course wanted to look at the potential development of part of their lands for residential purposes near and abutting to the existing clubhouse which fronts on Daimler Parkway at the northerly area of their property south of that roadway.

5. After my preliminary meeting with Mr. Billyard, I did some basic research on the parent documents that might affect the subject property such as the Official Plan of the City of Welland, the zoning by-law that regulated the area and the Regional Policy Plan. Through those documents, I determined that:

   - Through the Regional Policy Plan, I determined that the property was within the so-called "urban boundaries" of the City of Welland and therefore development to urban uses would not be an obstacle under the upper tier Municipality's documents;

   - From the Official Plan of the City of Welland, I also confirmed that the lands were within said urban boundary and that they were currently designated as "open space" and privately held as such;

   - Through the zoning by-laws of the City of Welland, I determined that the property was also zoned open space and that the current operation of a golf course was a permitted use;

- I already knew that Welland was identified as a "Urban Growth Centre" under the Growth Plan for the Greater Golden Horseshoe and I then determined that the lands were identified as being within the "delineated built-up area" of Welland;

- From the Engineering Department of the City of Welland (and obviously this could be seen by the development that had already taken place to the North and East), municipal sanitary sewers and municipal water and other services were available at the boundary of the subject property and as was excellent access through a major intersection between Daimler Parkway and the Highway 406. I reported this to my client and indicated that on a primary basis, there appeared to be no substantial issue as to the developability of the site for urban uses subject to the usual studies that we would have to conduct as to traffic, servicing capacity, environmental impact questions, etc.

6. As part of my report, I indicated to our client what would be needed to proceed with an Application for Development including all the underlying studies which would be needed to support the application from a use and viability point of view and for the protection of the natural heritage if that occurred on the site. I was given instructions to retain the services of engineers to study the issue of services, a traffic engineer to assess the impact of traffic impact of development, and a natural heritage specialist to review that aspect of the potential development.

7. My client's plans at the beginning of the retainer was to possibly look at the redevelopment of a portion of the site of approximately 20-25 acres which also included the clubhouse. At that point, the intent of the client was to try to engage the potential development as part of the retirement community that had already been developed by moving the retirement progression from standalone residence and townhouses to facilities that provided potential extended and ancillary care. In addition to that which was planned to take place adjacent to the existing clubhouse which was a large and very substantial facility, we looked at potentially including some single family and semi-detached housing to the West and South of the clubhouse.

8. As typical in the City of Welland and throughout Ontario, when a proposal of this nature is intended to go forward, a pre-consultation meeting is required. I requested such a meeting of the City of Welland Planning Department and on January 17, 2013, I attended that meeting together with the principal, Sandy Billyard and counsel for the company, Victor Muratori. Attached hereto as **Exhibit C** to this my affidavit is a copy of the minutes of that meeting. Although Page 5, the signature page does not indicate the attendance of Sandy Billyard and Victor Muratori, I can confirm that they were in fact present with me at that meeting.

9. As the minutes of the meeting indicate, the intent was to redesignate the lands to a residential designation under the City's Official Plan. The minutes also confirm that we were dealing with lands within the urban area. At the meeting, no one suggested or

indicated contrary to the position that we had determined, that these lands were also within built urban boundary of the City of Welland.

10. There was no discussion indicating that urban development or conversion of the golf course to residential uses was not a valid potential use of the property. The only comment made in connection with our proposal was made by Scott Richardson of the engineering department of the City dealing with infrastructure services. Mr. Richardson indicated that white it was not part of our proposal, if development went to the most southerly end of the Property (there is an unopened road allowance that crosses the property) a secondary access point across Hwy 406 would be required. He indicated that from a municipal point of view, it would have been preferable to know whether the conversion was for just part of the golf course lands or for all of them so that the Municipality could better plan on a long term basis for any necessary infrastructure for the total site which was over 200 acres including planning for such under the *Development Charges Act*. It was indicated in reply that at that point, the proposed plan was only for part of the subject lands. As Page 3 of **Exhibit C** indicates, the City identified the documents necessary to support the proposed application which required the engagement of specialists in each field that I had already indicated to the client. I received instructions to engage professionals to complete a preliminary environmental site assessment including air quality and vibration study, a municipal servicing study by qualified municipal engineers, storm water management plan and a traffic and impact analysis. All of these experts were retained by me on behalf of the client.

11. The preliminary results of these studies indicated as follows:

Traffic

The "twinning" of Highway 406 south to Main Street, Welland was underway which would create a full movement overpass over Daimler Parkway and a four lane access to Daimler Parkway as part of that intersection. That access also included a crossing over a CN spur railway of very limited use with only short commercial train traffic movements of an average of 2.6 trains per day. On a preliminary basis, traffic was not an issue.

Sanitary Sewer Service

Our engineer reported that there was capacity in the existing sewer system of the approximate potential of 400 housing units after accommodating the committed services to the so-called "Central Village", a draft approved plan to the East of the subject lands. Our engineers also identified that the current sanitary sewage system was "sleeved" under the highway overpass and capacity could be increased within the sleeve if and when needed.

Municipal Water Supply

Our engineers identified that while quantity of municipal water was not an issue, there was a water pressure issue which the Municipality had already recognized and it was part of

their planned infrastructure upgrade to increase the pumping capacity to the line serving the area east of Highway 406 in the so-called Hunters Pointe neighbourhood.

Environmental Site Assessment

Our expert indicated that while there may be some constraints along the most northerly boundary of the property (not where we were proposing to develop) where it bordered the Welland River, those constraints were typical of and could be accommodated with the appropriate setbacks, however was not an issue to be discussed at this stage of development since we were a very long distance away from the area. The balance of the site, they found, was primarily made up of material which had long ago been excavated to create the Welland Ship Canal and therefore was highly disturbed and unlikely to give rise to any natural or historic heritage issues. Everything on the site that we were proposing did not appear to have any such constraints.

Noise and Vibration Study

Our expert indicated that a noise and vibration study would be necessary because of the proximity of Highway 406 and the previously mentioned railway line. However, neither represented an impediment to development.

Storm Water Management Plan

Our engineers indicated that the storm water management for our proposed area was effectively already in place in the form of a very large pond feature that was built as part of the golf course and was currently also being used for storm water detention by the residential development to the East. There was capacity within that facility to accommodate what we were proposing.

12. By the Spring of 2014, the clients plans had evolved to the point where we now had some physical plans of proposed structures that would provide greater information especially with respect to the proposed retirement facilities for both independent and assisted care that would adjoin the existing clubhouse. I felt that this required a further pre-consultation meeting with the Municipality and on April 17, 2014, we attended that meeting. Attached hereto as **Exhibit D** to this my affidavit is a copy of the minutes of the April 17, 2014 pre-consultation meeting. The general information remained essentially the same other than the description of the proposed development included the proposal of two 5-storey buildings to be on either side of the existing clubhouse (which was intended to act as the activities centre for the two buildings) which was now a part of the proposal. There continued to be also as part of this, a component of both single family and multiple family residences on approximately 20 acres of the subject property. The requirement for studies on Page 3 of Exhibit D were slightly changed so that a geotechnical report for existing soil might be required (because of the existence of the fill from the excavation date of the Welland Ship Canal), air quality noise study was modified to ask for an addendum for mitigation measures, storm water management was set back to site plan and a gas well study was requested if necessary. In addition, at Page 4, the owner's request for water pressure

information was specifically highlighted. At that meeting, not only was I present but also the owner Sandy Billyard and the architectural firm that had prepared the architectural renderings for the proposed buildings. Attached to those minutes was an e-mail from Brian Purins of the engineering department indicating that the traffic department had no concerns at this point.

13. Through much of 2014 and all of 2015, the client was engaged in trying to market the property for sale as partially for development purposes with a golf component. He engaged the services of one Stephen Kaiser to assist in that marketing and I had several discussions and meetings with Mr. Kaiser to explain the development status of the subject property. Mr. Kaiser told me that there was a huge amount of misinformation going around as to the development potential of the property: that it was agricultural/open space and could not be developed for residential purposes. I explained to him that this could be no further from the truth. The lands were specifically identified both under the Growth Plan and Regional documents as being inside the so-called "delineated built-up boundary" which indicated clearly that this was an area where population and employment growth was to take place by way of intensification. I indicated to Mr. Kaiser and I wrote to him to that effect that the information he was receiving was inaccurate.

14. By the summer of 2016, it was clear that the client wanted to dispose of the whole property and that golfing operations were no longer a viable alternative. I was instructed to change the application process to deal with the whole of the property. The issue of how the development might take place as part of a senior's community was abandoned as not being relevant in the context of dealing with the full 208 acres. I contacted the City of Welland and arranged for a new pre-consultation meeting to deal with it. Attached hereto and marked as **Exhibit E** to this my affidavit is a copy of the minutes of the pre-consultation meeting of August 18, 2016. The essential changes indicated in the minutes are as follows:

    - The need to put into both medium, low and high density residential provisions as part of an Official Plan Amendment;

    - Put the whole of the property into a residential zone;

    - Discuss with the Municipality a second means of access at the South which was a comment previously raised by Scott Richardson at the very first meeting;

    - Expand the sewer capacity to the Regional level to determine capacity at treatment plants. The major change highlighted in these minutes and in subsequent conversation was as development moved further South, the requirement of a secondary access crossing Highway 406 would become evident. This had already been identified with respect to the southerly lands owned by the developer to the East of the subject property.

15. Meanwhile, the studies that were being undertaken were enlarged and were being completed. Before the date of actually filing an application with the Municipality the client informed me that they had entered into an Agreement of Purchase and Sale with a

Purchaser for the whole of the property under which terms the Purchaser had the right to assume control of the application process. I was asked to cease going forward with the process and have since done nothing further in the form of actual application.

16. The property in question is ideally suited for urban development and in fact being located within the so-called "delineated built up area" pursuant to both the 2006 Growth Plan and now the newly revised 2017 Growth Plan, it is property principally identified for intensification within any Municipality that is located inside the plan for the Greater Golden Horseshoe. In fact, these areas were primarily identified for intensification within "settlement areas".

17. The property is also ideally suited for such purposes because of the availability of existing infrastructure already servicing the general area to the North and East of the subject property. While obviously there will be requirements for upgrades to existing infrastructure, those upgrades are normal when an expansion of development occurs and are to be expected as such. There are no major constraints that were identified in any of the studies that we completed from a natural or historic heritage point of view. The property has excellent major transit connections for movements of people both North and South and East and West. It is located in close proximity to one of the largest commercial intensifications in the whole City of Welland and therefore obviates major traffic movements to access those goods and services. It is also in travel time extremely close to the other major centres of the Niagara Peninsula (St. Catharines, Niagara Falls) and therefore again facilitates access to the services provided by those communities.

18. In my opinion, this remains an ideal site for urbanization and the use of the site for purposes of a golf course is really inconsistent with the whole thrust of the Growth Plan for the Greater Golden Horseshoe.

AND I make this solemn Declaration conscientiously believing it to be true and knowing that it is of the same force and effect as if made under oath.

DECLARED before me at the City)
)
of St. Catharines, in the Regional)
)
Municipality of Niagara, this 27th)
) **JOHN PERRY**
day of April, 2018.)

A Commissioner, etc.

Professional Planning Services Inc

313 Elmwood Avenue
P.O. Box 208
Fort Erie ON
L0S 1B0

CURRICULUM VITAE

John Perry RPP

CURRENT POSITION

Director of Professional Planning Services Inc. (Established 2003)

PAST POSITION

Manager of Development Approvals (7 month contract 2011)
Town of Fort Erie

PAST POSITION

Member of the Committee of Adjustment – City of Welland 2003-2010
Member of the Committee of Revision – City of Welland 2003-2010

PAST POSITION (September 2005 to September 2006)

Senior Development Planner (1 year contract)
Town of Fort Erie

PAST POSITION (February 2004 to February 2005)

Senior Development Planner (1 year contract)
Town of Fort Erie

PAST POSITION (October 1991 to July 2002)

Town Planner
Town of Niagara-on-the-Lake

Length of Experience

11 years

PAST POSITION (October 1973 to October 1991)

Planner II, Implementation Division
Planning Department
City of St. Catharines

THIS IS EXHIBIT "A"
REFERRED TO IN THE AFFIDAVIT OF
JOHN PERRY
SWORN BEFORE ME THIS 27th
DAY OF APRIL 2018

A Commissioner, Notary Public, Etc.

Professional Planning Services Inc

313 Elmwood Avenue
P.O. Box 208
Fort Erie ON
L0S 1B0

Length of Experience

18 years

ACADEMIC QUALIFICATIONS

Architectural Construction Technician Diploma, Niagara College, 1969

Honours B.A. Geography and Urban Studies
Brock University, 1973

Certificate of Acoustic Technology and Land Use Planning
Ministry of the Environment, 1977

PROFESSIONAL ASSOCIATIONS

Member, Ontario Professional Planners Institute
Registered Professional Planner

AREAS OF EXPERIENCE

Official Plans
Prepare, supervise and instruct staff in the preparation of planning reports and Official Plan amendments to implement development applications for both the City of St. Catharines and the Town of Niagara-on-the-Lake. Develop policies for inclusion into the Official Plan on topics such as estate wineries, bed & breakfast, archaeological resources, etc. Prepare policies and supervise the development of the Town of Niagara-on-the-Lake Official Plan including all components, maps, and appendices. Develop and conduct a public participation program to build a consensus to a successful plan. Prepare policies for the Town of Fort Erie Official Plan Review on servicing, residential uses and neighbourhood development and cultural heritage. Prepare applications to amend the Official Plan for select clients as a planning consultant including supporting planning justification reports and streetscape studies.

Zoning By-laws
Prepare, supervise and instruct staff in the preparation of planning reports and Zoning By-law amendments for the consideration of Council to implement development applications for the City of St. Catharines, the Town of Niagara-on-the-Lake and the Town of Fort Erie. Prepare comprehensive area by-laws for Port Dalhousie and the Glenridge area in St. Catharines and develop a public participation program. Prepare a draft comprehensive zoning by-law for the City of St. Catharines. Conduct Zoning studies for selected areas of the City of St. Catharines. Prepare application to amend a

Professional Planning Services Inc

313 Elmwood Avenue
P.O. Box 208
Fort Erie ON
L0S 1B0

Zoning By-law for select clients as a planning consultant including supporting planning reports

Subdivisions, Condominiums & Consents

Prepare, supervise and instruct staff in the preparation of planning reports for the consideration of Council and the Committee of Adjustment to implement applications for the division of property for the City of St. Catharines, Town of Niagara-on-the-Lake and the Town of Fort Erie. Supervise and instruct staff in the processing of applications from the date of submission to final registration. Develop standard forms for subdivision agreements. Prepare applications for subdivision and consent approval for select clients as a planning consultant and assist in addressing conditions of draft plan approval and conditions of a provisional consent

Minor Variance

Prepare, supervise and instruct staff in the preparation of planning reports for the consideration of the Committee of Adjustment for minor variance applications for the City of St. Catharines, Town of Niagara-on-the-Lake and the Town of Fort Erie. Prepare applications for a minor variance or consent for select clients as a planning consultant

Ontario Heritage Act

Prepare, supervise and instruct staff in the preparation of planning reports for consideration of the Municipal Heritage Committee for heritage permits under Part IV or V of the Ontario Heritage Act.

Site Plan Control

Prepare, supervise and instruct staff in the preparation of planning reports for the consideration of Council to implement site plan applications for both the City of St. Catharines and the Town of Niagara-on-the-Lake. Supervise and instruct staff in the processing of applications from the date of submission to final registration. Develop standard forms for site plan agreements. Prepare applications for select clients for Site Plan approval and assist in addressing issues towards the registration of the site plan agreement.

Expert Testimony

Since 1974 I have given evidence before the Ontario Municipal Board as a Professional Land Use Planner. I have also presented evidence and given a planning opinion to Municipal Councils and Committees, the Niagara Escarpment Commission, Committee of Adjustment, Land Division Committee, Land Compensation Board, Ontario County and Divisional Court, Ontario Superior Court of Justice, the Alcohol and Gaming Commission of Ontario and the Conservation Review Board.

Ontario
Local Planning Appeal Tribunal
Tribunal d'appel de l'aménagement local

ACKNOWLEDGMENT OF EXPERT'S DUTY

Case Number	Municipality
	Welland

Official Plan and Zoning By-law Amendment Applications OPA.16 and 2018-01, Draft Plan of Subdivision 26T-14-18003

1. My name is John Perry (*name*)
   I live at the Town of Fort Erie (*municipality*)
   in the Regional Municipality of Niagara (*county or region*)
   in the Province of Ontario (*province*)

2. I have been engaged by or on behalf of 1276304 Ontario Inc. (*name of party/parties*) to provide evidence in relation to the above-noted LPAT proceeding.

3. I acknowledge that it is my duty to provide evidence in relation to this proceeding as follows:

   a. to provide opinion evidence that is fair, objective and non-partisan;

   b. to provide opinion evidence that is related only to matters that are within my area of expertise; and

   c. to provide such additional assistance as the LPAT may reasonably require, to determine a matter in issue.

4. I acknowledge that the duty referred to above prevails over any obligation which I may owe to any party by whom or on whose behalf I am engaged.

Date April 27, 2018

Signature

THIS IS EXHIBIT "B"
REFERRED TO IN THE AFFIDAVIT OF
JOHN PERRY
SWORN BEFORE ME THIS 27TH
DAY OF APRIL 2018

A Commissioner, Notary Public, Etc.

Pre-consultation Meeting Form

City of Welland

Niagara Region
Niagara Peninsula Conservation Area

Persons intending to make an application for a proposed development are required to consult with planning staff prior to submitting an application. A pre-consultation meeting will identify what is required to be submitted for a complete application and will provide the opportunity to discuss:

- the nature of the application;
- development and planning issues;
- fees;
- the need for information and/or reports to be submitted with the application;
- the planning approval process;
- other matters, as determined.

Pre-Consultation Meeting Date: Jan 17, 2013

Site Address: S. of Daimler Pkwy east of Highway 406 **Approximate Land Area (metric):** _____

Site Legal Description: _____

Owner Contact Information:

Name of Owner: 1276304 Ont Inc.

Phone Number: _____ Email: _____

Principal Contact: John Perry

Phone Number: _____ Email: _____

Application Type:

- ☐ Regional Official Plan Amendment
- ☒ Local Official Plan Amendment
- ☐ Draft Plan of Subdivision
- ☐ Consent (Land Severance)
- ☐ Site Plan Approval
- ☐ Draft Plan of Condominium
  - o Vacant Land & Common Element
  - o Conversion
  - o Other
- ☒ Zoning By-law
- ☐ NEC Application
  - o Amendment
  - o Dev't Permit

1. Brief description of proposed development:
   - Redevelop portion of golf course lands (club house) for residential uses → Senior's housing @ height of 6-8 stories
   - Appx 120 units

2. Existing Regional Policy Plan Designation: Urban Area

   Conformity with Regional Policy Plan land use designations and policies? : yes ☑ no ☐ unknown ☐

   If 'No', what is the nature of the amendment needed? _____

3. Check All Applicable: ☐ Brownfield ☐ Greenfield ☑ Built-up ☐ NEP ☐ Greenbelt

4. Existing Local Official Plan Designation: Open Space

Conformity with Official Plan land use designations and policies? ☐ Yes ☒ No

If 'No', what is the nature of the amendment needed? Redesignate lands to appropriate Residential designation

5. Existing Zoning: C1-XH

Conformity with existing zoning?: ☐ Yes ☒ No

If 'No', what is the proposed zoning: TBD

6. Is Site Plan approval required? ☑ Yes ☐ No

7. Fees Required at time of Submission of the Application

Application	Local Planning Department	Region of Niagara	Niagara Peninsula Conservation Authority	Other Fees
Local Official Plan Amendment	$4000.00	$3500.00		
Zoning By-law Amendment	incl. in above	$575.00		
Plan of subdivision				
Plan of Condominium				
Consent				
Site Plan Control or Amendment				
Regional Policy Plan Amendment				
Other				
TOTAL	$4100.00	$4075.00		

Notes:

- Notwithstanding the fees noted above, all fees are payable based upon the rate in the fee schedule by-law in effect on the date the application is received.
- Further fees may be required at a later date as per the fee schedule by-law.
- Separate cheques shall be made payable to the appropriate agency.

8. **Additional Agencies to be contacted:**

☐ HYDRO ☐ PIPELINES ☐ NEC ☐ OTHER _____

9. Required Information and Studies to be submitted with the Application(s). Studies identified with an asterisk will likely require a peer review at the cost of the developer.

Local	Region	NPCA	Reports, Studies, Plans (See Notes for additional details)	No. of Copies		Notes
				Elect CD	Paper	
X			Planning Justification Report	1	6	
X			Conceptual Site Plan, Subdivision Plan	1	25	
			Draft Regional Policy Plan Amendment			
X			Draft Local Official Plan Amendment		6	
			Land Use/Market Needs*			
			Urban Design/Landscape Plans			
			Archaeology Assessment			
			Cultural Heritage Impact Analysis*			
			Environmental Impact Study			
			Environmental Planning Study/ Sub-Watershed Study			
			Tree Inventory Preservation Plan			
			Floodplain and Hazard Lands Boundary Plan			
			Geotechnical			
X	X		Environmental Site Assessment	1	6	
X	X		Air Quality/Noise & Vibration Study*		6	confirmation that study is valid
			Agricultural Impact Assessment			
			Farm Operation and Ownership			
			Minimum Distance Separation I & II			
			Mineral Aggregate Resources			
X	X		Municipal Servicing Study	1	6	
			Phasing Plan			
			Sensitive Land Use Report			
			Slope Stability Report			
X	X	X	Stormwater Management Plan	1	6	
X			Traffic/Parking Impact Analysis		6	
			Hydrogeological Study and Private Servicing Plans*			
			Soil report			
			Financial Impact Assessment*			
			Shadow Analysis			
			Shoreline Study/Dynamic Beach			
			Risk Management Study			
			Gas Well Study/Gas Migration Study			
			Wind Study*			
X			Other* PIN Sheet : Deed		1	

10. Additional Comments:

_____

_____

_____

_____

11. Site Visit:

_____

_____

Notes:

1. The purpose of this document is to identify the information required to commence processing and evaluating an application as set out in the Planning Act. This pre-consultation process is designed to proceed based on the mutual agreement of the parties as shown by the signatures below.

2. Pre-consultation does not imply or suggest any decision whatsoever on behalf of staff or the City to either support or refuse the application.

3. The applicant should be aware that the information provided is accurate as of the date of the preconsultation meeting. Should an application not be submitted in the near future, and should other policies, by-laws or procedures be approved by the City, Region, Province, or other agencies prior to the submission of a formal application, the applicant will be subject to any new policies, by-laws or procedures that are in effect at the time of the submission of a formal application. If an application is not submitted within 1 year, it is advisable that the applicant confirm with the City the directives of the original preconsultation meeting.

4. Any application submitted without the information identified in this Pre-consultation Document will be deemed incomplete and not processed. Alternately, staff may recommend refusal of the application based upon insufficient information to properly evaluate the application.

5. The applicant acknowledges that the City and Region considers the application forms and all supporting materials, including studies and drawings, filed with any application to be public information and to form part of the public record. With the filing of an application, the applicant consents and hereby confirms that the consent of the authors of all supporting reports have been obtained, to permit the City and Region to release the application and any supporting materials either for its own use in processing the application, or at the request of a third party, without further notification to, or permission from, the applicant.

6. It is hereby understood that, during the review of the application, additional studies or information or the need for other applications may be required as a result of issues arising during the processing of the application or the review of the submitted studies.

7. If the City or Region does not have sufficient expertise to review and determine that a study is acceptable, the City may require a peer review. The Terms of Reference for a peer review is determined by the City or Region and paid for by the applicant.

8. Some studies may require NPCA review and clearance/approval. In this instance the NPCA review fee shall be paid by the applicant.

9. All plans and statistics must be submitted in metric.

Signatures:

SUE MABEE Planning Staff	Planning Staff (signature)	Jan 17/13 Date
Planning Staff	Planning Staff (signature)	Date
Infrastructure Svc. Staff	Infrastructure Services (signature)	Jan 17/13 Date
Lindsay Earl Regional Staff	L. Earl Regional Staff (signature)	Jan 17/13 Date
Regional Staff	Regional Staff (signature)	Date
NPCA Staff	Conservation Staff (signature)	Jan 17/13 Date
JOHN PERRY Agent	Agent (signature)	JAN 17/13 Date
Owner	Owner (signature)	Date
Other	Other (signature)	Date
Other	Other (signature)	Date

THIS IS EXHIBIT "C"
REFERRED TO IN THE AFFIDAVIT OF
JOHN PERRY
SWORN BEFORE ME THIS 27TH
DAY OF APRIL 2018

A Commissioner, Notary Public, Etc.

Pre-consultation Meetin Form

City of Welland
Region of Niagara
Niagara Peninsula Conservation Authority

Persons intending to make an application for a proposed development are required to consult with planning staff prior to submitting an application. A pre-consultation meeting will identify what is required to be submitted for a complete application and will provide the opportunity to discuss:

- the nature of the application;
- development and planning issues;
- fees;
- the need for information and/or reports to be submitted with the application;
- the planning approval process;
- other matters, as determined.

Pre-Consultation Meeting Date: APRIL 17, 2014

Site Address: 289 DAIMLER PKWY **Approximate Land Area (metric):** 301,564 m^2

Site Legal Description: PLAN 59M-269, BLOCK 168, 170, 172, PT BLK 169, CON 2, PART LOTS 19+20

Owner Contact Information:

Owner of Phone- Number: 1276304 ONTARIO LIMITED (658-6 105)

Principal Contact: RY
Phone Number:

Application Type:

☒ Regional Official Plan Amendment	☒ Draft Plan of Condominium	☒ Zoning By-law
☒ Local Official Plan Amendment	o Vacant Land & Common Element	☒ NEC Application
☒ Draft Plan of Subdivision	o Conversion	o Amendment
☒ Consent (Land Severance)	o Other	o Dev't Permit
☒ Site Plan Approval	☒ Minor Variance	☒ Other

Local Municipal Contact: GRANT MUNDAY **Phone:** 735-1700 X2240 **Email**

1. Brief description of proposed development: → OVERALL RESIDENTIAL SENIOR'S COMPLEX PROPOSED (158 Units)
TWO FIVE STOREY ADDITIONS TO THE EXISTING CLUBHOUSE FOR RESIDENTIAL PURPOSES; CLUBHOUSE TO BE A CENTRAL ACTIVITY CENTRE, 20 ASSISTED LIVING UNITS IN EAST BUILDING; RANDSHELL THEATRE IN ONE BUILDING; DOCTOR OFFICE
- Proposed Senior's Accommodation with 2 Bedrooms,

2. Existing Regional Policy Plan Designation: URBAN
Conformity with Regional Policy Plan land use designations and policies? : yes ☑ no ☐ unknown ☐
If 'No', what is the nature of the amendment needed? _____

3. Check All Applicable: Brownfield ☐ Greenfield ☐ Built-up ☒ N. Escarpment ☐ Greenbelt ☐ Local CIP Area ☐

4. Development Charges: Regional ☑ By-law 62-2012, Local ☑ By-law _____

5. Existing Local Official Plan Designation: OPEN SPACE

Conformity with Official Plan land use designations and policies? ☐ Yes ☒ No

If 'No', what is the nature of the amendment needed? RESIDENTIAL POLICIES REQUIRED

6. Existing Zoning: C1-X4; OS3-X1; EP

Conformity with existing zoning?: ☐ Yes ☒ No

If 'No', what is the proposed zoning: RESIDENTIAL

7. Is Site Plan approval required? ☑ Yes ☐ No

8. Fees Required at time of Submission of the Application

Application	Local Planning Department	Region of Niagara	Niagara Peninsula Conservation Authority	Other Fees
Regional Policy Plan Amendment				
Local Official Plan Amendment	CONCURRENT FEE	$3500.00		
Zoning By-law Amendment	$4340.00	$575.00		
Plan of subdivision				
Plan of Condominium				
Consent				
Site Plan Control or Amendment	$2040.00	$750.00		
Other				
Other				
TOTAL	$6380.00	$4825.00		

Notes on Fees:

- Notwithstanding the fees noted above, all fees are payable based upon the rate in the fee schedule by-law in effect on the date the application is received.
- Further fees may be required at a later date as per the fee schedule by-law.
- Separate cheques shall be made payable to the appropriate agency.

9. **Additional Agencies to be contacted:**

☐ HYDRO ☐ PIPELINES ☐ NEC ☐ OTHER _____

10. Required Information and Studies to be submitted with the Application(s). Studies identified with an asterisk* will likely require a peer review at the cost of the developer.

Local	Region	NPCA	Reports, Studies, Plans (See Notes for additional details)	No. of Copies		Notes
				Elect Digital	Paper	
✓	✓		Planning Justification Report	1	6	
✓			Conceptual Site Plan, Subdivision Plan	1	25	
			Draft Regional Policy Plan Amendment			
✓			Draft Local Official Plan Amendment	1	2	
			Land Use/Market Needs*			
			Urban Design/Landscape Plans			
			Archaeology Assessment			
			Cultural Heritage Impact Assessment*			
			Environmental Impact Study			
			Environmental Planning Study/ Sub-Watershed Study			
			Tree Inventory Preservation Plan			
			Floodplain and Hazard Lands Boundary Plan			
✓			Geotechnical for Soil (at permit or sooner)	1	6	
✓	✓		Environmental Site Assessment Phase I & 2	1	6	
	✓		Air Quality (Noise) & Vibration Study*	1	1	-Addendum / mitigative measures
			Agricultural Impact Assessment			
			Farm Operation and Ownership			
			Minimum Distance Separation I & II			
			Mineral Aggregate Resources			
✓			Municipal Servicing Study	1	2	
			Phasing Plan			
			Sensitive Land Use Report			
			Slope Stability Report			
✓			Stormwater Management Plan (AT SITE PLAN)	1	2	
✓	✓		Transportation Impact Study/Parking Impact Analysis	1	3	
			Hydrogeological Study and Private Servicing Plans*			
			Soil report			
			Financial Impact Assessment*			
			Shadow Analysis			
			Shoreline Study/Dynamic Beach			
			Risk Management Study			
✓			Gas Well Study/Gas Migration Study		1	
			Wind Study*			
			Other* Draft Zoning By-law Amendment	1	2	

11. **Additional Comments:**

- NO NURSING CARE; DOCTOR'S OFFICE & SPA ONLY FOR RESIDENTS OF THE BUILDINGS. - CONSIDERED A RETIREMENT HOME COMPLEX. - CAFETERIA,
- NOISE STUDY WAS COMPLETED; PARKING STUDY COMPLETED.
- PREVIOUS GOLF COURSE (PESTICIDES) → Regional Requires Phase 1 & 2 ESA.
- REGION → GARBAGE COLLECTION TO REMAIN PRIVATE. REGION WILL DO RECYCLING SO PROPER DESIGN REQ'D.
- SIGNIFICANT DCs - See City Website;

12. **Site Visit:** _____

13. **Incentive Programs:**

- Possible Regional Incentives for SENIORS OR AFFORDABLE HOUSING

- Possible Land Use Permit from MTO. * OWNER REQUESTS WATER PRESSURE INFO FROM ENGINEERING.
- BUILDING CLASSIFICATION UNDER CODE.
- ACCESS/TRAFFIC INTO DEVELOPMENT.

Notes:

1. The purpose of this document is to identify the information required to commence processing and evaluating an application as set out in the Planning Act. This pre-consultation process is designed to proceed based on the mutual agreement of the parties as shown by the signatures below.

2. Pre-consultation does not imply or suggest any decision whatsoever on behalf of staff or the municipality to either support or refuse the application.

3. The applicant should be aware that the information provided is accurate as of the date of the preconsultation meeting. Should an application not be submitted in the near future, and should other policies, by-laws or procedures be approved by the Province, Municipality, Region or other agencies prior to the submission of a formal application, the applicant will be subject to any new policies, by-laws or procedures that are in effect at the time of the submission of a formal application. If an application is not submitted within 1 year, it is advisable that the applicant confirm with the municipality the directives of the original preconsultation meeting.

4. Any application submitted without the information identified in this Pre-consultation Document will be deemed incomplete and not processed. Alternately, staff may recommend refusal of the application based upon insufficient information to properly evaluate the application.

5. The applicant acknowledges that the Municipality and Region considers the application forms and all supporting materials including studies and drawings, filed with any application to be public information and to form part of the public record. With the filing of an application, the applicant consents and hereby confirms that the consent of the authors of all supporting reports have been obtained, to permit the Municipality and Region to release the application and any supporting materials either for its own use in processing the application, or at the request of a third party, without further notification to, or permission from, the applicant.

6. It is hereby understood that during the review of the application additional studies or information may be required as a result of issues arising during the processing of the application or the review of the submitted studies.

7. If the Municipality or Region does not have sufficient expertise to review and determine that a study is acceptable, the Municipality may require a peer review. The cost of the peer review shall be paid for by the applicant. The Terms of Reference for a peer review is determined by the Municipality or Region.

8. Some studies may require NPCA review and clearance/approval. In this instance, the NPCA review fee shall be paid by the applicant.

9. All plans and statistics must be submitted in metric.

Signatures:

Planning Staff	Planning Staff (signature)	Date
Rose DiFelicie	Rose DiFelicie	April 17/14
Planning Staff	Planning Staff (signature)	Date
Marvin Ingebrigtsen		April 17/14
Infrastructure Svc. Staff	Infrastructure Services (signature)	Date
Traffic, By-laws & Parking	Traffic, By-laws & Parking (sig)	Date
Lindsay Earl		Apr 17/14
Regional Staff	Regional Staff (signature)	Date
EUGENE CHANKA		Apr 17/14
Regional Staff	Regional Staff (signature)	Date
NPCA Staff	Conservation Staff (signature)	Date
JOHN PERRY		April 17/14
Agent	Agent (signature)	Date
SANDY BILLYARD		April 17/14
Owner	Owner (signature)	Date
JENNIFER MALOE		Apr. 17/14.
Other	Other (signature)	Date
M. Manteiro		4/17/14
Other	Other (signature)	Date

Grant Munday

From: Bryan Purins
Sent: April-17-14 8:47 AM
To: Grant Munday

Hi Grant,
I won't be able to attend the pre-con meetings this morning, I am in CPR training for the day. Traffic has no concerns with the site plans at this point though.

Sent from my BlackBerry 10 smartphone on the Bell network.

THIS IS EXHIBIT "D"
REFERRED TO IN THE AFFIDAVIT OF
JOHN PERRY
SWORN BEFORE ME THIS 27TH
DAY OF APRIL 2018
A Commissioner, Notary Public, Etc.

Pre-consultation Meetin g Form

City of Welland
Region of Niagara
Niagara Peninsula Conservation Authority

Persons intending to make an application for a proposed development are required to consult with planning staff prior to submitting an application. A pre-consultation meeting will identify what is required to be submitted for a complete application and will provide the opportunity to discuss:

- the nature of the application;
- development and planning issues;
- fees;
- the need for information and/or reports to be submitted with the application;
- the planning approval process;
- other matters, as determined.

Pre-Consultation Meeting Date: August 18, 2016

Site Address: 289 Daimler Parkway **Approximate Land Area (metric):** 301.564 m²

Site Legal Description: Plan 59M-269, Blocks 168, 170, 172, Part Blocks 169, Concession 2, Part Lots 19 and 20

Owner Contact Information:
Name of Owner: _____
Phone Number: _____ Email: _____
Principal Contact:
Phone Number:
Email:

Application Type:

- ☐ Regional Official Plan Amendment
- ☑ Local Official Plan Amendment
- ☑ Draft Plan of Subdivision
- ☐ Consent (Land Severance)
- ☐ Site Plan Approval
- ☐ Draft Plan of Condominium
  - o Vacant Land & Common Element
  - o Conversion
  - o Other
- ☐ Minor Variance
- ☑ Zoning By-law
- ☐ Other

Local Municipal Contact: Rachelle Larocque **Phone:** 905-735-1700 x2310 **Email:** rachelle.larocque@welland.ca

1. Brief descri tion of proposed development:

Looking to redevelop the entire golf course into residential development with a mix of single & multiple residential units

2. Check All Applicable: Brownfield ☐ Greenfield ☐ Built-up ☑ Greenbelt ☐ Local CIP Area ☐

3. Development Charges: Regional ☑ By-law 62-2012 Local ☑ By-law 2014-75

4. Existing Regional Policy Plan Designation: Urban Area

Conformity with Regional Policy Plan land use designations and policies? : yes ☑ no ☐ unknown ☐

If 'No', what is the nature of the amendment needed? _____

5.

6. Existing Local Official Plan Designation: Open Space & Recreation

Conformity with Official Plan land use designations and policies? ☐ Yes ☑ No

If 'No', what is the nature of the amendment needed? Will need to put into a medium, low & high density

7. Existing Zoning: OS3-X1 (allows for a golf course)

Conformity with existing zoning?: ☐ Yes ☑ No

If 'No', what is the proposed zoning: Put into a residential zone

8. Is Site Plan approval required? ☑ Yes ☐ No (ONLY IF A PLAN OF CONDOMINIUM)

9. Fees Required at time of Submission of the Application

Application	Local Planning Department	Region of Niagara	Niagara Peninsula Conservation Authority	Other Fees
Regional Policy Plan Amendment	(CONCURRENT)			NPCA's
Local Official Plan Amendment	$4,605.00	$4,000.00	$2,727	SWM $1,730
Zoning By-law Amendment		$875.00	$1,845	GEOT. $1,326
Plan of subdivision	$6,620.00	$4,000 + $875/ha max $18,000	$2,727.00	EIS $2,174
Plan of Condominium				
Consent				
Site Plan Control or Amendment				
Other PHASED SUBDIVISION/ PER PHASE	$1,210.00			
Other				
TOTAL	$12,435.00	$22,875.00	$7,299	$5,230

Notes on Fees: # IF DOING PLAN OF CONDOMINIUM FEE IS $6,620.00 PLUS SITE PLAN AGREEMENT OF $2,165.00 REGION $2000 + $550/PHASE

- Notwithstanding the fees noted above, all fees are payable based upon the rate in the fee schedule by-law in effect on the date the application is received.
- Further fees may be required at a later date as per the fee schedule by-law.
- Separate cheques shall be made payable to the appropriate agency.

10. **Additional Agencies to be contacted:**

☐ HYDRO ☐ PIPELINES ☐ NEC ☐ OTHER _____

11. **Additional Comments:**

→ need to provide NPCA a copy with the EIS that was previously completed – NPCA would like to review watercourses on south end of the property.
→ Fire – access, water supply, response times are an issue – a second means of access @ the south end of the property required – 2nd access off of Oxford. – all buildings constructed into subdivision must be sprinklered

12. **Site Visit:** _____

13. **Incentive Programs:**

_____

_____

_____

→ need to discuss further with the Fire Services Department
→ confirm road widths & turning radius
→ Contact MTO regarding Traffic Impact Study

→ Booster Station being constructed in the next year or two – need to confirm the Booster Station can accommodate this new development – need to look @ hydraulic modeling – may need another line bored underneath the 406 @ Oxford Road.
→ Look @ sewer capacity all the way to the Region's treatment plant
→ Integration with adjacent subdivisions for services – such as garbage, fire, snow, etc.
→ If outletting storm water to the Canal – or increase in flow to Canal – new agreement with Seaway needed
→ Will need to consult with Enbridge

14. Required Information and Studies to be submitted with the Application(s). Studies identified with an asterisk* will likely require a peer review at the cost of the developer.

Local	Region	NPCA	Reports, Studies, Plans (See Notes for additional details)	No. of Copies		Notes
				Elect Digital	Paper	
✓	✓	✓	Planning Justification Report	✓	6	
✓	✓	✓	Conceptual Site Plan, Subdivision Plan	✓	25	
			Draft Regional Policy Plan Amendment			
✓			Draft Local Official Plan Amendment	✓	2	
			Land Use/Market Needs*			
✓			~~Urban Design~~/Landscape Plans	✓	2	
	✓		Archaeology Assessment	✓	2	CONFIRM WITH REGION & MINISTRY
			Cultural Heritage Impact Assessment*			
	✓	✓	Environmental Impact Study	✓	5	
			Environmental Planning Study/ Sub-Watershed Study			
			Tree Inventory Preservation Plan			
			Floodplain and Hazard Lands Boundary Plan			
✓			Geotechnical (AT PERMIT OR SOONER)	✓	6	
	✓		Environmental Site Assessment (PHASE 1&2)	✓	6	
✓			Air Quality/Noise & Vibration Study*	✓		
			Agricultural Impact Assessment			
			Farm Operation and Ownership			
			Minimum Distance Separation I & II			
			Mineral Aggregate Resources			
✓			Municipal Servicing Study	✓		SEWER, WATER, BOOSTER STATION,
			Phasing Plan			
			Sensitive Land Use Report			
			Slope Stability Report			
✓	✓	✓	Stormwater Management Plan	✓	6	
✓	✓		Transportation Impact Study/~~Parking Impact Analysis~~	✓	3	INCLUDE RAIL TRAFFIC
			Hydrogeological Study and Private Servicing Plans*			
			Soil report			
			Financial Impact Assessment*			
			Shadow Analysis			
			Shoreline Study/Dynamic Beach			
			Risk Management Study			
✓			Gas Well Study/Gas Migration Study	✓	1	
			Wind Study*			
			Other*			

Notes:

1. The purpose of this document is to identify the information required to commence processing and evaluating an application as set out in the Planning Act. This pre-consultation process is designed to proceed based on the mutual agreement of the parties as shown by the signatures below.
2. Pre-consultation does not imply or suggest any decision whatsoever on behalf of staff or the municipality to either support or refuse the application.
3. The applicant should be aware that the information provided is accurate as of the date of the preconsultation meeting. Should an application not be submitted in the near future, and should other policies, by-laws or procedures be approved by the Province, Municipality, Region or other agencies prior to the submission of a formal application, the applicant will be subject to any new policies, by-laws or procedures that are in effect at the time of the submission of a formal application. If an application is not submitted within 1 year, it is advisable that the applicant confirm with the municipality the directives of the original preconsultation meeting.
4. Any application submitted without the information identified in this Pre-consultation Document will be deemed incomplete and not processed. Alternately, staff may recommend refusal of the application based upon insufficient information to properly evaluate the application.
5. The applicant acknowledges that the Municipality and Region considers the application forms and all supporting materials including studies and drawings, filed with any application to be public information and to form part of the public record. With the filing of an application, the applicant consents and hereby confirms that the consent of the authors of all supporting reports have been obtained, to permit the Municipality and Region to release the application and any supporting materials either for its own use in processing the application, or at the request of a third party, without further notification to, or permission from, the applicant.
6. It is hereby understood that during the review of the application additional studies or information may be required as a result of issues arising during the processing of the application or the review of the submitted studies.
7. If the Municipality or Region does not have sufficient expertise to review and determine that a study is acceptable, the Municipality may require a peer review. The cost of the peer review shall be paid for by the applicant. The Terms of Reference for a peer review is determined by the Municipality or Region.
8. Some studies may require NPCA review and clearance/approval. In this instance, the NPCA review fee shall be paid by the applicant.
9. All plans and statistics must be submitted in metric.

Signatures:

RACHELLE LAROCQUE Planning Staff	Development Services (sig)	August 16, 2016 Date
Planning Staff	Development Services (sig)	Date
Marvin Ingebrigtsen Scott Richardson Infrastructure Svc. Staff	Development Services (sig)	Aug 16/16 Aug 16/16 Date
M. Mantesso Building Staff	Development Services (sig)	8/16/16 Date
Building Staff	Development Services (sig)	Date

Ali Khan Traffic, By-laws & Parking	Traffic, By-laws & Parking (sig)	August 8, 2017 Date
Denys Prevost Fire Services Brian Kennedy	Fire & Emergency Services (sig)	Aug 18/2016 Date
Pat Burnell Regional Staff	Regional Staff (signature)	Aug 18, 2016 Date
Rory McNeil Regional Staff	Regional Staff (signature)	Aug 18, 2016 Date
Cara Lampman NPCA Staff	Conservation Staff (signature)	August 18, 2016 Date
JOHN PERRY Agent	Agent (signature)	Aug 18 2016 Date
SANDY BILLYARD Owner	Owner (signature)	Aug 18/16 Date
Victor Muratori Other	Other (signature)	18/08/16 Date
Other	Other (signature)	Date

THIS IS EXHIBIT "E"
REFERRED TO IN THE AFFIDAVIT OF
JOHN PERRY
SWORN BEFORE ME THIS 27TH
DAY OF APRIL 2018

A Commissioner, Notary Public, Etc.

IN THE MATTER OF the Application for proposed redevelopment of Hunters Pointe Golf Course Lands, Parts of Lots 19 and 20, Concession 1, 2, 3 and 4, Registered Plan 59R-10530, Welland, ON, Applications for Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision;

City of Welland Official Plan and Zoning By-law Amendment Applications OPA.16 and 2018-01, Draft Plan of Subdivision 26T-14-18003;

I, **ALEXANDER ("SANDY") BILLYARD**, of the CITY OF WELLAND of the REGIONAL MUNICIPALITY OF NIAGARA make oath and say as follows:

1. I am the President of 1276304 Ontario Inc. (the "Corporation") which carries on business as "Hunters Pointe Golf & County Club" and is the owner of that facility which is located in the City of Welland and is more particularly described in a Property Identification Document ("PIN") which is attached as **Exhibit A** to this my affidavit (the "Property").

2. In addition to being the President and a Director, I am a 50% shareholder of the Corporation together with my "Partner" Allan McCleary who owns the balance of the shares of the Corporation.

3. In 1997 I entered into discussion with Daimler Properties Inc. ("Daimler") who were then the owners of not only the "Property" but the balance of all the other land to the West of the Welland Ship Canal south of the Welland River and East of the Highway 406 right-of-way. Daimler had done preliminary designs of a residential development which concentrated that development on the higher ground immediately adjacent the westerly side of the Welland Ship Canal leaving what was to become the "Property" as a 208 acre strip that went from the Welland River to the North to Main Street Welland to the South. Daimler had determined that these lands were surplus to their plans and needs.

4. In 1997 I contacted well known Canadian golf course architect Graham Cooke of Montreal to look at the Property and provide a concept plan for a premium 18 hole golf course.

5. At the same time I put together an informal business plan for the Property to attract potential investors. The key factors to support those plans were:

    - The golf industry was booming in North America and around the world and also in Niagara. That boom is now referred to as the "Tiger Effect" based on the influence of professional golfer Tiger Woods.

    - There was a shortage of so-called premium courses in Niagara. Other than three premium private clubs [St. Catharines Golf and Country Club, Lookout Point Golf Club (Pelham) and Cherry Hill Golf and Country Club (Fort Erie)] the only other 18 hole golf course which could be considered as "premium" were Whirlpool in Niagara Falls which was owned and operated by the Niagara Parks Commission

and Peninsula Lakes Golf Club located in Pelham. The private courses were not available for public play.

- In addition to the population of Niagara a large percentage of the paying public purchasing rounds of golf came from New York State where there was also a shortage of premium public courses. By way of background to this fact, 90% or more of the members of Cherry Hill at that time were Americans and they still form the majority. Likewise a considerable number of the rounds sold at Whirlpool and Peninsula Lakes were from New York State.

- The lands which Daimler had kept for residential development were in fact on higher ground bordering the Welland Canal while the Property was on decidedly lower ground. This configuration reduced the potential conflicts that golf clubs usually have with bordering residential uses.

- Most importantly the lands which Daimler wanted to sell we were told were within the so-called "urban boundaries" of the City of Welland and could be developed for urban uses.

- The other lands to the West of the Highway 406 right-of-way were scheduled for so-called "big box" commercial development and in fact today large Walmart and Canadian Tire stores are located there.

6. It was on these basis premises that my good friend Allan McCleary was convinced to become an investor and my partner and we incorporated 1276304 Ontario Inc.

7. The Corporation purchased the Property on or about the 1st day of May, 2000 as is shown in the PIN attached as **Exhibit A** and the golf course opened in that month. The Property comprises approximately 208 acres of which approximately 145 ± acres is currently used as a golf course and the balance, to the far south of the property is vacant land. As previously stated, when we purchased the Property from Daimler we were told and it was later confirmed by our lawyers that all of the Property was within the so-called "urban boundaries" of the City of Welland and therefore it could be developed not only as a golf course but for other urban uses should we desire to do so in the future. This status of being within the "urban boundaries" and the importance to the future potential of the Property was specifically addressed by our lawyer and was reflected in the price we paid to Daimler as opposed to comparable prices then payable for rural lands around the City of Welland. In 1998 we entered into an agreement with Daimler to initially lease the Property with an eventual purchase. Construction of the golf course began in July of 1998 and was substantially completed in late 1999.

8. For the purpose of establishing meaning of the word "premium" as it relates to golf courses we are talking about golf courses designed by a professional golf course architect with innovative and professionally designed features, a higher level of course maintenance. Club house design and features as well as food and beverage operations are also a trademark of "Premium" golf courses.

9. Hunters Pointe was one of the earliest of these types of "premium" golf courses that was started in Regional Niagara but it was quickly followed by other premium golf courses such as: Royal Niagara in Niagara-on-the-Lake (27 holes); The Legends on the Niagara in the City of Niagara Falls (two 18 hole golf courses – Battlefield and Usher's Creek, together with two 9 hole executive courses for a total of 54 playable holes); Sparrow Lakes Golf Club in Welland – 36 hole facility, Grand Niagara Resort located in the City of Niagara Falls, also a premium 18 hole golf course, Thundering Waters, an 18 hole John Daly designed course in Niagara Falls. These were all newly designed and developed golf courses which, were in addition to 5 other existing golf courses which because of their design and features would be considered in the general category of premium (see Paragraph 5 of this, my affidavit). These seven (7) new courses and five (5) existing made a total of 12 premium courses which development happened quickly and almost coincidentally and all of a sudden there was a large surplus of what may be considered premium golf courses in the Regional Municipality of Niagara. This of course caused substantial competitive disadvantages which will be discussed later in this affidavit.

10. As stated above the course opened in May of 2000 to great reviews and broad popular appeal. 2000 and 2001 were successful and profitable years and then came September 2001 (the terrorist attack on the two Towers) and everything changed. As previously stated the market for Niagara Region's golf customers included a very large proportion of American players. In our first two (2) seasons 50% of all our rounds were sold to customers from the USA. This virtually came to an end when the United States mandated the need for a passport for re-entry into the U.S. Well published statistics at the time indicated that less than 30% of U.S. citizens held a current passport. At the same time, the Canadian dollar moved to virtual parity to the US Dollar. It is an equally well known fact that the whole of the tourism industry in Niagara suffered setbacks of attendance and tourist visits.

11. The combination of all of the new premium courses and the almost total lack of U.S. golfers caused green fee rates to literally tumble. This was particularly exacerbated by the reduction of green fees at the Legends owned by the Niagara Parks Commission which were effectively owned by the Province of Ontario. Obviously we track fees and "deals" offered by all golf courses in Niagara. We also know what the operating costs for these facilities are. Without actually seeing anyone else's financial statements it is impossible to know precisely the financial situation in competing golf courses however the golf community in Niagara is pretty small and maintenance and cost statistics are widely published in the industry in general. In my opinion after what happened in September, 2001 no premium golf course in Niagara was making any commercially reasonable return on invested capital and most were not making any profits at all.

12. From 2002 to the current time the Corporation has continuously operated in a loss and since the 2nd year of opening has never had an operating profit much less any return on capital. These annual losses have been well over $100,000.00 per year and in bad weather years have exceeded $250,000.00. In fact, reference is made to **Exhibit A** to this

my affidavit where you will see the 4 mortgages. The initial financing to start the golf club was done through loans from Allan McCleary Investments Inc. and from the Business Development Bank of Canada. From the very start neither I or my partner Allan McCleary have ever taken any salary or payment for all the twenty years of working at this enterprise. Instead, in addition to the initial costs of development, my family and I have had to advance more than $1,700,000.00 of additional money, my partner Allan McCleary in excess of $3,000,000.00 and a McCleary family corporation in excess of $2,500,000.00 to replace the Business Development Bank loan.

13. At one point, the corporation owed the total of $300,000.00 plus of property taxes to the City of Welland which also was repaid by loans from subsequent mortgagees referenced above. Today, the Corporation is in arrears of property taxes to the approximate amount of $100,000.00 +.

14. Over the years, we have attempted a variety of things to try to minimize costs and increase revenue. While we have been able to reduce some costs we have done so at the expense of letting go key employees and reducing operational maintenance which of course in the long term has affected the golf course including the complaints from and loss of membership. Notwithstanding all those efforts we have still never managed to make an operating profit since the initial two years. The operations of a golf course on the property is simply non-sustainable.

15. To add to our financial problems, in 2012 the MTO started to build the overpass interchange of Hwy. 406 and Daimler Parkway as well as the new northbound two lanes of Hwy. 406. These northbound lanes would adjoin the westerly boundary of the Property. After the start of construction MTO staff issued a warning that errant golf balls were being found on the working right-away. We began discussion with the MTO and engaged our lawyer in that regard. We also began to look at what mitigation measures could be implemented to fix the problem. In 2015, as the northbound lanes opened for traffic the MTO issued a Ministerial Direction ordering the closure of all our operations within a 45 metre limit of the MTO lands. This would have affected five (5) golf holes (2,3,4,5 and 15) of the golf course. Attached hereto as **Exhibit B** to this affidavit is a copy of the MTO Direction.

16. Our investigation of various mitigation measures indicated that there were really only two possible solutions. The most efficient and least disruptive to the golf course would have been a high net barrier on poles (typically seen on driving ranges) which would have trapped the golf balls from exiting the Property. The estimates we received to provide the net system was in excess of $1,000,000.00 and this would not even deal with the 15th hole. We simply did not have the money or access to this kind of money. We were barely hanging on.

17. We started our mitigation measure by: planting more trees along our boundary, letting the fescue grass grow as tall as possible and changing the direction of certain fairways (by the way the grass for the fairway was cut) to see if we cold solve this problem. This

would have been the lease expensive solution. It did not work and the MTO continued their complaints.

18. The only other solution was re-alignment of holes and the direction of T-Boxes away from our westerly boundary in hopes that this would at least reduce the number of golf balls going on to the highway. To that we also promised to try to educate our golfers of the imminent danger. On June 30, 2015 our lawyers met with MTO legal and technical staff in the MTO offices in Winona to present our plan, the only one we could possibly afford. Representatives from City of Welland staff were also present. MTO staff agreed to let us test our plan on the understanding that this was not be taken as acceptance. They would continue to monitor the number of golf balls going on to the MTO right-of-way.

19. After receiving the registered notice in 2015 from the MTO whereby they were asking us to close all holes within 45m of the MTO Right of Way we changed the 3rd hole par 5 into a short par 3. We also shortened the 4th hole into a drivable par 4. This move was done as a temporary measure and was in place until the end of the 2015 season. We were bashed repeatedly on social media outlets harming our business as a result. We decided to renovate the affected golf holes in November 2015 making sure that all of our **new** tees and green were all outside of the 45m MTO zone. This was done at a cost of $30,000 - money we didn't have. We tried to get as much done for as little as possible and have the changes ready for play in the spring of 2016. The golfing public did not like our renovations and once again took to social media being extremely critical.

Alternative Plan

20. By 2005 my partner and I began serious discussion for alternate plans. He advised me that he had serious health problems and that he had reached the limits of his financial ability to fund future losses. We also had to acknowledge that there seemed to be no visible turn around to profitability. We determined that unless we could find a new financial partner for golf operations our only solution was the sale and/or development of the golf course or part of it.

21. In 2006 we engaged our lawyers to examine our alternative for planned development of the Property or some of it. They advised us of the recently released Growth Plan of the Greater Golden Horseshoe (the "GGH"). They told us that:

- The recently released GGH Plan included the City of Welland;
- That Welland had been identified as an Urban Growth Centre and as such was a place that was required to accommodate population and employment growth intensification;
- That the primary focus for growth within each Urban Growth Centre was to be accommodated within the "delineated built area" to be established by each municipality;

- That the Technical Paper for developing the Built Boundary for the Region of Niagara showed our lands as being not only within the urban boundaries but also within the "delineated built boundary" of the City of Welland.

In their opinion our lands were in fact of primary focus for development to accommodate both population growth and employment possibility. Subject only to servicing infrastructure there were no substantial planning reasons why the lands could not be developed. They advised us that the 2006 GGH Plan specifically recommended that by 2015 and each year thereafter a minimum of 40% of all residential development occurring annually within each municipality would occur within the built area.

22. Some time in and around 2008, I heard that the housing development lands to the East of us had been sold by Daimler to an individual by the name of Jim D'Orazio and the D'Orazio Infrastructure Group and Ballantry Homes. I also was told by a resident that the rumour going around the community clubhouse (which is directly across Daimler Parkway from our clubhouse) was that the golf course had also been sold. I decided to contact D'Orazio to see if there was any interest. In 2008 on a date I don't specifically remember, I spoke to Jim D'Orazio about buying our property. He expressed some interest that he would discuss with his partners but nothing ever came from that particular conversation.

23. In 2012 we retained the services of Mr. John Perry, a Professional Planner to assist us with the proposed development of the area surrounding the clubhouse and some 25-30 acres immediately to the southwest of the clubhouse. The intent there was to continue the process of looking at the clubhouse area, the parking to the East of the clubhouse and the lands to the southwest of the clubhouse as a residential uses for seniors housing, retirement facilities and single family residential area. We also retained the services of 2M Architects to provide us with some details and architectural plans for potential retirement apartment buildings to be located to the East of the clubhouse.

24. By 2013 we were seriously behind in our real property taxes and struggling to make ends meet. The only asset that we had was the land on which the golf course was located. Our legal and financial advisors indicated to us that we needed to dispose and/or develop at least a part of our lands in order to meet our financial requirements. They recommended that we proceed with some concrete development plans for at least a portion of the golf course. The golf operations included a very expensive golf clubhouse and restaurant facility. This facility had also been a primary money loser and it was recommended to us that a development plan which included the potential redevelopment of the clubhouse as well as some adjoining lands was the easiest place for us to start our development process because of the immediate proximity to existing sewer and water services.

25. In late 2013, our Planner, John Perry met with the Planning Department of the City of Welland to discuss our proposed plans and to receive any information as to the viability of the site for our proposal. On January 17, 2013, we had our first pre-consultation

meeting with the City of Welland to discuss our proposal. Attached hereto and marked as **Exhibit C** to this my affidavit is a copy of the minutes of that meeting. By 2013, we had also engaged Mr. Stephen Kaiser, a development consultant with respect to reviewing our proposal and developing a potential sales plan for the property as well as its development approval. In April of 2014, Stephen Kaiser met with our Planner, John Perry and as a result of that meeting, Mr. Perry forwarded a letter to Stephen Kaiser indicating the status of the subject site and its potential for development pursuant to the Provincial Policy Statement and Places to Grow Plan. Attached hereto as **Exhibit D** to this my affidavit is a copy of the letter of May 7 from John Perry to Stephen Kaiser.

26. In the Spring of 2014, the plans for the senior's retirement apartments and progressive care facilities had advanced to the point that we had elevation drawings, typical floor plans and the proposed connectivity to the existing clubhouse. It was determined that this constituted a sufficient variation of the earlier plans that we should ask for a new pre-consultation meeting to determine any potential issue of compatibility and/or servicing requirements. Accordingly a new pre-consultation meeting with City staff was scheduled for April 17, 2014. Attached hereto as **Exhibit E** is a copy of the minutes of the pre-consultation meeting of April 17, 2014.

27. Sometime in 2014, Kaiser entered into discussions with Jim D'Orazio, the owner of the residential lands to the East and the owner of the proposed so-called "Central Village". Kaiser's discussions with D'Orazio were that we intended to sell and/or develop at least part of the proposed golf course for residential purposes. D'Orazio indicated to Kaiser and to myself that his preference would be to maintain on the site some aspect of the golf course even if part of the lands were to be developed as residential. Our discussions with D'Orazio were one of completing a sale of either part or all of the Property.

28. On February 23, 2015, D'Orazio sent to me, with a copy to Kaiser, a memorandum of a proposal of what he had in mind with respect to the so-called acquisition. Attached hereto and marked as **Exhibit F** to this my affidavit is a copy of the memorandum of February 23, 2015.

29. Discussions about this memorandum in various conversations relating to the acquisition by the D'Orazio group went on for the months of March, April and May of 2015. In the course of those discussions, I provided him with a copy of the architectural renderings that had been prepared by 2M Architects, copy of our proposed residential plan, financial information as to the operations of the golf course and a copy of the Minutes of the Pre-Consultation Meetings that had occurred on January 17, 2013 and April 17, 2014 (**Exhibit E** hereto) and our proposed plan for some 200 residential units to be located to the southwest of the clubhouse near and including our practice facilities and the 9th hole of the golf course.

30. By early summer, the discussions with D'Orazio were not progressing to anything concrete. He kept talking about finding someone who would lease the golf club and continue to operate as a golf course while we did the development of the clubhouse and about 20-25 acres of the Property. I told Stephen Kaiser that this did not appear to be a

fruitful exercise by any means since it did not provide for any actual dollars to reduce our debt and stabilize our financial situation. I reported the same also to my partner Allan McCleary and our counsel, Victor Muratori. I asked Victor Muratori to contact D'Orazio directly to see if in fact there was any real potential for a transaction. Victor Muratori spoke to D'Orazio and reported to us that he did not believe, based on his conversation with D'Orazio that there was any realistic possibility of any deal there.

31. On August 10, 2015, I received an e-mail from Stephen Kaiser to which was attached a sale proposal for lands located in Hunters Pointe in the Niagara Region. The marketing material from DTZ indicated that the so-called "Central Village" owned by D'Orazio and the South Village, the former draft plan approved and the latter without any such status, was in fact for sale for $9,000,000.00. It also interestingly indicated that "most units will back on to the Hunters Pointe Golf Club or the Welland Canal". This seemed to me to be a somewhat rash statement since by then the future of the Property as a golf course site was in a very decided state of uncertainty. We had told D'Orazio that we were determined to see more development or a sale of the Property. Attached hereto and marked as **Exhibit G** is a copy of that e-mail and the advertisement. The fact that D'Orazio was trying to sell the whole of the Central and South Village developments came as a complete surprise and certainly he had never mentioned this to us.

32. D'Orazio called me and wanted to speak about this matter. I called our counsel, Victor Muratori and asked to be advised as to what I should do. In the meantime we were also speaking to real estate agents who were interested in marketing the Property. I spoke to Victor Muratori and after our discussion, he sent me an e-mail dated Tuesday, August 25, a copy of which is attached and marked as **Exhibit H** to this my affidavit. I decided to listen to the advice and in September of 2015, we listed the whole of the Property for sale with Cushman & Wakefield. As a result of the listing and the advice we received from the listing broker, we decided to struggle and keep the golf course open for the ensuing season.

33. The fact that the Property had been listed with Cushman & Wakefield became known very quickly in the area. We certainly made no secret that our intent was to close down the golf course and proceed with the sale and/or development of the Property. Continuing a golf operation in its current form was simply not an option for us. We were contacted by Cushman & Wakefield that they had received a request for a "package" from a local resident. That local resident was a person by the name of Walter Cardiff who was at the time a golf member of the golf club as well as a local resident in the residential development to the North of us. Attached hereto and marked as **Exhibit I** to this my affidavit is a series of e-mails involving the said Walter Cardiff, Scott Anderson – Senior Vice President of Cushman & Wakefield and my self. As the e-mails make clear, there was no secret that the Property was being marketed for sale and that any golfing would be on a much more reduced scale than anything that was currently in place.

34. In the meantime, any hopes of being able to move forward with a redesigned and smaller golf course and residential development was dimming. There seemed to be no interest in the operation of a golf course. Every time we heard of a potential suitor, it turned out to

be a non-starter. Accordingly and on the advice of our planning consultant and also Cushman & Wakefield, the real estate agency who was marketing the property, we determined that the only reasonable process was to plan for the redevelopment of the whole 208 acres even though we knew that that development would only be processed in stages over a fairly long period of time. This decision was also consistent with the comments we had received from planning staff at the very earliest pre-consultation meeting of January 17, 2013 (see **Exhibit C).** At that time, the issue of a potential secondary access to the lands at the South by means of a flyover bridge over Hwy. 406 had been discussed. Planning staff of the Municipality indicated that if the Municipality were to plan for such a piece of infrastructure by means of funding using a development charge by-law then from a financing point of view, a commitment to the development of the whole 208 acres rather than only part of them would allow for the financial planning of that development charge by-law.

35. In the meantime, I was also approached by Rob and Ed Lucchetta of Lucchetta Homes who were building houses in the D'Orazio subdivision. They indicated that they may be interested in acquiring the Property if they could find investors/developers who would partner with them. Again, I provided them with all of the information about the Property, our various proposals and our intent to proceed with the development of the site. I also sent to Rob Lucchetta a copy of the letter from Professional Planning Services Inc. to Stephen Kaiser which is attached here to as **Exhibit D**. A copy of the e-mail forwarding the letter to Rob Lucchetta is attached hereto as **Exhibit J** to this my affidavit. On October 24, I received an e-mail dated October 24 at 2:20 pm from Rob Lucchetta indicating to me that their partners had decided that they were not interested in going ahead. What was most disturbing however was the fact that Lucchetta suggested that the Property was zoned "agricultural" and is not designated as a "Places to Grow" area. Both of the statements are categorically incorrect. The Property has never been zoned agricultural during our ownership, it is zoned open space and it has always been part of the delineated urban area as required under the Places to Grow plan. I came to the conclusion that there may have been some intention to this misinformation to discourage potential buyers because any reasonable inquiry either to the Municipality or any of the planning documents would have verified what John Perry has said in his letter of May 7, 2014 (**Exhibit D**). Attached hereto and marked as **Exhibit K** are a series of e-mails between myself and Rob Lucchetta that were exchanged on October 24, 2016.

36. In January 2017, the issue of even a golf course on part of the lands had been completely scrapped. There was nothing to indicate that this was viable. We could not afford to enter into a long term lease for either golf carts or course equipment and we were left with simply a short term rental of used equipment for that year. By notice dated January 26, 2017, we sent out a notice to all golf course members about our intention to close and more importantly stating that the closure was intended to make way for a future development of the lands without a golf course on the property and that the restaurant would also be permanently closed. That notice went out on or about January 26. A copy is attached hereto as **Exhibit L to** this my affidavit.

37. In February of 2017, Jim D'Orazio called me again to see if there could be a deal made to at least save part of the golf course as a reduced 9 or 12 hole playable area. On February 3, 2017, I sent Jim D'Orazio an e-mail indicating that we would be prepared to consider a trade/sale consisting of cash and land. Under the e-mail, my suggestion was that: we would get Central Village which he had listed for sale for $9,000,000.00 (see **Exhibit G**), we would get the 30 acres of his lands South of Central Village and we would keep the vacant land South of the golf course (approximately 40 acres more or less). It is to be noted that both the lands South of the Central Village (owned by D'Orazio) and the lands South of the existing golf course (owned by us) we knew could not be developed until a fly over or other access route over the 406 was constructed and finally, we would get $5,000,000.00 in cash. A week later, on February 11, I received a response from D'Orazio indicating that we were still too far apart. It is to be noted that when I sent that e-mail to D'Orazio I valued the proposal I had sent to Dorazio between the valuation of his Central Village and the cash and vacant land at approximately $16,000,000.00. That turned out to be $4,000,000.00 less than the eventual sale price of the Property. I decided that D'Orazio either did not have the wherewithal to purchase the Property and/or that delay was his tactic. My partner and I determined that we would focus on the sale of the lands and on the 30th day of May, 2017, we entered into an Agreement of Purchase and Sale with the Purchaser who is the Applicant on this Application for Redevelopment. Attached hereto and marked as **Exhibit M** is a copy of the e-mails between myself and D'Orazio of February 3, 2017 and February 11, 2017.

38. The golf course will not open this year and in fact, there will be no operational equipment to keep the golf course going. The sprinkler and watering system has been dismantled and has been sold in the used market. Accordingly, there will be no watering of the course and it will remain vacant.

39. I have been involved in the business of golfing most of my adult life. Both I and my brother have owned golf courses and we with some partners currently own the Port Colborne Golf & Country Club which is a much smaller and much more modest golf operation that can operate on a very low cost basis. Based on the competition from government operated premium golf courses (the Legends and Whirlpool owned by the Niagara Parks Commission) and other golf courses that are carrying out their own land development on site (Thundering Waters, Niagara Falls) there simply is no viability for a golf course and clubhouse on the scale of Hunters Pointe. It is simply not viable, at least not in the sense of maintaining the premium status which all of the infrastructure was designed to do.

40. I understand from our lawyers and our planner John Perry that in 2017, the Province reissued a revised version of the Growth Plan for the Greater Golden Horseshoe. This Plan reinforced the provisions of the Growth Plan 2006 and further emphasized the importance of "urban growth centres" of which Welland continues to be identified as one and that they would become focal points for accommodating population and economic growth. The Growth Plan of 2017 further emphasizes that the vast majority of growth is to be directed in "settlement areas that have a delineated built boundary". The Property specifically is identified as such. The Growth Plan of 2017 also specifically provides that

any new "settlement areas" are prohibited in effect until the "delineated built up areas" and lands within existing urban boundaries which are in "undelineated built-up areas" have been substantially developed. Specifically the Growth Plan of 2017 now provides that by the year 2031 and for each year thereafter, a minimum of 60% of all residential development will be within the "delineated built up area". Further, it stipulates that until the Municipal Comprehensive Review is approved and in each year up until 2031, a minimum of 50% of all residential development occurring annually within each Municipality will be within the "delineated built up area". I am further advised by our lawyers that based on the provisions of the Growth Plan for the Greater Golden Horseshoe today, a golf course occupying 200 acres of land located within the "delineated built up area" would neither be consistent with the Provincial Policy Statement or the Growth Plan 2017 and would likely not be approved.

41. Hunters Pointe Golf Club is permanently closed and will not re-open.

AND I make this solemn Declaration conscientiously believing it to be true and knowing that it is of the same force and effect as if made under oath.

DECLARED before me at the City)
)
of St. Catharines, in the Regional)
)
Municipality of Niagara, this 27th)
)
day of April, 2018.)

A Commissioner, etc.

ALEXANDER "SANDY" BILLYARD

PARCEL REGISTER (ABBREVIATED) FOR PROPERTY IDENTIFIER

ServiceOntario

LAND REGISTRY OFFICE #59

64428-0655 (LT)

PREPARED FOR Doan1234

ON 2018/04/12 AT 14:37:20

* CERTIFIED IN ACCORDANCE WITH THE LAND TITLES ACT * SUBJECT TO RESERVATIONS IN CROWN GRANT *

PCL 168-1 SEC 59M269; PT LT 19 CON 3 CROWLAND; PT LT 19 CON 4 CROWLAND; PT RDAL BTN CON 3 & 4 CROWLAND (CLOSED BY BB76851); LT 25 PL 975 CROWLAND; LT 26 PL 975 CROWLAND; PT LT 27 PL 975 CROWLAND; LT 28 PL 975 CROWLAND; LT 50 PL 975 CROWLAND; LT 51 PL 975 CROWLAND; LT 52 PL 975 CROWLAND; LT 53 PL 975 CROWLAND; LT 54 PL 975 CROWLAND; LT 55 PL 975 CROWLAND; LT 56 PL 975 CROWLAND; PT LT 23 PL 975 CROWLAND; PT LT 24 PL 975 CROWLAND; PT LT 29 PL 975 CROWLAND; PT LT 30 PL 975 CROWLAND; PT LT 31 PL 975 CROWLAND; PT LT 32 PL 975 CROWLAND; PT LT 49 PL 975 CROWLAND; PT LT 57 PL 975 CROWLAND; PT TUTTY ST PL 975 CROWLAND (CLOSED BY BB76851) PT 1, 2 & 3 59R10530, EXCEPT PTS 1, 2, 3 & 4 ON SN292618 & PT 1 ON SN304418; T/W PT LT 18 CON 1, PT LT 18 CON 2, PT LT 18 & 19 CON 3, PT LT 18, 19 CON 4, PT RDAL BTN LT 18 & 19 CON 3, PT RDAL BTN LT 18 & 19 CON 4, PT RDAL BTN CON 3 & 4, PT RDAL BTN CON 2 & 3, PT RDAL BTN CON 1 & 2 TWP OF CROWLAND (CLOSED BY BB76851), LT 36, 37, 38, 42, 43, 44, 45 PL 975, PT LT 35, 39, 41, 46 & PT TUTTY ST PL 975, LT 1, 2 PL 979, PT LT 3, 26, 27 & 28 PL 979 OVER PT 8, 9, 10, 11, 12 & 13 59R9399 AS IN RO678270, RO678272, RO678274 & RO678276; T/W PT LT 20 CON 2, PT LT 20 CON 3 & PT RDAL BTN CON 2 & 3 CROWLAND (CLOSED BY BB90236) OVER PT 14, 15, & 16 59R9399 AS IN RO678277; S/T CR20918, RO678137; CITY OF WELLAND

RECENTLY:
DIVISION FROM 64428-0618

PIN CREATION DATE:
2012/01/03

CAPACITY SHARE
ROWN

INSTRUMENT TYPE	AMOUNT	PARTIES FROM	PARTIES TO	CERT/ CHKD
*L DOCUMENT TYPES AND DELETED INSTRUMENTS SINCE 2012/01/03 ***				
TRANSFER EASEMENT *ATTACHED.*			THE HYDRO-ELECTRIC POWER COMMISSION OF ONTARIO	C
TRANSFER EASEMENT			THE CONSUMERS' GAS COMPANY	C
PLAN REFERENCE				C
NOTICE				C
NOTICE *LRO SN489423 ON 2016/11/07 AT 14:07 BY EPP, KATHY.*			THE CORPORATION OF THE CITY OF WELLAND	C
PLAN REFERENCE				C
TRANSFER *NG ACT STATEMENT*	$825,000		1276304 ONTARIO INC.	C
CHARGE	$5,000,000		ALLAN MCCLEARY INVESTMENTS INC.	C
CHARGE	$5,000,000		ALLAN MCCLEARY INVESTMENTS INC.	C
~~CHARGE~~		~~*** DELETED AGAINST THIS PROPERTY *** 1276304 ONTARIO INC.~~	~~BUSINESS DEVELOPMENT BANK OF CANADA~~	
~~POSTPONEMENT~~		~~*** DELETED AGAINST THIS PROPERTY *** ALLAN MCCLEARY INVESTMENTS INC.~~	~~BUSINESS DEVELOPMENT BANK OF CANADA~~	

DJOINING PROPERTIES SHOULD BE INVESTIGATED TO ASCERTAIN DESCRIPTIVE INCONSISTENCIES, IF ANY, WITH DESCRIPTION REPRESENTED FOR THIS PROPERTY.
NSURE THAT YOUR PRINTOUT STATES THE TOTAL NUMBER OF PAGES AND THAT YOU HAVE PICKED THEM ALL UP.

INSTRUMENT TYPE	AMOUNT	PARTIES FROM	PARTIES TO	CERT/ CHKD
66 TO SN72380				
POSTPONEMENT		*** DELETED AGAINST THIS PROPERTY ***		
		ALLAN MCCLEARY INVESTMENTS INC.	BUSINESS DEVELOPMENT BANK OF CANADA	
70 TO SN72380				
PLAN REFERENCE				C
CHARGE	$3,000,000	1276304 ONTARIO INC.	MCCLEARY HOLDINGS LIMITED	C
POSTPONEMENT		ALLAN MCCLEARY INVESTMENTS INC.	MCCLEARY HOLDINGS LIMITED	C
66 TO SN343651				
POSTPONEMENT		ALLAN MCCLEARY INVESTMENTS INC.	MCCLEARY HOLDINGS LIMITED	C
70 TO SN343651				
DISCH OF CHARGE		*** COMPLETELY DELETED ***		
		BUSINESS DEVELOPMENT BANK OF CANADA		
0.				
CHARGE	$600,000	1276304 ONTARIO INC.	1083335 ONTARIO INC.	C
POSTPONEMENT		ALLAN MCCLEARY INVESTMENTS INC.	1083335 ONTARIO INC.	C
66 TO SN493911				
POSTPONEMENT		ALLAN MCCLEARY INVESTMENTS INC.	1083335 ONTARIO INC.	C
70 TO SN493911				

ADJOINING PROPERTIES SHOULD BE INVESTIGATED TO ASCERTAIN DESCRIPTIVE INCONSISTENCIES, IF ANY, WITH DESCRIPTION REPRESENTED FOR THIS PROPERTY.
ENSURE THAT YOUR PRINTOUT STATES THE TOTAL NUMBER OF PAGES AND THAT YOU HAVE PICKED THEM ALL UP.

Ministry of Transportation

Regional Director's Office
Central Region
5th Floor, Bldg D
1201 Wilson Avenue
Toronto, Ontario M3M 1J8
Tel (416) 235-5400
Fax (416) 235-5266

Ministère des Transports

Bureau du directeur régional
Région du Centre
Édifice D, 2e étage
1201, avenue Wilson
Toronto ON M3M 1J8
Tél. : 416 235-5400
Téléc. : 416 235-5266

Ontario

THIS IS EXHIBIT B
REFERRED TO IN THE AFFIDAVIT OF
Sandy Belliveau
SWORN BEFORE ME THIS 23rd
DAY OF April 2018
A Commissioner, Notary Public, Etc.

BY REGISTERED MAIL

June 9, 2015

1276304 Ontario Inc.
289 Daimler Parkway
Welland, Ontario
L3B 6H2

DIRECTION

Dear Sir/Madam,

Pursuant to subsection (5)(a) of section 38 of the *Public Transportation and Highway Improvement Act*, R.S.O. 1990, Chapter P.50, you are hereby directed to remove from your lands bearing Property Identification Numbers 64428-0655 and 64428-0189, forming part of the municipal property at 289 Daimler Parkway, any and all structures that are located upon or within 45 metres of the limit of King's Highway 406 contrary to subsection 2(a) of that section.

Failure to comply with this Direction within 30 days will result in the Minister authorizing any person to enter upon your land to enforce compliance with this Direction. All costs associated with the removal of the structures will be invoiced to you.

If you have any questions regarding this Direction, please contact Tom Hewitt, Head of Corridor Management at (416) 235-3744.

Dated the 9th day of June, 2015

Peter Verok, P.Eng.
Regional Director

Pre-consultation Meeting Form

City of Welland

Niagara Region
Niagara Peninsula Conservation Area

Persons intending to make an application for a proposed development are required to consult with planning staff prior to submitting an application. A pre-consultation meeting will identify what is required to be submitted for a complete application and will provide the opportunity to discuss:

- the nature of the application;
- development and planning issues;
- fees;
- the need for information and/or reports to be submitted with the application;
- the planning approval process;
- other matters, as determined.

Pre-Consultation Meeting Date: Jan 17, 2013

Site Address: S. of Daimler Pkwy east of Highway 406 **Approximate Land Area (metric):** _____

Site Legal Description: _____

Owner Contact Information:

Name of Owner: 1276304 Ont. Inc.

Phone Number: _____ Email: _____

Principal Contact: John Perry

Phone Number: _____ Email: jperry@cogeco.ca

Application Type:

- ☐ Regional Official Plan Amendment
- ☒ Local Official Plan Amendment
- ☐ Draft Plan of Subdivision
- ☐ Consent (Land Severance)
- ☐ Site Plan Approval
- ☐ Draft Plan of Condominium
  - o Vacant Land & Common Element
  - o Conversion
  - o Other
- ☒ Zoning By-law
- ☐ NEC Application
  - o Amendment
  - o Dev't Permit

1. Brief description of proposed development:
   - Redevelop portion of golf course lands (club house) for residential uses → Senior's housing @ height of 6-8 stories
   - Appx 120 units

2. Existing Regional Policy Plan Designation: Urban Area
   Conformity with Regional Policy Plan land use designations and policies? : yes ☑ no ☐ unknown ☐
   If 'No', what is the nature of the amendment needed? _____

3. Check All Applicable: ☐ Brownfield ☐ Greenfield ☑ Built-up ☐ NEP ☐ Greenbelt

4. Existing Local Official Plan Designation: Open Space

Conformity with Official Plan land use designations and policies? ☐ Yes ☒ No

If 'No', what is the nature of the amendment needed? Redesignate lands to appropriate Residential designation

5. Existing Zoning: C1-xx

Conformity with existing zoning?: ☐ Yes ☒ No

If 'No', what is the proposed zoning: TBD

6. Is Site Plan approval required? ☑ Yes ☐ No

7. Fees Required at time of Submission of the Application

Application	Local Planning Department	Region of Niagara	Niagara Peninsula Conservation Authority	Other Fees
Local Official Plan Amendment	$4000.00	$3500.00		
Zoning By-law Amendment	incl. in above	$575.00		
Plan of subdivision				
Plan of Condominium				
Consent				
Site Plan Control or Amendment				
Regional Policy Plan Amendment				
Other				
TOTAL	$4000.00	$4075.00		

Notes:

- Notwithstanding the fees noted above, all fees are payable based upon the rate in the fee schedule by-law in effect on the date the application is received.
- Further fees may be required at a later date as per the fee schedule by-law.
- Separate cheques shall be made payable to the appropriate agency.

8. **Additional Agencies to be contacted:**

☐ HYDRO ☐ PIPELINES ☐ NEC ☐ OTHER _____

9. Required Information and Studies to be submitted with the Application(s). Studies identified with an asterisk will likely require a peer review at the cost of the developer.

Local	Region	NPCA	Reports, Studies, Plans (*See Notes for additional details*)	No. of Copies		Notes
				Elect CD	Paper	
X			Planning Justification Report	1	6	
X			Conceptual Site Plan, Subdivision Plan	1	25	
			Draft Regional Policy Plan Amendment			
X			Draft Local Official Plan Amendment		6	
			Land Use/Market Needs*			
			Urban Design/Landscape Plans			
			Archaeology Assessment			
			Cultural Heritage Impact Analysis*			
			Environmental Impact Study			
			Environmental Planning Study/ Sub-Watershed Study			
			Tree Inventory Preservation Plan			
			Floodplain and Hazard Lands Boundary Plan			
			Geotechnical			
X	X		Environmental Site Assessment	1	6	
X	X		Air Quality/Noise & Vibration Study*		6	confirmation that study is valid
			Agricultural Impact Assessment			
			Farm Operation and Ownership			
			Minimum Distance Separation I & II			
			Mineral Aggregate Resources			
X	X		Municipal Servicing Study	1	6	
			Phasing Plan			
			Sensitive Land Use Report			
			Slope Stability Report			
X	X	X	Stormwater Management Plan	1	6	
X			Traffic/Parking Impact Analysis		6	
			Hydrogeological Study and Private Servicing Plans*			
			Soil report			
			Financial Impact Assessment*			
			Shadow Analysis			
			Shoreline Study/Dynamic Beach			
			Risk Management Study			
			Gas Well Study/Gas Migration Study			
			Wind Study*			
X			Other* PIN Sheet : Deed		1	

10. Additional Comments:

_____

_____

_____

_____

11. Site Visit:

_____

_____

Notes:

1. The purpose of this document is to identify the information required to commence processing and evaluating an application as set out in the Planning Act. This pre-consultation process is designed to proceed based on the mutual agreement of the parties as shown by the signatures below.

2. Pre-consultation does not imply or suggest any decision whatsoever on behalf of staff or the City to either support or refuse the application.

3. The applicant should be aware that the information provided is accurate as of the date of the preconsultation meeting. Should an application not be submitted in the near future, and should other policies, by-laws or procedures be approved by the City, Region, Province, or other agencies prior to the submission of a formal application, the applicant will be subject to any new policies, by-laws or procedures that are in effect at the time of the submission of a formal application. If an application is not submitted within 1 year, it is advisable that the applicant confirm with the City the directives of the original preconsultation meeting.

4. Any application submitted without the information identified in this Pre-consultation Document will be deemed incomplete and not processed. Alternately, staff may recommend refusal of the application based upon insufficient information to properly evaluate the application.

5. The applicant acknowledges that the City and Region considers the application forms and all supporting materials, including studies and drawings, filed with any application to be public information and to form part of the public record. With the filing of an application, the applicant consents and hereby confirms that the consent of the authors of all supporting reports have been obtained, to permit the City and Region to release the application and any supporting materials either for its own use in processing the application, or at the request of a third party, without further notification to, or permission from, the applicant.

6. It is hereby understood that, during the review of the application, additional studies or information or the need for other applications may be required as a result of issues arising during the processing of the application or the review of the submitted studies.

7. If the City or Region does not have sufficient expertise to review and determine that a study is acceptable, the City may require a peer review. The Terms of Reference for a peer review is determined by the City or Region and paid for by the applicant.

8. Some studies may require NPCA review and clearance/approval. In this instance the NPCA review fee shall be paid by the applicant.

9. All plans and statistics must be submitted in metric.

Signatures:

SUE MABEE Planning Staff	Planning Staff (signature)	Jan 17/13 Date
Planning Staff	Planning Staff (signature)	Date
Infrastructure Svc. Staff	Infrastructure Services (signature)	Jan 17/13 Date
Lindsay Earl Regional Staff	Regional Staff (signature)	Jan 17/13 Date
Regional Staff	Regional Staff (signature)	Date
Cara Lamparon NPCA Staff	Conservation Staff (signature)	Jan 17/13 Date
JOHN PEREY Agent	Agent (signature)	JAN 17/13 Date
Owner	Owner (signature)	Date
Other	Other (signature)	Date
Other	Other (signature)	Date

THIS IS EXHIBIT C
REFERRED TO IN THE AFFIDAVIT OF
Emily Bellyard
SWORN BEFORE ME THIS 27th
DAY OF August 2015
A Commissioner, Notary Public, Etc.

Professional Planning Services Inc

15 Fairlawn Crescent
Welland, Ontario
L3C 5Z2

THIS IS EXHIBIT D
REFERRED TO IN THE AFFIDAVIT OF
[signature]
SWORN BEFORE ME THIS 22nd
DAY OF April 2015
[signature]
A Commissioner, Notary Public, Etc.

May 7, 2014

Mr. Stephen Kaiser
1541 Haist Street
P.O. Box 640
Fonthill, ON
L0S 1E0

Re: Development Potential – Hunter's Point Golf Course

Dear Mr. Kaiser:

As we discussed at our meeting April 29, 2014 the Hunter's Point golf course has significant development potential. The current proposal is to redevelop the existing clubhouse along with two new buildings for a total of 158 senior's apartments. A formal pre-consultation was held with the City and other agencies on April 17, 2014 and the results were positive. The next step is to prepare a Planning Justification Report and planning applications to submit to the municipality hopefully some time in June. A new clubhouse is proposed at the south end of the existing golf course. The clubhouse could be an inexpensive temporary structure.

Provincial Policy regulates planning in Ontario. The Places to Grow Plan – Built Boundary shows all of Hunter's Point Golf Course within the Built Boundary of the City of Welland. Lands within the Provincial Built Boundary are intended for development. The Places to Grow Plan indicates that within the Built Boundaries of the Region of Niagara from 2011 to 2031 a total of 69,000 new persons are to be accommodated. The Regional Municipality of Niagara Policy Plan Amendment no. 2-2009 further refines Provincial Policy and indicates that in the City of Welland between 2011 and 2031 there are to be 6,100 new households accommodated with the Built Boundary. Until the 6,100 new dwellings are constructed within the Built Boundary there will be no urban boundary expansion allowed.

The City of Welland Official Plan shows Hunter's Point Golf Course within the urban area boundary. The existing development adjacent to the golf course is designated residential with the golf course designated open space and recreation.

There is no significant development within the urban boundary in north Welland. There is some development opportunity in south Welland near Dain City. Currently new homes are being constructed north of Sparrow Lakes Golf Course however that area is almost completely developed and Sparrow Lakes Golf Course is not within the urban boundary. There are vacant industrial sites (atlas steels, union carbide and page hersey) that could be developed although not attractive residential sites.

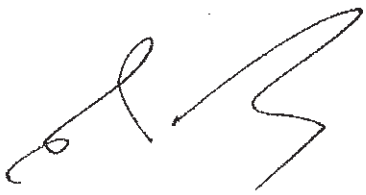
Professional Planning Services Inc

15 Fairlawn Crescent
Welland, Ontario
L3C 5Z2

The development of Hunter's Point Golf Course will require planning approvals to amend the Official Plan and Zoning By-law. A range of minor studies will be required (traffic, servicing etc). There are two issues that will need to be addressed. The first is sanitary sewer servicing. The existing sanitary sewer system has been designed to accommodate the existing residential development and a limited amount of spare capacity. The proposed senior's housing can be accommodated but the full development of the Golf Course will require new larger sewers the cost of which will need to be balanced with the return on the development. Secondly the site is accessed from Daimler Parkway, which is currently a long dead-end roadway. There are a couple of alternatives to this situation. First Daimler Parkway could be extended to the south end of the golf course and then looped back along the east side of the property to connect again with Daimler Parkway near the railway crossing. The second alternative is to construct and overpass to cross the 406 at either Oxford Road or extend Brown Road to the east. I have submitted a request to the City that the overpass be included in their review of the City's development charges.

In summary Hunter's Point Golf Course is a prime development site with excellent access to a major provincial highway and nearby major shopping facilities. Provincial Policy requires that the City accommodate 6,100 new dwellings within the Built Boundary before any consideration of urban expansion. The property has municipal servicing but expansion of the system may be required and the long dead-end situation of Daimler Parkway has at least two possible solutions.

Respectfully,



John Perry MCIP RPP

cc. Sandy Billyard

Corporation of Welland

Pre-consultation Meeting Form

City of Welland
Region of Niagara
Niagara Peninsula Conservation Authority

Persons intending to make an application for a proposed development are required to consult with planning staff prior to submitting an application. A pre-consultation meeting will identify what is required to be submitted for a complete application and will provide the opportunity to discuss:

- the nature of the application;
- development and planning issues;
- fees;
- the need for information and/or reports to be submitted with the application;
- the planning approval process;
- other matters, as determined.

Pre-Consultation Meeting Date: APRIL 17, 2014

Site Address: 289 DAIMLER PKWY **Approximate Land Area (metric):** 301,564 m^2

Site Legal Description: PLAN 59M-269, BLOCK 168, 170, 172, PT BLK 169, CON 2, PART LOTS 19+20

Owner Contact Information:
Name of Owner: 1276304 ONTARIO LIMITED - SANDY BILLYARD
Phone Number: 905-658-6105 Email: sandy@hpgolf.ca

Principal Contact: JOHN PERRY
Phone Number: 905-735-0433 Email: jperry6@cogeco.ca

Application Type:

- [x] Regional Official Plan Amendment
- [x] Local Official Plan Amendment
- [ ] Draft Plan of Subdivision
- [ ] Consent (Land Severance)
- [x] Site Plan Approval
- [x] Draft Plan of Condominium
  - o Vacant Land & Common Element
  - o Conversion
  - o Other
- [x] Minor Variance
- [x] Zoning By-law
- [x] NEC Application
  - o Amendment
  - o Dev't Permit
- [x] Other

Local Municipal Contact: GRANT MUNDAY **Phone:** 735-1700 X2240 **Email**

1. Brief description of proposed development: → OVERALL RESIDENTIAL SENIOR'S COMPLEX PROPOSED (158 UNITS)
   TWO FIVE STOREY ADDITIONS TO THE EXISTING CLUBHOUSE FOR RESIDENTIAL PURPOSES; CLUBHOUSE TO BE A CENTRAL ACTIVITY CENTRE, 20 ASSISTED LIVING UNITS IN EAST BUILDING; BANDSHELL THEATRE IN ONE BUILDING; DOCTOR OFFICE
   - Proposed Senior's Accommodation with 2 Bedrooms.
2. Existing Regional Policy Plan Designation: URBAN
   Conformity with Regional Policy Plan land use designations and policies? : yes ☑ no ☐ unknown ☐
   If 'No', what is the nature of the amendment needed? _____
3. Check All Applicable: Brownfield ☐ Greenfield ☐ Built-up ☒ N. Escarpment ☐ Greenbelt ☐ Local CIP Area ☐

4. Development Charges: Regional ☑ By-law 62-2012, Local ☑ By-law _____

5. Existing Local Official Plan Designation: OPEN SPACE

Conformity with Official Plan land use designations and policies? ☐ Yes ☒ No

If 'No', what is the nature of the amendment needed? RESIDENTIAL POLICIES REQUIRED

6. Existing Zoning: C1-X4; OS3-X1; EP

Conformity with existing zoning?: ☐ Yes ☒ No

If 'No', what is the proposed zoning: RESIDENTIAL

7. Is Site Plan approval required? ☑ Yes ☐ No

8. Fees Required at time of Submission of the Application

Application	Local Planning Department	Region of Niagara	Niagara Peninsula Conservation Authority	Other Fees
Regional Policy Plan Amendment				
Local Official Plan Amendment	CONCURRENT FEE	$3500.00		
Zoning By-law Amendment	$4340.00	$575.00		
Plan of subdivision				
Plan of Condominium				
Consent				
Site Plan Control or Amendment	$2040.00	$750.00		
Other				
Other				
TOTAL	$6380.00	$4825.00		

Notes on Fees:

- Notwithstanding the fees noted above, all fees are payable based upon the rate in the fee schedule by-law in effect on the date the application is received.
- Further fees may be required at a later date as per the fee schedule by-law.
- Separate cheques shall be made payable to the appropriate agency.

9. **Additional Agencies to be contacted:**

☐ HYDRO ☐ PIPELINES ☐ NEC ☐ OTHER _____

10. Required Information and Studies to be submitted with the Application(s). Studies identified with an asterisk* will likely require a peer review at the cost of the developer.

Local	Region	NPCA	Reports, Studies, Plans (*See Notes for additional details*)	No. of Copies		Notes
				Elect Digital	Paper	
✓			Planning Justification Report	1	6	
✓			Conceptual Site Plan, Subdivision Plan	1	25	
			Draft Regional Policy Plan Amendment			
✓			Draft Local Official Plan Amendment	1	2	
			Land Use/Market Needs*			
			Urban Design/Landscape Plans			
			Archaeology Assessment			
			Cultural Heritage Impact Assessment*			
			Environmental Impact Study			
			Environmental Planning Study/ Sub-Watershed Study			
			Tree Inventory Preservation Plan			
			Floodplain and Hazard Lands Boundary Plan			
✓			Geotechnical for Soil (at permit or sooner)	1	6	
✓	✓		Environmental Site Assessment Phase I & 2	1	6	
	✓		Air Quality (Noise) & Vibration Study*	1	1	-Addendum / mitigative measures
			Agricultural Impact Assessment			
			Farm Operation and Ownership			
			Minimum Distance Separation I & II			
			Mineral Aggregate Resources			
✓			Municipal Servicing Study	1	2	
			Phasing Plan			
			Sensitive Land Use Report			
			Slope Stability Report			
✓			Stormwater Management Plan (AT SITE PLAN)	1	2	
✓	✓		Transportation Impact Study/Parking Impact Analysis	1	3	
			Hydrogeological Study and Private Servicing Plans*			
			Soil report			
			Financial Impact Assessment*			
			Shadow Analysis			
			Shoreline Study/Dynamic Beach			
			Risk Management Study			
✓			Gas Well Study/Gas Migration Study		1	
			Wind Study*			
			Other* Draft Zoning By-law Amendment	1	2	

11. **Additional Comments:**

- NO NURSING CARE; DOCTOR'S OFFICE & SPA ONLY FOR RESIDENTS OF THE BUILDINGS. - CONSIDERED A RETIREMENT HOME COMPLEX. - CAFETERIA,
- NOISE STUDY WAS COMPLETED; PARKING STUDY COMPLETED.
- PREVIOUS GOLF COURSE (PESTICIDES) + Region Requires Phase 1 & 2 ESA.
- REGION → GARBAGE COLLECTION TO REMAIN PRIVATE. REGION WILL DO RECYCLING SO PROPER DESIGN REQ'D.
- SIGNIFICANT DCs - See City Website;

12. **Site Visit:**

13. **Incentive Programs:**

- Possible Regional Incentives for SENIORS OR AFFORDABLE HOUSING

- Possible Land Use Permit from MTO. * OWNER REQUESTS WATER PRESSURE INFO FROM ENGINEERING.
- BUILDING CLASSIFICATION UNDER CODE.
- ACCESS/TRAFFIC INTO DEVELOPMENT.

Notes:

1. The purpose of this document is to identify the information required to commence processing and evaluating an application as set out in the Planning Act. This pre-consultation process is designed to proceed based on the mutual agreement of the parties as shown by the signatures below.

2. Pre-consultation does not imply or suggest any decision whatsoever on behalf of staff or the municipality to either support or refuse the application.

3. The applicant should be aware that the information provided is accurate as of the date of the preconsultation meeting. Should an application not be submitted in the near future, and should other policies, by-laws or procedures be approved by the Province, Municipality, Region or other agencies prior to the submission of a formal application, the applicant will be subject to any new policies, by-laws or procedures that are in effect at the time of the submission of a formal application. If an application is not submitted within 1 year, it is advisable that the applicant confirm with the municipality the directives of the original preconsultation meeting.

4. Any application submitted without the information identified in this Pre-consultation Document will be deemed incomplete and not processed. Alternately, staff may recommend refusal of the application based upon insufficient information to properly evaluate the application.

5. The applicant acknowledges that the Municipality and Region considers the application forms and all supporting materials including studies and drawings, filed with any application to be public information and to form part of the public record. With the filing of an application, the applicant consents and hereby confirms that the consent of the authors of all supporting reports have been obtained, to permit the Municipality and Region to release the application and any supporting materials either for its own use in processing the application, or at the request of a third party, without further notification to, or permission from, the applicant.

6. It is hereby understood that during the review of the application additional studies or information may be required as a result of issues arising during the processing of the application or the review of the submitted studies.

7. If the Municipality or Region does not have sufficient expertise to review and determine that a study is acceptable, the Municipality may require a peer review. The cost of the peer review shall be paid for by the applicant. The Terms of Reference for a peer review is determined by the Municipality or Region.

8. Some studies may require NPCA review and clearance/approval. In this instance, the NPCA review fee shall be paid by the applicant.

9. All plans and statistics must be submitted in metric.

Signatures:

Planning Staff Rose DiFelice Planning Staff	Planning Staff (signature) Rose DiFelice Planning Staff (signature)	Date April 17/14 Date
Marvin Ingelbrigtsen Infrastructure Svc. Staff	Infrastructure Services (signature)	April 17/14 Date
Traffic, By-laws & Parking Lindsay Earl Regional Staff	Traffic, By-laws & Parking (sig) Regional Staff (signature)	Date apr 17/14 Date
EUGENE CHANIKA Regional Staff	Regional Staff (signature)	Apr 17/14 Date
NPCA Staff JOHN PERRY Agent	Conservation Staff (signature) Agent (signature)	Date April 17/14 Date
SANDY BILLYARD Owner	Owner (signature)	April 17/14 Date
JENNIFER MALAK Other	Other (signature)	Apr. 17/14. Date
M. Monteiro Other	Other (signature)	4/17/14 Date

Grant Munday

From: Bryan Purins
Sent: April-17-14 8:47 AM
To: Grant Munday

Hi Grant,
I won't be able to attend the pre-con meetings this morning, I am in CPR training for the day. Traffic has no concerns with the site plans at this point though.

Sent from my BlackBerry 10 smartphone on the Bell network.

THIS IS EXHIBIT E
REFERRED TO IN THE AFFIDAVIT OF
Sandy Billyard
SWORN BEFORE ME THIS 27th
DAY OF April 2015
A Commissioner, Notary Public, Etc.

MEMORANDUM

TO:	SANDY BILLYARD ET AL – HUNTERS POINTE
FROM:	JIM D'ORAZIO - ON BEHALF OF A JV COMPANY TO BE FORMED
SUBJECT:	GOLF COURSE/LAND TRANSACTION
DATE:	FEBRUARY 23, 2015
CC:	STEPHEN KAISER

Sandy,

Thanks to you and Stephen for taking the time to meet with me last week.

As discussed, I have assembled a group that is clearly interested in the golf business and we would like the opportunity to review the operations of the golf course as part of a joint venture or other type of arrangement for all of your lands. We will require until April 8, 2015 to complete our evaluation and make one or more proposals to you and the other owners. During this time frame, you would not list/advertise or actively market the land for sale.

We understand that your goal is to extract some capital from your lands immediately. As such, we will endeavour to structure a proposal to accommodate that goal. With that in mind, some of the options we would like to explore are:

- Outright land purchase - long a short form.
- Purchase of the business in whole or in part
- Land lease or lease to own.
- Separation of the club house operations or re-purposing of the club house.
- Operation agreement of the golf course with guaranteed zero capital requirements from the current owners plus positive cash-flow on a go-forward basis.
- A dedicated contribution per lot from our development at time of closing.

Notwithstanding the options outlined above, we would appreciate and welcome any suggestions from your group regarding the framework of a proposal you would like to see.

To make an informed decision and create a worthwhile proposal, we will require the last three years financial statements for the operations. As part of our evaluation, we will proceed with an appraisal of the business and the lands. This will be at our cost and will be provided to you with the proposal(s) when presented.

After our meeting in early April, I would like to work on a timeline of 30-60 days to negotiate an agreement acceptable to both parties. During that time frame, we would fix a closing date which I expect would occur no more than 60 days after the finalization of an agreement.

I respectfully suggest that Stephen continue in his capacity with you, as I will continue in my capacity on behalf of my group, in order to facilitate the process of working towards an agreement and business plan.

We believe we can add value to your lands and ours in the spirit of cooperation.

Thank you!

THIS IS EXHIBIT 'F'
REFERRED TO IN THE AFFIDAVIT OF
Sandy Billyard
SWORN BEFORE ME THIS 22nd
DAY OF April 2015
A Commissioner, Notary Public, Etc.

From: **Stephen Kaiser** skaiser@kaiser-associates.ca
Subject: Fwd: NEW TO MARKET! APPROVED RESIDENTIAL LAND IN NIAGARA REGION!
Date: August 10, 2015 at 9:04 AM
To: Sandy Billyard sandy@hunterspointe.ca

THIS IS EXHIBIT G
REFERRED TO IN THE AFFIDAVIT OF
Sandy Billyard
SWORN BEFORE ME THIS 22nd
DAY OF July 2016
A Commissioner, Notary Public, Etc.

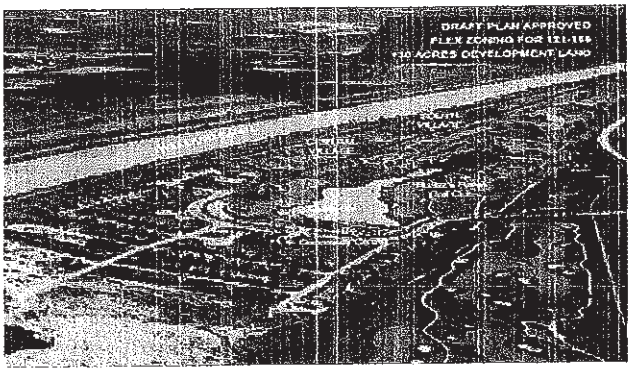
---------- Forwarded message ----------
From: **DTZ_Canada** <DTZ_Canada@info.dtz.com>
Date: Wed, Aug 5, 2015 at 7:00 AM
Subject: NEW TO MARKET! APPROVED RESIDENTIAL LAND IN NIAGARA REGION!
To: Robin Burns Kaiser <kaisergroup@cogeco.ca>

Click here to view with images.
To ensure delivery to your inbox, please add us to your address book.

View the mobile version

DTZ

Residential Development Land For Sale



Download PDF >>

Get in touch

Call us
1 866 390 0999

Visit our website >>

Forward email >>

FOR SALE - DRAFT PLAN APPROVED

for 121-166 units +30 acres of premium development land at Hunters Pointe, Niagara Region

LOCATION:

The development is accessed off Highway 406 at Woodlawn Road. Most units will back on to either Hunters Pointe Golf Club or the Welland Canal.

LAND AREA:

49 acres (Central and South Village)

OFFERING:

Central Village (Draft Plan Approved)

- Flex Zoning in place permitting a mix of townhouse and single family detached lots allowing for 121-166 units depending on mix.
- Development concept available or purchaser can propose own concept.

South Village (Not Draft Plan Approved)

- Approximately 30 acres. Land currently in City of Welland Official

Contact information

Trevor Henke
Sales Representative
416 904 2684
trevor.henke@dtz.com

Todd Crawford
Broker
905 354 7413
todd.crawford@dtzbarnicke.com

Martin R. Atkins
Broker
905 943 4020
marty.atkins@dtz.com

Mike Halliday
Sales Representative
905 354 7413
mike.halliday@dtzbarnicke.com

DTZ - Niagara
4056 Dorchester Road
Niagara Falls, ON L2E 5M9
T +1 905 354 7413
F +1 905 354 8798

DTZ - Toronto North
140 York Boulevard
Richmond Hill, ON L4B 3J6

T +1 416 449 1710
F +1 905 940 7999

Plan and zoned low density residential.
- Almost all potential lots back onto golf course or canal.

Contact us

SERVICES:

Located at the property line on Daimler Parkway

OFFERING PRICE:

$9,000,000

Please execute attached Confidentiality Agreement for further property information.

More info

Disclaimer Although the information contained within is from sources believed to be reliable, no warranty or representation is made as to its accuracy being subject to errors, omissions, conditions, prior lease, withdrawal or other changes without notice and same should not be relied upon without independent verification. DTZ Canada Inc. 2015

This statement with the information it contains is given with the understanding that all negotiations relating to the purchase, renting or leasing of the property described above shall be conducted through this office. The above information, while not guaranteed, has been secured from sources we believe to be reliable.

To unsubscribe, click here

--
Stephen Kaiser

Kaiser & Associates Inc.

1541 Haist Street
P.O. Box 540
Fonthill, ON L0S 1E0

Phone. 905.892.1871
Fax 905.892.2547
Cell: 905.704.8988

Email: skaiser@kaiser-associates.ca

Gmail Sandy Billyard <sabillyard@gmail.com>

Fwd: Hunters Pointe Golf Course & Redevelopment

4 messages

Walter Cardiff <wcardiff@outlook.com> Fri, Dec 11, 2015 at 1:06 PM
To: sabillyard@gmail.com

Sandy. I emailed Scott and he sent me this. It shows there is only 93 acres left for a golf course. We are screwed if this goes into effect. Luccetta are still selling golf course lots for 140k. One just sold last week. They had better inform that buyer as he has no clue of a possible development in the works I actually now him from our Tuesday golf group. It is Ben Mercier I may call him anyway. Thanks. Walter

Sent from my iPhone

Begin forwarded message:

From: Scott Anderson <scott.anderson@cushwakewr.com>
Date: December 3, 2015 at 2:37:12 PM EST
To: "wcardiff@outlook.com" <wcardiff@outlook.com>
Cc: David Anderson <david.anderson@cushwakewr.com>, Jordan Palmer <jordan.palmer@cushwakewr.com>, Melissa Brodhagen <melissa.brodhagen@cushwakewr.com>
Subject: Hunters Pointe Golf Course & Redevelopment

Hi Walter,

The functioning golf course is currently 209 acres.

A proposed future development would determine the size reduction of the golf course.

Attached is information for your review.

Feel free to call us as any time to discuss.

Thanks

Scott

Scott Anderson

Senior Vice President / Broker

Investment Services

Direct: +1 519 585 2200 x232

Mobile: +1 519 240 3008

Fax: +1 519 650 5250

THIS IS EXHIBIT I
REFERRED TO IN THE AFF.
Sandy Billyard
SWORN BEFORE ME THIS 27th
DAY OF Sept 2018
A Commissioner, Notary Public, Etc.

scott.anderson@cushwakewr.com

4295 King Street East, Suite 101

Kitchener, Ontario N2P 0C6 | CANADA

www.cushwakewr.com

LinkedIn | Facebook | Twitter | YouTube | Google+ | Instagram

---

2 attachments



image002.jpg
9K

Hunters Pointe Confidential Package.pdf
2583K

Sandy Billyard <sabillyard@gmail.com> Fri, Dec 11, 2015 at 2:02 PM
To: Walter Cardiff <wcardiff@outlook.com>

Walter,

That is a "Concept Plan" that Scott sent you.

The concept plan tells perspective buyers what could happen on the property.

As I told you in my prior email, if I'm still involved, the golf course remains and will be located on approximately 160 acres. Thats why I renovated.The other 49 acres will have residential development.

I'm looking for a partner. Get all the residents together and fund a buyout of my partner. Maybe you could get Luchetta and Jim D'orazio too.

Sincerely,

Sandy

[Quoted text hidden]
<image002.jpg>

4295 King Street East, Suite 101
Kitchener, Ontario N2P 0C6 | CANADA

www.cushwakewr.com

LinkedIn | Facebook | Twitter | YouTube | Google+ | Instagram

<Hunters Pointe Confidential Package.pdf>

Sandy Billyard <sabillyard@gmail.com> Fri, Dec 11, 2015 at 2:31 PM
To: jim@doraziogroup.com

Jim, heads up for you and Luchetta on this. Sandy

Sent from my iPhone

Begin forwarded message:

From: Walter Cardiff <wcardiff@outlook.com>
Date: December 11, 2015 at 1:06:26 PM EST
To: <sabillyard@gmail.com>
Subject: Fwd: Hunters Pointe Golf Course & Redevelopment

[Quoted text hidden]

<image002.jpg>

4295 King Street East, Suite 101

Kitchener, Ontario N2P 0C6 | CANADA

www.cushwakewr.com

LinkedIn | Facebook | Twitter | YouTube | Google+ | Instagram

<Hunters Pointe Confidential Package.pdf>

Sandy Billyard <sabillyard@gmail.com> Fri, Dec 11, 2015 at 2:54 PM
To: scott.anderson@cushwakewr.com, Victor Muratori <vfmuratori@sullivan-mahoney.com>, Rick Wismer <rwismer@djb.com>, pmaloney@sullivanmahoney.com, David.Anderson@cushwakewr.com

Scott,

I received the email below from a resident of the development across the street.

The golf course occupies only 160 acres of the 209 acres that we have. Not 209 acres as you told Walter. The other 49 or so are vacant lands.

Of course, there's no issue you sending your package to whomever you desire. However, Walter is now stirring up a hornets nest across the street. He's and elderly retired guy, not a perspective buyer. Lol.

Sandy

Sent from my iPhone

Begin forwarded message:

From: Walter Cardiff <wcardiff@outlook.com>
Date: December 11, 2015 at 1:06:26 PM EST
To: <sabillyard@gmail.com>
Subject: Fwd: Hunters Pointe Golf Course & Redevelopment

[Quoted text hidden]

<image002.jpg>

4295 King Street East, Suite 101

Kitchener, Ontario N2P 0C6 | CANADA

www.cushwakewr.com

LinkedIn | Facebook | Twitter | YouTube | Google+ | Instagram

<Hunters Pointe Confidential Package.pdf>

Gmail

Sandy Billyard <sabillyard@gmail.com>

Letter from Planner

1 message

Sandy Billyard <sabillyard@gmail.com> Wed, Aug 3, 2016 at 9:21 AM
To: Robert Lucchetta <rob@lucchettahomes.com>

Letter From Planner.pdf
1374K

THIS IS EXHIBIT J
REFERRED TO IN THE AFFIDAVIT OF
Sandy Billyard
SWORN BEFORE ME THIS 22nd
DAY OF April 2016
A Commissioner, Notary Public, Etc.

Professional Planning Services Inc

15 Fairlawn Crescent
Welland, Ontario
L3C 5Z2

May 7, 2014

Mr. Stephen Kaiser
1541 Haist Street
P.O. Box 640
Fonthill, ON
L0S 1E0

Re: Development Potential – Hunter's Point Golf Course

Dear Mr. Kaiser:

As we discussed at our meeting April 29, 2014 the Hunter's Point golf course has significant development potential. The current proposal is to redevelop the existing clubhouse along with two new buildings for a total of 158 senior's apartments. A formal pre-consultation was held with the City and other agencies on April 17, 2014 and the results were positive. The next step is to prepare a Planning Justification Report and planning applications to submit to the municipality hopefully some time in June. A new clubhouse is proposed at the south end of the existing golf course. The clubhouse could be an inexpensive temporary structure.

Provincial Policy regulates planning in Ontario. The Places to Grow Plan – Built Boundary shows all of Hunter's Point Golf Course within the Built Boundary of the City of Welland. Lands within the Provincial Built Boundary are intended for development. The Places to Grow Plan indicates that within the Built Boundaries of the Region of Niagara from 2011 to 2031 a total of 69,000 new persons are to be accommodated. The Regional Municipality of Niagara Policy Plan Amendment no. 2-2009 further refines Provincial Policy and indicates that in the City of Welland between 2011 and 2031 there are to be 6,100 new households accommodated with the Built Boundary. Until the 6,100 new dwellings are constructed within the Built Boundary there will be no urban boundary expansion allowed.

The City of Welland Official Plan shows Hunter's Point Golf Course within the urban area boundary. The existing development adjacent to the golf course is designated residential with the golf course designated open space and recreation.

There is no significant development within the urban boundary in north Welland. There is some development opportunity in south Welland near Dain City. Currently new homes are being constructed north of Sparrow Lakes Golf Course however that area is almost completely developed and Sparrow Lakes Golf Course is not within the urban boundary. There are vacant industrial sites (atlas steels, union carbide and page hersey) that could be developed although not attractive residential sites.

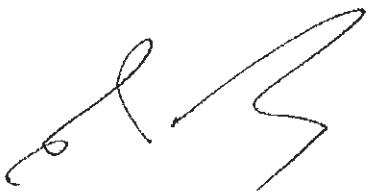
Professional Planning Services Inc

15 Fairlawn Crescent
Welland, Ontario
L3C 5Z2

The development of Hunter's Point Golf Course will require planning approvals to amend the Official Plan and Zoning By-law. A range of minor studies will be required (traffic, servicing etc). There are two issues that will need to be addressed. The first is sanitary sewer servicing. The existing sanitary sewer system has been designed to accommodate the existing residential development and a limited amount of spare capacity. The proposed senior's housing can be accommodated but the full development of the Golf Course will require new larger sewers the cost of which will need to be balanced with the return on the development. Secondly the site is accessed from Daimler Parkway, which is currently a long dead-end roadway. There are a couple of alternatives to this situation. First Daimler Parkway could be extended to the south end of the golf course and then looped back along the east side of the property to connect again with Daimler Parkway near the railway crossing. The second alternative is to construct and overpass to cross the 406 at either Oxford Road or extend Brown Road to the east. I have submitted a request to the City that the overpass be included in their review of the City's development charges.

In summary Hunter's Point Golf Course is a prime development site with excellent access to a major provincial highway and nearby major shopping facilities. Provincial Policy requires that the City accommodate 6,100 new dwellings within the Built Boundary before any consideration of urban expansion. The property has municipal servicing but expansion of the system may be required and the long dead-end situation of Daimler Parkway has at least two possible solutions.

Respectfully,



John Perry MCIP RPP

cc. Sandy Billyard

Gmail Sandy Billyard <sabillyard@gmail.com>

Fwd: golf course purchase

9 messages

Sandy Billyard <sabillyard@gmail.com> Mon, Oct 24, 2016 at 4:23 PM
Draft To: Victor Muratori <vfmuratori@sullivan-mahoney.com>, Rick Wismer <richard.wismer@mnp.ca>

Rick and Victor,

I have had an exchange of emails from Rob Luchetta today that was very frustrating.

As seen in his emails below, he has been telling developers that he's been trying to get on board that our lands are zoned agriculture and are not designated as a place to build by the province. All this after John perry and me have spent three years telling him, Jim D'orazio, and Steve Kaiser EXACTLY THE OPPOSITE.

I'm more than frustrated with these guys.

Victor, I've asked Luchetta to

THIS IS EXHIBIT K
REFERRED TO IN THE AFFIDAVIT OF
Sandy Billyard
SWORN BEFORE ME THIS 24th
DAY OF August 2016
A Commissioner, Notary Public, Etc.

From: Sandy Billyard <sabillyard@gmail.com>
Subject: Re: golf course purchase
Date: October 24, 2016 at 4:00:38 PM EDT
To: Robert Lucchetta <rob@lucchettahomes.com>
Cc: ed@lucchettahomes.com

You can speak with Grant Mundy, although I don't think he made the pre consultation. Rose Di Felice was present.

John Perry, who is our planner was at the meeting and would be more than happy to speak with you and bring you up to speed.
His contact is jperry6@cogeco.ca 9057350433

Victor Muratori knows all about the property and was at the pre consultation.
vfmuratori@sullivan-mahoney.com 9056886655 office

The clock is ticking Rob and Ed and my partner has expressed his desire to see the course close permanently.

All of you have lots to gain but a great deal to lose if you don't get going here.

I've told you and Jim D'orazio for three years this course was going to close. All of you guys have been more than aware
that it was coming to an end and here we are and you've done nothing.

From: "Robert Lucchetta" <rob@lucchettahomes.com>
Subject: RE: golf course purchase
Date: October 24, 2016 at 3:12:09 PM EDT
To: "'Sandy Billyard'" <sabillyard@gmail.com>
Cc: <ed@lucchettahomes.com>, "'Anthony D'Amico'" <adamico@flettbeccario.com>

Hi Sandy,
Yes, I guess some of the info I have gotten is wrong. Who is your contact at the City of Welland?
We would like to discuss meeting with him and we would go from there.
Regards,
rob

From: Sandy Billyard <sabillyard@gmail.com>
Subject: Re: golf course purchase
Date: October 24, 2016 at 2:48:29 PM EDT
To: Robert Lucchetta <rob@lucchettahomes.com>
Cc: ed@lucchettahomes.com

- one more thing -

The land to the north of Daimler Pkwy is for sale.

41 acres at $4,900,000

Victor Muratori has several developers who he does business with he's contacting and will sell to them.

If you're interested move quickly.

Also, there is an opportunity to buy shares in our company. May be a better avenue if you're interested.

From: Sandy Billyard <sabillyard@gmail.com>
Subject: Re: golf course purchase
Date: October 24, 2016 at 2:42:59 PM EDT
To: Robert Lucchetta <rob@lucchettahomes.com>
Cc: ed@lucchettahomes.com, Anthony D'Amico <adamico@flettbeccario.com>

Rob,

I see a potential conflict here as you have attached Tony D'Amico to this email.

The property is not zoned agriculture, it's zoned open space. Also, the property is located within the "Built Boundary" of the City of Welland.
The province has designated this land as a place to grow. You're wrong on all three accounts.

Pre consultation one month ago with Welland, Niagara region, and various agencies saw no opposition and incredible support
to developing this land. Studies are underway and the land will be rezoned in 8 months. Not a lengthy process.

You can leave golf course where the property gets close to the highway and barriers would not be required. Or not.

The latest appraisal done last week by David Ridley values the land "as is" at a value of $23,000,000. Zoned the land tops $25,000,000.

Rob, I've already shared this information with you when we met about zoning, MTO requirements, etc. I don't understand where you're finding your new information but it's totally off base and it's not true.

I can see why your developer friends were not interested if you told them it was zoned agriculture and not designated as a place to grow.

That's careless Rob.

Sandy Billyard

On Oct 24, 2016, at 2:20 PM, Robert Lucchetta <rob@lucchettahomes.com> wrote:

Hi Sandy,
I'm sorry I didn't get back to you last week but we were away for a few days.
We have been and continue to be very interested the lands of Hunters pointe golf course. We have tried extensively to partner with a various partners. We have even brought two developers to your course for discussions and we have had difficulty putting any deal together. Lately, Steven Kaiser even tried to get Jim Dorazio involved again to try putting a deal together with us.
The resistance we have had from the various developers include the following hurdles: The price is too high for a property that is pre development stage.
The zoning will be difficult to get as it is presently zoned agricultural and is not designated as a places to grow area. There will be local resistance to the change also. It will be a lengthy process.
The highway will require a very high noise barrier stretching almost a kilometer long. That is a costly piece of the puzzle.
That is where we are at right now. Let us know your thoughts.
Regards,
Rob

Sandy Billyard <sabillyard@gmail.com> Mon, Oct 24, 2016 at 4:23 PM
Draft To: Victor Muratori <vfmuratori@sullivan-mahoney.com>, Rick Wismer <richard.wismer@mnp.ca>

Rick and Victor,

I have had an exchange of emails from Rob Luchetta today that was very frustrating.

As seen in his emails below, he has been telling developers that he's been trying to get on board that our lands are zoned agriculture and are not designated as a place to build by the province. All this after John perry and me have spent three years telling him, Jim D'orazio, and Steve Kaiser EXACTLY THE OPPOSITE.

I'm more than frustrated with these guys.

Victor, I've asked Luchetta to contact you.
[Quoted text hidden]

Sandy Billyard <sabillyard@gmail.com> Mon, Oct 24, 2016 at 4:24 PM
Draft To: Victor Muratori <vfmuratori@sullivan-mahoney.com>, Rick Wismer <richard.wismer@mnp.ca>

Rick and Victor,

I have had an exchange of emails from Rob Luchetta today that was very frustrating.

Am I to assume, because one certainly could by the notice below that you and the McCleary boys are going to apply to develop the lands?

Jim D'Orazio
Sent from my iPhone
Please excuse iTypos

Begin forwarded message:

From: Ross Jepson <rossjep@cogeco.ca>
Date: January 26, 2017 at 1:04:27 PM AST
To: "'A.F. LeRiche'" <afleriche@sympatico.ca>, Tony Mulé <imesccciniinc@gmail.com>, 'David Snook' <dsnook1@cogeco.ca>, 'Sandra Thomas' <sthomas@cogeco.net>, <jim@doraziogroup.com>
Subject: FW: Hunters Pointe GC

From: Hunters Pointe GC [mailto:supervisors@hpgolf.ca]
Sent: January 26, 2017 11:03 AM
To: Ross Jepson <rossjep@cogeco.ca>
Subject: Hunters Pointe GC

Having trouble reading this email? Click here to view online.

January 26, 2017

Dear Hunters Pointe Golf Course Member,

We have received replies from some members and would like to clarify a few items.

First, the golf course has not been sold, but has been permanently closed to make way for future development of the lands without a golf course on the property. The restaurant is also permanently closed.

If any member has any personal belongings still at the course, please send an email to info@hpgolf.ca to arrange pick-up. You may also direct any inquiries to this address.

THIS IS EXHIBIT L
REFERRED TO IN THE AFFIDAVIT OF
Sandy Billyard
SWORN BEFORE ME THIS 29th
DAY OF April 2016
A Commissioner, Notary Public, Etc.

Sincerely,

Sandy Billyard & Allan McCleary
Hunters Pointe Golf Course
1276304 Ontario Inc.

HUNTERS POINTE GOLF COURSE
289 DAIMLER PARKWAY, WELLAND, ON L3B 6H2

t: 905.714.4659 • f: 905.714.4633 • www.hpgolf.ca

week. No time left now.

On Feb 11, 2017, at 8:33 AM, Jim D'Orazio <jim@doraziogroup.com> wrote:

Sandy,

Got your text this morning. My apologies as I meant to get back to you this week.

We are far apart in terms of what you proposed.

Having said that, for over a week now, I was supposed to meet with another party that had some interest. It was being set-up by a third party (they actually first reached out to me while I was away) and they have not got back to me yet. I had my hands full this week and did not follow up with them; I will do so today.

I'll keep you posted as and when anything comes up.

Thanks,

Jim D'Orazio
Sent from my iPhone
Please excuse iTypos

> On Feb 3, 2017, at 7:29 AM, Sandy Billyard <sabillyard@gmail.com> wrote:
>
> Jim,
>
> I've put some thought into what could be done to keep a golf course on the site.
>
> Would a trade/sale consisting of some cash and land possibly work?
>
> We get
>
> 1) Central Village
> 2) 30 acres south of Central Village
> 3) We keep Vacant land south of golf course
> 4) $5 million
>
> You get

THIS IS EXHIBIT M
REFERRED TO IN THE AFFIDAVIT OF
Sandy Billyard
SWORN BEFORE ME THIS 27th
DAY OF Aug 2018
A Commissioner, Notary Public, Etc.

1) Operational golf course
2) Potential sale of existing clubhouse for retirement home
3) Infill development of 40 course lands reducing course to cover 120 acres instead of 160 acres.

You haven't been able to sell the Central Village and 30 acres as you mentioned the other day.
The course superintendent and course manager are still employed for another 4 weeks as they are helping me sell assets and wind things down
and I'm sure they would stay on along with all the other staff. You could lease the course to our team and we could market two courses together for membership
at your subdivision.

Sandy

Principals

Michael Gagnon
Lena Gagnon
Andrew Walker
Richard Domes

January 31, 2020

The Corporation of the City of Welland
Civic Square
60 East Main Street
Welland, Ontario
L3B 3X4

Attention: **Mayor and Members of Council**
Ms. Tara Stephens, City Clerk
Mr. Travers Fitzpatrick, General Manager,
Infrastructure and Development Services
Mr. Grant Munday, Manager of Development Approvals,
Infrastructure and Development Services
Ms. Rachelle Larocque, Planning Supervisor,
Infrastructure and Development Services

Subject: **PUBLIC INPUT**
Official Plan and Zoning By-law Amendment Applications
(City File Nos: OPA.16 and 2018-01)
Draft Plan of Subdivision
(City File Nos: 26T-14-18003)
Hunter's Pointe Golf Course
GWD File: P.N.18.2511.00 Public Input

Gagnon Walker Domes Ltd. (GWD) represents 2090572 Ontario Inc., the developer of the lands known as the North, Central and South Villages and Magnolia Lane in the City of Welland, and the Highlands Residents Association (hereinafter collectively referred to as the "Client"). GWD is working with Dillon Consulting Limited (Dillon), Upper Canada Consultants (Upper Canada), BA Consulting Group Ltd. (BA Group), Soil-Mat Engineers and Consultants Ltd. (Soil-Mat) and Valcoustics Canada Ltd. (Valcoutics). Collectively, we are providing our Client with planning and engineering advice in connection with the Official Plan and Zoning By-law Amendment Applications, and the associated Draft Plan of Subdivision Application filed by 2599587 Ontario Ltd. ("Applicant"), to redevelop the now closed Hunter's Pointe Golf Course.

We were recently provided with copies of the technical plans, reports and studies, prepared and filed by the Applicant as part of the initial submission, as well as the November 2019 formal resubmission of the Application. Staff from GWD, Dillon, Upper Canada, BA Group, Soil-Mat and Valcoustics has conducted a detailed review of the

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aforementioned documents. Our Client has requested that we provide the City of Welland with a summary of our collective comments, observations and recommendations regarding the resubmission of the proposed redevelopment.

In this regard, attached hereto is our *Planning Assessment and Analysis Report,* which summarizes our collective comments, observations and recommendations. In addition, many of the concerns listed in the *Planning Assessment and Analysis Report* aligns with the comments and objectives by members of the public at the onset of the application process. Attached to this letter is a list of individual local residents supporting the concerns noted in the aforementioned *Planning Assessment and Analysis Report*.

Based on the concerns raised with the *Planning Assessment and Analysis Report*, we strongly recommend that the City of Welland *refuse* the Amendment Applications (including the latest version of the 'revised' Master Plan dated November 2019).

We wish to reserve the right to provide additional comments, observations and recommendations on the proposal. We wish to receive notification of future Planning Committee and Council Meetings held in connection with the Application. We also wish to be informed of Council's Decision regarding the Application.

Thank you for this opportunity to provide our input.

Yours truly,



Michael Gagnon, B.E.S., M.C.I.P., R.P.P.
Managing Principal Planner



Andrew Walker, B.E.S., M.C.I.P., R.P.P.
Principal Planner



Michelle Harris, B.Arch., M.Sc.
Planning Associate

cc. Jim D'Orazio, 2090572 Ontario Ltd.
Highlands Residents Association

The Highlands Residents Association

Street	No.	Name
Aaron	**3**	Cunningham/Rylance
Aaron	4	Daer
Aaron	10	Ottenginer
Aaron	11	Jekel
Aaron	16	Jonah
Aaron	22	Sumler
Aaron	23	Scott
Aaron	32	Burgess
Aaron	33	Baker
Aaron	38	Kelly/Danciu
Aaron	43	Warriner/Currie
Aaron	44	McNee
Aaron	50	Birk
Aaron	53	Robertson/Patterson
Aaron	63	Hunchik
Aaron	64	McAvoy
Aaron	70	Beauparlant
Aaron	73	Wagenaar
Aaron	76	Mule
Aaron	82	Hamilton
Aaron	83	Longley
Aaron	92	Hewitt/Campbell
Aaron	93	Reid
Aaron	98	Kelly
Aaron	103	Boleska
Aaron	104	Tory
Aaron	110	Young
Aaron	111	Neath
Ailsa	5	Tepper
Ailsa	16	Waver

Ailsa	26	Jhooty
Ailsa	43	Taylor
Ailsa	50	Collins
Ailsa	68	Dawkes
Ailsa	78	Parker
Ailsa	88	Goldenberg/Walkey
Ailsa	91	Vis
Ailsa	96	French
Ailsa	103	Glass
Ailsa	106	Manley/Dinnin
Berwick	5	Bell
Berwick	15	Andrews
Berwick	16	Waver
Berwick	26	Oukhalov
Berwick	27	Catalfamo/Rhind
Berwick	34	Speedie
Berwick	39	Thompson
Berwick	44	Cave
Berwick	49	Manders
Berwick	52	Gonsalves
Berwick	57	Young
Berwick	62	Wilson
Berwick	67	Young
Berwick	72	Beard/Geen
Berwick	77	Wright
Berwick	82	Grant
Berwick	85	Lindsay
Berwick	90	Wynne
Berwick	95	Kirsten/Pasquale
Berwick	104	Kvetko
Berwick	105	McKendrick

The Highlands Residents Association

Carrick	106	Sawatsky
Carrick	112	Lacey
Daimler Pkwy	100	Lorentiu
Galloway	4	Henry/Paton
Galloway	7	Giroux
Galloway	12	Barrett
Galloway	15	Pipes
Galloway	21	Dommasch
Galloway	22	Nero
Galloway	29	Hinan
Galloway	30	Ten Cate
Galloway	37	Santos
Galloway	40	Kurys
Galloway	45	Mazzuto
Galloway	48	Donaghue
Galloway	51	Vukovic
Galloway	57	Awde
Galloway	58	Sweeney/Heger
Galloway	65	Kardash
Galloway	68	Shinton
Galloway	73	Corriveau
Galloway	76	Duffus
Galloway	81	Ellis
Galloway	86	Martin
Galloway	87	Filo
Galloway	95	Siggins
Galloway	96	Brummet
Galloway	101	Davies
Galloway	112	Eardley
Galloway	120	Krycki
Galloway	128	Santoro

Galloway	136	Grosland
Galloway	146	Mensch
Galloway	154	Scott
Galloway	164	Mendella
Galloway	172	Ho
Galloway	180	Graham
Galloway	190	Hales
Galloway	197	Rose
Galloway	200	Gollin
Galloway	205	Shirley
Galloway	208	Andrews
Galloway	211	Neumann
Galloway	218	Snee
Galloway	219	Neufeld
Galloway	226	Lewin
Galloway	227	Szabo
Galloway	235	Duncan
Galloway	236	Amirault
Galloway	241	McCormick
Galloway	246	Taylor
Galloway	247	Buttner
Galloway	254	Robertson
Galloway	255	Lundberg
Galloway	263	Sexton
Galloway	264	Davis
Galloway	271	Bickell/O'Connor
Galloway	274	Warren
Galloway	279	Snook
Galloway	284	Boyle
Galloway	285	Beaty/McLean
Galloway	291	Wellwood

Ganton	5	Hewlett
Ganton	6	Smith
Ganton	12	Grundy
Ganton	15	Smith
Ganton	18	Celli
Ganton	25	Gojda
Ganton	26	D'Souza
Ganton	33	Stevenson
Ganton	34	Hall
Ganton	40	Moyse
Ganton	43	Hayes/Martin
Ganton	48	Veikhman
Ganton	51	Salehi
Ganton	56	Sorokin
Ganton	61	Baker
Ganton	62	Vaccaro
Ganton	70	Laming
Ganton	71	Zygouras/Rendall
Ganton	78	Speedie
Ganton	79	Young
Ganton	84	Jahr
Ganton	89	Solski
Ganton	98	Rondeau
Ganton	99	Hughes
Ganton	106	Interisano
Ganton	107	Prince/Jupp
Ganton	112	Matu
Ganton	117	Kurzawski/Covert
Ganton	118	Suder/Kearns
Kintyre	4	Ireland
Kintyre	5	Hallett

Kintyre	11	Mullen
Kintyre	16	Bristowe/Wieczorek
Kintyre	19	Brant
Kintyre	24	Goyda
Kintyre	25	James
Kintyre	33	O'Rourke
Kintyre	34	Goss/Dolson
Kintyre	41	Gauer/Antiol
Kintyre	44	Baker
Kintyre	49	Truedell
Kintyre	54	Eaton
Kintyre	55	Dutton/Mathieu
Kintyre	62	Davidson
Kintyre	63	Bradshaw
Kintyre	71	Storjohann
Kintyre	72	Finan
Kintyre	79	Holmes
Kintyre	82	Tracz
Kintyre	87	Leith
Kintyre	90	Campbell
Kintyre	95	Neill/Julien
Kintyre	98	Shipley
Kintyre	103	Hanna
Kintyre	108	Henry
Kintyre	109	Jepson
Kintyre	115	Reynolds
Kintyre	118	Stefaniuk
Kintyre	121	Jones
Lochness	2	Verreault
Lochness	3	Clague
Lochness	8	Binkley

Lochness	11	DeFreitas
Lochness	14	Murphy
Lochness	19	Kelly
Lochness	22	Boucher
Lochness	30	Furtney
Morris	1	Hine
Morris	4	Labignan
Morris	7	Sergenese
Morris	14	Fiorita
Morris	15	Strilec
Morris	21	Parent
Morris	24	Anthony
Morris	29	Brain
Morris	34	Hartwick
Morris	35	Blundell
Morris	41	Rea
Morris	44	Esler
Morris	47	Strongman
Morris	54	Zozula
Morris	57	Toth
Morris	63	Vieveen
Morris	64	Chadha
Morris	69	Craig
Morris	74	Gervais
Morris	75	Smith
Morris	84	Pisano
Morris	85	Case
Morris	91	Chung
Morris	94	Landl
Morris	97	Wehrli
Morris	103	DiFruscio

Morris	104	Sivanand
Morris	109	Moroz
Morris	114	Smith
Morris	115	Jackson
Muirfield	6	Reynolds
Muirfield	7	Golench
Muirfield	16	Tamas
Muirfield	17	Szentmiklosy
Muirfield	26	Branston
Muirfield	27	Garton
Muirfield	36	Kramer
Muirfield	37	Hill
Muirfield	46	Gervais
Muirfield	47	Bunting
Muirfield	56	Cahill
Muirfield	57	Sawchuk
Muirfield	66	Baillie
Muirfield	67	Fierek
Muirfield	76	Carter
Muirfield	77	LeRiche
Muirfield	86	Spence
Muirfield	96	Drummond
Muirfield	110	Treschak
Muirfield	115	Corriveau
Muirfield	120	Davis
Muirfield	125	Melhuish
Muirfield	130	Esson
Muirfield	135	Hissem
Muirfield	142	Melhuish
Muirfield	145	Bell
Muirfield	154	Karner

Muirfield	155	Jasson
Muirfield	165	Luciani
Muirfield	166	Lorenowicz
Muirfield	177	Lengies
Muirfield	178	Cantrup
Muirfield	189	Mercier
Muirfield	190	McMillan
Muirfield	199	Dalziel
Muirfield	200	Hering
Muirfield	208	McLeod/Kang Liu
Muirfield	209	Leon
Muirfield	218	Casson
Old Course	5	Leitch
Old Course	15	Cadieux
Old Course	27	Pluim/Myers
Old Course	37	Bianco
Old Course	49	Wontner
Old Course	61	Richard
Old Course	73	Miller
Old Course	85	De Luca
Old Course	97	Clarke
Old Course	109	LaPointe
Old Course	121	Masse
Old Course	133	Pountney
Old Course	145	Bailey/Lee
Old Course	157	Lunn
Old Course	169	Kelly
Old Course	181	Taylor
Old Course	193	Mountain
Old Course	203	Quinn
Old Course	215	Gouviera

Old Course	221	Benson
Old Course	231	Regier
Old Course	241	Mercier/Turner
Old Course	251	Lesiw
Old Course	261	Jackson/Sanders
Old Course	277	Westby
Old Course	287	Rendall
Old Course	297	Maggiacomo
Old Course	305	Brearley
Old Course	269	Gindroz
Perth Trail	6	Miedzyblocki
Perth Trail	18	Fournier
Turnberry	6	Yearwood/Croteau
Turnberry	7	Herbai
Turnberry	14	Tobias/Robertson
Turnberry	15	Dureau
Turnberry	24	Mitchell
Turnberry	29	Adams
|Turnberry	34	Murray
Turnberry	39	Allan
Turnberry	44	Smith
Turnberry	53	Bonazza
Turnberry	54	Marois
Turnberry	61	Verschoor
Turnberry	64	Copas
Turnberry	69	Talbot/Brouillette
Turnberry	74	Bird
Turnberry	79	Mills/Carney
Turnberry	84	Young
Turnberry	87	Daoust
Turnberry	94	Gray/Maund

Turnberry	95	Mosley
Turnberry	105	Lucas
Turnberry	115	Walsham
Turnberry	121	Forrester
Turnberry	129	Philp
Turnberry	139	Zimmer
Turnberry	151	Eyre
Turnberry	161	Neal
Turnberry	171	Volenik/Colangelo
Turnberry	181	Lance
Turnberry	191	Flett
Turnberry	199	Osborne
Turnberry	209	Gautier
Turnberry	217	Hwang/Bang
Turnberry	231	Robson
Turnberry	251	Butson/Holmes

Hunter's Pointe Golf Course Redevelopment Proposal
289 Daimler Parkway
City of Welland

City File Nos: OPA.16 and 2018-01
City File Nos: 26T-14-18003
GWD File No: P.N.18.2511.00

PLANNING ASSESSMENT and ANALYSIS



Client: 2090572 Ontario Inc.
Highlands Residents Association

Gagnon Walker Domes Ltd.

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Brampton, Ontario
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Date: January 31, 2020

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Tab 2 – 'Original' Master Plan (March 2018)

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Tab 4 – City of Welland Staff Report (P&B-2018-23)

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Tab 6 – Comparison of the 'Original' Master Plan and the 'Revised' Master Plans (September 2018)

Tab 7 – GWD and Turkstra Mazza Presentation, September 18, 2018 and Optional Conceptual Plans

Tab 8 – 'Revised' Master Plan (November 2019)

Tab 9 – Comparison of the 'Original' Master Plan and the 'Revised' Master Plans (September 2018) and (November 2019)

Tab 10 – Niagara Region Official Plan

- **Schedule A: Regional Structure**
- **Schedule C: Core natural Heritage**

Tab 11 – City of Welland Official Plan

- **Schedule A: City Structure**
- **Schedule B: Land Use Map**
- **Schedule B1: Residential Hierarchy land use Map**
- **Schedule C: Core Natural Heritage System**
- **Schedule C1: Components of the Natural Heritage System**
- **Schedule D: Serviced and Un-Serviced Lands**

Tab 12 – City of Welland Zoning By-law

- **Extract from Zoning Maps B5, C5, D5 and E5**

EXECUTIVE SUMMARY

Gagnon Walker Domes Ltd. (GWD) represents 2090572 Ontario Inc., the developer of the lands known as the North, Central and South Villages and Magnolia Lane in the City of Welland and the Highlands Residents Association (hereinafter collectively referred to as the "Client"). GWD is working with Dillon Consulting Limited (Dillon), Upper Canada Consultants (Upper Canada), BA Consulting Group Ltd. (BA Group), Soil-Mat Engineers and Consultants Ltd. (Soil-Mat) and Valcoustics Canada Ltd. (Valcoutics). Collectively, we are providing our Client with planning and engineering advice in connection with the Official Plan and Zoning By-law Amendment Applications, and the associated Draft Plan of Subdivision Application filed by 2599587 Ontario Ltd. ("Applicant"), to redevelop the now closed Hunter's Pointe Golf Course.

This Report summarizes our collective comments, observations and recommendations, as well as outline our planning opinion in the context of the applicable planning policy regime.

Development Proposal

On March 5, 2018, The Biglieri Group Ltd. (on behalf of the Applicant) filed formal Official Plan and Zoning By-law Amendment Applications, as well as a Draft Plan of Subdivision Application with the City of Welland. Following formal and informal public consultation a revised development proposal was filed on November 19, 2019. The 'revised' Master Plan (November 2019) consists of:

- Approximately 1,155 residential units (including a mix of single-detached, street townhouses, condominium townhouses, stacked townhouses and apartments);
- Two (2) future residential blocks;
- 2,790.99 square metres (30,042 square feet) of commercial space;
- Vehicular access proposed from Daimler Parkway between the railway crossing and Old Course Trail; and,
- An emergency access at the southernmost portion of the Subject Site.

On behalf of our Client, we have reviewed the 'revised' Master Plan (November 2019) and associated revised reports and, collectively with our team, note the following comments, observations and concerns:

Environmental, Natural Heritage and Open Space

- Revised Environmental Impact Study continues to have gaps in assessment;

- Further analysis of significant wildlife habitat, woodlands, wetlands and assessment of existing on-site ponds;

- Fails to adequately compensate for the elimination of the open space functions/features and buffers, including recognition of ecological function;

- Need for additional technical assessment covering the whole of the lands subject to the Amendment Applications (Phase 2 ESA only completed on north golf course lands; no Phase 2 ESA for the much larger portion of the plan – the south golf course lands).

Servicing and Stormwater management

- Re-direction to other SWM facilities and outlets from adjacent South Village than currently planned for, as well as concerns that the SWM facility may be too small to accommodate existing and proposed development flows;

- Impact on drainage requirements based on a reduction in the size of the main stormwater management facility (Loch Ness Lake), as well as no consideration for the drainage requirements of existing/proposed adjacent development(s); and,

- Insufficient sanitary sewer capacity and water service once existing infrastructure has been utilized to service previously designated and approved residential and commercial development lands within the community.

Noise and Vibration

- Lack of evaluation of road (increased traffic volume) and significant adjacent industrial area;

- Methodology used in the analysis of noise receptors (inconsistent), as well as a lack of vibration measurements and evaluation; and

- Insufficient data and information regarding location and height of potential sound barriers.

Transportation

- The negative impacts associated with an increase in the amount of traffic volume on Daimler Parkway to more than three (3) times what was originally contemplated, which impacts include excessive queues, longer travel times, the inefficient delivery of emergency services and an overall extremely poor level of service;

- Requirement and responsibility for a second road access (emergency and public vehicular access); and

- Lacks sufficient and appropriate transportation and transit infrastructure.

Planning and Urban Design

- Lack of traditional community facilities (schools, daycare, library, fire station, arena, etc.) on or in close proximity to the subject site;

- Confusion regarding the amount of open space provided, and a lack of large programmable open spaces;

- Eliminate the defining open space feature of the community, replacing it with a series of narrow linear open space corridors/walkways;

- Excessive residential density, too broad a range of housing types and incompatible built form and scale of development;

- No as-of-right Residential or Commercial development permissions;

- Insufficient and inadequate municipal services; including, but not limited to storm, sanitary and water infrastructure, schools, community facilities, parks and open space, etc.;

- Negative impact on established character of the adjacent predominantly adult lifestyle community; incompatible built form and density; and

- Failure to demonstrate a need for the proposed residential units and commercial space.

The Hunter's Pointe Golf Course is designated in the City of Welland Official Plan as primarily Open Space and Recreation, as well as Core Natural Heritage System. It is not designated for Residential and Commercial development. The current Official Plan designations are not 'placeholders' for future development; they serve a specific role and function.

Based on the concerns and objections raised herein, and those advanced by the general public we recommend that the City of Welland refuse to approve the Amendment Applications (including the latest version of the 'revised' Master plan dated November 2019).

1.0 INTRODUCTION

Gagnon Walker Domes Ltd. (GWD) represents 2090572 Ontario Inc., the developer of the lands known as the North, Central and South Villages, and Magnolia Lane in the City of Welland and the Highlands Residents Association (hereinafter collectively referred to as "Client"). GWD is working with Dillon Consulting Limited (Dillon), Upper Canada Consultants (Upper Canada), BA Consulting Group Ltd. (BA Group), Soil-Mat Engineers and Consultants Ltd. (Soil-Mat) and Valcoustics Canada Ltd. (Valcoustics). Collectively, we are providing our Client with planning and engineering advice in connection with the Official Plan and Zoning By-law Amendment Applications, and the associated Draft Plan of Subdivision Application filed by 2599587 Ontario Ltd. ("Applicant"), to redevelop the now closed Hunter's Pointe Golf Course in the City of Welland.

We have been retained to undertake a planning assessment and analysis of the Applicant's proposal with a view to providing the City of Welland with comments, observations and recommendations regarding the redevelopment in accordance with the requirements of the Province of Ontario *Planning Act*.

This Report describes the site and surrounding area, reviews the proposed redevelopment plan, summarizes formal submissions, provides highlights from community information meetings, and outlines our planning opinions within the context of the applicable planning policy regime.

2.0 SITE DESCRIPTION and SURROUNDING LAND USES

The Hunter's Pointe Golf Course ("Subject Site") is known municipally as 289 Daimler Parkway in the City of Welland. The property is legally described as Part of Lots 19 and 20, Concession 1, Part of Lots 19 and 20, Concession 2, Part of the Road Allowance Between Concession 1 and 2 (Closed), Part of Lot 19, Concession 3, Part of Lot 19, Concession 4, Part of the Road Allowance Between Concessions 3 and 4 (Closed), in the Former Township of Crowland, Lots 25 to 28 (Inclusive), Lots 50 to 56 (Inclusive), Part of Lots 23, 24, 29, 30, 31, 32, 49 and 57, Part of Tutty Street (Closed), Registered Plan 975 (Registered Plan 56, Township of Crowland), and Blocks 168, 169, and 170 on Registered Plan 59M-269, City of Welland.

The Subject Site is located in the northeastern area of the City of Welland, east of Highway 406, south of the Welland River, directly west of the Welland Canal and Welland Canal Seaway Service Road. The property is irregular in shape having a total area of approximately 84.82 hectares (209.59 acres), with 110 metres (360.89 feet) of frontage along Daimler Parkway and 2,300 metres (7,545.93 feet) along Highway 406. The Subject Site was originally developed and operated as the 18-hole Hunter's Pointe Golf Course. In January 2017, the golf course and clubhouse were closed.

When the golf course was originally developed one of the most prominent design features was a large stormwater management pond strategically located adjacent to the clubhouse, the 1st tee and the 18th green. This prominent pond is known locally as the 'Loch Ness Lake'. In addition to the Loch Ness Lake, there are several other ponds and watercourses located throughout the Subject Site.

The Subject Site is surrounded by existing and/or planned residential enclaves, including: the

North Village (herein defined as all existing and future phases of the adult lifestyle community known as the Highlands Residents Association), Magnolia Lane, the Central and South Villages.

Tab 1 includes copies of aerial photography of the Subject Site and surrounding area.

3.0 DEVELOPMENT PROPOSAL

3.1 'Original' Redevelopment Proposal

On March 5, 2018, The Biglieri Group Ltd. (on behalf of the Applicant) filed formal Official Plan and Zoning By-law Amendment Applications (City File Nos: OPA 16 and 2018-01), as well as a Draft Plan of Subdivision Application (City File No: 26T-14-18003) with the City of Welland. On March 7, 2018, the City of Welland issued a Notice of Compete Application. In support of the aforementioned Applications, the following plans, reports and studies were filed:

- Transportation Study, R. J. Burnside and Associates, dated February 2018;
- Municipal Servicing Study and Stormwater Management Plan (MSS Plan), Valdor Engineering Inc., dated February 2018;
- Natural Heritage Existing Conditions Report (Natural Heritage Report), Beacon Environmental Limited, dated December 2017;
- Noise and Vibration Feasibility Study (Noise Study), Aercoustics Engineering Ltd., dated February 23, 2018;
- Phase 1 Environmental Site Assessment (Phase 1 ESA), Soil Engineers Ltd., dated October 4, 2017;
- Planning and Urban Design Rational Report (*PDR*), The Biglieri Group Ltd., dated February 2018; and
- Geotechnical Investigation for Proposed Land Acquisition, Soil Engineers Ltd., dated October 2017.

According to The Biglieri Group Ltd., the Conceptual Master Plan ("Master Plan") was prepared taking into consideration four (4) guiding principles; including: i) open space, ii) green corridors, iii) streets and blocks, and iv) precincts. The original Master Plan is comprised of seven (7) different precincts; including, the northeast precinct which is proposed to be the central neighbourhood mixed-use hub. This area includes the existing clubhouse which is proposed to be repurposed for commercial uses and mixed-use development in the area surrounding it.

It was proposed that the Subject Site be completely redeveloped such that the Hunter's Pointe Golf Course be eliminated and replaced with approximately 1,194 residential units (including a mix of 2 to 4 storey single detached dwellings, street townhouses, stacked townhouses, and apartments), as well as approximately 5,574 square metres (59,998.04 square feet) of commercial space.

Vehicular access to the site is proposed from Daimler Parkway and a future Oxford Drive flyover/overpass of Highway 406.

Tab 2 includes a copy of the 'original' Master Plan (March 2018).

4.0 INITIAL PUBLIC INPUT

4.1 April 12, 2018 Public Information Meeting

Following the initial submission of the Application on March 5, 2018, the City of Welland scheduled a Public Information Meeting on April 12, 2018. GWD attended the April 12, 2018 Public Information Meeting hosted by the City of Welland Planning Department.

The meeting was well attended and those in attendance expressed opposition to the proposal to eliminate the Hunter's Pointe Golf Course and significantly alter existing open space and natural heritage features. The Hunter's Pointe Golf Course is one of the neighbourhood's most significant defining physical features.

4.2 Public Input Letter, filed on behalf of 2090572 Ontario Inc. April 20, 2018

The City of Welland scheduled a Statutory Public Meeting on May 1, 2018. GWD, with input from Dillon, Upper Canada and Turkstra Mazza Associates LLP, submitted a letter to the municipality in advance of the Statutory Public Meeting. Our submission was referenced at the Public Meeting and our office made a brief presentation.

Tab 3 includes a copy of GWD's April 20, 2018 submission.

The written correspondence presented to the Statutory Public Meeting included our comments, observations and recommendations on the: 'original' Master Plan (March 2018), various issues related to transportation, servicing and stormwater management, natural heritage, noise and vibration, the Applicant's Phase I Environmental Site Assessment, as well as general planning and urban design issues.

In addition, the aforementioned written correspondence included comments on the *Planning and Urban Design Rationale Report* (*PDR*) prepared by The Biglieri Group Ltd. Many of the concerns raised by our office align with those of the members of the public who attended the April 12, 2018 Public Information Meeting.

Based on our review of the *PDR* and on the understanding that there are no as-of-right Residential or Commercial development permissions (with the exception of the very small area of the existing clubhouse), the following is a general summary of GWD's planning and urban design concerns with the 'original' Master Plan (March 2018):

- Lack of community facilities on or in close proximity to the Subject Site;

- Misleading information regarding the amount of Open Space provided; and concerns regarding the layout of the proposed road pattern and the elimination of the golf course;
- Appropriateness of proposed narrow linear open spaces with walkways running parallel to existing and planned roads, and Highway 406;
- Lack of open space and recreation facilities, and core natural heritage features;
- Visual Impact of reduced views to ponds and open space features;
- Inappropriateness of mixed-use high-density blocks (in terms of form, function, scale and location);
- Loss of golf course and open space which serve as community focal points;
- Compatibility with surrounding land uses;
- Limited accessibility to the local and regional road network, as well as local transit;
- Appropriateness of 'complete community' description – predominantly residential, with limited commercial space, minimal useable parks and open space;
- Significant impact on established character of the neighbourhood;
- Questionable demand for the proposed commercial space;
- Appropriateness of the type of housing being proposed and its location in the context of the City of Welland and community facilities; and,
- Appropriateness of the location and level of residential intensification/density being proposed.

We recommended that the Applicant redesign the layout of the Draft Plan of Subdivision with a view to maintaining the golf course (perhaps in an 'executive' 18-hole or standard 9-hole format) with residential lots backing onto it. Doing so would maintain the existing lifestyle and character of the Hunter's Pointe neighbourhood/community. In the alternative, if maintaining the golf course is not a viable option in the Applicant's opinion, we recommend that the Draft Plan of Subdivision be redesigned to significantly increase the amount of land set aside for open space and programmable recreational opportunities, along with a corresponding reduction in the amount of land designated for residential units and commercial space.

We also recommended that further consideration of the application should not advance until a visual impact assessment, community services study, urban design brief/guidelines and growth management and master phasing plan is prepared and submitted to the City of Welland.

Tab 3 includes copy of the GWD Public Input Letter dated April 20, 2018. It is to be read in its entirety and in conjunction with this Report.

4.3 City of Welland Staff Report (P&B-2018-23) May 1, 2018

We wish to address comments raised by City of Welland Planning Staff in their May 1, 2018 Staff Report (P&B-2018-23) to Welland Council. The Staff Report provides a brief description of the proposal, but no detailed analysis of relevant provincial, regional or local planning policies as they relate to the Subject Site.

The Planning Department Staff Report summarized the concerns and comments that had been raised at the April 12, 2018 Public Information Meeting. Many of the concerns align with ours. The Staff Report mentioned that the City was in receipt of 110 letters of objection from residents.

Many of the objectors want the golf course use to be retained; even if it isn't a full 18-hole facility. In this respect, one of GWD's *Optional Conceptual Plans* includes a 9-hole golf course which maintains one of the key defining features of the existing adult lifestyle-oriented community. Doing so maintains one of the community's most important active recreational opportunities.

Part B of the Staff Report (Proposed Amendment No. 16 to the City of Welland Official Plan) states that the:

- "*effect of the Official Plan Amendment is to maintain portions of the Open Space and Recreation and Core Natural Heritage System designation and to include Low and Medium Density Residential and Neighbourhood Commercial to allow the development of the property for a residential subdivision with neighbourhood commercial uses in mixed-use nodes*."

Based on our review of the proposal, the remnant open space parcels are not sufficient in size or orientation to provide programmable space to meet the needs of the thousands of additional residents that the redevelopment will attract to the neighbourhood. What is proposed consists of largely leftover strips of land, required buffers and setbacks, narrow walkways and drainage ditches.

Tab 4 includes a copy of the City of Welland Staff Report (P&B-2018-23).

4.4 September 6, 2018 Community Open House (hosted by The Biglieri Group)

As part of the Application process, on September 6, 2018 The Biglieri Group Ltd. hosted a Community Open House Meeting (Open House) at which time they presented a 'revised' Master Plan. City staff were in attendance at the Open House.

The highlights of the 'revised' Master Plan (September 2018) included approximately 1,190 residential units, consisting of a mix of single detached dwellings, street townhouses, apartment units, as well as commercial space, and parks.

Tab 5 includes copies of the 'revised' Master Plan (September 2018) and a Rendering.

When we compared the 'original' Master Plan (March 2018) to the 'revised' Master Plan (September 2018), we noted that there were no major differences between the two.

Tab 6 includes a comparison of the 'original' and the 'revised' Master Plan (September 2018).

At the Open House, the Applicant posed a series of questions to the public. The following is a summary of the questions and the public's response to them:

1. What community facilities and services would be desirable for the area?

   i. Retain the golf course clubhouse (restaurant) and 9-hole golf course.
   ii. Do not propose additional commercial space or other uses around golf course clubhouse.
   iii. Retain views of the Loch Ness Lake and significant open spaces.

2. What are your thoughts on the proposed changes to the commercial node at the North (end of the project)?

   i. Maintain a 9-hole golf course and clubhouse (restaurant).
   ii. Do not build commercial space.
   iii. Do not include rental apartments, condos, or stacked townhouses.
   iv. Maintain the adult lifestyle oriented community concept.

3. What do you envision for the proposed commercial node to the South (end of the project)?

   i. Maintain a 9-hole golf course.
   ii. Do not add commercial space other than perhaps a restaurant and some medical offices.
   iii. Do not add rental housing and impose a 2-storey maximum building height.
   iv. Second access road.

4. What do you envision for the open spaces on the Master Concept Plan?

   i. Retain and/or increase the amount of greenspace and maintain the views to the Loch Ness Lake.
   ii. Retain the golf course and clubhouse (restaurant).
   iii. Do not include additional commercial space or condo apartments.

5. What are your thoughts on the revised Concept Master Plan?

   i. There is no difference between the two and too many units are proposed.
   ii. More greenspace is required and the Loch Ness Lake should be preserved.
   iii. Maintain the 9-hole golf course and clubhouse (restaurant).
   iv. No additional development should proceed in the absence of Ministry of Transportation of Ontario (MTO) approval of a 2nd access.
   v. Do not include rental apartments, condos, or stacked townhouses.

4.5 September 18, 2018 Community Open House/Information Meeting (Hosts – 2090572 Ontario Inc. and Highlands Residents Association)

A Community Open House Information Meeting (Information Meeting) was held on September 18, 2018, by 2090572 Ontario Inc. and the Highland Residents Association. The purpose of the meeting was to review the Applicant's 'original' Master Plan (March 2018) and 'revised' Master Plan (September 2018) proposals, discuss residents' concerns, as well as explore what the community would be willing to support. Staff from GWD and Turkstra Mazza Associates LLP were in attendance.

Tab 7 includes a copy of the joint GWD and Turkstra Mazza Associates LLP presentation.

The presentation included two (2) 'Optional' GWD Conceptual Plans; as follows:

Option No. 1 Conceptual Plan

- A 9-hole golf course and the existing Loch Ness Lake, and associated clubhouse (which could potentially be utilized also as a restaurant and/or office). The balance of the Subject Site is designated for Residential.

Option No. 2 Conceptual Plan

- No golf course but rather an open space "green network" which respects the limits of the Loch Ness Lake. The existing golf course clubhouse is maintained and potentially used for a restaurant, offices and/or personal service shop(s). The balance of the Subject Site is designated for Residential.

The following is a statistical comparison of the 'original', 'revised' Master Plan (September 2018) and the aforementioned Option No. 1 and Option No. 2 Conceptual Plans.

Table 1 - Summary of Land Uses (Hectares and Acres) of the 'Original', 'Revised' Master Plans versus Option No. 1 and Option No. 2*

	'Original' Master Plan (March 2018)	'Revised' Master Plan (September 2018)	GWD Option No. 1 (September 2018)	GWD Option No. 2 (September 2018)
Land Area	85.45 ha (211.15 ac)	84.82 ha (209.59 ac)	84.82 ha (209.59ac)	84.82 ha (209.59 ac)
Residential Area	38.81 ha (95.90 ac)	37.58 ha (92.86 ac)	32.70 ha (80.80 ac)	36.69 ha (90.66 ac)
Golf Course			39.13 ha (incl. SWM Pond) (96.70 ac)	
Stormwater Management Ponds	7.10 ha (17.55 ac)	8.03 ha (19.84 ac)	3.12 ha (7.71 ac)	7.16 ha (17.71 ac)
Open Space and Buffers	17.69 ha (43.71 ac)	17.41 ha (43.02 ac)	0.92 ha (2.29 ac)	29.52 ha (72.96 ac)
Mixed-Use/Commercial Area	4.02 ha (9.92 ac)	3.87 ha (9.56 ac)		1.75 ha (4.32 ac)
Other (i.e. roads, etc.)	17.82 ha (44.03 ac)	17.86 ha (44.13 ac)	8.95 ha (22.12 ac)	9.70 ha (23.96 ac)

*All figures subject to verification.

The Optional Conceptual Plans serve to preserve a greater amount of the Subject Site's open space, protect existing natural heritage features, reduce the amount of land designated for residential purposes, eliminates high density residential and commercial land uses blocks.

Tab 7 includes copies of the *Optional Conceptual Plans*.

The *Optional Conceptual Plans* are consistent with the Provincial Policy Statement and Growth Plan, and conform with regional, and local planning policies as they:

- Provide ample physical space for community and recreational activities;
- Respect the existing character of the adjacent adult lifestyle-oriented community which was designed around the existing golf course and open space natural heritage system;
- Promote and provide a network of well-connected open spaces which in turn provide for safe active transportation, community accessibility and walkability;
- Preserve and enhance the culture and identity of the adult lifestyle-oriented community, golf course/open space/natural heritage features;
- Reinforce the importance of the strongest defining physical elements of the community; namely the open space system which includes the golf course, Loch Ness Lake, and the other existing natural heritage features;
- Provide support for municipal open space and parkland objectives aimed at meeting the needs of present and future residents;
- Provide a seamless transition to the existing adult lifestyle-oriented community thereby sustaining the built form character and density as encouraged by the Growth Plan, and Municipal Official Plans;
- Promote an efficient land use and development pattern, while enhancing the social well-being of existing and future residents within a sustainable community format;
- Aligns/conforms with Official Plan policies regarding where intensification should and shouldn't take place;
- Respect the Region's and City's policies that promote the naturalization of existing stormwater management features; and,
- Conform to the City of Welland's Strategic directions by contributing to a complete community which is sustainable and attractive.

We are of the opinion that the 'revised' Master Plan (September 2018) does not satisfactorily address the main concerns raised by our Client and the community.

5.0 FORMAL RESUBMISSION – AMENDMENT APPLICATION MASTER PLAN

On November 21, 2019, the City of Welland issued a memorandum posted on the Municipality's website advising that a resubmission of the Hunter's Pointe Golf Course Amendment Application had been made by The Biglieri Group Ltd. on behalf of the Applicant. The resubmission package did not include a revised/updated *PDR,* but did include the following materials:

- Amendments to the Draft Plan of Subdivision, The Biglieri Group Ltd., dated November 12, 2019:
    - Hunters Pointe Draft Plan of Subdivision Overall Plan Colour;
    - Hunters Pointe Draft Plan of Subdivision Overall Plan;
    - Hunter's Pointe Draft Plan of Subdivision – Centre Section;
    - Hunters Pointe Draft Plan of Subdivision – North of Daimler Parkway;
    - Hunter's Pointe Draft Plan of Subdivision – South of Daimler Parkway; and,
    - Hunter's Pointe Draft Plan of Subdivision – Southern Section;
- Environmental Impact Study, Beacon Environmental limited, dated November 2019;
- Municipal Servicing Study and Stormwater Management Plan, Valdor Engineering Inc, revised November 2019;
- Noise and Vibration Feasibility Study, Aercoustics Engineering Ltd., dated November 4, 2019;
- Phase One Environmental Site Assessment (North of Daimler Parkway – East of Highway 406) (Phase 1 ESA, North of Daimler Parkway), Soil Engineers Ltd, dated February 27, 2019;
- Phase One Environmental Site Assessment (South of Daimler Parkway (Phase 1 ESA, South of Daimler Parkway), Soil Engineers Ltd, dated February 27, 2019;
- Phase One Environmental Site Assessment (South of Welland River and East of Highway 406 (Phase 1 ESA, South of Welland River), Soil Engineers Ltd, dated February 27, 2019;
- Phase Two Environmental Site Assessment (North of Daimler Parkway – East of Highway 406) (Phase 2 ESA, North of Daimler Parkway), Soil Engineers Ltd, dated March 4, 2019;
- Retail Commercial Market Assessment, Tate Economics Research Inc., dated November 4, 2019;
- Summary of Public Consultation, The Biglieri Group Ltd., dated November 2019;
- Transportation Study Addendum Letter, prepared by R. J. Burnside and Associates, dated November 7, 2019; and,

- Transportation Study, prepared by R. J. Burnside and Associates, dated February 2019.

According to The Biglieri Group Ltd. Summary of Public Consultation document the development proposal was revised as a means of addressing comments received from the first submission circulation and public consultation process. The November 12, 2019 Hunter's Pointe Draft Plan of Subdivision ('revised' Master Plan (November 2019)) proposes that the Subject Site be completely redeveloped with approximately 1,155 residential units (including a mix of single-detached, street townhouses, condominium townhouses, stacked townhouses and apartments), as well as two (2) future residential blocks and 2,790.99 square metres (30,042 square feet) of commercial space.

Vehicular access to the site is proposed from Daimler Parkway between the railway crossing of Daimler Parkway and Old Course Trail. An emergency access is proposed at the southernmost portion of the Subject Site to Highway 406 (Block 758 on the 'revised' Master Plan (November 2019)).

Based on our review of the 'original' Master Plan (March 2018); the plan presented at the September 6, 2018 Community Open House Meeting ('revised' Master Plan (September 2018); and the 'revised' Master Plan (November 2019), we are of the opinion that there are no major differences between any of the plans.

Tab 5 includes copies of the 'revised' Master Plan (September 2018).

Tab 8 includes copies of the 'revised' Master Plan (November 2019).

Tab 9 includes a comparison of the 'original' Master Plan (March 2018), as well as the 'revised' Master Plans dated September 2018 and November 2019.

The Summary of Public Consultation document states that the total number of residential units has been reduced from 1,194 to 1,155 (a reduction of 39 units). Based on our review of the latest 'revised' Master Plan (November 2019), we are of the opinion that there is no significant decrease in the proposed residential density.

The total number of residential units remains uncertain on account of the fact that the number of residential units which could be accommodated in the 'future residential blocks' has not been finally determined. The total number of residential units will ultimately exceed 1,155.

The Summary of Public Consultation document states that the 'revised' Master Plan (November 2019) includes an increase in parkland around the existing stormwater management pond (the Loch Ness Lake) south of the existing clubhouse. While the Applicant has increased the parkland area around the Loch Ness Lake the overall parkland/open space area has not increased significantly when compared to the 'original' Master Plan (March 2018) (see Table 2 for a statistical comparison). The increase in parkland/open space was achieved by reducing the size of the area the Applicant originally allocated for the Loch Ness Lake.

Based on our review of the 'revised' Master Plan (November 2019), we maintain our opinion that the remnant open space parcels are not sufficient in size or orientation to provide suitable

programmable space to meet the needs of the thousands of additional residents that the redevelopment will attract to the neighbourhood. What is proposed consists largely of leftover strips of land, required buffers and setbacks, narrow walkways and drainage ditches.

The 'revised' Master Plan (November 2019) illustrates that the existing clubhouse facility and areas east and west thereof will be utilized for mixed use development (residential and commercial). It is noteworthy that the Summary of Public Consultation document states on page 10 that:

- "*No new commercial proposed to the east and west of the existing clubhouse facility, with the clubhouse facility only proposed for commercial uses at the north end of the site. Therefore, there will be a total of 11,042 ft2 of commercial area in the existing club house and approximately 19,000 ft 2 of commercial area in the mixed-use blocks to the south end of the site, limited to 3 storeys*".

The municipality should ensure that any future plans for the redevelopment of the Hunter's Pointe Golf Course clearly indicate that the existing clubhouse is the only building to be permitted within what is noted as Block 784 on the 'revised Master Plan (November 2019). There shall be no other structures or any additional uses of any kind permitted. The City should consider imposing strict planning restrictions to ensure this cannot be changed in the future unless formal Official Plan and Zoning By-law Amendment Applications are filed.

Based on the footprint of the existing clubhouse and the size of the block reserved for mixed use development we are led to believe that the mixed-use block (i.e. Block 784) will be predominately developed for residential land uses.

Table 2 - Summary of Land Uses (Hectares and Acres) of the 'Original', 'Revised' Plans*

	'Original' Master Plan (March 2018)	'Revised' Master Plan (September 2018)	'Revised' Master Plan (November 2019)
Residential	42.83 ha (105.84 ac)	41.45 ha (102.43 ac)	40.72 ha (101.81 ac)
Future Residential Blocks	0.00 ha (0.00 ac)	0.00 ha (0.00 ac)	0.58 ha (1.43 ac)
Stormwater Management Ponds	7.10 ha (17.55 ac)	8.03 ha (19.84 ac)	7.67 ha (18.95 ac)
Open Space and Buffer	17.69 ha (43.71 ac)	17.41 ha (43.02 ac)	17.57 ha (18.95 ac)
Commercial	0.56 ha (1.38 ac)	1.75 ha (4.32 ac)	0.28 ha (0.69 ac)

*All figures subject to verification.

Based on our review of the latest 'revised' Master Plan (November 2019) and the Summary of Public Consultation document, we note that while a few of our and the general public's concerns have been addressed, we are still of the general opinion that the 'revised' Master Plan (November 2019) does not satisfactorily address the majority of the most significant concerns.

We recommend that the Applicant redesign the Draft Plan of Subdivision with a view to maintaining the existing lifestyle and character of the neighbourhood/community and maintaining the golf course (perhaps in an 'executive' 9-hole format) with residential lots backing onto it. In the alternative, if maintaining the golf course is not a viable option in the Applicant's opinion, we recommend that the Draft Plan of Subdivision be redesigned to significantly increase the amount of land set aside for open space and programmable recreational opportunities, along with a corresponding reduction in the amount of land designated for residential units and commercial space.

It is also recommended that further consideration of the Application should not advance until a Visual Impact Assessment, Community Services Study, Urban Design Brief/Guidelines and Growth Management and Master Phasing Plan, as well as a revised/updated *PDR* are prepared and submitted to the City of Welland.

6.0 LAND USE PLANNING DESIGNATIONS and POLICIES

The *Planning and Urban Design Rationale Report (PDR)* originally prepared by The Biglieri Group Ltd. dated February 2018 has been assessed and analyzed in the context of governing provincial, regional and local planning policy documents; including:

- Provincial Policy Statement (PPS), April 2014;
- Growth Plan for the Greater Golden Horseshoe, May 2017;
- Growth Plan for the Greater Golden Horseshoe, May 2019;
- Niagara Region Official Plan, 2014 Consolidation;
- City of Welland Official Plan, Revised June 20, 2017; and
- City of Welland Comprehensive Zoning By-law 2017-117.

6.1 Provincial Policy Statement (PPS), April 2014

The Provincial Policy Statement (PPS) is a governing policy document which is meant to ensure that growth and development is focused on improving land use planning. One of the goals of the PPS is to promote and achieve efficient development patterns, and avoid negatively impacting significant and/or sensitive natural resources. The PPS supports the enhancement of quality of life, and it recognizes that the long-term prosperity and social well-being of Ontarians depends on planning for strong, sustainable and resilient communities (Part I and Part IV).

It is our understanding from listening to local residents that the residents living within the North Village and the Magnolia Lane residential enclaves located immediately adjacent to the Subject Site chose to purchase homes within this area of the City of Welland in large part because of the community's proximity and orientation to the Hunter's Pointe Golf Course. The developer and current builders of the Residences at Hunter's Pointe have developed and created an attractive, vibrant adult lifestyle community which was recognized as the 2017 Community Development of the Year by the Canadian Home Builders Association.

While the Applicant's proposed 'revised' Master Plan (November 2019) is efficient insofar as lot yield is concerned, it does not represent a development pattern or density which is compatible with the existing neighbourhood character.

Strong and Healthy Communities

Part V, Section 1.0 of the PPS addresses the objective of building strong and healthy communities. Section 1.1 of the PPS outlines the policy framework in connection with managing and directing land uses in pursuit of developments which are efficient and resilient. The Applicant's *PDR* suggests that the 'original' Master Plan (March 2018) promotes efficient and cost-effective development through the inclusion of a broad range of residential, commercial, park and open space uses. Simply providing/accommodating the aforementioned uses does not in and of itself mean that what is proposed is appropriate, acceptable or representative of good planning.

Transportation

Sections 1.1.1 e) and g), as well as 1.1.3.2 of the PPS, require that necessary infrastructure is or will be available to meet current and projected needs. The PPS defines infrastructure as meaning:

- "*Physical structures (facilities and corridors) that form the foundation for development. Infrastructure includes: sewage and water systems, sewage treatment systems, stormwater management systems, waste management systems, electricity generation facilities, electricity transmission and distribution systems, communications/ telecommunications, transit and transportation corridors and facilities, oil and gas pipelines and associated facilities*."

In addition to addressing infrastructure and its availability, Section 1.6.7.4 of the PPS also speaks to the need for land use planning to take into consideration proposed density and mix of uses, with a view to promoting or minimizing the length and number of vehicle trips, along with supporting current and future transit and active transportation.

Based on *Dillon*'s preliminary review of the Applicant's original Transportation Study in support of the 'original' Master Plan (March 2018), concerns were raised whether the transportation network could accommodate the projected traffic volumes which would be generated by the development and whether emergency service access was adequate. The Transportation Study submitted as part of the resubmission package states that:

- "*In subsequent discussions with the City Planning and Engineering Staff, it was agreed that a second access for emergency purposes only is the preferred option*."

While it has been suggested that the MTO approved the proposed emergency access, we are not aware of any evidence to this effect, and regardless, we continue to have concerns regarding when a 'second road access' into the community will be built. Based on the preliminary analysis conducted by Dillon and BA Group, we are of the opinion that based on projected traffic volumes it is imperative that a 'second road access' be a prerequisite to the proposed redevelopment proceeding; the 'second road access' should not simply be an emergency access.

It is important to understand and consider that when the North Village, Magnolia Lane, the Central and South Villages were planned, the road network (which includes a single point of access along Daimler Parkway) was designed to accommodate the full build-out of the aforementioned residential neighbourhoods, but absolutely no additional residential and commercial development on the Hunter's Pointe Golf Course lands. With this in mind, the notion of a 'second emergency access' was only required for build-out of the South Village for emergency access purposes. It is our understanding from discussions with our Client that at no time was it to accommodate the demand associated with designated and planned residential development on our Client's lands.

BA Group's review of the latest Transportation Study have raised some substantive concerns regarding the recommendations proposed therein. Based on BA's review, the level of service will be extremely poor and they question the appropriateness of recommendations for the level of development particularly given the increase in traffic volumes contemplated, the number of physical constraints that prevent alternate routing opportunities for residents entering / exiting the community under typical (or non-emergency) operating conditions, combined with constant queuing that reaches to and beyond the train tracks.

Also, BA Group notes that with only one (1) existing access into the neighbourhood via Daimler Parkway, traffic congestion will lead to an increase in the length of travel times and challenges associated with the efficient delivery of emergency services. There are no viable proposals being advanced by the Applicant aimed at mitigating these situations as the increase in traffic volume on Daimler Parkway is beyond more than three (3) times what was originally planned and anticipated. With the aforementioned in mind, we question whether the proposed 1,155 additional residential units can be accommodated with only a single access. Our Client maintains that any details regarding the design, funding and implementation of additional transportation infrastructure, including, but not necessarily limited to a second public access required to accommodate the proposed redevelopment, should be the sole responsibility of the Applicant and a prerequisite to the granting of any approvals.

Furthermore, no evidence has been provided that the MTO has reviewed and accepted the findings of the Applicant's TIS. According to BA, deferring the MTO's approval as conditions of draft approval could have major implications on the ability to develop the lands as currently proposed and will likely create a large gap between what could be permitted as part of local planning approvals and the transportation infrastructure that would adequately be required to serve such planning approvals.

Lastly, the area located east of Highway 406 is not serviced by City of Welland transit; other than by Trans-Cab. With this in mind and considering the provisions of the PPS, may be inappropriate and problematic to introduce a significant amount of additional residential development into this area of the community in the absence of enhanced transit service. The introduction of additional

residential units into a community that has limited road access and insufficient transit infrastructure is less than ideal from a land use planning perspective.

Land Supply

Section 1.1.2 of the PPS, states that municipalities are to designate a sufficient amount of land to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 20 years. The City of Welland Official Plan was adopted by Welland Council on May 4, 2010 and approved, in part, with modifications and deferrals on September 15, 2011 by Niagara Regional Council.

The *PDR* states that the Subject Site is located within the City of Welland's Urban and Built Boundaries and that it is an appropriate location for residential development. The *PDR* also suggests that the Subject Site will contribute to meeting the City of Welland's residential land needs within the 20-year planning horizon. Nowhere in the *PDR* is evidence provided that the proposed residential units are required in order for the Municipality to meet projected residential demand.

The current City of Welland Official Plan designates the Subject Site as Open Space, Recreation, and Core Natural Heritage System, but not Residential. The Applicant has not demonstrated that the proposed residential development is needed to accommodate projected residential demand as required by the PPS and envisaged in the City of Welland Official Plan. It is our understanding from our Client that there may be a sufficient supply of designated, zoned and draft approved residential land within the City of Welland; far exceeding projected demand over the next 20-years. In this respect, our Client believes that prior to any approval being granted that the Applicant should demonstrate that there is a need for the proposed additional residential units, as well as the commercial space.

With respect to the proposed commercial space, while the Applicant has reduced the amount proposed, based on the size of the neighbourhood and the type of commercial space being proposed, it is questionable whether there is sufficient demand for the space, especially considering the isolation of the community and the proximity of the larger concentration of designated and built commercial space located immediately west of Highway 406.

Intensification

Section 1.1.3.3 of the PPS deals with intensification of development. It includes a set of criteria which municipalities should consider when identifying appropriate locations for and/or promoting intensification; including: taking into account the existing building stock or areas, including brownfields; and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

Based on a review of the aforementioned criteria, the Subject Site fails to qualify as an appropriate area for residential intensification of the magnitude proposed. Within the area east of Highway 406, north and east of the Hunter's Pointe Golf Course there are already two (2) areas designated in the City of Welland Official Plan for intensification; namely, the North Village and the Central Village, but not the Subject Site.

The *PDR* has not demonstrated that the Subject Site meets the PPS criteria for intensification, nor that it is appropriate to expand existing intensification areas located east of Highway 406 to include the Subject Site.

Housing

The *PDR* states that the proposal will contribute to providing for a greater range and mix of housing types and densities in the City of Welland contributing to the regional market area. According to Section 1.4 of the PPS, when considering regional market areas municipalities are to take into consideration population and housing projections.

In the case of the Subject Site the regional market area includes the City of Welland, as well as the other municipalities within the Region of Niagara. The PPS defines 'regional market areas' as:

- "*…An area that has a high degree of social and economic interaction. The upper or single-tier municipality, or planning area, will normally serve as the regional market area. However, where a regional market area extends significantly beyond these boundaries, then the regional market area may be based on the larger market area. Where regional market areas are very large and sparsely populated, a smaller area, if defined in an official plan, may be utilized*."

The City of Welland Official Plan defines 'regional market areas' as:

- "*An area, generally broader than a lower-tier municipality that has a high degree of social and economic interaction. In southern Ontario, the upper or single-tier municipality will normally serve as the regional market area. Where a regional market area extends significantly beyond upper or single-tier boundaries, it may include a combination of upper, single and/or lower-tier municipalities*."

The *PDR* does not include a detailed assessment of the housing types and densities existing in the City of Welland, nor within the regional market area as it relates to the impact that the redevelopment would have on the market. Without a detailed assessment there is no way of knowing if the proposed housing types and densities are enriching/expanding the range and mix of housing types and densities.

Public Spaces, Recreation, Parks, Trails and Open Space

The Subject Site is designated Open Space, Recreation, and Core Natural Heritage System in the City of Welland Official Plan. In accordance with Section 1.5.1 of the PPS, healthy and active communities include public streets, spaces and facilities which are safe, meet the needs of pedestrians, foster social interaction, facilitate active transportation and community connectivity. In addition, they include a full range and equitable distribution of publicly-accessible built and natural settings for recreation, which can include parkland, public spaces, open space areas, trails and linkages. The Application proposes to alter, reduce and impact the existing open space system and areas forming part of the existing Hunter's Pointe Golf Course and associated community.

While the *PDR* suggests on page 25 that the proposal includes an open space system which will facilitate active transportation and social interaction, in our opinion it lacks programmability. In any event, it fails to acknowledge that the Hunter's Pointe Golf Course already provides that function for the community.

On examination of the 'revised' Master Plan (November 2019), what is proposed appears to be simply a series of narrow linear open space corridors/walkways, which in many instances run parallel to the existing and/or proposed road network and Highway 406; as compared to the expansive and lush open spaces which characterize the Hunter's Pointe Golf Course lands. The existing Hunter's Pointe Golf Course was and is the defining open space feature of the existing neighbourhood located east of Highway 406.

Public Service Facilities

Sections 1.1.1. g), 1.6 and 1.6.5 of the PPS, address public service facilities. The PPS considers public service facilities as components of community building which should be considered when planning communities. According to the PPS, 'public service facilities' are defined as:

- "*Land, buildings and structures for the provision of programs and services provided or subsidized by a government or other body, such as social assistance, recreation, police and fire protection, health and educational programs, and cultural services. Public service facilities do not include infrastructure*."

There are no existing or proposed school sites and/or facilities within the limits of the proposed plan. All school aged children living within this development will need to be transported to schools located outside of the neighbourhood, beyond Highway 406. The nearest school sites are:

- Ecole Secondaire Catholique Jean-Vanier (located approximately 2.65 kilometres (0.81 miles) away); and,

- St. Andrew Catholic Elementary School (located approximately 3.32 kilometres (2.06 miles) away).

Section 1.6.5 also states that public service facilities should be co-located in community hubs, where appropriate to promote cost-effectiveness and facilitate service integration, access to transit and active transportation. The proposed 'revised' Master Plan (November 2019) does not include any provisions for the accommodation of required public recreation, police and/or fire protection facilities (stations) and/or school sites. It would appear that the public service facilities' needs of future residents will have to be accommodated beyond the limits of the development/ neighbourhood.

While the Summary of Public Consultation document states that the City of Welland has advised that the existing supply of community services and facilities is sufficient to support the proposed population, specific details are lacking to substantiate that all of the resident's needs will be met. We are of the opinion that a community facilities study should be prepared as a prerequisite to the development being approved.



Environment and Stormwater Management

According to Section 1.1.1 h) of the PPS, development should strive to conserve biodiversity. The Applicants proposal will alter the existing open space and natural heritage environment associated with the Hunter's Pointe Golf Course.

According to the PPS, infrastructure is defined as meaning:

- "*Physical structures (facilities and corridors) that form the foundation for development. Infrastructure includes: sewage and water systems, septage treatment systems, stormwater management systems, waste management systems, electricity generation facilities, electricity transmission and distribution systems, communications/telecommunications, transit and transportation corridors and facilities, oil and gas pipelines and associated facilities*."

Based on Upper Canada's preliminary review of the Municipal Serving Study and Stormwater Management Plan (MSS Plan) filed in support of the redevelopment, a concern was raised regarding the size of the proposed stormwater management facility; namely, whether it is large enough to accommodate the proposed development and other areas of the sewer shed which rely on this facility. Upper Canada reviewed the November 2019 revised Municipal Servicing Study and Stormwater Management Plan (MSS Plan) and note the following:

- Proposes to re-direct the sanitary sewers from the South Village, without the consent of 2090572, westerly through the southern portion of the subject property, instead of northerly as proposed in the South Village servicing plan. Should the South Village development proceed before the construction of this sewer, there will be no outlet available;

- Existing sanitary sewers through the Central Village and Daimler Parkway were oversized for the South Village, North Village, and Magnolia Lane with adequate capacity for all these neighbourhoods, at the sole expense of 2090572, to accommodate its lands only; being the only lands currently designated for development in the City's Official Plan. The revised MSS Plan does not consider this;

- The revised MSS Plan underestimates the North Village population and area by approximately 200 people and 0.92 hectares respectively, as well as concerns about the available capacity for the remainder of the North Village development; and,

- Will require the adjacent South Village storm sewers to be redirected to three separate stormwater management facilities than currently planned for. This is not as proposed in the South Village servicing plan and without the consent of 2090572.

Our Client does not agree with the Applicant's servicing proposal. It does not reflect or consider the servicing plans advanced by our Client; their plans propose to utilize planned and existing infrastructure paid for by our client and built by it, or its predecessors.

With respect to the North, Central and South Villages and Magnolia Lane which are all designated and zoned for residential development and at vary stages of development/build-out, the

Municipality should not allow the Applicant's proposal to utilize any of the stormwater management, sanitary and/or water services which were planned, allocated and implemented for the full build-out of the aforementioned neighbourhoods. It is inappropriate for the Applicant's project to avail itself of any of the aforementioned servicing capacity, other than any surplus, which may exist assuming the full-build out of our Client's community.

In accordance with Sections 1.6.6.7 d) and 1.6.6.7 e) of the PPS, additional technical analysis should be undertaken to ensure that what is proposed is appropriate and sufficient for the needs of the development, as well as the community at large. It is incumbent on the Applicant to consider and respect current stormwater management plans for the surrounding areas and incorporate best practices; including, stormwater attenuation and re-use, low impact development, and the maximization of the extent and function of vegetative and pervious surfaces.

Recognizing the role and function that the open space associated with the Hunter's Pointe Golf Course has played in defining the character of the community and its strong sense of place, it is difficult to comprehend how the existing neighbourhood character will be preserved if the golf course is eliminated. The golf course and associated natural heritage environment represent the neighbourhood's strongest character defining design elements.

When arriving and entering into the neighbourhood via Daimler Parkway, the natural heritage environment and the Loch Ness Lake serve as 'grand' entrance features, creating a strong 'sense of place and arrival'. The proposal to eliminate the golf course and alter the established natural heritage environment will undermine the established character of the community.

Wise Use and Management of Resources

Section 2.1 of the PPS promotes the long-term preservation, function and biodiversity of the natural environment. Since the establishment of the Hunter's Pointe Golf Course, it has served a significant local role and function as a defining element of the natural heritage environment and has contributed to defining the character of the neighbourhood. This is a tribute to the various elements comprising the Subject Site; including, the open spaces associated with the golf course, the Loch Ness Lake and other waterbodies, assorted vegetation and wildlife, as well as the Environmental Protection Area located within the northwestern portion of the property.

The Natural Heritage Existing Conditions Report dated December 2017 (Natural Heritage Report) filed in support of the redevelopment (original proposal) was reviewed by Dillon and they opined that it failed to meet the requirements for an Environmental Impact Statement (EIS).

The Applicant has submitted an EIS (inclusive of field surveys and proposed mitigation measures) in support of the 'revised' Master Plan (November 2019)). Dillon has reviewed the EIS and noted that there are gaps in the assessment. They note that, and together with NPCA comments to the Applicant, that further analysis of Significant Wildlife Habitat (SWH), woodlands and wetlands is required. Additional work should be completed before the EIS can effectively express that no overall negative impacts will occur to the natural features within the property as a result of the proposed redevelopment.

Opinion Regarding Consistency with Provincial Policy Statement

We are of the opinion that the redevelopment proposal is not consistent with the relevant and applicable policies of the PPS; including, but not necessarily limited to the following:

- Does not represent a development pattern or density which is compatible with the neighbourhood's existing character;
- Lacks a required 'second road access' which is of concern as it relates projected traffic volumes and emergency access.
- Lacks sufficient and appropriate transportation and transit infrastructure;
- Has not demonstrated that the proposed residential development is needed to accommodate the projected residential needs of the Municipality as required by the PPS and envisaged by the City of Welland Official Plan;
- Has not demonstrated that the Subject Site meets the PPS criteria for intensification, nor that it is appropriate to expand the existing designated intensification areas located east of Highway 406;
- Alters and potentially impacts the open space system and areas forming part of the existing natural heritage features associated with the Hunter's Pointe Golf Course;
- Eliminates the defining open space feature of the neighbourhood located east of Highway 406; namely the existing Hunter's Pointe Golf Course, replacing it with a series of narrow linear open space corridors/walkways, which in many instances run parallel to the existing and/or proposed road network and Highway 406;
- Includes an open space system which fails to adequately compensate for the elimination of the open space function which the Hunter's Pointe Golf Course serves;
- Does not include any provisions for the accommodation of potentially required public recreation, police and/or fire protection facilities (stations) or school sites; and,
- Will eliminate and/or alter the open space and natural heritage environment associated with the Hunter's Pointe Golf Course; including associated concerns regarding the accommodation of stormwater from the proposed development and other areas of the sewer shed.

6.2 Growth Plan for the Greater Golden Horseshoe, May 2017

The Growth Plan is a provincial policy document which provides direction and guidance regarding growth and development. The Growth Plan seeks to support economic prosperity, protect the environment, and help communities achieve a high quality of life. It provides a policy framework for implementing the Province of Ontario's vision for building stronger, more prosperous

communities within the Greater Golden Horseshoe (GGH) by managing growth within a 2041 planning horizon.

Aging Population

The Growth Plan acknowledges that people over the age of 60 are expected to comprise over 25% of the population by 2041. Section 1.1 of the Growth Plan identifies the need for more age-friendly development that can address the unique needs of an aging population. The existing development, Residences at Hunter's Pointe, is an adult lifestyle community that was planned, designed and built with the needs and desires of older adults in mind, as well as a strong orientation toward the Hunter's Pointe Golf Course.

Complete Communities

Section 1.2.1 of the Growth Plan outlines where and how lands should be developed. It is unfortunate that the Application to redevelop the golf course seems to have had little to no regard for the role and function that the golf course played in the daily lives of many of the neighbourhood's residents. The Hunter's Pointe Golf Course and associated open space system served to define the visual and physical character of the community and the associated healthy and active lifestyle.

The Growth Plan defines 'complete communities' as:

- "*Places such as mixed-use neighbourhoods or other areas within cities, towns, and settlement areas that offer and support opportunities for people of all ages and abilities to conveniently access most of the necessities for daily living, including an appropriate mix of jobs, local stores, and services, a full range of housing, transportation options and public service facilities. Complete communities are age-friendly and may take different shapes and forms appropriate to their contexts*."

It is our understanding from our Client that the neighbourhoods located east of Highway 406 was originally contemplated as a predominately adult lifestyle-oriented community. Traditional community facilities associated with a complete community as contemplated by the Growth Plan are not present.

The Summary of Public Consultation document indicates that the proposed commercial space is meant to serve the community with uses that are essential to creating a complete community. If the intention is to redevelop the golf course for anything other than an extension of the existing adult lifestyle-oriented community, the lack of traditional community facilities, including passive and active parkland, recreational facilities, schools, libraries, places of worship, and transit, could be a very serious problem for future residents.

Intensification

Section 2.1 of the Growth Plan, envisages optimizing settlement area potential, directing growth to settlement areas and prioritizing intensification. There is a definitive focus on strategic growth

areas; including, defined urban growth centres and major transit station areas, as well as brownfield and greyfield sites.

The Subject Site is not located within an Urban Growth Centre, a Major Transit Station area, a brownfield or greyfield site, nor is it designated in the City of Welland Official Plan as an Intensification Area. The *PDR* does not include any assessment of the potential impact that the Applications may have on the City of Welland's designated Intensification Area(s); and as such it appears to be contrary to the City's Official Plan.

While current planning policy generally promotes residential intensification, care and caution must be exercised to ensure that intensification is not at the expense of other important planning considerations. It is not the intent of the Growth Plan to have intensification at all costs, nor intensification anywhere individual landowners may propose it.

Transit and Public Service Facilities

In accordance with Section 2.2.1c) of the Growth Plan, growth is to be focused in locations with existing or planned transit and public service facilities. Recognizing that the neighbourhood located east of Highway 406 was conceived primarily as an adult lifestyle oriented community centred on the Hunter's Pointe Golf Course, a more traditional suburban residential development of the size and scale proposed is not appropriate within this area; especially at the proposed density which will result in excess of 1,155 additional residential units. The authorities having jurisdiction should be concerned with the lack of transit and public service facilities, and the distance residents will have to travel to avail themselves of community service facilities.

Considering Section 2.2.1.4 of the Growth Plan, and the goal of supporting the development of complete communities, we are concerned that the proposal to add a significant number of residential dwelling units to the neighbourhood in the absence of convenient access to public service facilities, existing or planned transit service, safe, publicly-accessible open spaces, parks, trails, and other recreational facilities will result in increased demand for services which are in large part non-existent in the neighbourhood.

Growth Management

The *PDR* does not reference any provincial, regional and/or local studies that identify the need for the Subject Site to be redeveloped in order to assist in meeting population and to a lesser extent employment forecasts. It is noteworthy that Section 2.2.1.5 of the Growth Plan indicates that some upper and single-tier municipalities may in fact have excess lands relative to projected demand.

The Subject Site was never contemplated for residential development. We are of the opinion that prior to considering the Application it would be appropriate for a land needs assessment to be prepared addressing whether the proposed residential units are required to meet population forecasts, and whether the proposed commercial space is warranted.

Infrastructure

Section 3.1 and Section 3.2.1 of the Growth Plan provide a framework for guiding infrastructure planning based on an integrated approach to land use planning, infrastructure investments, and environmental protection.

The existing municipal infrastructure is inadequate to accommodate the proposed Application. The applicant proposes to utilize existing infrastructure capacity, built and paid for by 20900572 Ontario, for the full buildout of its lands, which lands are the only lands designated and/or approved for development under the City's Official Plan.

According to the *PDR,* preliminary discussions have been held with the Ministry of Transportation of Ontario (MTO) regarding a potential Highway 406 'overpass'. We fail to understand the rationale as to why City Planning and Engineering staff "*...agreed that a second access for emergency purposes only is the preferred option*." While the MTO allegedly approved an emergency access, based on input received our Client's traffic consultant, we are of the opinion that a second road access into the neighbourhood is necessary.

Based on BA's review, the level of service with a single public access will be extremely poor and question the appropriateness of recommendations for the level of development. The Applicant' *Transportation Study* proposes to increase the traffic volume on Daimler Parkway to 313% to 333% of what was originally contemplated that will result in constant, long queues and traffic congestion resulting in long travel times and inefficient delivery of emergency services as a result of the inappropriateness of a single public access.

We cannot support the proposed Application in the absence of adequate infrastructure, including, but not necessarily limited to a second road access, which should be a prerequisite to granting of any development approvals and the development proceeding. Details regarding the design, funding and implementation of appropriate infrastructure by the Applicant must be assured by the City such that our Client's lands can be built-out as originally planned and approved. As such, it is premature and inappropriate to consider approving the Amendment Applications.

Natural Environment and Stormwater Management

Section 3.2.7 of the Growth Plan addresses stormwater management, protection of water quantity and quality, and the cumulative environmental impacts of stormwater from existing and planned development. Based on Upper Canada's preliminary review of the MSS Plan we understand that there are concerns that the proposed re-designed stormwater management facility may be too small to accommodate the proposed redevelopment and surrounding lands.

Section 4.2 of the Growth Plan promotes the long-term preservation of natural environments. While the *PDR* is technically accurate in stating that the: *"Master Plan has proposed setbacks and buffers from the existing natural heritage lands identified in the City of Welland Official Plan* which are located within the extreme northern portion of the Subject Site, we are of the understanding that it may not address the impact associated with the destruction of the natural heritage environment, and open space features.

Based on Dillon's preliminary review of the EIS, we understand that they , similar to NPCA's comments made to the Applicant, are of the opinion that further analysis of Significant Wildlife Habitat (SWH), woodlands and wetlands also is required before it can be determined that no overall negative impacts will occur to the natural features within the Applicant's proposed development.

Based on our understanding of Dillon's assessment of the EIS, we are of the opinion that in the absence of the recommendations outlined therein being satisfactorily addressed that it is premature and inappropriate to consider approving the Amendment Applications.

Opinion Regarding Conformity with the Growth Plan

We are of the opinion that the redevelopment proposal does not conform to the intent and spirit of relevant and applicable policies of the Growth Plan for the following reasons:

- The proposal does not make provisions for traditional community facilities; including, passive and active parkland, recreational facilities, public service facilities, schools, libraries, places of worship, and transit;

- The Subject Site is not located within an Urban Growth Centre, a Major Transit Station Area, a brownfield or greyfield site, nor is it designated in the City of Welland Official Plan as an Intensification Area; the intent of the Growth Plan is not to have intensification at all costs at the expense of other important planning considerations;

- The proposal does not support the goal of complete communities as it seeks to add a significant number of residential dwelling units to a neighbourhood in the absence of convenient access to local stores, services, and public service facilities, existing or planned transit service, publicly accessible open spaces, parks, trails, and other recreational facilities;

- The Applicant has not assessed the need for additional residential units and commercial space in the context of local demand forecasts;

- The proposal does not contemplate a required 'second road access';

- There are concerns that the stormwater management facility may be too small to accommodate existing and previously approved and designated adjacent lands and their proposed development flows;

- There is insufficient sanitary sewer capacity and water service once the existing infrastructure has been utilized to service previously designated and approved residential and commercial development within the community; and,

- The proposal does not appear to adequately address the impact associated with altering the natural heritage environment/habitat, vegetation and open space features forming part of the existing Hunter's Pointe Golf Course.

6.3 A Place to Grow: Growth Plan for the Greater Golden Horseshoe, May 2019

Since the filing of the Application and our first review, the Province of Ontario has issued a new Growth Plan. Similar to the earlier version of the Growth Plan, the *A Place to Grow: Growth Plan for the Greater Golden Horseshoe, May 2019* (Growth Plan) is a provincial policy document which provides direction and guidance regarding growth and development. The Growth Plan seeks to support economic prosperity, protect the environment, and help communities achieve a high quality of life. It provides a policy framework for implementing the Province of Ontario's vision for building stronger, more prosperous communities within the Greater Golden Horseshoe (GGH) by managing growth within a 2041 planning horizon.

Aging Population

Section 1.1 of the Growth Plan identifies the need for more age-friendly development. The Residences at Hunter's Pointe was originally conceived as an adult lifestyle oriented community. According to our Client, the community was planned, designed and built with the needs and desires of older adults in mind, with a strong orientation toward the Hunter's Pointe Golf Course.

Complete Communities

Section 1.2.1 of the Growth Plan outlines where and how lands should be developed, and it includes a definition of 'complete communities'; as follows:

- "*Places such as mixed-use neighbourhoods or other areas within cities, towns, and settlement areas that offer and support opportunities for people of all ages and abilities to conveniently access most of the necessities for daily living, including an appropriate mix of jobs, local stores, and services, a full range of housing, transportation options and public service facilities. Complete communities are age-friendly and may take different shapes and forms appropriate to their contexts*."

In assessing the proposed redevelopment, we believe that it is important to keep in mind that the community located east of Highway 406 was originally contemplated as a predominately adult lifestyle-oriented community. If the intention of the Applicant is to redevelop the golf course for anything other than an extension of the adult lifestyle-oriented community, then the lack of community facilities (i.e. passive and active parkland, recreational facilities, schools, libraries, places of worship, transit, etc.) could pose a serious problem for future residents.

Intensification

Section 2.1 of the Growth Plan, envisages maximizing settlement area potential by directing growth to settlement areas and prioritizing intensification. There is a definitive focus on strategic growth areas, including defined Urban Growth Centres and Major Transit Station Areas, as well as brownfield and greyfield sites. The Subject Site is not located within an Urban Growth Centre, a Major Transit Station Area, a brownfield or greyfield site, nor is it designated in the City of Welland Official Plan as an Intensification Area.



Transit and Public Service Facilities

In accordance with Section 2.2.1c) of the Growth Plan, growth is to be focused in locations with existing or planned transit and public service facilities. Recognizing that the neighbourhood located east of Highway 406 was conceived as an adult lifestyle oriented community centred on the Hunter's Pointe Golf Course, it is inconceivable to suggest that the Subject Site is an appropriate location for the development of a traditional suburban residential development consisting of in excess of 1,155 residential units. The lack of transit and public service facilities should be of tremendous concern to the authorities having jurisdiction, especially since the neighbourhood is isolated and physically detached from existing public service facilities.

Considering Section 2.2.1.4 of the Growth Plan, and the goal of supporting the development of complete communities, we are concerned that the proposal to add a significant number of residential dwelling units to the neighbourhood in the absence of convenient access to services, and public service facilities, existing or planned transit service, safe publicly-accessible open spaces, parks, trails, and other recreational facilities will result in increased demand for services which are in large part non-existent in the neighbourhood.

Growth Management

The *PDR* does not reference any provincial, regional and/or local studies that identify the need for the Subject Site to be redeveloped in order to assist the City of Welland in meeting population and employment forecasts. Section 2.2.1.6 of the Growth Plan indicates that some upper and single-tier municipalities may in fact have excess land beyond what they require to meet projected demand, which in extreme cases could result in a reduction of land available for development.

Considering that the Subject Site was never contemplated for residential and commercial development, we are of the opinion that the Applicant should be required to prepare a land needs assessment, analyzing whether or not the proposed residential and commercial development is required to meet projected demand.

Infrastructure

Section 3.1 and Section 3.2.1 of the Growth Plan provide a framework for guiding infrastructure planning based on an integrated approach to land use planning, infrastructure investments, and environmental protection. With the aforementioned and as mentioned previously, based on BA Group's review of the Applicant's Transportation Study, we understand that a 'second road access' is necessary and that until plans for it are finalized; including, assurances that it will be at the sole expense of the Applicant and not delay or otherwise encumber the full build-out of our Client's lands, it is premature and inappropriate to consider approving the Amendment Applications.

Similarly, the provision of municipal services; including, stormwater management, sanitary sewer and water services (namely capacity and flow routing), as proposed by the Applicant, must consider current designated and approved adjacent lands and associated servicing plans. Any additional capacity required by the Applicant should be at the sole expense of the Applicant and not delay or otherwise encumber the full build-out of our Client's land.

Natural Heritage System

Section 4.2.2.4, states that:

- *"Provincial mapping of the Natural Heritage System for the Growth Plan does not apply until it has been implemented in the applicable upper- or single-tier official plan. Until that time, the policies in this Plan that refer to the Natural Heritage System for the Growth Plan will apply outside settlement areas to the natural heritage systems identified in official plans that were approved and in effect as of July 1, 2017."*

It is our understanding from discussions with the Dillon that the EIS filed in support of the redevelopment provided an analysis of headwater drainage features and the association between the on-site ponds and ecological functions, concluding that the golf course ponds provide an ecological function. With the aforementioned in mind, we are of the opinion that in the absence of the recommendations outlined in the EIS being satisfactorily addressed that it is premature and inappropriate to approve the Amendment Applications.

Opinion Regarding Conformity with the Growth Plan

Based on our review of the May 2019 version of the Growth Plan, we are of the opinion that the redevelopment proposal does not conform to the intent and spirit of relevant and applicable policies for the following reasons:

- The proposal does not make provisions for traditional community facilities; including, passive and active parkland, recreational facilities, public service facilities, schools, libraries, places of worship, and transit;

- The Subject Site is not located within an Urban Growth Centre, a Major Transit Station Area, a brownfield or greyfield site, nor is it designated in the City of Welland Official Plan as an Intensification Area;

- The proposal does not support the goal of complete communities as it seeks to add a significant number of residential dwelling units to a neighbourhood in the absence of convenient access to local stores, services, and public service facilities, existing or planned transit service, publicly accessible open spaces, parks, trails, and other recreational facilities;

- The Applicant has not assessed the need for additional residential units and commercial space in the context of local demand forecasts;

- The proposal does not contemplate a required 'second road access';

- There are concerns that the stormwater management facility may be too small to accommodate existing and proposed development flows and that there may be insufficient sanitary sewer capacity and water service once the existing infrastructure has been utilized to service previously designated and approved residential and commercial development lands within the community;

- The proposal does not adequately address the impact associated with altering the natural heritage environment and open space features; and,

- Further assessment is required in connection with Species at Risk (SAR), fish habitat, specific wildlife species, trees and vegetation (including an analysis of criteria associated with significant wildlife habitat, significant natural features, mitigation and/or restoration plans).

6.4 Niagara Region Official Plan, 2014 Consolidation

The Niagara Region Official Plan (Regional Plan) includes policies, goals and objectives which collectively are meant to guide land use planning and development. In regards to the Amendment Applications, the most relevant policies of the Regional Plan are those dealing with: growth management; the natural environment; transportation, transit and infrastructure.

Strategic Objectives

Section 2 of the Regional Plan includes the following relevant strategic objectives:

- The need to balance both urban development and the conservation of natural resources (including development within urban boundaries first, conservation of natural resources, and the minimization of conflicts between incompatible land uses);

- Facilitating and maintaining a pattern of distinctive and identifiable urban communities (including separation between urban uses, integrated urban communities, a variety of housing and recognition of historical features); and,

- Preserving and enhancing ecological processes and the health of the natural environment (including the importance of water quality and public facilities meant to protect water quality.

The aforementioned assist in providing a broad framework against which to assess development proposals.

Designations

The Subject Site is designated as follows within the Regional Plan:

- Schedule A: Regional Structure – *"Built-Up Area";*

- Schedule C: Core Natural Heritage – *"Environmental Protection Area";*

- Schedule E: Niagara Region Bicycle Network – "*Urban Area*".

Tab 10 includes a copy of relevant Regional Plan Schedules.

Commercial Development

Section 3.D.10 of the Regional Plan includes a set of criteria to be applied when assessing new commercial development proposals. It is important to ensure that what is proposed is compatible with the built character of the neighbourhood, that it is properly located to best serve existing and proposed residents, and that the scale is commensurate with demand.

Based on our preliminary review, we believe that the proposed development fails to meet the aforementioned criteria. In particular, the proposed location of the commercial space at south end of the plan is a concern that the size of the proposal may not be in keeping with nor be required to service the needs of the resident's living within what is predominately an adult lifestyle oriented community.

The Subject Site and the whole of the neighbourhood is not sufficiently served by transit, in accordance with Section 3.D.12, which suggests that commercial development and redevelopment projects should be designed to be transit and active transportation friendly, irrespective of the fact that the proposed commercial space is geared toward neighborhood commercial uses.

Managing Growth

The Regional Plan provides a policy framework for managing, guiding and phasing growth and development. The framework is in part based on population, and employment forecasts. Section 4.B.3.1 of the Regional Plan specifies that the Region shall maintain the following inventory of designated, available, serviced, and zoned land:

- A minimum of ten (10) years supply through residential intensification and redevelopment and, if necessary, through lands which are designated and available for residential development; and,

- A minimum of three (3) years supply through lands with servicing capacity that are suitably zoned to facilitate residential intensification and redevelopment or are in draft approved and registered plans.

The Subject Site is not specifically designated for residential development, nor is it identified as a Local Municipally Designated Intensification Site. While Section 4.C.1.1 of the Regional Plan states that intensification includes all forms of development that occur within the Built-up Area as identified on Schedule A of the Regional Plan (including, but not limited to Residential), the materials filed in support of the Amendment Application have not addressed whether the Subject Site is needed to fulfill Regional population forecasts. The *PDR* does not address monitoring of, nor the impact that the proposal will and/or may have on intensification across the Region.

Section 4.G.8 provides policy direction that identifies Built-up Areas as being the focus for residential and employment intensification and redevelopment within the Region. The policy does not suggest that intensification can be accommodated anywhere in Built-up Areas. Simply because lands are located within a Built-Up Area does not mean that they are appropriate for residential redevelopment, and in this case, residential intensification as well.

The Subject Site's existing Open Space designation seems to have been treated by the Applicant as a 'land use placeholder' of sorts pending future redevelopment. In our opinion, Open Space is a bonafide land use which was consciously applied to the Subject Site when the community/neighbourhood was conceived, designated, designed, approved and built.

A Healthy Landscape

Section 7 of the Regional Plan includes policies dealing with the natural environment. The natural environment provides a framework for maintaining a healthy landscape throughout the Region, with an emphasis on natural features of special significance within the broader landscape. One of the principles of this framework is to protect the existing environment, while supporting environmental restoration.

Section 7.A of the Regional Plan deals with ecosystem health and environmental sustainability. Healthy landscapes recognize that environmental conditions in any particular location affect, and are affected by environmental conditions in the surrounding area. The Regional Plan recognizes that stormwater management affects and can be affected by on-site conditions, as well as external factors whether the site in question is a residential subdivision, a farm, a golf course or a wetland. The objective for healthy landscapes includes, but is not necessarily limited to, applying an ecosystem-based approach to planning and decision-making.

Taking into consideration Sections 7.A.1.B, 7.A.1.C and 7.A.2 of the Regional Plan, we believe that the proposal fails to maintain and enhance the health and integrity of the Subject Site's existing natural heritage and open space system.

Dillon has also reviewed the EIS filed in support of the 'revised' Master Plan (November 2019), together with NPCA's comments to the Applicant, have noted gaps throughout the Report surrounding documented special concern and rare wildlife species, significant wildlife habitat, woodlands and wetlands which require additional analysis and information.

Soil-Mat Engineers & Consultants Ltd. (Soil-Mat) has undertaken a review of the revised Phase 1 ESA and Phase 2 ESA Reports as submitted in support of the 'revised' Master Plan (November 2019), and is of the opinion that the Phase 2 ESA for the 'north golf course lands' does not have sufficient scope of testing to fully address the potential for pesticide or other soil impacts. Soil-Mat noted that the Applicant did not prepare a Phase 2 ESA, as recommended in the Applicant's Phase 1 ESA, for the much larger portion of the plan consisting of the 'south golf course lands', and that an expanded Phase 2 ESA should be completed to address the items raised in the Phase 1 ESA. In the absence of comprehensive Phase 1 and 2 ESA Reports consideration of the proposal is premature.

Section 7.B of the Regional Plan, deals with the Core Natural Heritage System. The objective of the policy framework is to protect and maintain linkages, natural heritage features, ground and surface water. While the small existing Environmental Protection Area located within the northern portion of the Subject Site is proposed to be protected, it is our understanding from our Client's environmental and engineering consultants that the Applicant has failed to undertake the required assessment of the natural features located elsewhere on the property.

Dillon has reviewed the Applicant's Natural Heritage Report and EIS and in doing so they identified various concerns related to the lack of evaluation and consideration of natural heritage features and functions. With respect to the EIS filed in support of the 'revised' Master Plan (November 2019), they specifically noted the following:

- While man-made ponds that currently exist as infrastructure should not be considered as wetlands or as providing the same ecological benefit as natural features, there are many other wetland features such as swamps and meadows within the property that do not currently function as infrastructure which should be considered for inclusion;

- Existing swamps and marshes appear to provide ecological benefit and thus could be candidates for inclusion in the wetland complex;

- Various wetland polygons swamps, marshes that may be candidates for inclusion in Provincially Significant Wetland (PSW) complexes.

Section 7.A.2.7 requires that a stormwater management plan be submitted with applications for development. Upper Canada undertook a preliminary review of the Municipal Servicing Study and Stormwater Management Plan Reports filed in support of the 'original' Master Plan (March 2018) and the 'revised' Master Plan (November 2019). Based on their review, it is our understanding that the Applicant is still proposing to reduce the size of the existing stormwater management facility which does not appear to provide for the drainage requirements of the adjacent designated and developed residential lands currently planned and/or using the facility. The following is a summary of Upper Canada's main comments on the aforementioned Reports which cause us to question whether the proposal complies with Section 7.A.2.7:

- The proposal includes the reduction in the size of the existing stormwater management facility (existing Loch Ness Lake). The Loch Ness Lake is referred to by the Applicant as proposed Stormwater Management Pond #3. What is proposed, according to Upper Canada's calculations, is too small to accommodate the area identified by the sewer shed of the existing Loch Ness Links outlet pipe; and,

- It would appear that the Applicant's *MSS Plan* does not account for the drainage requirements of the previously designated, approved and developed lands.

Section 7.B.1.5 of the Regional Plan outlines the criteria for woodlands to be identified as significant. The Region considers woodlands to be significant if they are equal or greater than 2 hectares (4.94 acres) in size and located within Urban Boundaries. Dillon reviewed the EIS in support of the 'revised' Master Plan (November 2019) and noted that there is a 2.5 hectare (6.18 acre) woodland located along the southwest boundary of the Subject Site that is identified in the City of Welland Official Plan as a significant woodlot. Based on discussions with Dillon, due to the scale of the Regional Official Plan schedules, it is unclear whether the aforementioned woodlot is identified; however, according to vegetation surveys and ecological land classifications within the EIS, this woodland/woodlot is currently grouped in with the adjacent cultural thicket (polygon 2 on Figure 2B of the EIS).

The following is a summary of Dillon's comments on the EIS:

- The updated EIS requires further analysis of the presence of Significant Wildlife Habitat; including determination if applicable criteria is met;

- With regard to Significant Natural Features, the EIS requires further analysis on the consideration of the designation of the woodland/woodlot, its ecological value, mitigation measures and a tree saving plan.

- With regard to Provincially Significant Wetlands, the EIS requires further analysis to address the swamps and marshes on the Subject Site for inclusion in the PSW complex and mitigation measures; and,

- Without the additional work, the EIS cannot effectively express that no overall negative impacts will occur to the natural features.

Housing and Community Services

The Regional Plan encourages the provision of a variety of housing types within urban communities and neighbourhoods as a means of serving people as they age (Section 11.A.1). With the aforementioned in mind, the proposal seems indifferent to the character and context of the existing predominantly adult lifestyle-oriented community. More specifically, the Applicant's proposal:

- Is not compatible in terms of housing type and density;

- Has few if any community facilities and/or features such as schools, libraries, places of worship, transit services to support the more diverse community of residents who will be accommodated within the proposed residential development (namely, one which is not predominately an adult lifestyle-oriented community); and,

- Provides inadequate park space and recreational facilities for a non-adult lifestyle-oriented community.

Section 11.A.2 encourages the development of attractive, well designed residential development based on a set of specific criteria. Based in part on input from our Client's transportation consultant, it is our opinion that the proposal fails to adequately address criteria dealing with transportation/access and community design issues; as follows:

- A 'single road access' to the development is not supportable from a transportation perspective;

- Future residents and their children will need to leave the neighbourhood to access schools and with only one access, and no 'second road access' this may very likely prove problematic (Sections 11.A.2 a) and k)) and (Section 11.A.2 a));

- The layout of the proposed lots, blocks and streets are undistinguished, consisting mainly of several long spine roads off of which run a series of local streets; and,

- While the proposed open space system provides neighbourhood connectivity, it is essentially composed of a series of narrow linear open spaces with walkways; which in many instances run parallel to existing and/or proposed roads; including, Highway 406 (Sections 11.A.2 g), i) and j)).

Community Facilities

The Regional Plan notes that community facilities; include, but are not limited to active recreational areas such as parks, arenas, trails, and institutions (i.e. schools, churches and government offices) (Section 11.B.1). Sections 11.B.3 and 11.B.4 note that smaller scale community service facilities should, where possible and practical, be co-located and sited in intensification areas and/or existing nodes and corridors to increase multi-modal transportation opportunities for accessing community services, and that they are an integral component to liveable, active transportation friendly neighbourhoods.
The *PDR* suggests that the:

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

The *PDR* further suggests that the Subject Site is in close proximity to community facilities and services. In our opinion this is misleading as there are no schools, daycare centres, libraries, fire stations, arenas or grocery stores within the neighbourhood located east of Highway 406; a situation which is acceptable in the context of a predominately adult lifestyle oriented community, but inconsistent with what is expected within a more traditional suburban residential Draft Plan of Subdivision; which will be populated by a broad range of individuals; including, more families with school aged children.

It is recommended that the Applicant prepare a Community Services Study to determine what facilities will be required to meet to the needs of the approximately 2,989 additional people (as referenced in the Summary of Public Consultation document) anticipated to reside within the proposed development. The proposal for 1,155 additional housing units, as well as future residential blocks with no community facilities and services is not supportable in the context of the predominately adult lifestyle-oriented community which was contemplated within this area of the City of Welland.

The proposed form, scale, density, and pattern of development is not sympathetic to the characteristics of the existing neighbourhood. The adjacent Residences of Hunter's Pointe is an adult lifestyle community that was in large part planned, designed, and built with the needs and desires of older adults in mind, as well as a strong orientation toward the Hunter's Pointe Golf Course; not families with young children.

Opinion Regarding Conformity with the Niagara Region Official Plan

The further consideration of the Amendment Applications should be suspended until the Applicant addresses all of the concerns raised herein regarding Regional Plan conformity. Section 14.E.9 clearly states that decisions on local Official Plan Amendments must be in conformity with the Regional Official Plan. Regardless of whether or not the Amendment Applications are held in abeyance, it is our opinion that the 'revised' Master Plan (November 2019) does not conform to the Niagara Region Official Plan, on the basis that:

- It does not support the strategic objectives of the Regional Plan as they relate to balancing urban development and the conservation of natural resources, facilitating distinctive and identifiable urban communities, and preserving and enhancing ecological environmental health;

- The Applicant has not demonstrated that there is a need for the proposed residential units and commercial space, nor that what is proposed is in keeping with the character of the existing predominately adult lifestyle oriented community;

- It proposes residential intensification in an area which is not designated for intensification, nor suitable for it due in large part to the absence of required community service facilities; including, adequate park space and recreational facilities;

- The environmental studies filed in support of the redevelopment have not adequately and comprehensively evaluated all of the lands subject to the Amendment Applications;

- The Applicant has not accounted for the drainage requirements of the previously designated and approved adjacent residential developments; and,

- Inadequate public vehicular access and transit services are being proposed.

6.5 City of Welland Official Plan, Revised June 20, 2017

The City of Welland Official Plan (Official Plan) contains policies that are supported by a set of broad strategic community directions to guide planning, growth and development of the municipality. It is a visionary tool which sets out the long-term land use plan for growth and development, while taking into consideration a wide range of municipal social, economic and environmental issues.

Designations and Classifications

The following is a summary of relevant designations from the Official Plan.

Tab 11 includes a copy of the Schedules listed below:

- Schedule A: City Concept – "*Built Boundary and Built Up Area*" and "*Environmental Protection Area*";



- Schedule B: Land Use Map – *"Open Space and Recreation"* and "*Core Natural Heritage System*";

- Schedule C: Core Natural Heritage System – *"Environmental Protection Area";*

- Schedule C1: Components of the Natural Heritage System – "*Flood Hazards*", "*Valleys*" and "*Provincially Significant Wetlands*"; and,

- Schedule D: Serviced and Un-Serviced Lands – "*Sanitary and Water Services*" and "*Planned Services*".

In summary, from a review of applicable Official Plan Schedules and in particular Schedule B: Land Use Map, it is critical for the City of Welland to keep in mind the following statement within the *PDR* when describing the proposal:

- "*The Site is primarily designated as Open Space and Recreation, with a small portion adjacent to the Welland River designated as Core Natural Heritage System in the City of Welland Official Plan*."

There can be no disputing that the Subject Site does not have any 'as-of-right' Residential or Commercial development permissions. The existing Open Space and Recreation designations are not 'land use placeholders' which can simply be dismissed whenever a landowner deems appropriate.

According to the Official Plan, the City has established a reputation as a municipality that is open to new ideas, adaptable to change and supportive of innovation which relies on a unique combination of citizens, non-government, government agencies and businesses working together. Based on our review of file material, discussions with our Client and participation in the public process, we believe that the Applicant has not satisfactorily engaged with local citizens and stakeholders in pursuit of a proposal that supports the on-going improvement of local resident's quality of life, nor the sustainable city concept (Section 2.2 of the Official Plan).

Complete Community

The City of Welland Official Plan includes policies (Sections 2.3.1 and 2.3.2) with respect to complete communities. Complete communities are those that meet all people's needs for daily living throughout an entire lifetime 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. Convenient access to public transportation and options for safe, non-motorized travel is also an important component of a complete community. Complete communities provide a lifetime of opportunities for living, working, wellness, education, entertainment and recreation. Section 2.3.2 of the Official Plan provides a number of strategic directions; including, but not limited to the:

- Promotion of social inclusion, improved access to housing, commerce, job opportunities and social services;

- Provision of a policy framework for creating healthy, safe, vibrant, transit-supportive, mixed use neighbourhoods; and,

- Provision of an adequate supply of different housing types which cater to a wide variety of citizens.

While the Applicant's *PDR* suggests that the proposal represents a 'complete community' the range of proposed land uses is limited to predominantly residential and commercial. The *PDR* suggests that the 'original' Master Plan (March 2018) includes seven (7) different precincts which together create a 'complete community'. It is not evident how the different precincts contribute to creating a 'complete community' especially when there are no community facilities nor services proposed within the development.

In addition, based on a review of the Summary of Public Consultation document, wherein it is stated that the development contains a series of community components; including, various residential unit types and commercial uses, but no other community facilities, it is not evident how the proposal represents a complete community.

The *PDR* states that:

- "*the Master Plan includes a neighbourhood design that prioritizes a strong transportation network for various types of users, including pedestrians, cyclists, vehicles and will implement a new transit route through consultation with the City of Welland*."

It is not evident how the various modes of transportation will work together across the precincts or what the consultation strategy is associated with facilitating a 'new' transit route within the neighbourhood. There are no community facilities or services being added to the neighbourhood by the Applicant.

<u>Sustainable City</u>

All of the Schedules to the Official Plan identify the Loch Ness Lake as a 'waterbody'. The 'revised' Master Plan (November 2019) indicates that the Loch Ness Lake will be reduced in size. Based on input received from our Client's environmental and engineering consultants, it is our understanding that the proposal may be contrary to Section 2.5.2 v) of the Official Plan on the basis that there may be potential impacts on the quality of surface water and groundwater. The Applicant has not indicated how alterations to the Loch Ness Lake support the Official Plan's ecological and hydrological objectives.

Upper Canada has undertaken a preliminary review of the revised November 2019 MSS Plan, as well as the 'revised' Master Plan (November 2019) and advise that the revised proposal continues to: advance a reduction in the size of the existing stormwater management facility, does not account for the drainage requirements of the adjacent North and South Village plans, and remains largely silent on the interface and relationship with surrounding residential development.

Safe, Healthy and Accessible City

Sections 2.6.1 and 2.6.2 provide policies and strategic directions on promoting a safe, healthy and accessible city. The *PDR* suggests that the site has excellent access to the regional transportation system. While the Subject Site may be located in close proximity to Highway 406 and to a lesser degree Highway 140, it is only accessible via one (1) access point along Daimler Parkway. In addition, there is no local transit other than Trans-Cab. There are no community services or facilities (i.e. schools, daycare centres, libraries, fire stations, arenas or grocery stores) within the neighbourhood. Future local area school children will have to be bused to schools located outside of the neighbourhood. The park/open spaces that are proposed are essentially linear narrow open spaces with walkways which in many instances run parallel to the existing proposed road network, Highway 406, and/or required buffer and setback areas.

Growth Management

According to the City of Welland Official Plan growth should be directed in a strategic manner, in accordance with the Municipality's Growth Management Strategy (Section 3.1). The Official Plan generally promotes urban growth and development throughout the designated Urban Area Boundary, but it makes a point of supporting growth within specific strategic locations. Section 3.1 states that the Downtown is the City's primary growth node and encourages appropriately planned infilling and intensification along the Welland Recreational Waterway, brownfield and greyfield areas, as well as areas with access to planned or existing transit services. The City supports compact and transit supportive development in designated Greenfield Areas; the Subject Site is not one of these areas.

The Subject Site is not a primary growth node (Downtown) and/or identified infill and intensification area (including along the Welland Recreational Waterway), brownfield and/or greyfield area, and has no planned or existing transit service (other than Trans-Cab). The *PDR* fails to demonstrate that there is demand for the residential and commercial development being proposed.

Section 3.2 of the Official Plan identifies the planning objectives of the City of Welland's growth management policies which include, but are not limited to:

- Directing urban growth to lands located within the designated Urban Area;
- Protecting stable neighbourhoods by directing more dense development to the Downtown and strategically located intensification areas within Welland's Built-up Area;
- Building compact, mixed-use, transit supportive, pedestrian friendly areas within the Built-up Area and Greenfield Areas;
- Providing a framework for transforming Welland into a complete community; and,
- Ensuring the availability of a sufficient supply of designated employment and residential land to meet the City's projected long-term growth.

In reviewing the proposed development plan against the Municipality's planning objectives, we note the following:

- Simply because the Subject Site is located within the Urban Boundary and the Built Boundary of the City of Welland does not suggest that intensification is appropriate in this area, nor in conformity with prevailing provincial, regional and local planning policies;

- The Subject Site is not located within the Municipality's Downtown, nor along a key transit corridor (in fact no transit other than Trans-Cab serves the area located west of Highway 406);

- The municipality's intensification policies which focus on land use and neighbourhood character have not been adequately addressed (the existing physical form and density of the predominately adult lifestyle-oriented development on which the neighbourhood was conceived has been ignored);

- There is concern that the proposed density, housing types, form, scale and pattern of development are not compatible with the predominantly adult lifestyle oriented community;

- The *PDR* suggests that the seven (7) proposed precincts included as part of the 'original' Master Plan (March 2018) contribute to creating a 'complete community', although there are no existing and/or planned community service facilities (i.e. schools, places of worship, daycare centres, libraries, fire stations, and/or arenas) being added to the neighbourhood; and,

- While the *PDR* makes reference to the need to ensure that a sufficient supply of employment and residential land is made available to meet the City's projected long-term growth, it is not clear that the Applicant has demonstrated that the City of Welland needs to re-designate the Subject Site from Open Space and Recreation to predominantly Residential and Commercial in order to meet the Municipality's population and employment forecasts.

Growth Forecast

The Official Plan includes future population and housing forecasts for the City of Welland based on anticipated population growth pursuant to Sections 3.3.1 and 3.3.2. The *PDR* states that: "*the forecast population* (for the whole of the City of Welland) *to 2031 is 63,900 resulting in 27,590 units*." Tables 1 and 2 of the Official Plan summarize population and housing forecasts; indicating that the increase in housing units for the period is expected to be 6,875 units, with a corresponding population increase of 13,600.

TABLE 2: Population Forecast

Forecast Period	Total Population
2006	50,300
2011	51,600
2016	53,900
2021	57,200
2026	60,600
2031	63,900
Growth between 2006 and 2031	13,600

Source: City of Welland Official Plan

TABLE 3: Housing Forecast

Forecast Period	Total Units
2006	20,715
2011	21,490
2016	22,650
2021	24,240
2026	26,000
2031	27,590
Growth between 2006 and 2031	6,875

Source: City of Welland Official Plan

Our concern with the Application relative to demand is that the proposed 1,155 residential units represents approximately 16.8% of the total projected housing growth for the entire City of Welland during the forecast period. The Applicant has not justified the need for the proposed residential units, nor the potential impact associated with adding residential units to the market and the ability (or lack thereof) for the City of Welland to provide adequate community service facilities.

Housing Distribution

The Official Plan addresses housing distribution based on future housing growth by unit type. Section 3.3.3 states that the "*Official Plan land use designations and policies are based on serving anticipated mix of housing growth*". Table 3 from the Official Plan details forecast housing distribution by unit type between 2006 and 2031. The Applicant's property is designated primarily Open Space and Recreation, with only a small portion adjacent to the Welland River designated as Core Natural Heritage System; the property does not have any 'as-of-right' Residential and/or Commercial development permissions.

It is a policy directive of the Official Plan, as well as that of the PPS and Growth Plan, that the Municipality should have sufficient land available to meet projected long-term population growth. In relation to land supply, updates to population and housing forecasts are undertaken from time to time by the Region of Niagara, while the City is required to maintain at all times a minimum supply of 10 years' worth of residential development, the supply of residential lands shall be comprise of a mix of intensification and greenfield lands (Section 3.3.5 of the Official Plan).

The Applicant has not adequately demonstrated that the Subject Site needs to be re-designated from Open Space and Recreation to Residential in order to meet projected growth forecasts. The Applicant has not demonstrated that there is a deficiency in land supply within areas currently identified for residential intensification (i.e. Downtown and/within Intensification Areas) and their correlation to projected housing units (type).

TABLE 4: Housing Distribution

Forecast Period	Housing Units, by Type			
	Low	Med	High	Total
2006	15,090	1,705	3,920	20,715
2011	15,710	1,810	3,970	21,490
2016	16,560	2,010	4,080	22,650
2021	17,680	2,330	4,230	22,240
2026	18,830	2,760	4,410	26,000
2031	19,780	3,210	4,600	27,590
2006 -2031	4,690	1,505	680	6,875
Percent of Growth (mix)	68%	22%	10%	100%

Source: City of Welland Official Plan

City Structure – Urban Area

The City of Welland's local City Structure consists of an Urban Area, Agricultural Area and Rural Area. It is bisected by the Welland Canal and the Welland Recreational Waterway, as well as by Highway 406 and Highway 140 (Section 3.4.1).

Sections 3.4.2.1 and 3.4.2.2 contain policies related to the planned function and composition of the City of Welland's Urban Area. The Urban Area is delineated by an Urban Boundary, which defines the limit of urban development. Lands within this area are already serviced, or are intended to be serviced, with major roads, transit and piped sewer and water infrastructure. The land within the Urban Boundary represents the supply of designated urban land intended to accommodate the majority of the City's projected growth. This supply of land is comprised of two (2) sub-areas: the Built-up Area and Greenfield Area.

Simply because the Subject Site is located within the Urban Boundary and the Built Boundary does not suggest that intensification is appropriate, nor in conformity with prevailing provincial, regional and local planning policies. The Subject Site is not located within the Municipality's Downtown, nor along a key transit corridor.

Intensification

The City of Welland Official Plan, in Section 3.4.4.1.A provides the PPS definition for Intensification; as follows:

- *"Intensification is defined in the Provincial Policy Statement as the development of a property, site or area at a higher density than currently exists through redevelopment (including reuse of brownfield sites) or development of vacant or underutilized lots within*

previously developed areas, infill development, and the expansion or conversion of existing buildings."

Section 3.4.4.1.B notes that intensification is an appropriate means of accommodating growth since it makes better use of existing serviced land. The increase in housing units and employment created by intensification is also considered a good means to maintaining and enhancing community vibrancy. The City of Welland encourages intensification of residential and employment areas since it offers opportunities for economic development; is a viable approach to reducing the amount of Greenfield land needed for growth; takes advantage of already serviced but underutilized land; and helps to improve the vibrancy and aesthetics of Welland's existing urban areas (Section 3.4.4.1.C).

Section 3.4.4.1.C states that intensification is encouraged throughout the Built-Up Area, however, the strategic location for intensification projects should generally be within the Downtown, on brownfield sites, along the Welland Recreational Waterway and along key transit corridors. The aforementioned areas are considered to be the most appropriate locations for intensification. In this regard, the Subject Site is not located within the Municipality's Downtown, brownfield sites, along the Welland Recreational Waterway, nor along a key transit corridor.

Intensification Target

According to Section 3.4.4.1.D, the City of Welland plans to meet its local municipal intensification target of 40% as recommended by the Regional Municipality of Niagara. Achieving the 40% target means that 40% of all annual housing development should occur within the City's Built-Up Area after 2015. Welland's intensification unit target, based on the housing forecasts in Section 3.3.3 is 1,975 units (2016 to 2031). As noted previously, the Subject Site is not located within the Downtown, within brownfields, along the Welland Recreational Waterway, nor a key transit corridor.

Section 3.3.3 of the Official Plan addresses housing distribution based on future housing growth by unit type. The Applicant's property is designated primarily as Open Space and Recreation, with a small portion adjacent to the Welland River designated as Core Natural Heritage System; the property does not have any 'as-of-right' Residential or Commercial development permissions.

It has not been demonstrated that there is a need to re-designate the Subject Site from primarily Open Space and Recreational to Residential to accommodate the proposed development; including the quantum of commercial space being proposed. Insufficient rationale has been advanced in support of the Subject Site as an intensification area. The Subject Site lacks the community facilities and services required to support a housing development of the size and scale proposed.

There is a very real concern with the density and some of the proposed housing types in the context of what was originally contemplated as a predominately adult lifestyle oriented community. The proposal is not sympathetic to the form, scale, pattern of development and character of the existing neighbourhood as established by the Official Plan. The proposed development by itself represents approximately 58.5% of the City-wide intensification target of 1,975 units for the period 2016 to 2031.

The Official Plan notes that the City of Welland will maintain and monitor an inventory of intensification sites and efforts will be focused on encouraging development of these sites (Section 3.4.4.1.G). The Subject Site is not identified for intensification on Schedule A: City Structure. The Subject Site does not have any 'as-of-right' Residential and/or Commercial development permissions.

In our opinion, the municipality's intensification targets which address land use and neighbourhood character have not been adequately addressed by the *PDR*.

Urban Area Land Use Policy

Section 4 of the Official Plan provides the policy framework for Urban Area land uses within the City of Welland. Sections 4.1.1.1 and 4.1.1.5 of the Official Plan outline the planning objectives for the Downtown; including, the role of Downtown Welland as the City's primary mixed-use node, as well as being the primary location for intensification and redevelopment. According to the Official Plan the Downtown is one of the City's most viable locations for residential intensification and redevelopment.

The proposed development may undermine the City's policy framework which supports the Downtown as the primary location for intensification and redevelopment. The Subject Site is not located within an identified intensification area, nor within a brownfield site. The Applicant has not demonstrated that the City of Welland needs to redesignate the Subject Site from Open Space and Recreation to predominantly Residential in order to meet the Municipality's population forecasts.

Housing and Residential

Sections 4.2.1.1 and 4.2.1.2 of the City of Welland Official Plan set out planning objectives in connection with the appropriate distribution of residential areas throughout the City. Future growth is to occur in an orderly, compact, efficient and logical manner.

Sections 4.2.1.3 and 4.2.1.5 note that land use policies are to support an appropriate range of residential uses serving the City's diverse mix of residents while enhancing existing neighbourhoods. Different types and tenures of housing units are encouraged; however, this does not mean that the proponents can ignore the character of existing neighbourhoods. There is a concern insofar as the proposed housing mix in some very important and prominent areas does not reflect the previous planning on which the neighbourhood was established and as such is not considered compatible with the existing community.

Section 4.2.1.7 seeks to support existing areas and designations by ensuring protection for stable residential areas from inappropriate change. The Official Plan encourages strategies which minimize negative impacts on existing neighbourhoods. We are concerned that the proposed development will have a negative impact on the established character of the predominately adult lifestyle-oriented community which characterizes the existing neighbourhood.

Other than the Welland River and the Welland Canal, the only local existing open space and natural heritage features of any significance are those associated with the Hunter's Pointe Golf Course. It

is unfortunate that the Applicant has chosen to eliminate the golf course in its entirety. The open spaces associated with the golf course, Loch Ness Lake, the other waterbodies and assorted natural heritage features represent the character defining elements of the community.

We recommend that the Applicant redesign the layout of the Master Plan with a view to maintaining a golf course with residential lots backing onto it. Doing so would maintain the character of the community. In the alternative, if maintaining a golf course is not a viable option, we recommend that the Master Plan be redesigned to significantly increase the amount of land set aside for open space and programmable recreational opportunities, along with a reduction in the number of proposed residential units and the amount of proposed commercial space.

The Official Plan notes that the City will ensure that all new development is designed in an attractive manner, is accessible to all and accommodates the needs of pedestrians, as well as other modes of transportation (i.e. automobile, cycling, walking and transit) (Section 4.2.1.10). While the *PDR* suggests that the Subject Site has excellent access to the regional transportation system and is in close proximity to Highway 406 and Highway 140, the reality is that the Subject Site is only accessible via one point of entry along Daimler Parkway.

The *PDR* suggests that the network of proposed open spaces provides for a well-connected open space system. In our opinion what is proposed is simply a series of narrow linear open spaces, with walkways which in many instances run parallel to the existing and/or proposed road network, Highway 406 and/or required buffer and setback areas.

With respect to transportation and access, BA Group reviewed the revised *Transportation Study* (February 2019) and the November 7, 2019 Addendum Letter, and conclude as follows:

- The *Transportation Study* recommendations are not appropriate for the level of development and increase in traffic volumes contemplated, particularly given the number of physical constraints that prevent alternate routing opportunities for residents entering / exiting the community under typical (or non-emergency) operating conditions;

- There are conflicting positions on the status of MTO approvals related to the *Transportation Study*, insofar as whether it has been approved or if the approval is deferred to a future stage in the development approvals process;

- Traffic volumes contemplated will change the operational character of Daimler Parkway beyond its current designation and design, with no further improvements proposed to the number of lanes or number of access points into/out of the community east of Highway 406/west of the Welland Canal;

- Further clarification is required on the options reviewed and the rationale supporting the preferred "emergency access only" scenario; and,

- Further clarification is required as to whether the MTO, Region and City are satisfied that the proposed recommendations in the *Transportation Study* are appropriate for a community that is serviced by a 'single road access'.

Residential Land Use Policies

The *PDR* suggests that the proposal has been designed in accordance with Sections 4.2.2.2 and 4.2.2.3 of the Official Plan which provides the planning framework for low and medium density residential development. The Low-Density Residential Designation is intended to provide housing for residential development at a minimum density of 15 dwelling units per net hectare of land and a maximum density of 24 dwelling units per net hectare of land (Section 4.2.2.2.A). The Medium Density Residential designation is intended to provide housing for residential development at a minimum density of 25 dwelling units per net hectare of land and a maximum density of 60 dwelling units per net hectare of land (Section 4.2.2.3.A).

Table 5 summarizes the proposed residential dwelling units included in the 'revised' Master Plan (November 2019). The introduction of approximately 1,155 additional housing units is a concern insofar as the proposal does not reflect the character of the neighbourhood (See Schedule B1, **Tab 10**).

TABLE 5: Residential Land Use Breakdown

SCHEDULE OF LAND USE			
DESCRIPTION	LOT / BLOCK NO.	RESIDENTIAL UNITS	AREA (ha.)
SINGLE DETACHED RESIDENTIAL			
MINIMUM LOT WIDTH 15.24m (50')	36, 37, 49, 60-88, 115-129, 408-432, 436-447, 451-460, 463-470, 476-481, 502	109	31.05
MINIMUM LOT WIDTH 12.19m (40')	1-11, 15-35, 38-47, 50-59, 96-114, 130-407, 433-435, 448-450, 461, 462, 471-475, 482-501, 503-531, 535-537, 544-581,	452	
MINIMUM LOT WIDTH 10.67m (35')	12-14, 48, 89-95, 532-534, 538-543, 582-735	174	
TOTAL SINGLE DETACHED		735	
STREET TOWNHOUSE MINIMUM LOT WIDTH 6.1m	736-752, 759-762, 770-778,	178	4.17
CONDO TOWNS	779	28	1.20
STACKED TOWNHOUSE	757	44	0.90
MIXED USE (RESIDENTIAL & COMMERCIAL)	763, 764, 784	170	3.40
NET DEVELOPABLE TOTAL		1155	40.72
FUTURE RESIDENTIAL BLOCK	765, 768		0.48
EMERGENCY ACCESS	758		0.06
STORMWATER MANAGEMENT POND	755, 766, 782, 785		7.67
OPEN SPACE AND RECREATION	753, 754, 756, 767, 769, 780, 781, 783, 786		17.57
RIGHT OF WAY	STREETS A-AD		18.32
TOTAL SITE AREA		1155	84.82

Source: Draft Plan of Subdivision

Design Policies for Existing Neighbourhoods

Section 4.2.3.1 of the Official Plan directs that new development in existing neighbourhoods (redevelopment or intensification) shall reinforce and improve upon the character defined by existing built form and landscaping.

The development proposes to eliminate the golf course in its entirety. The golf course and associated natural heritage features represent one of the neighbourhood's strongest defining design elements. In addition, the residential lots and most certainly the stacked townhouses and apartments are not reflective of the character of the existing predominantly adult lifestyle oriented community. The proposed small lots and unit types are not sympathetic to the form, scale, pattern and character of the existing neighbourhood.

Section 4.2.3.6 encourages infilling and intensification throughout the City's existing built-up residential areas subject to compliance with a set of criteria. The following is a summary of how the proposed development fails to meet the criteria:

- The proposed density is not sympathetic to the form, scale, pattern and character of the existing adult lifestyle-oriented community/neighbourhood (Section 4.2.3.6 i);

- The layout of the Draft Plan of Subdivision consists of several long spine roads, off of which run a series of crescents or grid pattern streets which ignore the existing natural features of the Subject Site;

- The proposed open spaces are simply a series of narrow linear open spaces with walkways, many of which run parallel to the existing and proposed road network, Highway 406 and/or required buffer and setback areas (Section 4.2.3.6 ii);

- The single point of access from Daimler Parkway is not sufficient and raises concerns regarding potential traffic congestion and emergency access (Section 4.2.3.6 iii); and

- The proposal eliminates the golf course and most of the associated existing natural heritage features; which are the neighbourhood's strongest defining design elements (Section 4.2.3.6 vii).

Commercial Areas

Section 4.4, and more specifically Sections 4.4.1.1 through 4.4.1.8 contain policies regarding the orderly growth and distribution of commercial areas across the City of Welland; including, within intensification areas. Policy objectives include:

- Ensuring an appropriate distribution of commercial areas throughout the City and that future growth occurs in an orderly manner;

- Ensuring that the land use policies reflect an appropriate range of commercial uses;

- Ensuring that there is a sufficient supply of commercial land to meet projected market demand for commercial goods and services within the City;

- Requiring that efforts be made to efficiently use designated lands, infrastructure and resources to promote intensification and vacant land development as a means of underutilizing or vacant land in designated areas;

- Promoting of opportunities for mixed-use development in strategically located nodes and corridors; and,

- Ensuring that all new development is designed to be attractive and highly accessible.

While the *PDR* and the Summary of Public Consultation document has suggested that the proposal represents a 'complete community', the range of proposed land uses is limited to predominantly residential. Other than the proposed 1,155 residential units and open space of limited utility, the only other use is approximately 2,791 square metres (30,042 square feet) of commercial space.

The Retail Commercial Market Assessment submitted in support of the proposal admits that the Subject Site is somewhat isolated because of the location of the Subject Site relative to Highway 406 and the Railway which act as physical barriers. In addition, we note that there is a large existing commercial development located just west of Highway 406 which appears to be undergoing significant expansion.

Neighbourhood commercial areas are intended to serve the daily and weekly convenience shopping and service needs of nearby residents with permitted uses which may include; small retail stores, personal service/shops, and restaurants (Sections 4.4.2.7.A and 4.4.2.7.B). The Applicant's consultant has not demonstrated that in addition to convenience oriented commercial uses that there will be a need for service oriented commercial uses (i.e. financial, health care, social assistance, etc.) and that the demand exists within the neighbourhood for the proposed commercial space in the mixed-use/commercial blocks.

The *PDR* suggests that:

- "*The Master Plan will introduce opportunities for commercial, retail and office uses to create more opportunities for employment within the Master Plan area. The proposed mixed-use nodes will provide for opportunities for community infrastructure, including opportunities for office commercial uses which can include medical offices, dental offices, government offices, etc*."

We are of the opinion that the Applicant has not demonstrated that the demand exists in this location for service commercial space.

The proposed 2,791 square metres (30,042 square feet) of commercial space exceeds 1,858 square metres (20,000 square feet) and thus does not comply with Official Plan policy included within Section 4.4.2.7.D pertaining to size of Neighbourhood Commercial facilities. The Market Impact Study should address the potential impact of the proposed commercial space on the City's planned commercial structure.

Furthermore, the Market Impact Study should include a supply-demand analysis, identification of the City's existing supply of commercial space, the projected demand for commercial retail as related to Official Plan population growth assumptions. Even if the commercial space as proposed is required from a theoretical demand perspective, we question whether or not the proposed location and quantum of commercial space, within an isolated, primarily adult lifestyle community, with limited vehicular access will succeed.



Environment

It is the policy of the City of Welland to protect and conserve the Municipality's Core Natural Heritage System, natural heritage features and linkages from inappropriate development and maintain a healthy natural environment for present and future generations (Sections 6.1.1.1 and 6.1.1.2).

Sections 6.1.2.1, 6.1.2.2 and 6.1.2.3 of the Official Plan contain detailed land use policies related to the local Core Natural Heritage System and Environmental Protection Area features. The following is a summary of Official Plan natural heritage and environmental designations:

- Schedule B - Land Use Map designates the northernmost limits of the Subject Site as Environmental Protection Area. The aforementioned identification is attributed to the Welland River and associated valleylands which traverse the northern limit of the Subject Site;
- Schedule C - Core Natural Heritage System also identifies the northern portion of the Subject Site as Environmental Protection Area; one of the four (4) components of the City's Core Natural Heritage System (Sections 6.1.2.1.C and 6.1.2.1.D); and,

- Schedule C1 - Components of the Natural Heritage System provides additional details, describing the features within Environmental Protection and Environmental Conservation Areas including: Flood Hazards, Valleys and Provincially Significant Wetlands.

The *PDR* notes that:

- "*a preliminary Natural Heritage Evaluation has been conducted by Beacon Environmental to determine the location of potential natural heritage features on the property. The remainder of the Site has been disturbed and consists of man-made ponds and dug channels, therefore, these features require further seasonal investigation to determine their significance*."

Dillon reviewed the EIS filed in support of the 'revised' Master Plan (November 2019) and, as discussed previously herein, concluded that additional work should be completed before the EIS can effectively express that no overall negative impact will occur to the natural features within the property and, therefore, we believe the policies under the Official Plan have not been satisfied.

Water Resources

With respect to water resources, Section 6.1.3.3.A of the Official Plan notes that development and site alteration shall only be permitted if they will not have negative cross-jurisdictional and cross-watershed impacts on:

- The quantity and quality of surface and ground water;

- The functions of ground water recharge and discharge areas, aquifers and headwaters;

- The natural hydrologic characteristics of watercourses (such as base flow);

- Surface or ground water resources adversely impacting on natural features or ecological functions of the Core Natural Heritage System or its components;

- Natural drainage systems, stream forms and shorelines; and,

- Flooding or erosion.

Sections 6.1.3.3.F and 6.1.3.3.H speak to stormwater management practices and guidelines. The Official Plan notes that the City will ensure that stormwater management practices help to minimize stormwater volumes and contaminant loads by maintaining or increasing the extent of permeable and vegetative surfaces. Stormwater Management Plans and Sediment and Erosion Control Plans shall be prepared in accordance with the Ontario Ministry of the Environment Stormwater Management Planning and Design Manual and the Greater Golden Horseshoe Conservation Authorities' Erosion and Sediment Control Guideline for Urban Construction or their successors, and in accordance with any watershed and/or environmental planning studies for the area.

As discussed earlier in this Report, Upper Canada undertook a preliminary review of the revised November 2019 MSS Plan, as well as the 'revised' Master Plan (November 2019). Based on their review, the reduction in the size of the existing stormwater management facility (the Loch Ness Lake, referred to as proposed Stormwater Management Pond #3) is too small to accommodate the areas identified by the existing sewer shed which is served by the existing Loch Ness Lake outlet pipe. This pond was sized and built to accommodate all designated development lands being the North, Central and South Villages and Magnolia Lane. It is our understanding that, according to Upper Canada's calculations, proposed Stormwater Management Pond #3 does not allow for the drainage for the aforementioned designated development lands.

They are also concerned with the proposal to re-direct the sanitary sewers from the South Village westerly through the southern portion of the subject property, instead of northerly as proposed by the South Village servicing plan. Should the South Village development proceed before the construction of this sewer, there will be no outlet available. As discussed previously, all sanitary sewers built through the Central Village and along Daimler Parkway, through which the South Village is to be serviced, were oversized, built and paid for by 2090572 Ontario with adequate capacity for the South Village lands and sanitary flows. It is our understanding that the revised MSS Plan does not reflect this.

Toward this end, all existing infrastructure was designed, built and paid for by 2090572 Ontario or its predecessors to accommodate all of the North, Central, South Villages and Magnolia Lane neighbourhoods which are the only lands designated for development under the City of Welland Official Pan. The majority of these lands have been developed with a small area left in the North Village and the entire South Village. Therefore, it is imperative that the Municipality not allow the Applicant's proposal to utilize any of the stormwater management, sanitary and/or water infrastructure which was planned, allocated, built for the full build-out of the aforementioned neighbourhoods. It is totally unacceptable for the Applicant's project to avail itself of any of the aforementioned servicing capacity, other than any surplus which may exist assuming the full-build out of our Client's remaining lands.



Parks, Open Space and Recreation

According to Section 6.2.1.1, the City will plan for an integrated system of parks, open spaces and recreational opportunities serving a wide range of citizens. The City has developed a hierarchy of Parks aimed at maintaining an equitable distribution of parks, open spaces and recreational opportunities throughout the municipality (Section 6.2.1.2), including the provision of a continuous path/open space system physically linking important destinations within the City (Section 6.2.1.3).

According to Section 6.2.2.1.A, parks and open space lands are to be used for active and passive leisure activities. In addition, open spaces are intended to contribute to the environment through the provision of green spaces and vegetation. As noted previously, the City, wherever possible, shall develop a well-maintained open space system which links important destinations, such as the Downtown, activity centres, residential neighbourhoods, workplaces, waterfront areas, and parks using trails, natural areas, bicycle paths and sidewalks (Section 6.2.2.1.D).

Schedule B – Land Use Map designates the Subject Site as primarily Open Space and Recreation. Open spaces are intended to contribute to the environment through the provision of green spaces and vegetation. The Open Space and Recreation designations of the Official Plan are not 'land use placeholders' for future development, they serve an important role and function in their own right. We note that there are no 'major' existing or planned/proposed public open spaces and/or recreational facilities within the Applicant's proposal. The existing Merrit Island Park, Chippawa Park, Maple Park and Woodlawn Park are all located a considerable distance from the Subject Site; well west of Highway 406.

The *PDR* suggests that approximately 20% of the Subject Site (18.32 hectares based on the 'revised' Master Plan (November 2019)) is proposed for Open Space and Recreation, and that the proposed layout provides a network of open spaces which in turn provide for a well-connected open space network. We believe that this is misleading in the context of the size, shape and location of the proposed open space facilities.

Transportation

According to Section 6.4.1.1, the City seeks to develop a diverse transportation system which supports a variety of transportation modes; including, road, rail, transit, cycling, pedestrian modes and transportation demand management modes. The City plans the transportation network to be safe and accessible (Section 6.4.1.6), as well as integrated in order to allow for cost-effective and efficient movement of people and goods in a manner compatible with existing and future land uses (Section 6.4.1.2).

As noted previously herein, based on BA Group's review of the revised *Transportation Study* (February 2019) and the November 7, 2019 Addendum Letter, they note the following:

- They are not satisfied that the proposed recommendations are appropriate for the level of development and increase in traffic volumes contemplated in the *Transportation Study*, particularly given the number of physical constraints that prevent alternate routing

opportunities for residents entering / exiting the community under typical (or non-emergency) operating conditions; and;

- That deferring the MTO's approval to conditions of draft approval could have major implications on the ability to develop the lands as currently proposed and will likely create a large gap between what could be permitted as part of local planning approvals and the transportation infrastructure that would adequately be required to serve such planning approvals.

Transit

With regard to the provision of transit services, Section 6.4.2.2.B of the Official Plan seeks to provide transit service within a reasonable walking distance of all urban land uses. The City may require that 90% of the new residential and non-residential units in a proposed subdivision are within 400 metres of a transit stop. While the *PDR* "*envisions two new bus stops on the Site*", consistent with Section 6.4.2.2.B, we believe that planning should not advance until the aforementioned bus stops are reviewed and discussed with the City of Welland and the Region of Niagara.

In addition, Section 6.4.2.2.F directs that new major development or redevelopment will incorporate transit and pedestrian systems aimed at reducing reliance on automobiles. While the Subject Site may be located in close proximity to Highway 406 and Highway 140, the Subject Site is only accessible via one (1) point of entry along Daimler Parkway.

Railway

The CP Railway runs along the west side of a portion of the Subject Site in the vicinity of Daimler Parkway and the more northern portion of the proposed development. Consistent with Section 6.4.2.5 of the Official Plan, the City together with the railway authority shall consider the impact of the proposed development on the rail corridor. In this regard, they are entitled to ask Applicants to prepare specific studies demonstrating that the rail corridor's role and function will not be negatively impacted by a proposed development and that any potential negative impacts can be mitigated.

The *PDR* states that the:

- "*Master Plan has been supported by a Noise and Vibration Report to address the rail corridor…. This rail corridor is a spur line and has minimal activity and therefore poses minimal impact on the proposed development from a noise and vibration perspective*."

Based on Valcoustics review of the *Noise & Vibration Feasibility Study (Noise Study*), we understand that they have the *following* concerns:

- There is a significant industrial area located west of Highway 406 that should be addressed through the analysis;

- Clarification should be provided regarding sound level limits which are referenced in the analysis in order to clarify what is meant by minimum criteria and the applicability of the referenced guidelines;

- Receptor assessment heights are not consistent throughout the Study and sample calculations for façade requirements have not been provided and as such conclusions may be subject to change;

- Rail traffic volumes and operational protocols which may impact the study need to be accurately referenced and included in the analysis (i.e. confirmation regarding rail whistle soundings);

- With respect to noise control recommendations, the potential locations, extents and heights of sound barriers are not shown, and the section of the Study dealing with warning clauses does not appear to indicate which clauses should be used under which conditions.

Welland Canal

The Welland Canal is recognized as having built and cultural heritage value to the City (Section 6.4.2.6.E). The City requires that any new development which may be considered a 'sensitive' land use which is located adjacent to the Welland Canal, shall be subject to appropriate technical studies inclusive of recommended mitigation measures as conditions of approval (Section 6.4.2.6.D).

The *PDR* states that the:

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

Recognizing that the City encourages the conservation, protection and enhancement of cultural heritage resources, we will defer to the City regarding any requirements in this regard (Section 6.6.2.14). However, at a minimum, an Urban Design Brief should be prepared which addresses the compatibility of the proposed redevelopment with the existing character of the neighbourhood and the adjacent Welland Canal.

Infrastructure and Utilities

According to Section 6.5.1.1, the City is to ensure that a sufficient amount of land designated to accommodate required infrastructure and utilities. The Region of Niagara and the City of Welland are expected to work together to plan for and provide municipal sanitary sewer and water services sufficient to meet long term growth projections (Section 6.5.1.4).

The policies of the Official Plan direct the City to ensure that all development within the Urban Area is appropriately serviced with access to municipal services and necessary utilities (Section

6.5.1.6). In this respect, a condition of approval for all new development within the Urban Area is that it be connected to water and sanitary sewage systems (Sections 6.5.2.4.B and 6.5.2.4.E). However, the Amendment Application should not be able to proceed as the built infrastructure for previously approved and designated lands has been constructed without sufficient capacity for the redevelopment of the golf course lands.

According to Section 6.5.2.5.A a Stormwater Management Plan and Sediment Erosion Control Plan are to be prepared by qualified engineers. Section 6.5.2.5.C notes that Stormwater Management Facilities should generally be located at the edge of neighbourhoods; at the interface with natural areas; and/or within large public open spaces; including community parks. Stormwater Management Facilities should not be located within the Core Natural Heritage System. Furthermore, Stormwater Management Facilities shall be naturalized, making use of native plants and species (Section 6.5.2.5.D) and shall be designed to have a high level of public exposure and be integrated in, and contribute to, the enhancement of the neighbourhood's public realm (Section 6.5.2.5.E).

In contrast to Official Plan policy, the proposal includes a reduction in the size of the existing stormwater management facility and the alteration of the natural heritage system.

Opinion Regarding Conformity with the City of Welland Official Plan

Based on our review of relevant City of Welland Official Plan policies, we are of the opinion that the proposal does not conform with the general intent and purpose of the Official Plan. We believe that the proposal has not satisfactorily addressed the minimum criteria for the evaluation of Plans of Subdivision and Official Plan Amendment Applications (Sections 7.6.2 and 7.15). The Applicant has failed to adequately address the following concerns:

- The suitable provision of municipal services; including, but not limited to, storm and sanitary sewers, fire and police protection, parks, schools, transit and other community facilities;

- The development of a complete community; including, adequate community facilities, providing for a full complement of community and social services, as well as parks and open space facilities;

- It is not a suitable location for intensification due to a lack of community facilities and disregard for the context within which the development is proposed; namely an existing predominately adult lifestyle-oriented community;

- The proposed redevelopment does not meet the Official Plan criteria for infilling and intensification which is primarily directed to sites located in specific locations elsewhere within the Municipality;

- There is a concern regarding the proposed density, range of housing types, form, scale and pattern of development (what is proposed is not considered compatible with the existing community);

- The Applicant has not demonstrated that the proposed residential units and commercial space is required to meet population and employment forecasts;

- There is only one (1) public vehicular access point (Daimler Parkway) into the area and the implications of the increase in traffic volumes on Daimler Parkway to more than three (3) times what was originally contemplated;

- A lack of sufficient transit service;

- Certain unit types in key areas are not sympathetic to the form, scale, pattern and character of the existing community; and

- The system of open spaces is considered to be inadequate.

We are of the opinion that the Amendment Applications should not be considered for approval until the Applicant prepares and submits the following additional technical studies, reports and plans; including, but not necessarily limited to: a Tree Preservation Plan, Social Impact Assessment, Visual Impact Assessment, Growth Management and Phasing Study, Land Needs Assessment, Financial Impact Assessment, a revised/updated PDR, Urban Design Brief, revised Traffic Information Study and a revised Master Servicing Study that addresses the implementation and construction of the required infrastructure capacity that currently does not exist.

We have also undertaken a review the proposal in the context of the recently approved new City of Welland Official Plan (November 4, 2019). All of the designations on the applicable schedules to the Official Plan and associated policies remain largely unchanged. Based on our review of the new City of Welland Official Plan we are of the opinion that the proposal does not conform with the intent and spirit of the City's new planning policy regime.

6.6 City of Welland Zoning By-law

The Subject Site is currently zoned: Community Open Space (O2), Environmental Overlay (EP) and Neighbourhood Commercial (NC-26), City of Welland Zoning By-law 2017-117. The O2 Zone permits a broad range of recreational and open spaces activities. The EP zone permits existing agricultural uses, conservation, forestry, fish and wildlife management and passive recreation trail uses. The NC-26 Zone permits a golf course, clubhouse, pro shop, restaurant, platform tennis courts and accessory uses.

Existing Zoning By-law provisions must be amended in order to facilitate the proposed predominantly residential development. The proposed development if approved will rezone the Subject Site as follows: Residential Low Density 2 (RL2) (proposed single-detached, street townhouses and stacked block townhouses); Neighbourhood Commercial (NC) (medium density residential via site specific provisions); and Community Open Space (O2) and Environmental Protection Overlay (EP) (open space, recreation network, and natural heritage features)

Tab 12 includes copy of the applicable Zoning By-law Schedules.

7.0 CONCLUDING REMARKS

The Hunter's Pointe Golf Course is designated in the City of Welland Official Plan as primarily Open Space and Recreation, as well as Core Natural Heritage System. It is not designated for Residential and Commercial development. The current Official Plan designations are not 'land use placeholders' for future development; they serve a specific role and function.

Based on the concerns raised herein, and those advanced by the community, we recommend that the City of Welland REFUSE to approve the Amendment Applications (including the latest version of the 'revised' Master Plan dated (November 2019).

We reserve the right to provide additional comments, observations and recommendations on the proposal. We wish to receive notification of future Planning Committee and Council Meetings held in connection with the Application, and we wish to be informed of Council's Decision regarding the Application.

Thank you for this opportunity to provide our input. Should you have any questions, please do not hesitate to contact the undersigned.

Yours truly,



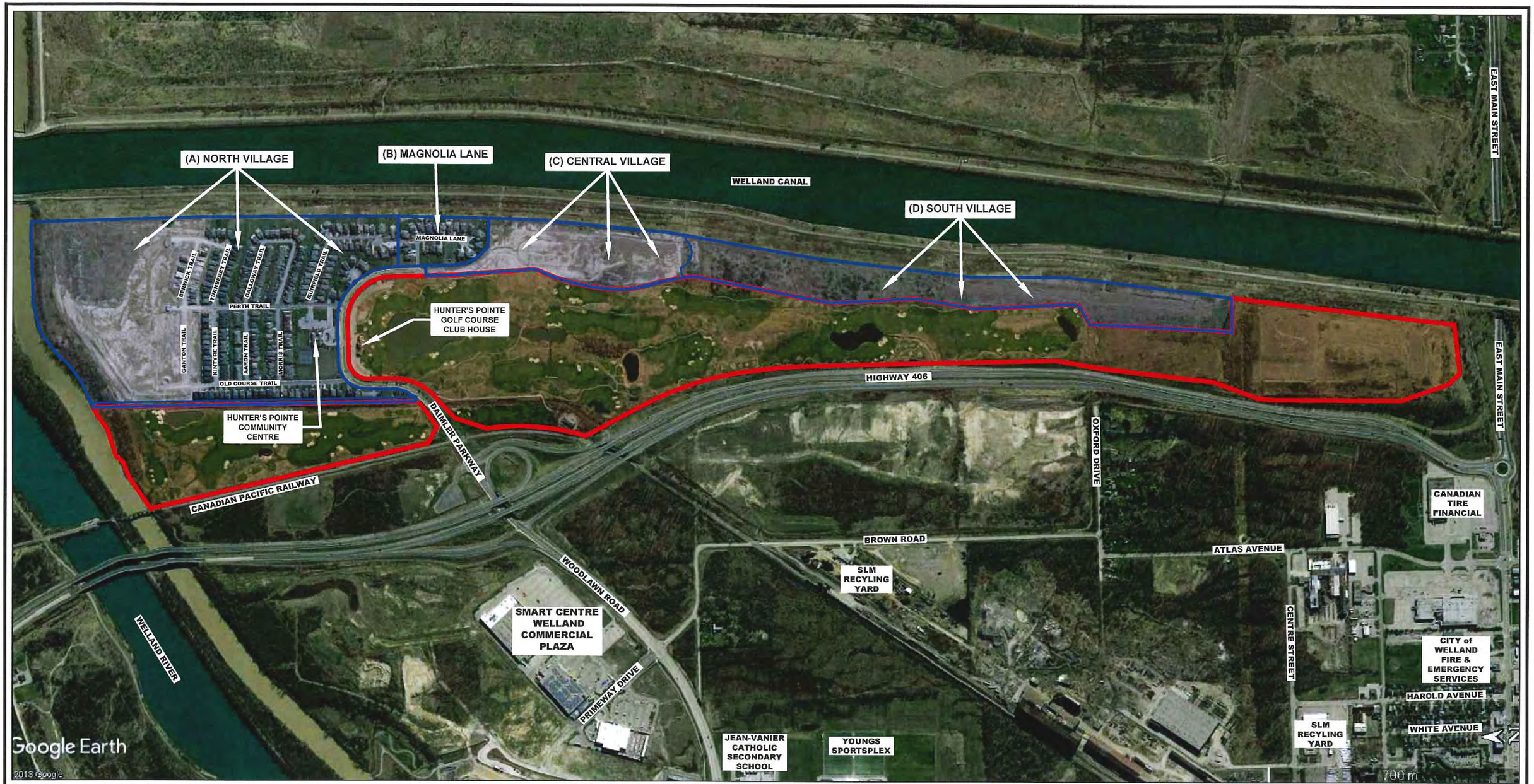
Michael Gagnon, B.E.S., M.C.I.P., R.P.P.
Managing Principal Planner



Andrew Walker, B.E.S., M.C.I.P., R.P.P.
Principal Planner



Michelle Harris, B.Arch., M.Sc.
Planning Associate



AIR PHOTO
CONTEXT PLAN and SUBJECT LANDS
2090572 ONTARIO INC. and
HIGHLANDS RESIDENTS ASSOCIATION
CITY of WELLAND

LEGEND

HUNTER'S POINTE REDEVELOPMENT
(SUBJECT LANDS)

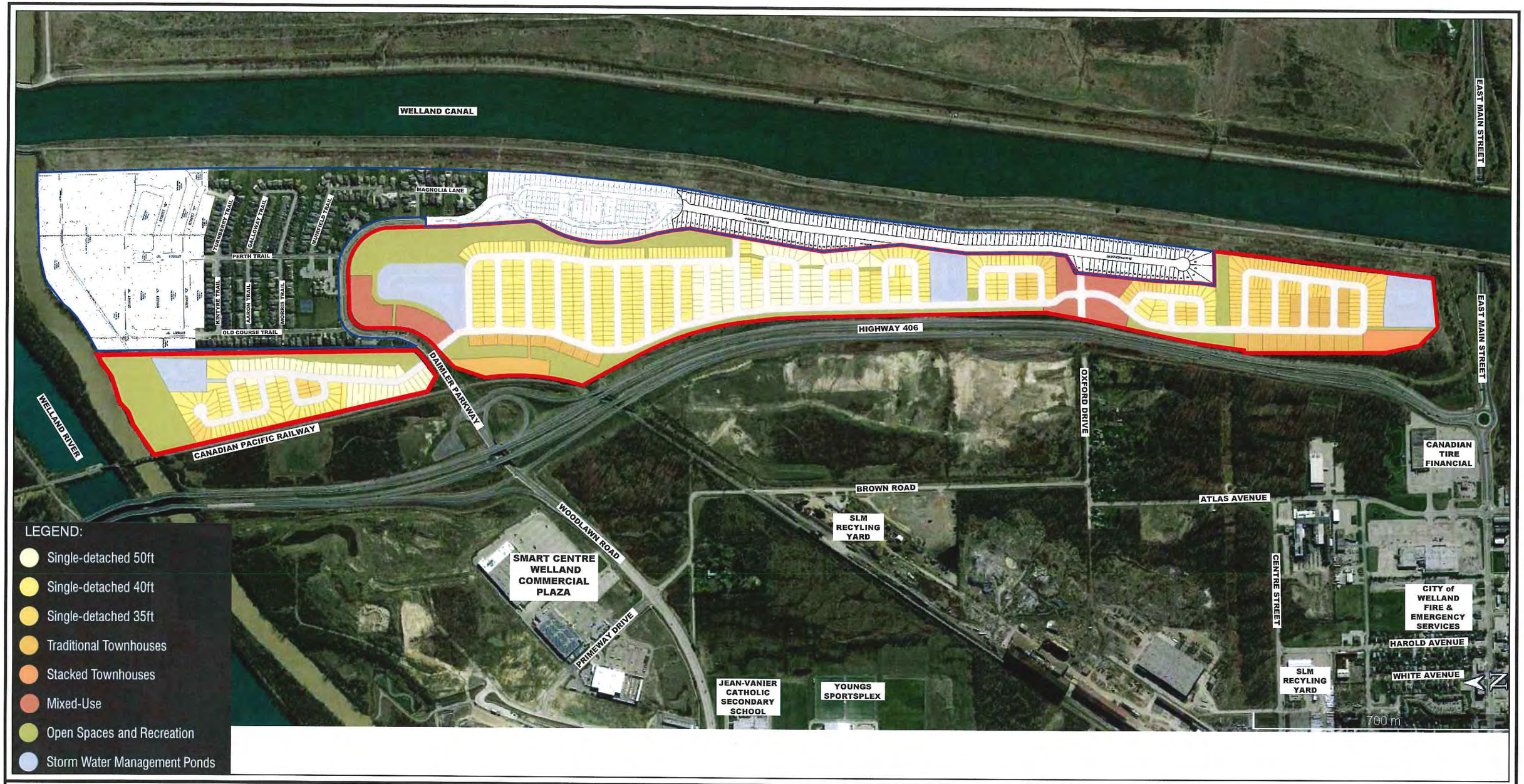
2090572 ONTARIO INC. LANDS
(A) - NORTH VILLAGE (HIGHLANDS RESIDENTS ASSOCIATION)
(B) - MAGNOLIA LANE
(C) - CENTRAL VILLAGE
(D) - SOUTH VILLAGE

P.N.: 18.2511	Date: September 17, 2018
Scale: N.T.S	Revised:
Drawn By: D.S.	File No.: PN 2511_ Aerial_Images

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COMPOSITE PLAN and SUBJECT LANDS
HUNTER'S POINTE REDEVELOPMENT
ORIGINAL SUBMISSION
MARCH 2018

LEGEND

HUNTER'S POINTE REDEVELOPMENT (SUBJECT LANDS)

2090572 ONTARIO INC. and HIGHLANDS RESIDENTS ASSOCIATION LANDS

P.N.: 18.2511	Date: September 17, 2018
Scale: N.T.S	Revised:
Drawn By: D.S.	File No.: PN 2511_ Aerial_Images

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Principals

Michael Gagnon
Lena Gagnon
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Richard Domes

April 20, 2018

Corporation of the City of Welland
Civic Square
60 East Main Street
Welland, Ontario
L3B 3X4

Attention: **Mayor and Members of Council**
Ms. Tara Stephens, City Clerk
Mr. Erik Nickel, General Manager,
Infrastructure and Development Services
Mr. Grant Munday, Manager of Development Approvals,
Infrastructure and Development Services
Ms. Rachelle Larocque, Planning Supervisor,
Infrastructure and Development Services

Subject: **PUBLIC INPUT**
Official Plan and Zoning By-law Amendment Applications
(City File Nos: OPA.16 and 2018-01)
Draft Plan of Subdivision
(City File Nos: 26T-14-18003)
Hunter's Pointe Golf Course
(GWD File: P.N.18.2511.00 Public Input)

Gagnon Walker Domes Ltd. (*GWD*) has been retained by 2090572 Ontario Inc. (hereinafter referred to as our *Client*), the developer of the *Residences at Hunter's Pointe*. *GWD* is working in conjunction with Dillon Consulting Limited (*Dillon*), Upper Canada Consultants (*Upper Canada*) and Turkstra Mazza Associates LLP (*Turkstra Mazza*). Collectively we are providing our *Client* with planning, engineering and municipal legal advice in connection with the Official Plan and Zoning By-law Amendment Application, as well as the Draft Plan of Subdivision filed by 2599587 Ontario Ltd., in connection with the proposed redevelopment of the Hunter's Pointe Golf Course.

We are given to understand that the proposal is to redevelop the Hunter's Pointe Golf Course by totally eliminating the Golf Course and replacing it with approximately 1,194 residential units; including a mix of single detached dwellings, street townhouses, stacked townhouses, and apartments, as well as approximately 5,574 sq. m. of commercial space.

CONFIDENTIALITY CAUTION
This document is Consultant-Client privileged and contains confidential information intended only for person(s) named above. Any distribution, copying or disclosure is strictly prohibited. If you have received this document in error, please notify us immediately by telephone and return the original to us by mail without making a copy.

We attended the April 12, 2018 Public Information Meeting hosted by the City of Welland Planning Department in connection with the proposed redevelopment of the Hunter's Pointe Golf Course. Those in attendance at the 'standing room only' Public Information Meeting were unified in their opposition to the proposal. If approved, the Applicant's proposal will eliminate the Hunter's Pointe Golf Course, associated open space and natural heritage features. The Hunter's Pointe Golf Course is one of the neighbouhood's central defining physical elements.

We were recently provided with copies of the technical plans, reports and studies, prepared and filed by the Applicant in support of the proposed redevelopment. Staff from *GWD*, *Dillon*, *Upper Canada* and *Turkstra Mazza* are in the process of conducting a detailed review of the aforementioned documents. Our *Client* has requested that we provide the City of Welland with a preliminary summary of our collective comments, observations and recommendations regarding the proposed redevelopment. In this regard, many of the concerns listed below align with the comments and objections raised by members of the public who attended the April 12, 2018 Public Information Meeting.

Transportation Issues

Dillon has undertaken a review of the *Transportation Study* prepared by R. J. Burnside & Associates Limited. The following are preliminary comments, observations and recommendations:

- It is our understanding that additional homes are still to be built within the area known locally as the North Village Area. Contrary to what the *Transportation Study* suggests, based on approvals already in place, approximately 300 - 389 additional units (not 230) will be built within the aforementioned area. The difference of approximately 70 – 159 units represents an underestimation of the number of future trips. The *Transportation Study* should be revisited with a view to analyzing the correct number of projected trips.

- Further compounding the local area transportation situation is the lack of a neighbourhood based school(s). This will necessitate the busing of all of the children living in the community. Buses will have to access the neighbourhood in the morning and afternoon via the single existing point of access on Daimler Parkway. It is envisaged that vehicular access will be even further compounded by all of the trucks and construction vehicles involved in the projected multi-year build-out of the community.

- The *Transportation Study* indicates that modifications will be required to the two (2) Highway 406 ramp terminal intersections to improve operations. Once the aforementioned underestimated future trips are factored into the analysis, the operations at the intersections will be worse than expected, and the net result will in all probability be a measurable increase in vehicle queues, creating more "regular" occurrences where vehicle queuing extends past the rail tracks.

- Equally as distressing as the queuing, is the anxiety associated with the need for and timing of a 'second vehicular access' into the neighbourhood. It is common knowledge that a 'second vehicular access' is required and that the proposed redevelopment will trigger and accelerate the need for the flyover of Highway 406 at Oxford Road. It is our respectful submission that the proposed redevelopment should not be considered until such time as the issue of the 'second vehicular access' is analyzed and the 'up-front' construction implementation details are agreed to; including funding.

Servicing and Stormwater Management

Upper Canada has undertaken a review of the *Municipal Servicing Study & Stormwater Management Plan* (*MSS Plan*) prepared by Valdor Engineering Inc. The following are preliminary comments, observations and recommendations when compared to the previously prepared Master Servicing Plan for the existing approved development lands:

- It is questionable if the assumed sanitary flow rate, which is lower than the rate utilized in the MSS Plan, is appropriate. We recommend that the authorities having jurisdiction confirm whether or not the assumption(s) in the *MSS Plan* are appropriate. We further recommend that they opine on the implications associated with the lower assumption(s).

- The assumption regarding infiltration rates in the MSS Plan are 3 times than that included in the previously prepared Plan; resulting in significantly higher infiltration values. This leads us to question why the difference and ultimately what this means for the servicing impacts and requirements of the new proposed development as it relates to the existing built and future phase's of our client's community?

- In regards to the Applicant's preliminary Waste Water Plan, it would appear that population figures do not correspond to the previously prepared Plan. The differences are such that it is recommended that the available capacity be re-evaluated based on the population figures and areas used to size the receiving services.

- The proposal includes the reduction in the size of the existing stormwater management facility (being the existing Loch Ness Lake). The Loch Ness Lake is referred to by the Applicant as proposed Stormwater Management Pond # 3. It is a fraction of the size of the existing facility, and according to *Upper Canada's* calculations is simply too small to accommodate the area identified by the sewer shed of the existing Loch Ness Links outlet pipe.

- It would appear that the Applicant's *MSS Plan* does not account for the drainage requirements of the previously prepared Plan.

Natural Heritage

Dillon has undertaken a review of the *Natural Heritage Existing Conditions Report* (*Natural Heritage Report*) prepared by Beacon Environmental Limited. The following are preliminary comments, observations and recommendations:

- The *Natural Heritage Report* does not meet the requirements for an Environmental Impact Statement (EIS) and as such does not include the information required to advance to the Draft Plan Approval stage, nor the detailed design phase of the approvals process as one would normally expect. With this in mind, it is our view that the Municipality does not have sufficient information with which to undertake a comprehensive evaluation.

- Related to the aforementioned is the City of Welland Official Plan Amendment requirement that an EIS be prepared. While the *Natural Heritage Report* touches on potential ecological functions within the property, some Species at Risk (SAR) and natural heritage features are missing and as such it is difficult to engage in a proper discussion on impacts and mitigation. It is recommended that the EIS include a background screening for SAR and Species of Conservation Concern (SCC).

- With regard to the methodology employed in preparing the EIS, it is our understanding from the *Natural Heritage Report* that additional field assessments are required in the 2018 season. The Report is incomplete without this information and should not have been filed.

- The City of Welland Official Plan identifies the Loch Ness Lake as a "waterbody" and as such we are of the opinion that an assessment should be completed to determine whether a Fisheries and Oceans Canada (DFO) review is required in order to determine if the feature qualifies as a 'fish habitat'. This would apply equally to other watercourses and waterbodies located within the Applicant's property.

- The aforementioned issue related to 'fish habitat' is critical on account of the fact that if the Loch Ness Lake supports 'fish habitat', then as stated in the *Natural Heritage Report*, the policies of the Niagara Region and the City of Welland may apply which may result in greater development setbacks.

- The *Natural Heritage Report* is 'remarkable' in part on account of the information, analysis and discussion which is missing. More specifically, the Field Investigations section of the *Natural Heritage Report* does not include specific surveys associated with vegetation or wildlife species lists. There is no evaluation or assessment of potential natural heritage features. There is no discussion regarding the identification of stands of trees that meet the definition of woodlands, or criteria for significance.

- Related to the aforementioned issue of 'missing' information, since there was no high level screening of potential habitat features, it appear as though no investigations beyond site recognizance were conducted. The *Natural Heritage Report* states that no rare species of frog, turtle or mammals are expected to occur, but there is no explanation as to why and how they were screened out.

- Since frogs and turtles were observed in all of the ponds, the following question arises: Since there are wetlands identified within the property and as such, knowing that the potential exists for SAR and SCC (frogs and turtles), wouldn't the Applicant's consultant undertake a more robust analysis to screen the species out with a higher level of certainty?

- The *Natural Heritage Report* states that drainage features support dense cattail growth associated with a number of the existing on-site ponds. With this in mind and knowing that the watercourses support ephemeral flows and discharge westward to a deeply dug channel that discharges to the Welland River, we believe that the *Natural Heritage Report* should indicate that the aforementioned are potential headwater drainage features and fish habitat. With respect to fish habitat, it is strongly believed that the dug channel supports fish. All of this points to the necessity to consult with DFO in accordance with the requirements of the Provincial Policy Statement (PPS).

- The *Natural Heritage Report* does not go into any depth regarding specifically what features are present and their associated ecological functions. Since specific field work has not been completed, the Applicant's consultants are not able to determine what buffers and mitigation measures might be required.

- We are quite concerned about the absence of any discussion regarding the relationship of the subject site to the Provincially Significant Wetland (PSW) which is located adjacent to the subject site. Protocols would dictate that the wetlands within the Applicant's property should be considered for complexing with the aforementioned PSW. This points to another area of the *Natural Heritage Report* which seems to fall short of what one would expect to be addressed in connection with such a large redevelopment, especially given the significant potential impact on an Open Space and Recreation area that is formally designated in the Official Plan.

- While the Applicant's consultants suggest that the Golf Course ponds provide limited natural heritage functions, it is none the less necessary to verify this through field studies. It would also be appropriate to view the Golf Course and the natural heritage features associated with it from the perspective of environmental opportunities and constraints. In this regard, the Golf Course is designated in the City of Welland Official Plan as primarily Open Space and Recreation, as well as Core Natural Heritage System. It is not designated for Residential and Commercial development. The current Official Plan designations are not 'place holders' waiting for something else to be done with them; they serve a specific role and function.

- While the review of the Na*tural Heritage Report* is ongoing, it appears that there are numerous outstanding documents and analysis which should be prepared and filed in support of the Application, including but not limited to: field surveys, feature staking, identification of opportunities and constraints, a tree inventory and preservation plan. The Report is incomplete without this information and planning should not be advanced until the Report is completed.

Noise and Vibration

Dillon has undertaken a review of the *Noise & Vibration Feasibility Study (Noise Study)* prepared by Aercoustics Engineering Ltd. The following are preliminary comments, observations and recommendations:

- It is not clear from the *Noise Study* if the road and rail traffic data used in the analysis are reflective of existing or future development scenarios. We believe that a future development scenario projecting forward ten (10) years after the expected completion date of the project is advisable in the best interest of future residents.

- The methodology applied in preparing the analysis appears to be flawed relative to the location of noise receptors. The flaw is associated with the relative height of the proposed residential buildings. The taller the buildings, the higher the location of the noise receptors. In order to ensure that all potential receptor locations have been considered, relevant calculations for multi-storey developments should be completed.

- The Conclusion section of the *Noise Study* states that: "*With the incorporation of the noise controls discussed in this report, the sound levels at the sensitive receptors of the proposed residential development will comply with the noise guidelines of the MOECC.*" The challenge with the aforementioned statement is that the *Noise Study* does not provide sufficient detail regarding the potential location and height of the required noise fence when the Report has determined that noise levels are 10dB higher that the guideline value of 55dB. From a community design perspective, the concern is that the required noise fence could potentially be massive and quite unattractive.

- According to the CN Rail 'Guidelines and Procedures', a Vibration Study should be completed. The Report identifies that due to low rail traffic volumes, vibration measurements were not performed. The Report is incomplete without this information and planning should not be advanced until the Report is completed.

Phase 1 ESA

Dillon has undertaken a review of the *Phase 1 Environmental Site Assessment (Phase 1 ESA)* prepared by Soil Engineers Ltd. The following are preliminary comments, observations and recommendations:

- The *Phase 1 ESA* is not using the current standards, as it references the April 2003 CSA Standard (Z768-01). The Report should be updated and re-issued to reflect the current and reaffirmed version of the standard published in 2016.

- Residential development on lands such as the subject site requires a Phase 2 Environmental Site Assessment (as indicated in the *Phase 1 ESA*) as well as an RSC. Planning should not be advanced until these Report(s) are completed.

Planning and Urban Design

GWD has undertaken a review of the *Planning and Urban Design Rationale Report* (*Planning and Design Report*) prepared by The Biglieri Group Ltd. The following are preliminary comments, observations and recommendations:

- It is critical for the City of Welland to keep in mind the following statement which the Applicant's planning consultant included in the *Planning and Design Report* when describing the proposal: "*The Site is primarily designated as Open Space and Recreation, with a small portion adjacent to the Welland River designated as Core Natural Heritage System in the City of Welland Official Plan. The Site is zoned as Community Open Space Zone (O2), with a small portion zoned as Environmental Protection Overlay (EP) and Neighbourhood Commercial (NC-26) under the City of Welland Zoning By-law.*" The Applicant's property does not have any 'as-of-right' Residential or Commercial development permissions.

- The Applicant's *Planning and Design Report* suggests that there are existing community services and facilities in close proximity to the subject site which will provide services to residents. The reality is that there are virtually no public, catholic or private schools, daycare centres, libraries, fire stations, arenas or grocery stores within the neighbourhood.

- In addition to the complete absence of community services and facilities, we note from a review of local area information that there are no open space and recreation facilities, nor core nature heritage system features within the neighbourhood. Existing Merrit Island Park, Chippawa Park, Maple Park and Woodlawn Park are all located a considerable distance away from the subject site, well west of Highway 406.

- Other than the Welland River and the Welland Canal, the only open space and natural heritage features of any significance are those associated with the existing Hunter's Pointe Golf Course which the Applicant wishes to eliminate.

- The Applicant's *Planning and Design Report* suggests that the subject site has excellent access to the regional transportation system. While the subject site may be located in proximity to Highway 406 and Highway 140, the subject site is only accessible via one point of entry along Daimler Parkway. In addition, there is no local transit other than Trans-Cab. As mentioned earlier in this submission,

future local area school children will have to be bused to school facilities located outside of the neighbourhood.

- It has been suggested by the Applicant's planning consultant that approximately 20% of the subject site is being set aside for Open Space and Recreation. This is terribly misleading in the context of the size, shape and location of the proposed Open Space facilities. Much of what it proposed consists of long, narrow, linear strips of land of limited utility; running parallel to either Highway 406, existing or future local roads, or along the drainage ditches.

- A review of the proposed Draft Plan of Subdivision reveals that from a design perspective the layout of the proposed lots, blocks and streets is uninspiring and unimaginative. In short, the layout consists of several long spine roads, off of which run a series of crescents or grid pattern streets.

- It is unfortunate that the Applicant has chosen to eliminate the Golf Course in its entirety. *The Golf Course and associated natural heritage features represent one of the neighbourhood's strongest defining design elements*. We recommend that the Applicant redesign the layout of the Draft Plan of Subdivision with a view to maintaining the Golf Course (perhaps in an 'executive' 18-hole format) with residential lots backing onto the Golf Course. Doing so would maintain the existing lifestyle and community character of the Hunter's Pointe Neighbourhood.

- While it is suggested that the proposal represents a 'complete community' the range of proposed land uses is limited to predominantly residential. More specifically, the residential units consist of single detached dwellings (747 units), townhouses (246 units), as well as apartment units within mixed use buildings (201 units); totaling 1,194 units. The balance of the development consists of the approximately 5,574 sq. m. of commercial space, assorted linear open spaces, parks, walking trails and lastly, stormwater management ponds. Generally speaking, the residential lots and most certainly the stacked townhouses and apartments are smaller than the residential lots which our *Client* developed and on which homes have been built.

- The *Planning and Design Report* suggests that the proposed layout provides a network of open spaces which in turn provide for a well-connected open space system. On close examination, it appears that what has been proposed is simply a series of narrow linear open spaces with walkways which in many instances run parallel to the existing and proposed road network, Highway 406 and/or required buffer and setback areas. It is hard to imagine what the Applicant's planning consultant is referring to when stating that: "*Green corridors will be established through a trail system to contribute to the overall implementation of a pedestrian scaled community with easy access for various type of users to daily amenities.*" We are at a loss to understand what is meant by "*various type of users to daily amenities.*"

- It has been suggested that the Master Plan includes seven (7) different precincts which together create a 'complete community'. It is not evident from the *Planning*

and Design Report how the different precincts contribute to creating a 'complete community', especially when there are no community services and facilities being added to the neighbourhood through the proposed development. The reality is that the majority of what is planned consists of single-detached dwellings, various forms of townhouses and some apartments located on top of ground floor commercial space.

- As mentioned previously, we are concerned that the development as proposed will have a significant impact on the established character of the neighbourhood. The introduction of almost 1,200 additional housing units is a concern insofar as the proposed housing mix does not reflect the previous planning on which the neighbourhood was established. While on the surface one might argue that current planning policy is promoting residential intensification, care and caution must be exercised to ensure that intensification is not at the expense of other important planning considerations.

- With respect to the proposed commercial space, has the Applicant demonstrated that the demand exists in this location for the quantum of space being proposed? There is an existing commercial development located just west of Highway 406 which appears to be undergoing significant expansion that may be more than sufficient to meet the daily and weekly commercial needs of existing and future residents. It would be ill-advised to propose commercial space if the demand for it does not exist. Designating lands for commercial development which may never materialize is of no benefit to the Municipality.

- In regards to the notion of providing a wide variety of different housing types, has the Applicant demonstrated that the type of housing which is being proposed is required? Secondly, has the Applicant determined that this is the right location from a City-wide perspective, considering the lack of local area community services and facilities? There is a very real concern with the density and some of the proposed housing types proposed adjacent to an Adult Lifestyle Community. Doing so would not be sympathetic to the form, scale, pattern of development and character of the existing neighbourhood as established by the Official Plan.

- The location of the proposed mixed-use high density blocks is inappropriate, both in form and function, as it is located at the entrance to the subdivision and it eliminates a view corridor to the pond and its distinguishing natural heritage features. The pond is a focal element to the community and functions as a grand entrance as residents and visitors alike 'drive-in' to the community. The view corridor and vistas created by the pond at the entrance to the community are to be maintained and enhanced, and the feature as it exists today (surrounded in its entirety by greenspace/natural features) should be preserved. A *Visual Impact Assessment* should be prepared to address the view corridors to the pond, including confirmation of the preservation of the pond and all of its surrounding natural features as part of any development proposal. Planning should not be advanced until the Report is completed and reviewed with proper consultation with all affected stakeholders

- It is recommended that the Applicant prepare a Community Services Study to determine what facilities will be required to cater to the needs of the individuals and families which will be accommodated by the proposed development. While on the surface it sounds appealing to suggest that a 'complete community' is being built, if residents' needs cannot be met, nothing positive will have been accomplished.

- Reference in the *Planning and Design Report* is made to the need to ensure that a sufficient supply of employment and residential land is made available to meet the City's projected long-term growth. Has the proponent demonstrated that the City of Welland needs to re-designate the subject site from Open Space and Recreation to predominantly Residential in order to meet the Municipality's population forecasts, and has it been demonstrated that this is the proper area for some or all of these uses?

- Simply because the subject site is located within the Urban Boundary and the Built Boundary of the City of Welland does not suggest that intensification is appropriate and in conformity with prevailing provincial, regional, and local planning policies. The subject site is not located within the Municipality's downtown, nor along a key transit corridor. There may be other areas within the City of Welland better suited for the scale and type of development being proposed.

- We believe that the municipality's intensification policies which address land use and neighbourhood character have not been adequately address by the Applicant's planning consultant. There has been little to no regard paid to the physical form of existing development which is already being planned and built within the neighbourhood. An *Urban Design Brief / Guidelines* and *Growth Management / Master Phasing Plan* should be established to address these matters. Planning should not be advanced until the Report is completed and reviewed with proper consultation with all affected stakeholders.

- It is our understanding that the individuals that have moved into the neighbourhood were drawn to it in large part because of the Hunter's Pointe Golf Course and the Adult Activity Lifestyle Community. The Golf Course has had a significant impact on the design of the community, including the layout of roads and residential lots. We are at a loss to understand how the proponent can suggest that: "*The Master Plan has been planned and designed in accordance with the adjacent land uses and neighbourhood character, providing appropriate setbacks and buffering to existing residential. The proposed lot fabric has been designed in accordance with adjacent development, with a fine grain block and street network.*"

Concluding Remarks

Based on the plethora of concerns and objections raised herein, we strongly recommend that the proponent withdraw the Applications. Failing that, we would suggest that the City of Welland *refuse* the application as it is premature as a result of

the number of concerns and objections noted herein and those received from the public. Further, if the Applicant wished to pursue the application, that the City request the Applicant to agree to participate in a municipally lead series of comprehensive community based Planning, Engineering and Design Charrettes. The purpose of the Charrettes would be to engage all of the stakeholders in a fulsome process where the parties would collectively engage in the design of the redevelopment of the Hunter's Pointe Golf Course.

We welcome an opportunity to work with the Applicant, the local community and the City of Welland with a view to addressing our Client's concerns. We hope that the Applicant is prepared to invest the necessary time, money and energy to address our Client's and the public's legitimate concerns.

We wish to reserve the right to provide additional comments and observations once we have completed our comprehensive review of the technical plans, reports and studies filed in support of the proposal. We wish to receive notification of future Planning Committee and Council Meetings held in connection with the Application. We wish to be informed of Council's Decision regarding the Application.

Thank you for this opportunity to provide our input.

Yours truly,

Michael Gagnon, B.E.S., M.C.I.P., R.P.P.
Managing Principal Planner

Andrew Walker, B.E.S., M.C.I.P., R.P.P.
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Michelle Harris, Gagnon Walker Domes Ltd.

PN 2571 - Staff Report

APPROVALS
GENERAL MANAGER
CFO
CAO

05-114

COUNCIL

INFRASTRUCTURE AND DEVELOPMENT SERVICES

REPORT P&B-2018-23
MAY 1, 2018

SUBJECT: APPLICATION FOR OFFICIAL PLAN AMENDMENT (OPA 16), ZONING BY-LAW AMENDMENT (2018-01), AND DRAFT PLAN OF SUBDIVISION (26T-14-18003)
THE BIGLIERI GROUP
FOR LANDS ON THE NORTH AND SOUTH SIDE OF DAIMLER PARKWAY, NORTH OF EAST MAIN STREET, EAST OF HIGHWAY 406, SOUTH OF THE WELLAND RIVER, AND WEST OF THE WELLAND SHIPPING CANAL, MORE SPECIFICALLY DESCRIBED AS PART OF LOTS 19 AND 20, CONCESSION 1, PART OF LOTS 19 AND 20, CONCESSION 2, PART OF THE ROAD ALLOWANCE BETWEEN CONCESSIONS 1 AND 2 (CLOSED), PART OF LOT 19, CONCESSION 3, PART OF LOT 19, CONCESSION 4, PART OF THE ROAD ALLOWANCE BETWEEN CONCESSIONS 3 AND 4 (CLOSED), IN THE FORMER TOWNSHIP OF CROWLAND, LOTS 25 TO 28 (INCLUSIVE), LOTS 50 TO 56 (INCLUSIVE), PART OF LOTS 23, 24, 29, 30, 31, 32, 49 AND 57, PART OF TUTTY STREET (CLOSED), REGISTERED PLAN 975 (REGISTERED PLAN 56, TOWNSHIP OF CROWLAND), AND BLOCKS 168, 169, AND 170 ON REGISTERED PLAN 59M-269, CITY OF WELLAND, KNOWN MUNICIPALLY AS 289 DAIMLER PARKWAY

AUTHOR: RACHELLE LAROCQUE, BES, M.Sc., MCIP, RPP
PLANNING SUPERVISOR

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

APPROVING G.M.: ERIK NICKEL, P. ENG.
GENERAL MANAGER,
INFRASTRUCTURE AND DEVELOPMENT SERVICES/CITY ENGINEER

RECOMMENDATION:

THAT THE COUNCIL OF THE CITY OF WELLAND receives for information purposes Report P&B-2018- 23 regarding Application for Approval of an Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision for lands on the north and south side of Daimler Parkway, north of East Main Street, east of Highway 406, South of the Welland River, and west of the Welland Shipping Canal, more specifically described as Part of Lots 19 and 20, Concession 1, Part of Lots 19 and 20, Concession 2, Part of the road allowance between Concessions 1 and 2 (closed), Part of Lot 19, Concession 3, Part of Lot 19, Concession 4, Part of the road allowance between Concessions 3 and 4 (closed), in the former Township of Crowland, Lots 25 to 28 (inclusive), Lots 50 to 56 (inclusive), Part of Lots 23, 24, 29, 30, 31, 32, 49 and 57, Part of Tutty Street (closed), Registered Plan 975 (Registered Plan 56, Township of Crowland), and Blocks 168, 169, and 170 on Registered Plan 59M-269, City of Welland, municipally known as 289 Daimler Parkway.

ORIGIN AND BACKGROUND:

Application for Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision were received on March 5, 2018 and was deemed complete on March 7, 2018.

The purpose of the application for Official Plan Amendment is to redesignate the property from Parks, Open Space and Recreation to Low Density and Medium Density Residential and Neighbourhood Commercial. No changes to the areas designated as Core Natural Heritage are proposed.

The purpose of the application for Zoning By-law Amendment is to rezone the lands from Community Open Space (O2) and Site Specific Neighbourhood Commerical (NC-26) to Site Specific Low Density Residential 2 (RL2) and Site Specific Neighbourhood Commercial (NC). The areas that are currently zoned Environmental Protection are not proposed to be amended. The Site Specific RL2 Zone is to permit stacked townhouses to be a maximum of four (4) storeys in height, whereas the By-law permits a maximum of 3 storeys. The Site Specific NC Zone is needed to permit the buildings to be a maximum of four (4) storeys to permit three floors of residential above the commercial uses, whereas the By-law permits a maximum of two (2) storeys.

The purpose of the application for Draft Plan of Subdivision is to allow the development of the lands with 747 single detached dwellings, 160 street townhouse dwellings, 35 condominium townhouse dwellings, 51 stacked townhouse dwellings, and 201 mixed-use residential and commercial units. A total of 1194 new units are proposed.

The application was circulated to a number of City Departments and outside Agencies, as well as to members of the public in accordance with the requirements of the Planning Act. A Public Information Meeting was held by City Staff on April 12, 2018. Approximately 180-200 members of the public attended the Public Information Meeting, and raised comments and concerns regarding:

- Only one access to the site via Daimler Parkway;
- Water pressure;
- Height of mixed use commercial blocks;

- The need for a secondary access to the site;
- Loss of golf course lands;
- Traffic impact and increased cars and school buses/city transit buses;
- Loss of adult lifestyle community;
- Environmental concerns (pesticides used on the golf course);
- Loss of natural environment purposes;
- Loss of property values;
- Noise from Highway 406;
- Safety with railway track and increased crossings;
- Do not want rental units;
- Do not want students in the neighbourhood; and,
- Do not want high density residential dwellings.

At the time of writing this report, approximately 110 letters of opposition from residents have been received. Their comments mainly outline the concerns raised above, and in addition to this, have identified:

- The secondary access at Oxford Road be a clover-leaf with direct access onto Highway 406, rather than a flyover;
- Secondary access be constructed prior to any construction of new homes;
- Golf course be maintained at a smaller scale;
- The City purchase the golf course to run as a public golf course;
- Increase in crime due because of loss of gated community;
- Do not want changes to golf course pond;
- Lack of medical services in the area;
- Lack of schools and City services in the immediate area; and,
- Concerns with timelines for comments.

One letter of support was received from the community, which would like to see additional rental units, relocation of one of the mixed-use commercial blocks, changes made to Daimler Parkway, and a school incorporated into the design.

The Statutory Public Meeting under the Planning Act, is being held on May 1, 2018. The Public Meeting provides an opportunity for the Applicant to make a presentation regarding the Applications and the proposal, for interested parties to comment and/or raise concerns, and for Council members to inquire about the Applications. In the case of a Plan of Subdivision, at least fourteen (14) days must lapse between the Statutory Public Meeting and any decision by Council.

COMMENTS AND ANALYSIS:

This Report is intended to provide Council with background information regarding the subject Applications. Staff will bring forward a Recommendation Report for Council's consideration at a future Meeting.

FINANCIAL CONSIDERATION:

There are no financial implications as a result of the recommendations in this Report. All costs associated with the development of this property will be borne by the Owner/Developer.

OTHER DEPARTMENT IMPLICATIONS:

Other City departments have been circulated the Applications for Review and Comment. Any comments, requirements and/or recommendations received will be incorporated into the final Recommendation Report.

SUMMARY AND CONCLUSION:

The Planning Act requires a Statutory Public Meeting to be held to provide an opportunity for public input and discussion regarding the Applications. The Report is intended to provide background information for the Public Meeting.

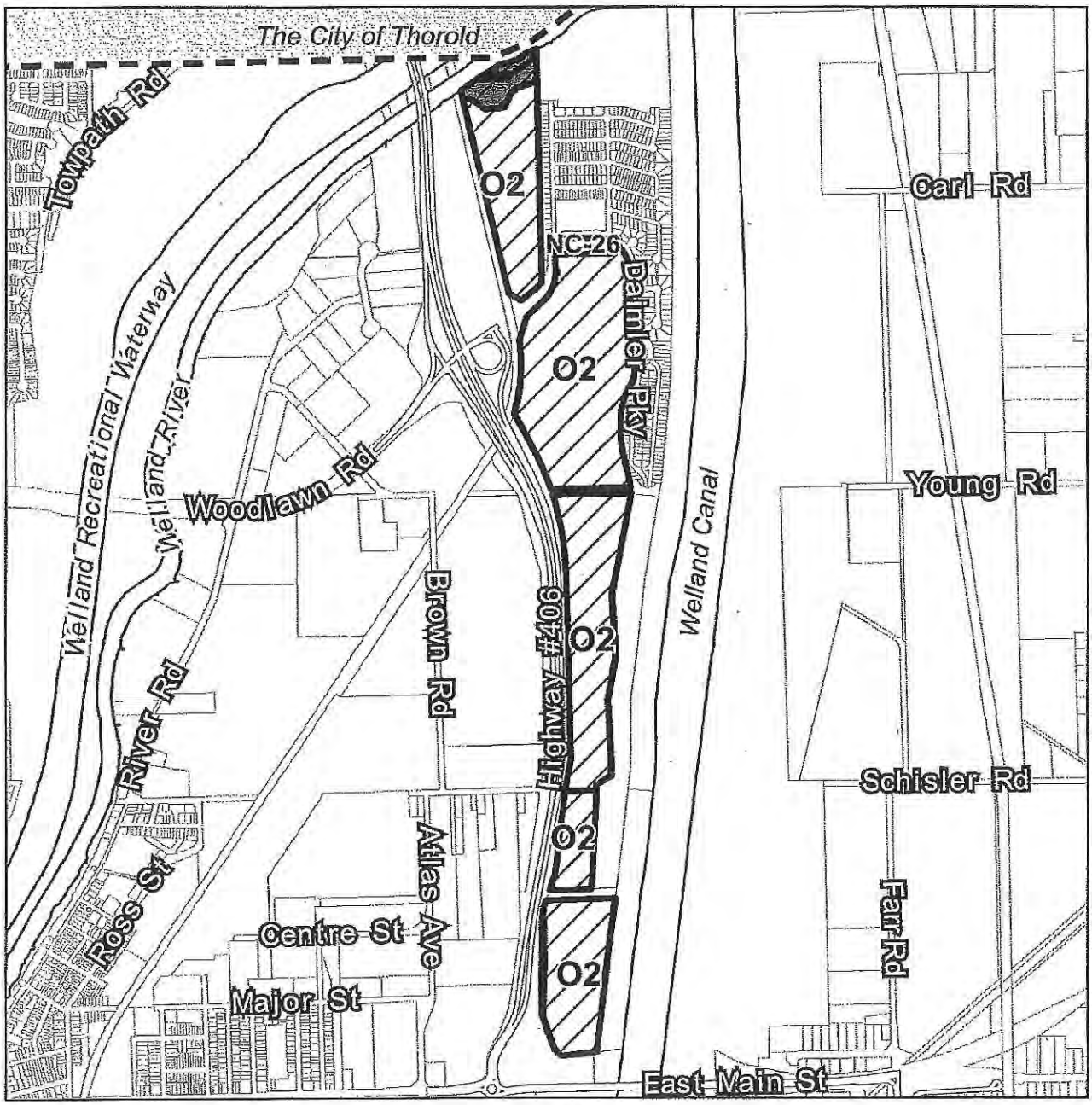
Therefore, it is recommended Council receives Report P&B-2018-23 for information purposes.

ATTACHMENTS:

Appendix I	-	Key Map
Appendix II	-	Aerial Photo of the Subject Lands
Appendix III	-	Draft Plan of Subdivision
Appendix IV	-	Draft Official Plan Amendment

Appendix I

26T-14-18003, 2018-01 & OPA



KEY MAP

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SUBJECT LANDS

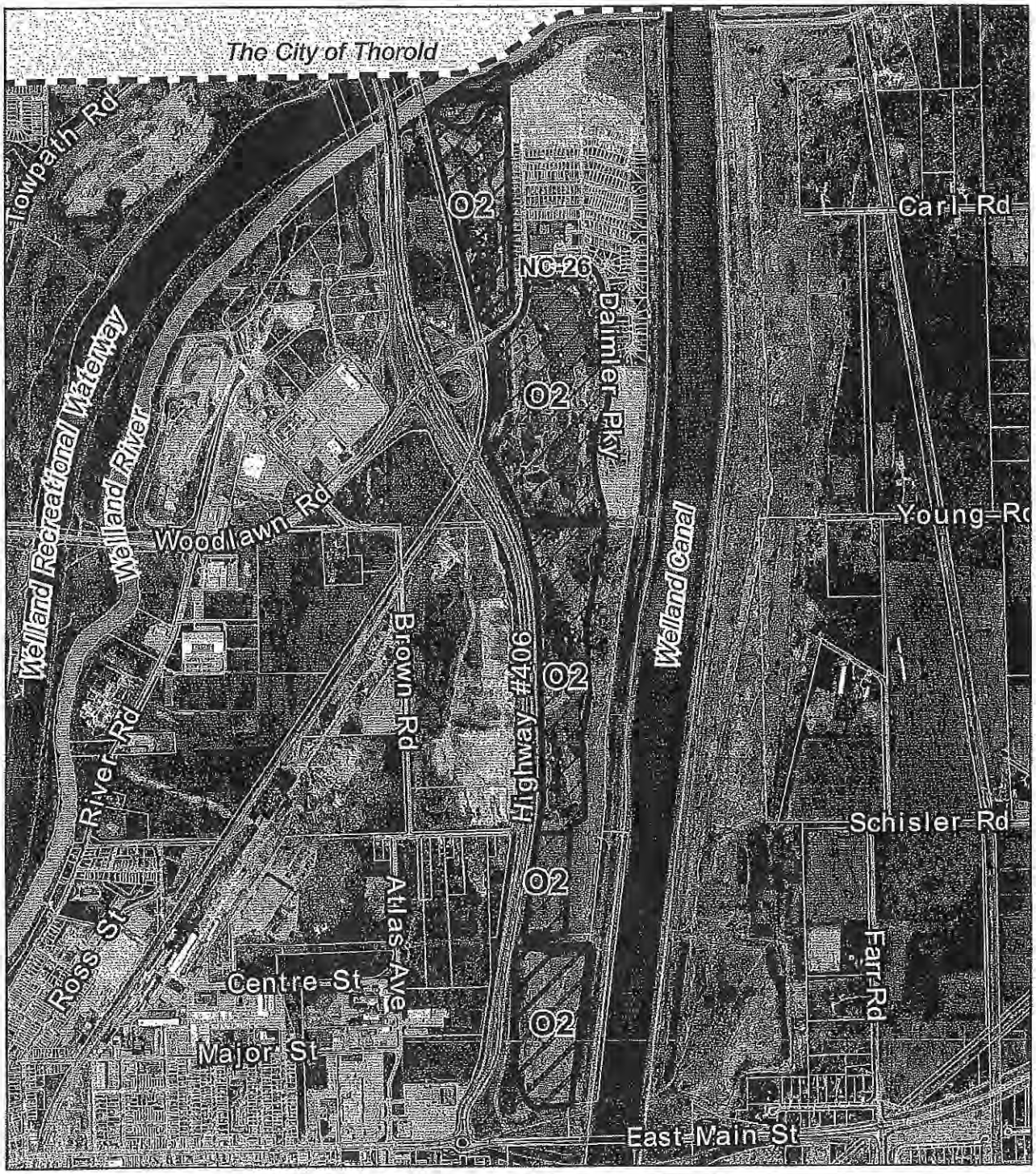
Welland
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Infrastructure and Development Services
Planning Division

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March 8, 2018

Appendix II



AERIAL PHOTO OF THE SUBJECT LANDS

26T-14-18003, 2018-01 & OPA

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SUBJECT LANDS

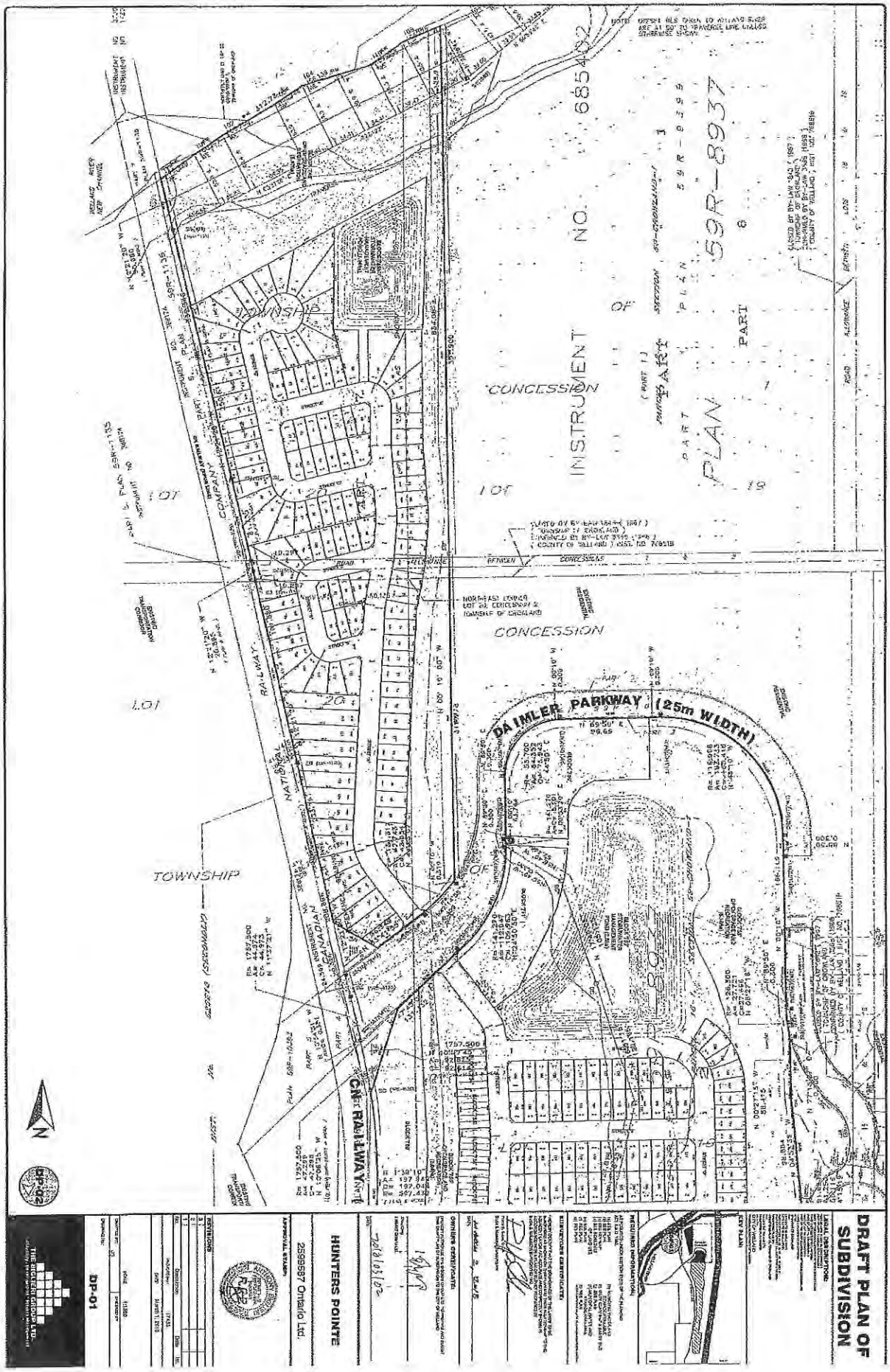
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Planning Division

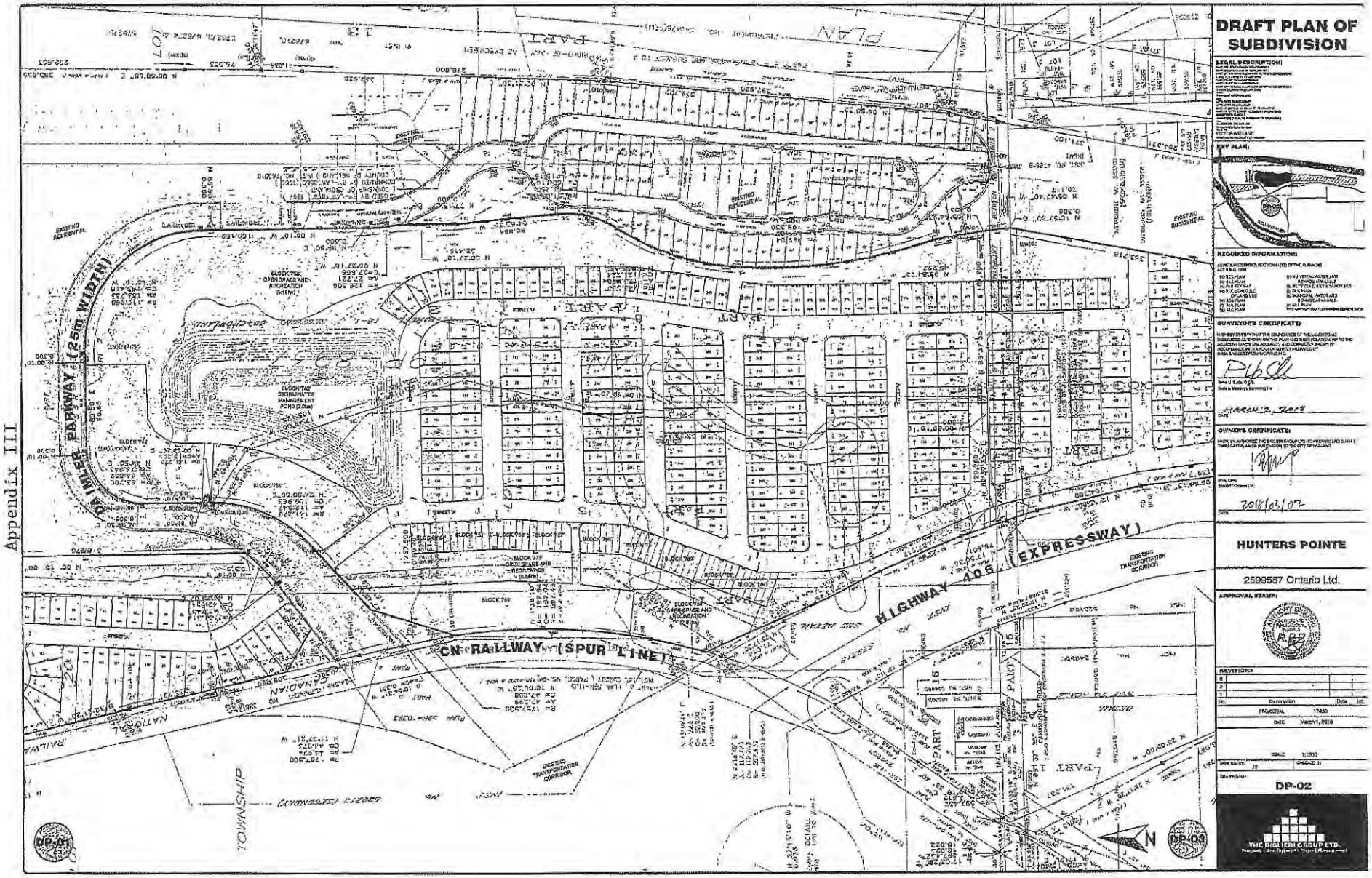
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March 8, 2018

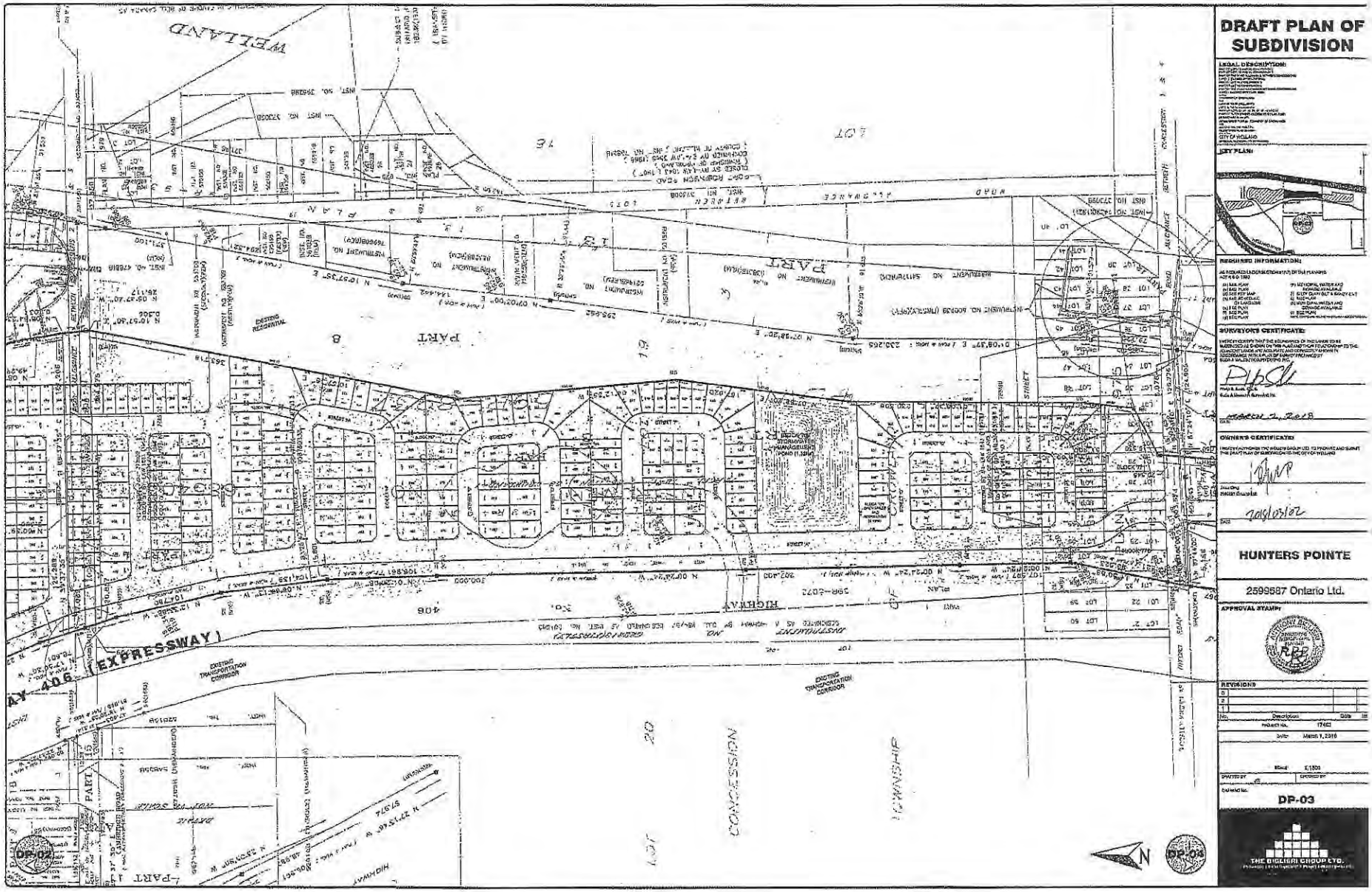
Appendix III



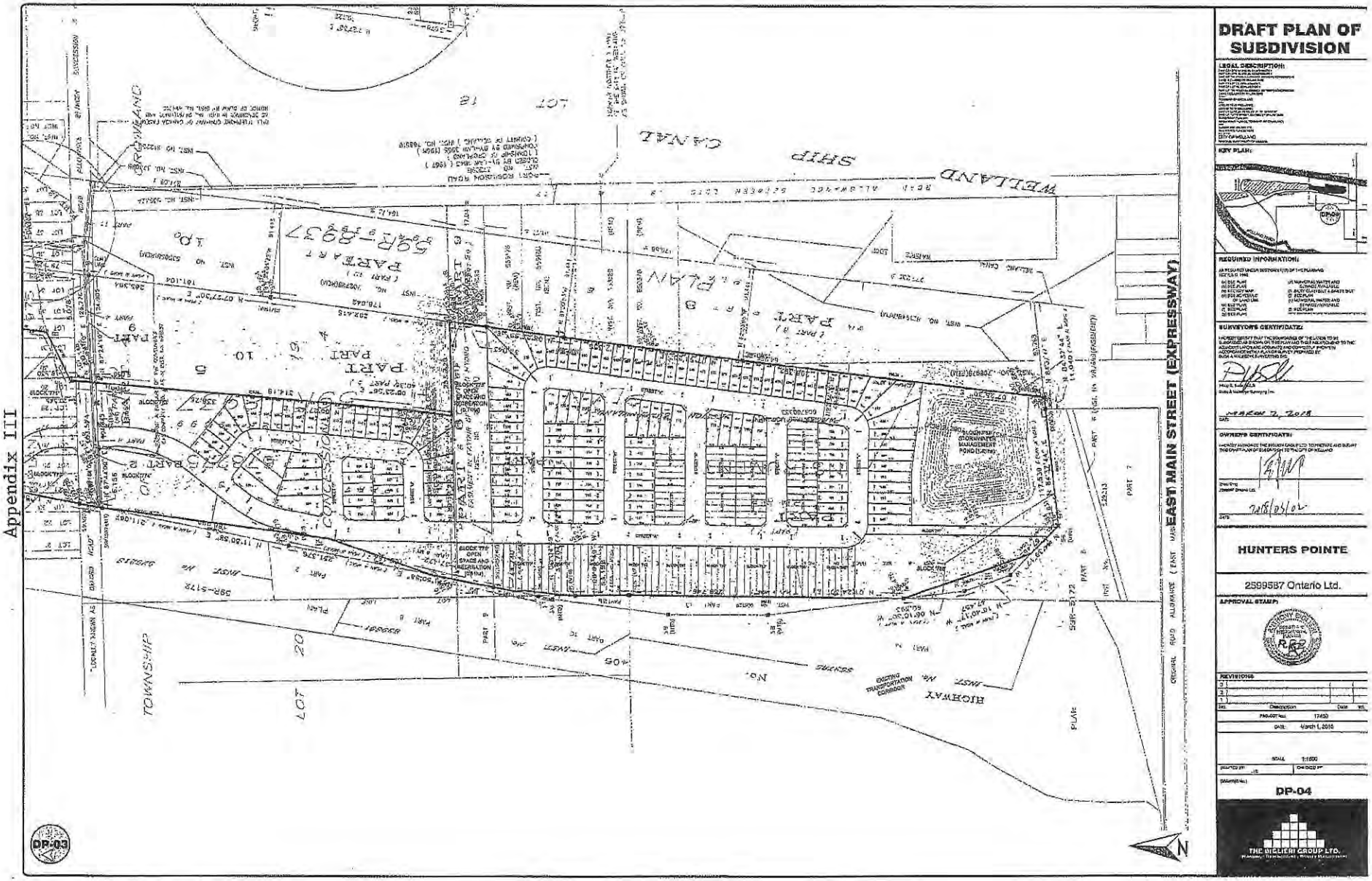
Appendix III



Appendix III



Appendix III



AMENDMENT NO. 16

to the

OFFICIAL PLAN

of the

CORPORATION OF THE CITY OF WELLAND

DRAFT

DAY & MONTH, 2018

THE CORPORATION OF THE CITY OF WELLAND
BY-LAW NUMBER 2018-XX

A BY-LAW TO AUTHORIZE THE ADOPTION OF OFFICIAL PLAN AMENDMENT NO. 16

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. 16 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. 16 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. 16 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 X DAY OF MONTH, 2018.

_____ MAYOR

_____ CLERK

Amendment No. 16

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 MONTH DATE, 2018 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.

DRAFT

Date: .....

GRANT MUNDAY, B.A.A.
MANAGER OF DEVELOPMENT APPROVALS
INFRASTRUCTURE AND DEVELOPMENT SERVICES
THE CORPORATION OF THE CITY OF WELLAND

AMENDMENT NO. 16 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 COMPONENTS 1

PART B - THE AMENDMENT 2

SCHEDULE "A" LAND USE PLAN 3

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DRAFT

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. 16 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.16 is to redesignate the lands shown on the attached Schedule B. The purpose of the Amendment is to allow the property to be used for low and medium density residential dwellings and neighbourhood commercial uses in mixed-use nodes.

LOCATION

The lands subject to this Amendment are located north and south of Daimler Parkway, east of Highway 406 and are legally known as Part of Lots 19 and 20, Concession 1 and 2, Part of the Road Allowance between Concessions 1 and 2, Part of Lot 19, Concession 3, Part of Lot 19, Concession 4, Part of the Road Allowance between Concessions 3 and 4, and Lots 25 to 28, Lots 50 to 56, Part of Lots 23, 24, 29, 30, 31, 32, 49 and 57, Part of Tutty Street, Registered Plan 975 and Blocks 168, 169 and 170, Registered Plan 59-M269 and municipally known as 289 Daimler Parkway. The subject lands have an approximate land area of 84.82 hectares.

BASIS

The subject lands are within the urban area boundary for the City of Welland and currently designated Open Space and Recreation and Core Natural Heritage System. A proposal has been put forth to use the lands for a residential subdivision with neighbourhood commercial uses in mixed-use nodes.

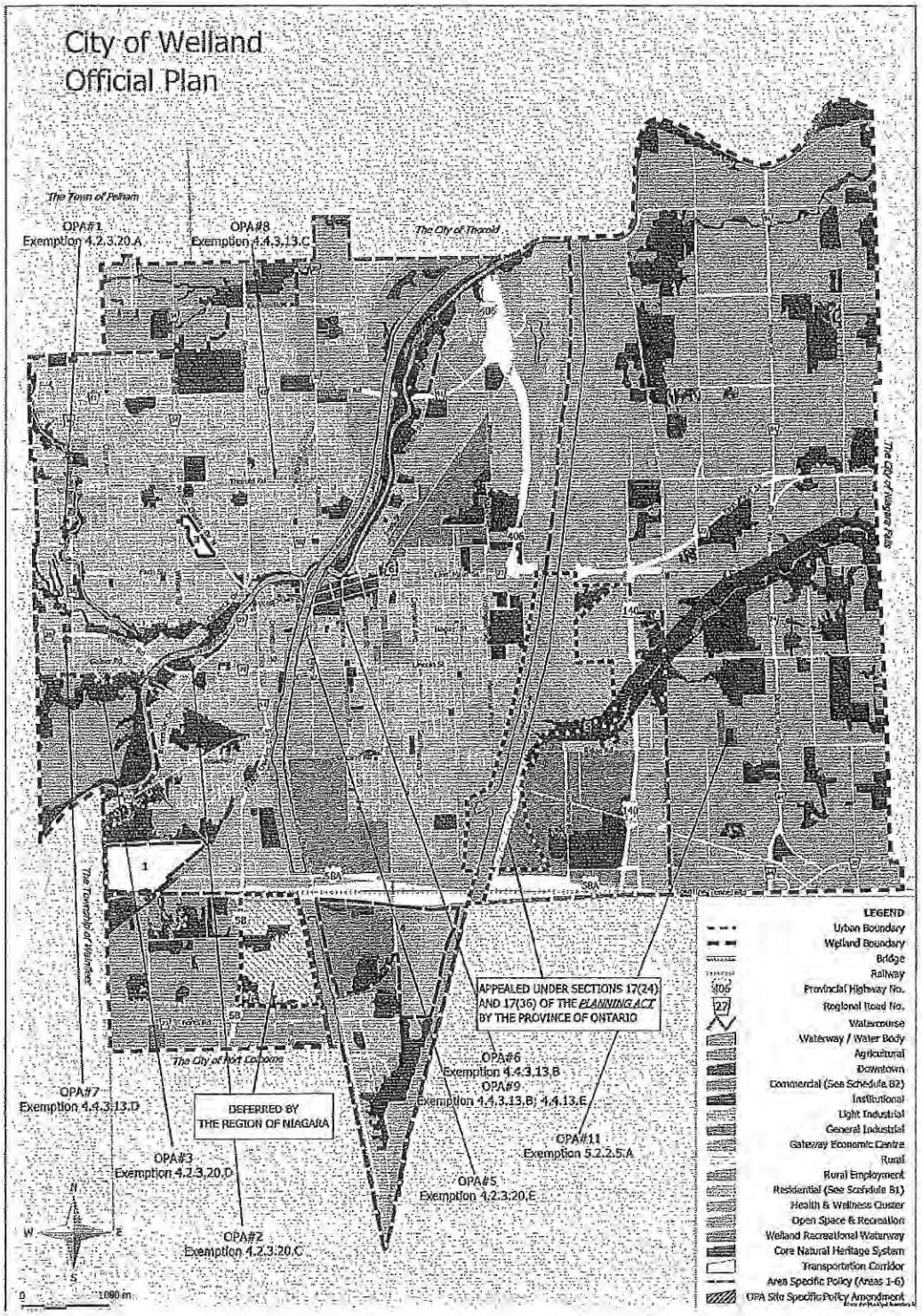
PART B - THE AMENDMENT

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. 16 to the Official Plan of the Corporation of the City of Welland.

The effect of this Official Plan Amendment is to maintain portions of the Open Space and Recreation and Core Natural Heritage System designation and to include Low and Medium Density Residential and Neighbourhood Commercial to allow the development of the property for a residential subdivision with neighbourhood commercial uses in mixed-use nodes.

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SCHEDULE "A" LAND USE PLAN



PART C - THE APPENDICES

The following appendices do not constitute part of Amendment No. 16 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)

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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. 16 BY BY-LAW 2018-XX PASSED BY COUNCIL OF THE CORPORATION OF THE CITY OF WELLAND ON MONTH DAY, 2018

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

1. I am the Manager of Development Approvals, Infrastructure and Development Services of the Corporation of the City of Welland.
2. That in accordance with Section 17(15) of The Planning Act, as amended and Section 3 of Ontario Regulation 543/06, Notice of the Public Meeting was published in the Welland Tribune on March 15, 2018. I hereby certify that the required Public Meeting was held on May 1, 2018 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 Provincial Plan or Plans.

Sworn before me at the City of Welland
in the Regional Municipality of Niagara,
this DAYTH day of MONTH, 2018.

_____

SCHEDULE "A" TO APPENDIX 1 - AFFIDAVIT

List of individuals who made oral submission in support of the application at the Statutory Public Meeting conducted [INSERT DATE] concerning Amendment No. 16 to the Official Plan of the Corporation of the City of Welland.

[INSERT NAMES]

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APPENDIX II - NOTICE OF ADOPTION

CITY OF WELLAND
NOTICE OF ADOPTION OF
AMENDMENT NO. 16 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 2018-XX, being a By-law to adopt Amendment No. 16 to the Official Plan on [INSERT DATE] under Section 17(23) of The Planning Act, as amended.

The Purpose of Amendment No. 16 is to maintain portions of the Open Space and Recreation and Core Natural Heritage System designation and to include Low and Medium Density Residential and Neighbourhood Commercial to allow the development of the property for a residential subdivision with neighbourhood commercial uses in mixed-use nodes.

The Effect of the redesignation is to allow for the future construction of a residential plan of subdivision.

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.

Any person or agency may appeal, to the Local Planning Appeal Tribunal, in respect to the Amendment to the Official Plan by filing with the Clerk of the City of Welland, no later than [INSERT DATE], 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 Local Planning Appeal Tribunal Act in the amount of $300.00 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 individuals, Corporations or public bodies may appeal a Decision of the

municipality to the Local Planning Appeal Tribunal. 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 Tribunal, 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 2018-01 and Application for Draft Plan of Subdivision - File 26T-14-18003.

A copy of the Amendment and Staff Report are available for inspection by the public as of [INSERT DATE] 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 MONTH, 2018.

GRANT MUNDAY, B.A.A.
MANAGER OF DEVELOPMENT APPROVALS
INFRASTRUCTURE AND DEVELOPMENT SERVICES
OF THE CORPORATION OF THE CITY OF WELLAND

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APPENDIX III - MINUTES OF PUBLIC MEETING -

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APPENDIX IV - STAFF REPORT

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

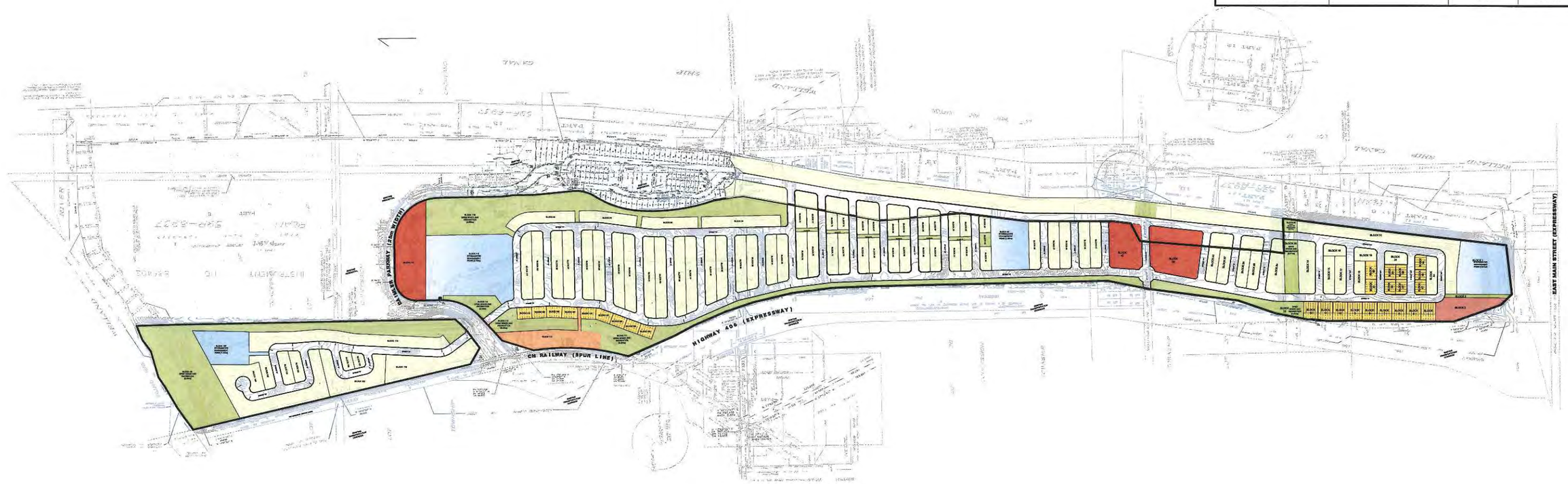
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APPENDIX V - COUNCIL RESOLUTION

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SCHEDULE OF LAND USE			
DESCRIPTION	LOT / BLOCK NO.	RESIDENTIAL UNITS	AREA (ha.)
SINGLE DETACHED RESIDENTIAL	14-19, 24, 30, 31, 34-38, 41-45, 47, 49, 50, 52-55, 57-60, 62-65, 67-70, 72-75, 77-101, 118-126	747	31.78
STREET TOWNHOUSE MINIMUM LOT WIDTH 6.1m	4-12, 20-23, 25-29, 102-110	160	3.81
CONDO TOWNHOUSE MINIMUM LOT WIDTH 6.1m	112	32	1.20
STACKED TOWNHOUSE	3	51	0.79
MIXED USE (RESIDENTIAL & COMMERCIAL)	39, 40, 117	200	3.87
NET DEVELOPABLE TOTAL		1190	41.45
STORMWATER MANAGEMENT POND	1, 46, 115, 127	-	8.03
PARKLAND AND TRAIL	2, 13, 32, 33, 48, 51, 56, 61, 66, 71, 76, 111, 113, 114, 116, 128	-	17.41
RIGHT OF WAY	STREETS A-AD	-	17.86
TOTAL SITE AREA		1190	84.82



PROPOSED DRAFT PLAN CONCEPT

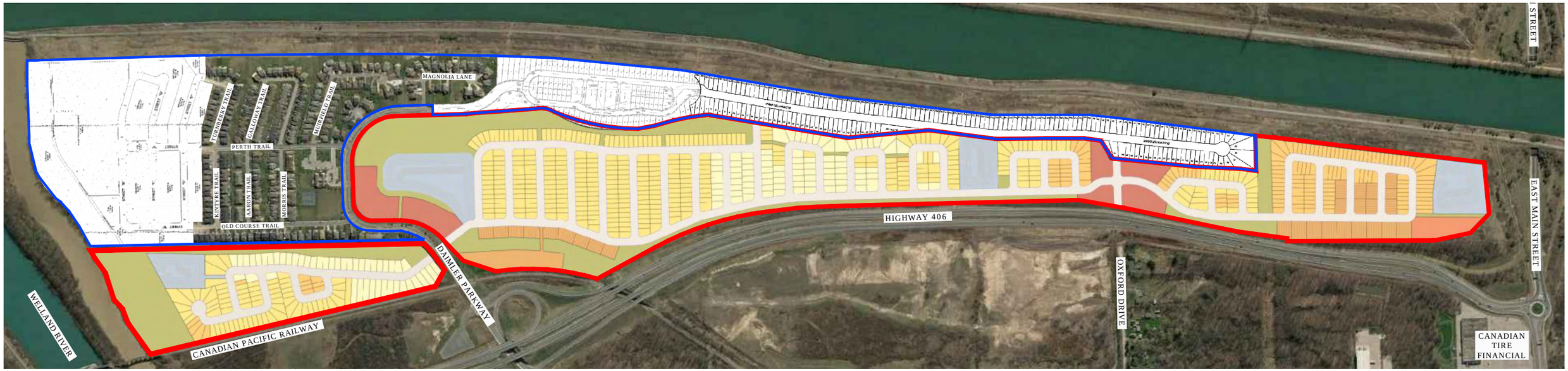




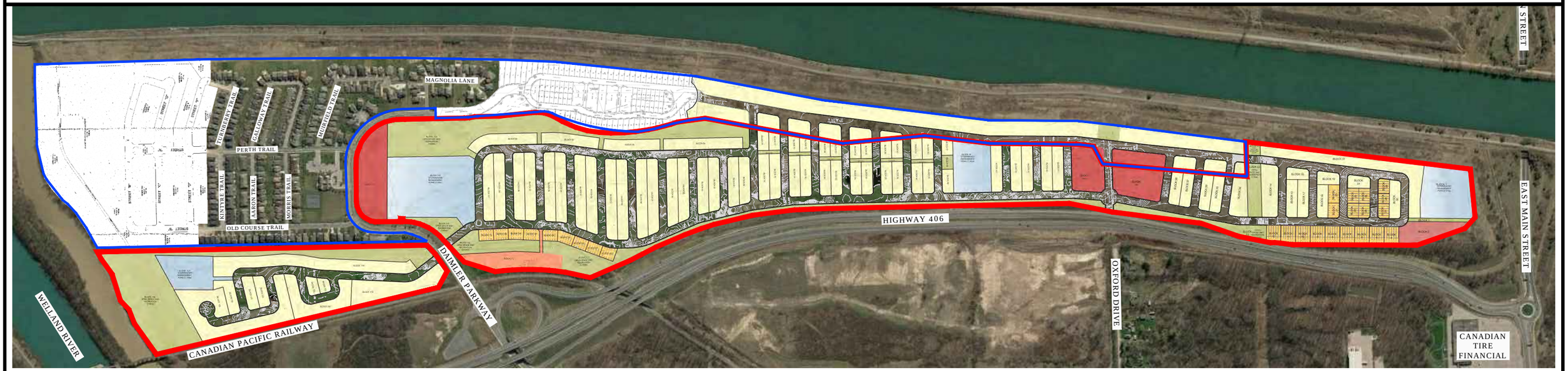




CONCEPT RENDERINGS



HUNTER'S POINTE REDEVELOPMENT - ORIGINAL CONCEPT



HUNTER'S POINTE REDEVELOPMENT - REVISED CONCEPT (SEPTEMBER 2018)

AIR PHOTO
COMPOSITE PLAN and SUBJECT LANDS
HUNTER'S POINTE REDEVELOPMENT
ORIGINAL and REVISED CONCEPT
COMPARISON

LEGEND

- HUNTER'S POINTE REDEVELOPMENT (SUBJECT LANDS)
- THE RESIDENCES of HUNTER'S POINTE

P.N.: 18.2511	Date: September 13, 2018
Scale: N.T.S	Revised:
Drawn By: D.S.	File No.: PN 2511_ Aerial_Images

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COMMUNITY INFORMATION MEETING

Hunter's Pointe Golf Course Redevelopment

289 Daimler Parkway , Welland, Ontario









Turkstra Mazza

GWD
Gagnon Walker Domes
PROFESSIONAL PLANNERS

GWD File No.: 2511

September 18, 2018

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Introduction and Purpose

1. Jim D'Orazio, President of 2090572 Ontario Inc., is known to all of you as the developer of the *Residences at Hunter's Pointe.* In response to the Official Plan, Zoning By-Law and Draft Plan of Subdivision Applications filed by 2599587 Ontario Ltd. to redevelop the now closed Hunter's Pointe Golf Course, Jim has retained Gagnon Walker Domes Ltd. (GWD), Turkstra Mazza Associates LLP, and other sub-consultants to review the proposal with a view to making formal submissions in accordance with the Province of Ontario Planning Act.

2. Our team has decades of progressive urban planning, civil engineering, ecological and municipal legal experience. Our objective is to provide constructive comments and observations regarding the proposed redevelopment of the Hunter's Pointe Golf Course for the sole purpose of effecting positive change. Our hope is that by working closely with the local residents and the applicants, collectively we will be able to transform the proposal into something which the entire community can embrace.

3. The primary purpose of today's Community Information Meeting is to review the applicants original and revised proposals, summarize concerns raised to-date and most importantly, present to you two (2) *Optional Conceptual Plans* reflecting what we believe may be viable alternatives. We plan on moving briskly through our presentation thereby allowing for a robust *Question and Answer Session.*

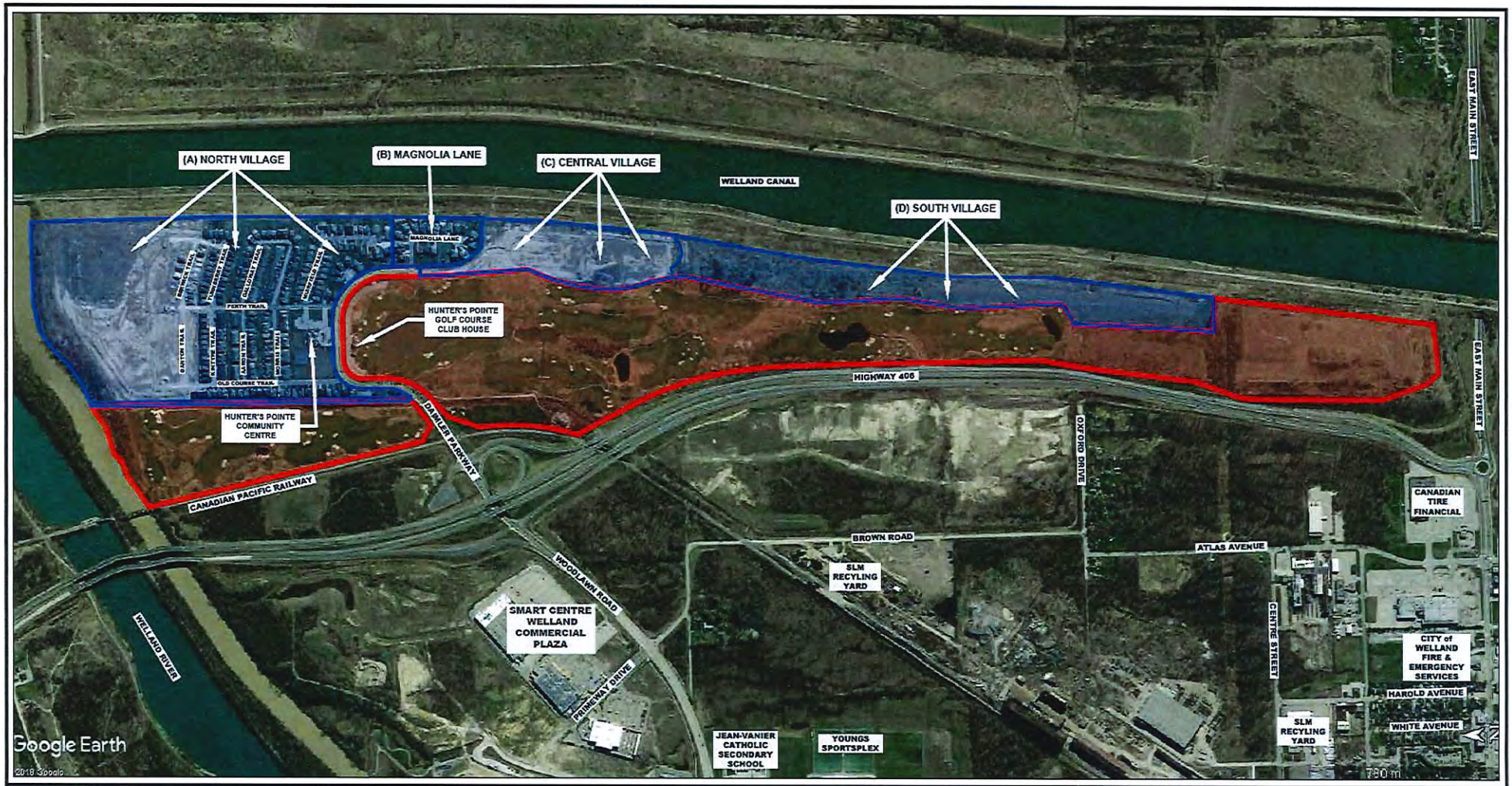
Turkstra Mazza

- Scott Snider
- Anna Toumanians

GWD
Gagnon Walker Domes
PROFESSIONAL PLANNERS

- Michael Gagnon
- Andrew Walker
- Michelle Harris
- Daryl Singh

Subject Lands



AIR PHOTO
CONTEXT PLAN and SUBJECT LANDS
2090572 ONTARIO INC. and
HIGHLANDS RESIDENTS ASSOCIATION
CITY of WELLAND

LEGEND

- HUNTER'S POINTE REDEVELOPMENT (SUBJECT LANDS)
- 2090572 ONTARIO INC. LANDS
  - (A) - NORTH VILLAGE (HIGHLANDS RESIDENTS ASSOCIATION)
  - (B) - MAGNOLIA LANE
  - (C) - CENTRAL VILLAGE
  - (D) - SOUTH VILLAGE

P.N.: 18.2511	Date: September 17, 2018
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Subject Lands (Cont.)

North Village



AIR PHOTO
2090572 ONTARIO INC. LANDS
NORTH VILLAGE
HIGHLANDS RESIDENTS ASSOCIATION
CITY of WELLAND

LEGEND

2090572 ONTARIO INC. LANDS
(A) - NORTH VILLAGE (HIGHLANDS RESIDENTS ASSOCIATION)

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Subject Lands (Cont.)

Magnolia Lane



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2090572 ONTARIO INC. LANDS
MAGNOLIA LANE
CITY of WELLAND

LEGEND

2090572 ONTARIO INC. LANDS
(B) - MAGNOLIA LANE

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Subject Lands (Cont.)

Central Village



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2090572 ONTARIO INC. LANDS
CENTRAL VILLAGE
CITY of WELLAND

LEGEND

2090572 ONTARIO INC. LANDS
(C) - CENTRAL VILLAGE

P.N.: 18.2511	Date: September 17, 2018
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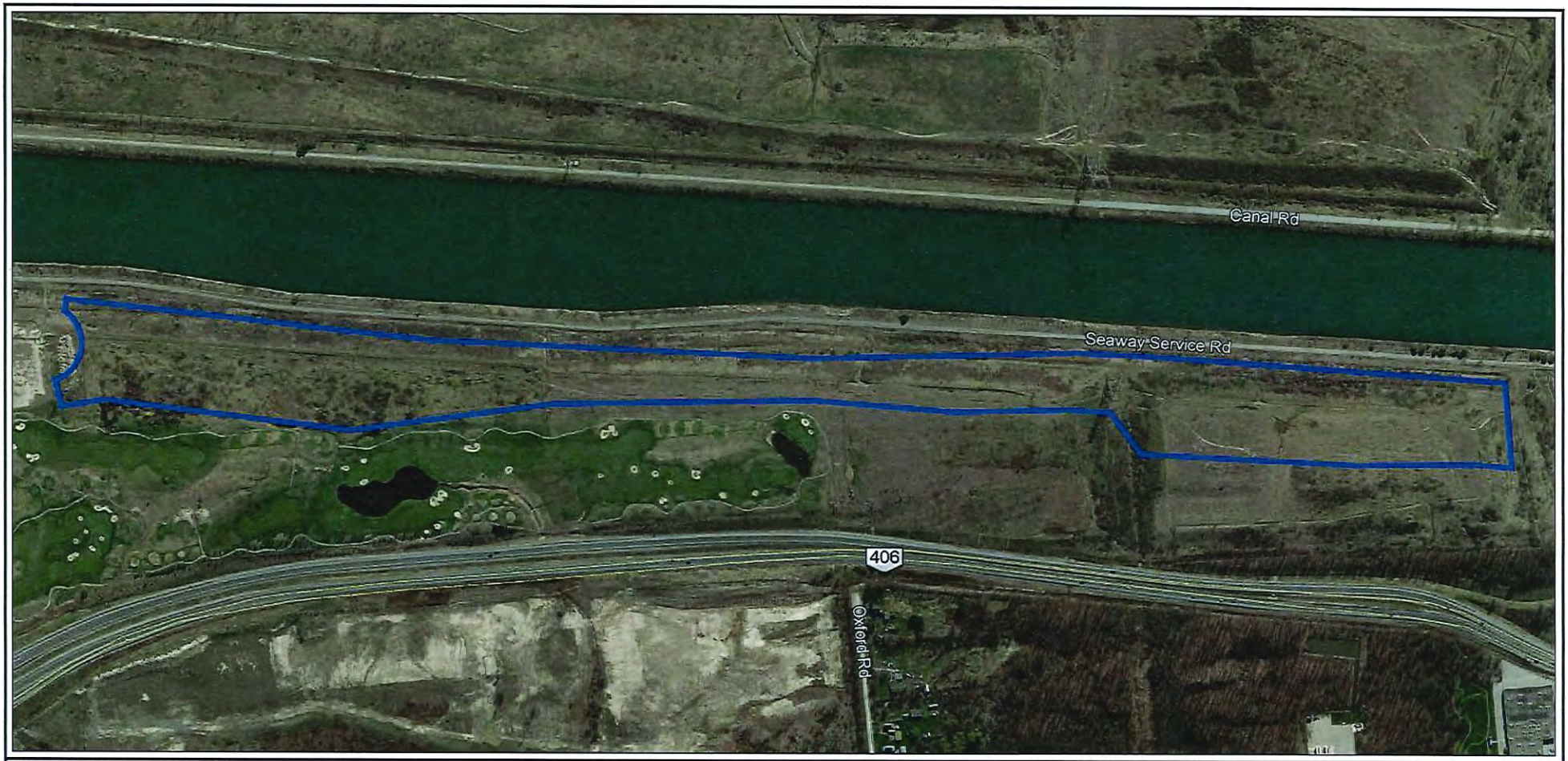
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Subject Lands (Cont.)

South Village



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2090572 ONTARIO INC. LANDS
SOUTH VILLAGE
CITY of WELLAND

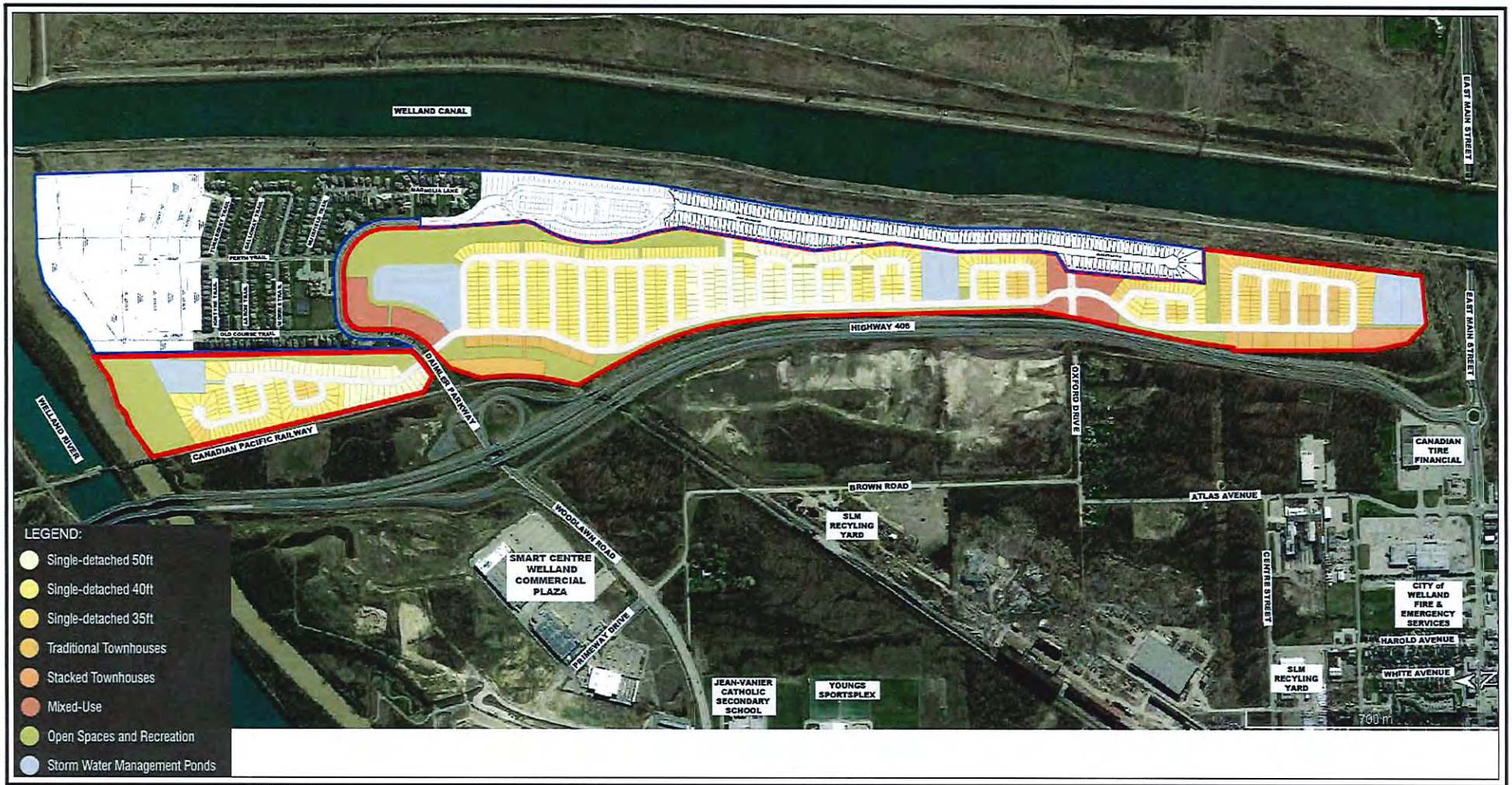
LEGEND

2090572 ONTARIO INC. LANDS
(D) - SOUTH VILLAGE

P.N.: 18.2511	Date: September 17, 2018
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Original Redevelopment Proposal – March 2018



AIR PHOTO
COMPOSITE PLAN and SUBJECT LANDS
HUNTER'S POINTE REDEVELOPMENT
ORIGINAL SUBMISSION
MARCH 2018

LEGEND

HUNTER'S POINTE REDEVELOPMENT (SUBJECT LANDS)

2090572 ONTARIO INC. and HIGHLANDS RESIDENTS ASSOCIATION LANDS

P.N.: 18.2511	Date: September 17, 2018
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Original Redevelopment Proposal – March 2018 (Cont.)



Table 1 – Residential Land Use Breakdown

LAND USE	NO. OF UNITS	AREA (HA)	DENSITY (UPH)
Single-Detached	747	32.77	22.8
Street Townhouses	160	3.82	41.9
Condo Street Townhouses	35	1.30	26.9
Stacked Townhouses	51	0.92	55.4
Mixed-Use (Residential and Commercial)	201 units with 60,000 sq. ft. (5,574 sq. m.) commercial	4.02	50
TOTAL	1194	42.83	27.9

Table 2 – Summary of the Schedule of Land Use

LAND USE	AREA (HA)	%
Residential	42.83	50.1%
Stormwater Management Ponds	7.10	8.3%
Open Space and Recreation	17.69	20.7%
Right of Way	17.82	20.9%
TOTAL	85.45	100%

Chronology/Critical Dates

1. March 5, 2018 – Application to Amend the Official Plan, Zoning By-Law and Draft Plan of Subdivision Received by City of Welland.
2. March 7, 2018 – Notice of Complete Application Issued.
3. April 12, 2018 – Public Information Meeting (hosted by City of Welland Planning Department).
4. May 1, 2018 – Statutory Public Meeting (Welland Council).
5. September 6, 2018 – Community Open House (hosted by Biglieri Group).

Servicing and Stormwater Management Concerns*

1. Sanitary capacity and appropriateness of assumptions used in Report.
2. Impacts on servicing requirements of both the proposed plan and existing development due to conflicting infiltration rates.
3. Available servicing capacity.
4. Impact on drainage requirements from reduction in size of stormwater management facility (existing Loch Ness Lake).
5. Whether drainage requirements of existing/proposed adjacent development accounted for in analysis.

* April 20, 2018 GWD Correspondence

Natural Heritage – Vegetation and Wildlife Concerns*

1. Lack of evaluation and consideration of natural heritage features and function.
2. Lack of evaluation of some Species at Risk (SAR).
3. Need for additional field assessments.
4. Lack of identification of trees.
5. Lack of assessment of the Loch Ness Lake for fish habitat.
6. Lack of information on specific wildlife species and vegetation.
7. No screening for frogs and turtles (SCC).
8. No consideration for the fish habitat supported by the Loch Ness Lake.

* April 20, 2018 GWD Correspondence

Natural Heritage – Open Space Concerns*

1. No evaluation of the Loch Ness Lake as a waterbody.
2. No evaluation of the role and function of the existing on-site ponds.
3. Lack of assessment of the potential headwater drainage features.
4. Lack of association between the on-site features and their ecological function.
5. No consideration of the Golf Course as open space.

Phase 1 Environmental Site Assessment Concerns*

1. Current standards not applied.
2. Lack of a Phase 2 Environmental Site Assessment.

* April 20, 2018 GWD Correspondence

Noise and Vibration Concerns*

1. Noise associate from increase in traffic volume.
2. Lack of evaluation of road and rail traffic data.
3. Methodology used in the analysis of noise receptors.
4. Assessment of vibrations from CN Rail.

Transportation Concerns*

1. Traffic volume and Underestimation of the number of projected future trips.
2. Vehicular and second vehicular access.
3. Impact on the two (2) Highway 406 ramp terminal intersections.
4. Lack of evaluation of second access (Flyover of Highway 406 at Oxford Road?).
5. Busing of children in the community to neighbourhood based school(s).

* April 20, 2018 GWD Correspondence

Urban Design Concerns*

1. Lack of community facilities (schools, daycare, libraries, fire stations, arenas etc.) on or in close proximity to subject site.
2. No open space and recreation facilities, core natural heritage features within the neighbourhood.
3. Misleading statistics on amount of Open Space provided on plan.
4. Layout of the proposed development – long spine roads, off of which is grid pattern of streets, elimination versus retention of golf course.
5. Appropriateness of proposed narrow linear open spaces with walkways parallel to existing and planned road system and Highway 406.
6. Visual Impact of reduced or eliminated views to lake and open space.
7. Inappropriateness of Mixed-Use High Density blocks in terms of both form, function and scale.
8. Loss of Golf Course and Open Space which serves as focal point of the community.
9. Compatibility with surrounding areas.

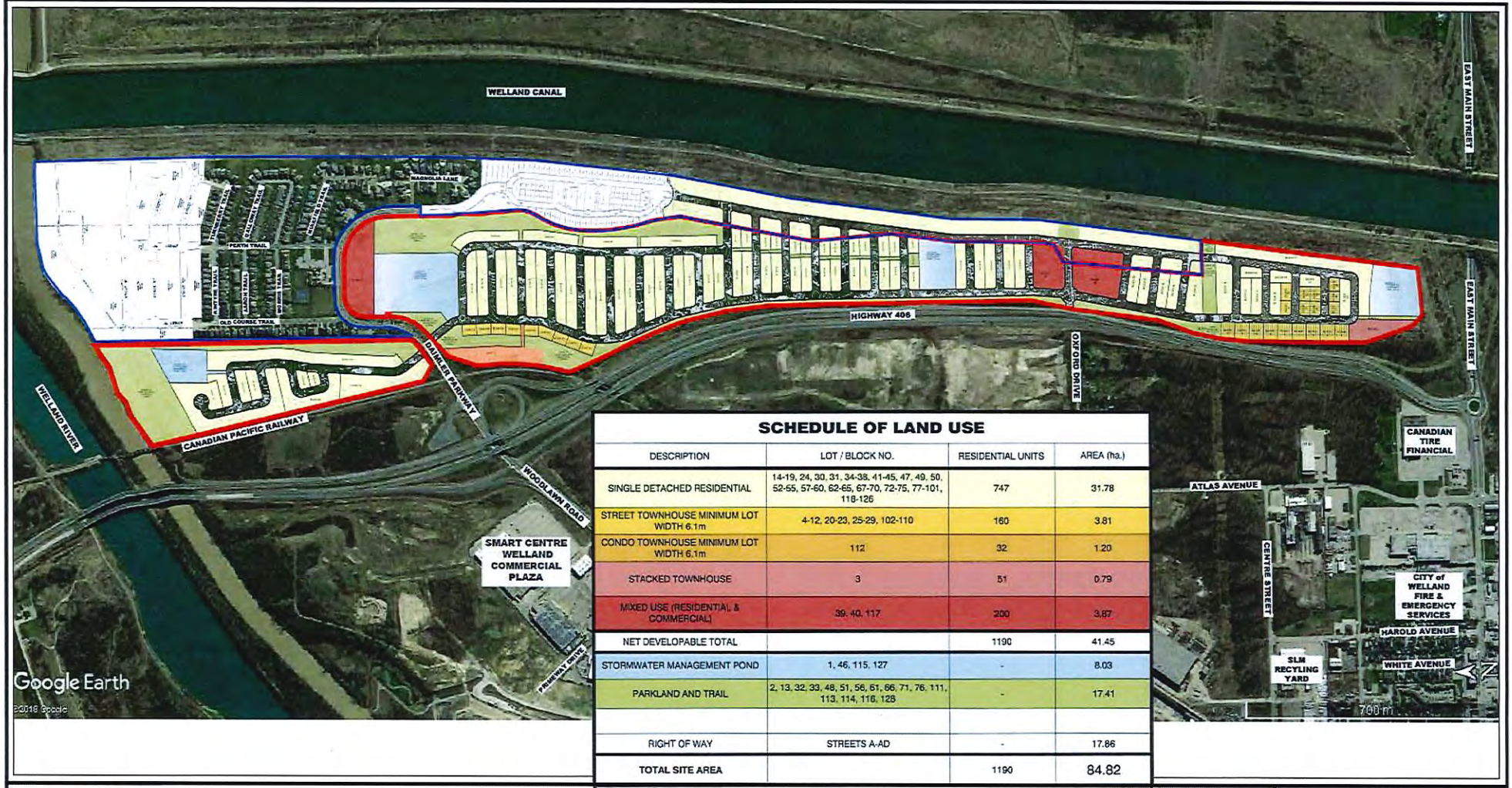
* April 20, 2018 GWD Correspondence

Planning Concerns*

1. No as-of-right Residential or Commercial development permissions.
2. Lack of accessibility to Regional Transportation System, local transit access.
3. Appropriateness of 'complete community' description – predominantly residential, with some commercial space, assorted linear parks and open space, and stormwater management ponds.
4. Significant impact on established character of the neighbourhood.
5. Proposed commercial space – does demand exist for planned quantum of space?
6. Appropriateness of type of housing being proposed and location.
7. Appropriateness of location for, and level of intensification/density being proposed.
8. Compatibility with surrounding areas.

* April 20, 2018 GWD Correspondence

Revised Redevelopment Proposal – September 2018



SCHEDULE OF LAND USE

DESCRIPTION	LOT / BLOCK NO.	RESIDENTIAL UNITS	AREA (ha.)
SINGLE DETACHED RESIDENTIAL	14-19, 24, 30, 31, 34-38, 41-45, 47, 49, 50, 52-55, 57-60, 62-65, 67-70, 72-75, 77-101, 118-126	747	31.78
STREET TOWNHOUSE MINIMUM LOT WIDTH 6.1m	4-12, 20-23, 25-29, 102-110	160	3.81
CONDO TOWNHOUSE MINIMUM LOT WIDTH 6.1m	112	32	1.20
STACKED TOWNHOUSE	3	51	0.79
MIXED USE (RESIDENTIAL & COMMERCIAL)	39, 40, 117	200	3.87
NET DEVELOPABLE TOTAL		1190	41.45
STORMWATER MANAGEMENT POND	1, 46, 115, 127	-	8.03
PARKLAND AND TRAIL	2, 13, 32, 33, 48, 51, 56, 61, 66, 71, 76, 111, 113, 114, 116, 128	-	17.41
RIGHT OF WAY	STREETS A-AD	-	17.86
TOTAL SITE AREA		1190	84.82

AIR PHOTO
COMPOSITE PLAN and SUBJECT LANDS
HUNTER'S POINTE REDEVELOPMENT
REVISED CONCEPT
SEPTEMBER 2018

LEGEND

HUNTER'S POINTE REDEVELOPMENT (SUBJECT LANDS)

2090572 ONTARIO INC. and HIGHLANDS RESIDENTS ASSOCIATION LANDS

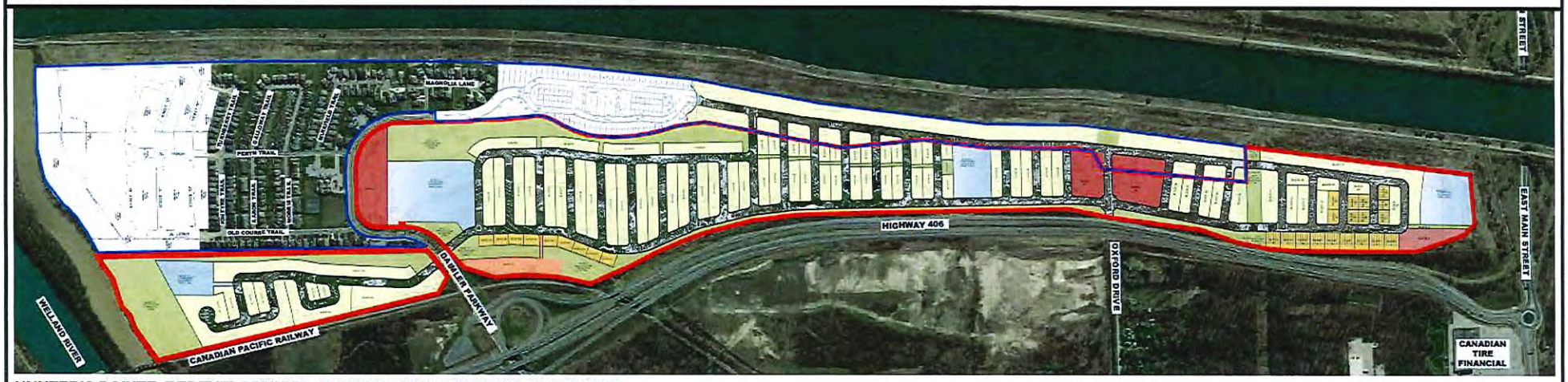
P.N.: 18.2511	Date: September 17, 2018
Scale: N.T.S	Revised:
Drawn By: D.S.	File No.: PN 2511_ Aerial_Images

GWD
21 Queen Street East, Suite 500, Brampton, ON L6W 3P1, P (905) 796 - 5790
Toll Free 1 (866) 771-7266, www.gwdplanners.com
3001 Highway 7 East, Suite 310, Markham, ON L3R 0M3, P (905) 477 - 6556

Revised Redevelopment Proposal – September 2018 (Cont.)



HUNTER'S POINTE REDEVELOPMENT - ORIGINAL CONCEPT (MARCH 2018)



HUNTER'S POINTE REDEVELOPMENT - REVISED CONCEPT (SEPTEMBER 2018)

AIR PHOTO
COMPOSITE PLAN and SUBJECT LANDS
HUNTER'S POINTE REDEVELOPMENT
ORIGINAL and REVISED CONCEPT
COMPARISON

LEGEND

HUNTER'S POINTE REDEVELOPMENT (SUBJECT LANDS)

2090572 ONTARIO INC. and HIGHLANDS RESIDENTS ASSOCIATION LANDS

P.N.: 18.2511	Date: September 17, 2018
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Summary – Resident Comments
September 6, 2018 Open House

What Community Facilities and Services Would be Desirable for the Area?

1. Retain Clubhouse (restaurant) and 9-hole golf course.
2. No additional Commercial or other uses around clubhouse.
3. Retain view of pond, as well as significant open space around pond and behind Old Course Trail.

What are your Thoughts on the Proposed Changes to the Commercial Node at the North?

1. Maintain golf course (9-hole) and clubhouse (restaurant).
2. No commercial.
3. No rental apartments, condos, stacked townhouses (dormitories) – build within the 55+ retirement development concept.

What do you envision for the Proposed Commercial Node to the South?

1. 9 hole golf course.
2. No commercial other than restaurant, doctor and medical uses.
1. No rentals and condos (retirement community) with 2-storey max height.
2. Second access road.

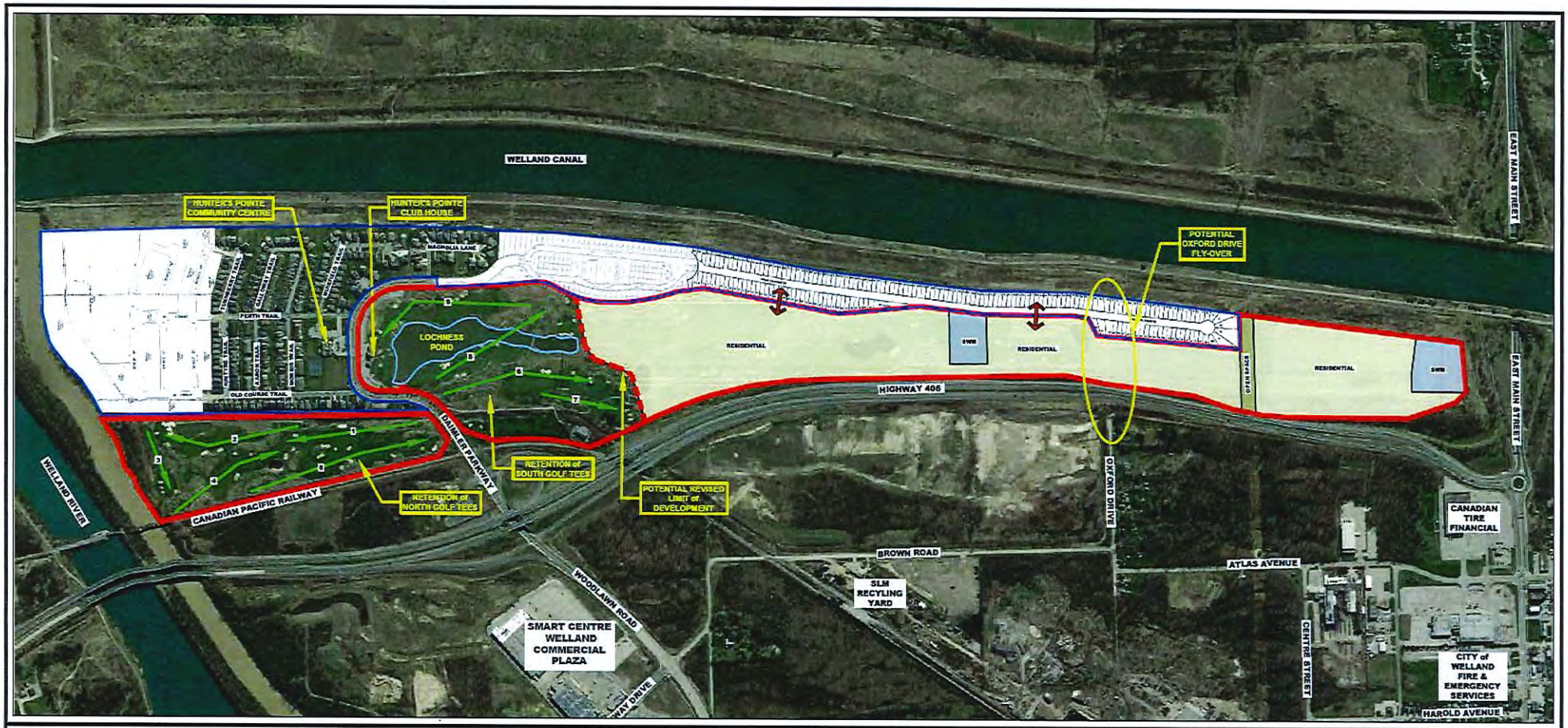
What do you Envision for the Open Spaces on the Master Concept Plan?

1. Retain current or enlarge greenspace, to include parks, walking trails and maintenance of views to pond.
2. Golf course and clubhouse (restaurant).
3. No commercial, condos, or other development.

What are your Thoughts on the Revised Concept Master Plan?

1. No difference/change from original plan – too many houses.
2. More greenspace and expansion of pond.
3. 9 hole golf course and retain clubhouse (restaurant).
4. No MTO approved flyover/2nd access shown.
5. No rental apartments, condos, stacked townhouses.

Option 1 – 9 Hole Golf Course



OPTION 1 - 9 HOLE GOLF COURSE
AIR PHOTO
COMPOSITE PLAN and SUBJECT LANDS
HUNTER'S POINTE REDEVELOPMENT

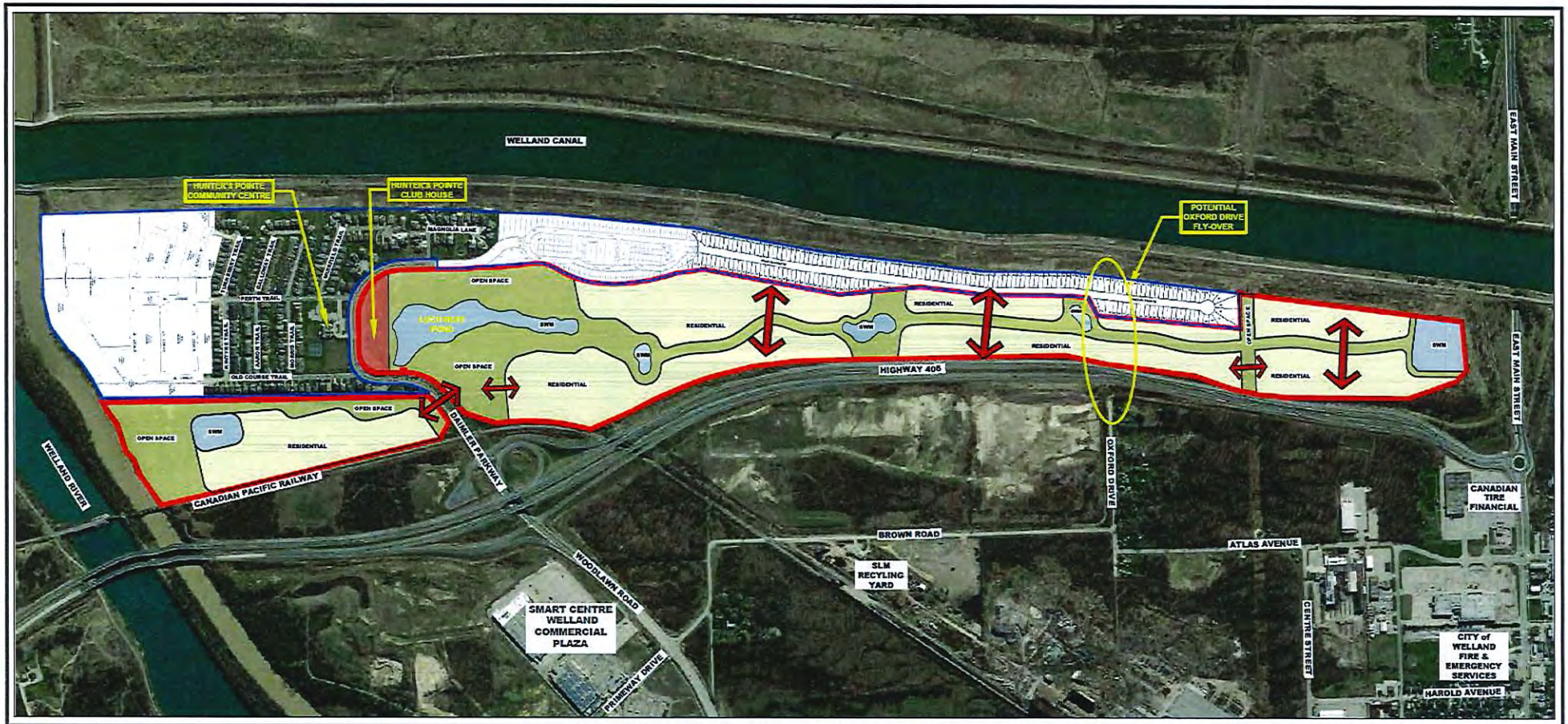
LEGEND

- HUNTER'S POINTE REDEVELOPMENT (SUBJECT LANDS)
- 2090572 ONTARIO INC. and HIGHLANDS RESIDENTS ASSOCIATION LANDS
- RESIDENTIAL 40.87 ha (101.0 ac)
- STORMWATER MANAGEMENT PONDS 3.12 ha (7.71 ac)
- OPEN SPACE, BUFFER 0.92 ha (2.29 ac)
- POTENTIAL ROAD CONNECTIONS
- 9 HOLE GOLF COURSE TEE LOCATION

P.N.: 18.2511	Date: September 17, 2018
Scale: N.T.S	Revised:
Drawn By: D.S.	File No.: PN 2511_ Aerial_Images

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GWD, Toll Free 1 (855) 771-7268
3601 Highway 7 East, Suite 310, Markham, ON, L3R 0M3, P (905) 477 - 6556

Option 2 – Open Space "Green Network"



OPTION 2 - OPEN SPACE
"GREEN NETWORK"
AIR PHOTO
COMPOSITE PLAN and SUBJECT LANDS
HUNTER'S POINTE REDEVELOPMENT

LEGEND

- HUNTER'S POINTE REDEVELOPMENT (SUBJECT LANDS)
- 2090572 ONTARIO INC. and HIGHLANDS RESIDENTS ASSOCIATION LANDS
- RESIDENTIAL 46.39 ha (114.63 ac)
- COMMERCIAL (CLUB HOUSE) RESTAURANT, OFFICES, PERSONAL SERVICE SHOP 1.75 ha (4.32 ac)
- STORMWATER MANAGEMENT PONDS 7.16 ha (17.71 ac)
- OPEN SPACE, BUFFER 29.52 ha (72.96 ac)
- POTENTIAL ROAD CONNECTIONS

P.N.: 18.2511	Date: September 17, 2018
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Legal Framework and Process

1. Bill 139 has made dramatic changes to the planning/appeal process in Ontario. If you have past experience with the "old" process, do not assume this one will follow the same path.

2. The Applicant must demonstrate both that what it is proposing fulfills provincial policy and that what is currently permitted by the OP conflicts with provincial policy.

3. Once Council has made a decision it can only be appealed on the basis of lack of consistency or conformity with provincial policy.

4. On the "first appeal", the Local Planning Appeal Tribunal ("LPAT" which replaced the Ontario Municipal Board) does not hold a traditional hearing. Instead it allows the parties to make submissions based only on the evidence/material that was presented to the Council before Council made its decision.

5. On the first appeal, the only remedy available to the LPAT if it concludes that Council's decision conflicted with provincial policy is to send the issue back to the Council for a second decision.

6. This second decision can also be appealed- and if so, the LPAT would then hold a more traditional hearing with evidence and the ability to substitute its decision for the decision of Council.

7. As a result, it is even more important than before Bill 139 to convince your Council to make the right decision.

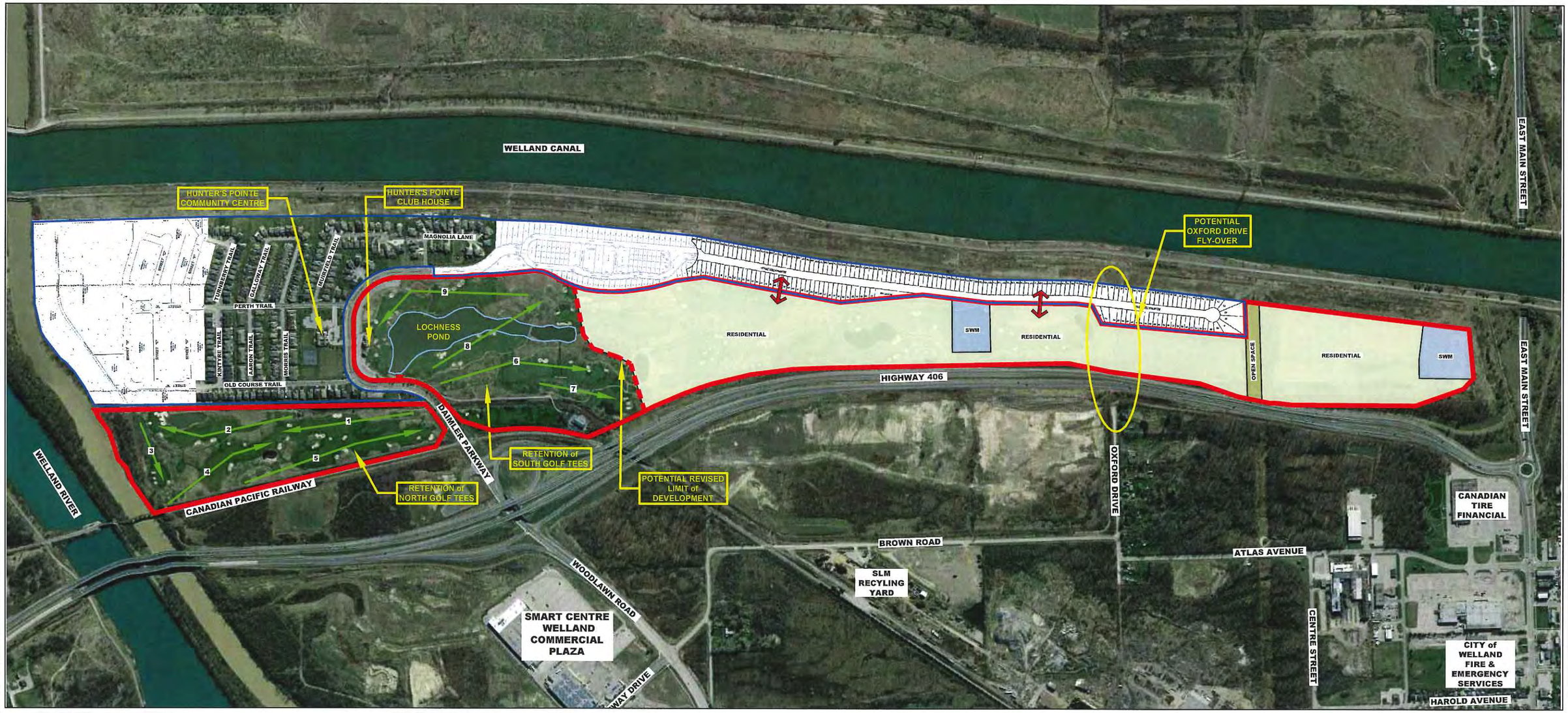
8. Any material that you might want to rely on at an appeal must be presented to Council first. You cannot wait to see what Council decides before hiring experts/making detailed submissions.

9. The appeal process is more expensive, cumbersome and time consuming than the previous regime.

10. Be sure to get commitments from your municipal Councillors and candidates on how they would respond to these applications. The message from the neighbourhood must be clear, simple and consistent.

Question and Answer





OPTION 1 - 9 HOLE GOLF COURSE
AIR PHOTO
COMPOSITE PLAN and SUBJECT LANDS
HUNTER'S POINTE REDEVELOPMENT

LEGEND

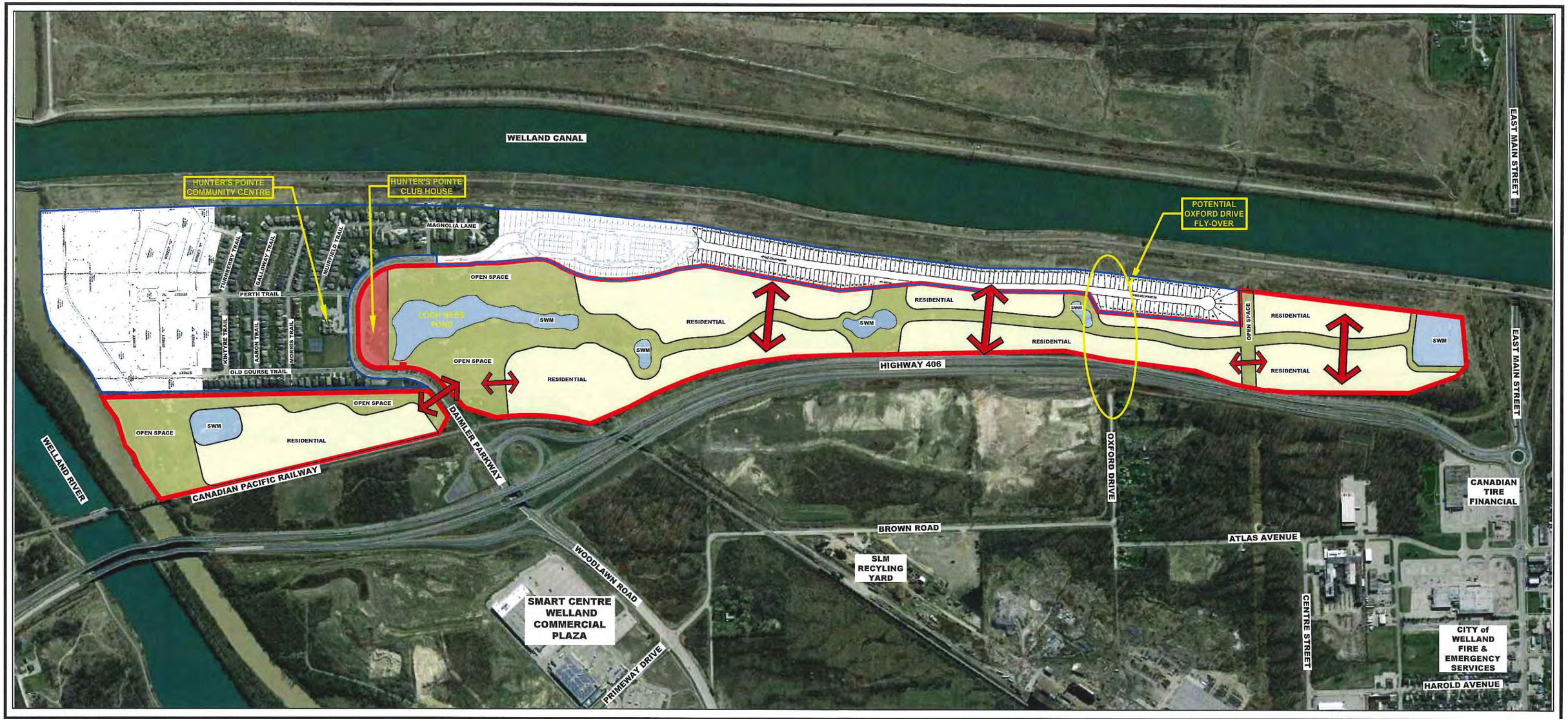
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- OPEN SPACE, BUFFER 0.92 ha (2.29 ac)
- POTENTIAL ROAD CONNECTIONS
- 9 HOLE GOLF COURSE TEE LOCATION

P.N.: 18.2511	Date: September 17, 2018
Scale: N.T.S	Revised:
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BRAMPTON
21 Queen Street East
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Brampton, ON
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MARKHAM
3601 Highway 7 East
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Markham, ON
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OPTION 2 - OPEN SPACE "GREEN NETWORK" AIR PHOTO COMPOSITE PLAN and SUBJECT LANDS HUNTER'S POINTE REDEVELOPMENT

LEGEND

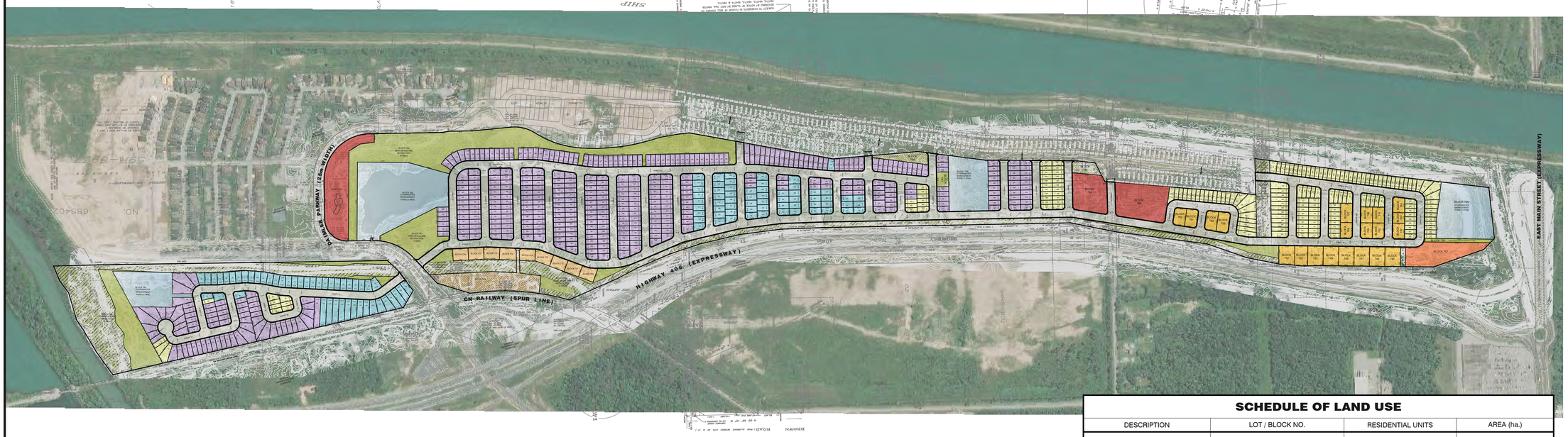
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- POTENTIAL ROAD CONNECTIONS

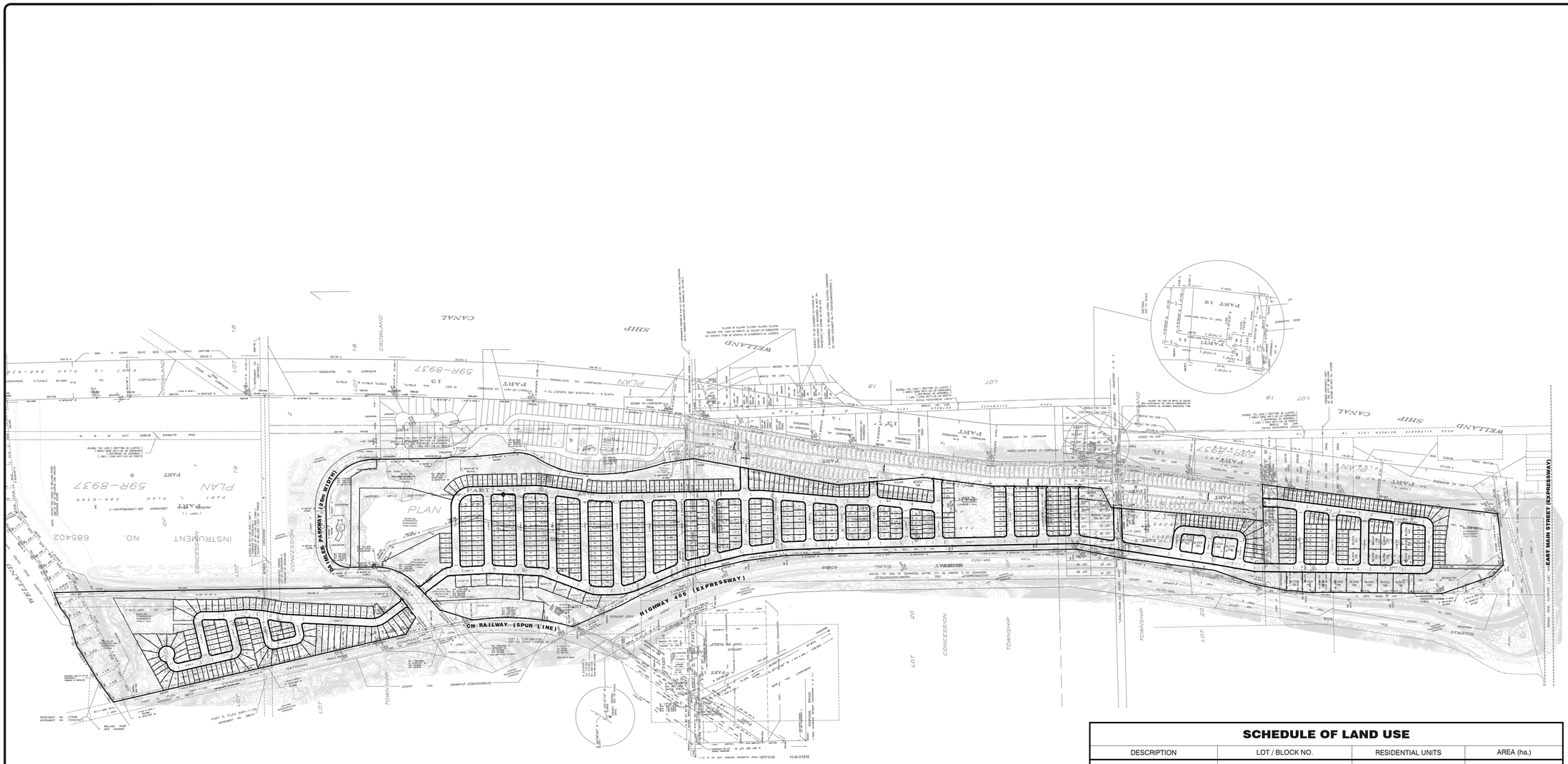
P.N.: 18.2511	Date: September 17, 2018
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MARKHAM
3601 Highway 7 East
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Markham, ON
L3R 0M3
P (905) 477 - 6556


PANORAMA DRIVE (24m WIDTH)
HIGHWAY 406 (EXPRESSWAY)
CN RAILWAY (SPUR LINE)
EAST MAIN STREET (EXPRESSWAY)
BROWN ROAD
SHIP CANAL
TOWNSHIP
PART 1R
DETAIL
LOT 15 Block 4
BLOCK 780 (STORMWATER MANAGEMENT POND)
BLOCK 781 (OPEN SPACE AND RECREATION)
BLOCK 782 (STORMWATER MANAGEMENT POND)
BLOCK 783 (OPEN SPACE AND RECREATION)
BLOCK 784 (MIXED USE (RESIDENTIAL & COMMERCIAL))
BLOCK 785 (MIXED USE (RESIDENTIAL & COMMERCIAL))
BLOCK 786 (OPEN SPACE AND RECREATION)
BLOCK 787 (STORMWATER MANAGEMENT POND)
BLOCK 788 (STORMWATER MANAGEMENT POND)
BLOCK 789 (STORMWATER MANAGEMENT POND)
BLOCK 790 (OPEN SPACE AND RECREATION)
BLOCK 791 (STORMWATER MANAGEMENT POND)
BLOCK 792 (STORMWATER MANAGEMENT POND)
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BLOCK 796 (STORMWATER MANAGEMENT POND)
BLOCK 797 (STORMWATER MANAGEMENT POND)
BLOCK 798 (STORMWATER MANAGEMENT POND)
BLOCK

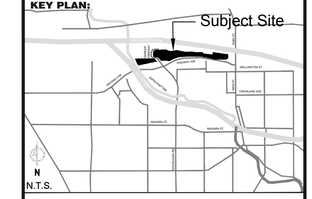


DRAFT PLAN OF SUBDIVISION

LEGAL DESCRIPTION:

PART OF LOTS 19 AND 20, CONCESSION 1
PART OF LOTS 19 AND 20, CONCESSION 2
PART OF THE ROAD ALLOWANCE BETWEEN CONCESSIONS 1 AND 2 (CLOSED BY BY-LAW 3565)
PART OF LOT 19, CONCESSION 3
PART OF LOT 19, CONCESSION 4
PART OF THE ROAD ALLOWANCE BETWEEN CONCESSIONS 3 AND 4 (CLOSED BY BY-LAW 3565)
IN THE
TOWNSHIP OF CROWLAND
AND
LOTS 25 TO 28 (INCLUSIVE)
LOTS 50 TO 56 (INCLUSIVE)
PART OF LOTS 23, 24, 28, 30, 31, 32, 49 AND 57
PART OF TUTTY STREET (CLOSED BY BY-LAW 3565)
REGISTERED PLAN 875
(REGISTERED PLAN 58, TOWNSHIP OF CROWLAND)
AND
BLOCKS 168, 169 AND 170,
REGISTERED PLAN 59-M269
ALL IN THE
CITY OF WELLAND
REGIONAL MUNICIPALITY OF NIAGARA

KEY PLAN:



REQUIRED INFORMATION:

AS REQUIRED UNDER SECTION 51(17) OF THE PLANNING ACT R.S.O. 1990.

(a) SEE PLAN
(b) SEE PLAN
(c) SEE KEY MAP
(d) SEE SCHEDULE OF LAND USE
(e) SEE PLAN
(f) SEE PLAN
(g) SEE PLAN
(h) MUNICIPAL WATER AND SEWAGE AVAILABLE
(i) SILTY CLAY/ SILT & SANDY SILT
(j) SEE PLAN
(k) MUNICIPAL WATER AND SEWAGE AVAILABLE
(l) SEE PLAN
NOTE: CONTOURS RELATE TO CANADIAN GEODETIC DATUM

SURVEYOR'S CERTIFICATE:

I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LANDS TO BE SUBDIVIDED AS SHOWN ON THIS PLAN AND THEIR RELATIONSHIP TO THE ADJACENT LANDS ARE ACCURATE AND CORRECTLY SHOWN IN ACCORDANCE WITH A PLAN OF SURVEY PREPARED BY SUDA & MALESZYK SURVERYING INC.

ORIGINAL SIGNED
Philip S. Suda, O.L.S.
Suda & Maleszyk Surveying Inc.

ORIGINAL SIGNED
DATE

OWNER'S CERTIFICATE:

I HEREBY AUTHORIZE THE BIGLIERI GROUP LTD. TO PREPARE AND SUBMIT THIS DRAFT PLAN OF SUBDIVISION TO THE CITY OF WELLAND

ORIGINAL SIGNED
Zhou Qing
2599587 Ontario Ltd.

ORIGINAL SIGNED
DATE

SCHEDULE OF LAND USE

DESCRIPTION	LOT / BLOCK NO.	RESIDENTIAL UNITS	AREA (ha.)
SINGLE DETACHED RESIDENTIAL			
MINIMUM LOT WIDTH 15.24m (50')	36, 37, 49, 60-88, 115-129, 408-432, 436-447, 451-460, 463-470, 476-481, 502	109	31.05
MINIMUM LOT WIDTH 12.19m (40')	1-11, 15-35, 38-47, 50-59, 96-114, 130-407, 433-435, 448-450, 461, 462, 471-475, 482-501, 503-531, 535-537, 544-581,	452	
MINIMUM LOT WIDTH 10.67m (35')	12-14, 48, 89-95, 532-534, 538-543, 582-735	174	
TOTAL SINGLE DETACHED		735	
STREET TOWNHOUSE MINIMUM LOT WIDTH 6.1m	736-752, 759-762, 770-778,	178	4.17
CONDO TOWNS	779	28	1.20
STACKED TOWNHOUSE	757	44	0.90
MIXED USE (RESIDENTIAL & COMMERCIAL)	763, 764, 784	170	3.40
NET DEVELOPABLE TOTAL		1155	40.72
FUTURE RESIDENTIAL BLOCK	765, 768		0.48
EMERGENCY ACCESS	758		0.06
STORMWATER MANAGEMENT POND	755, 766, 782, 785		7.67
OPEN SPACE AND RECREATION	753, 754, 756, 767, 769, 780, 781, 783, 786		17.57
RIGHT OF WAY	STREETS A-AD		18.32
TOTAL SITE AREA		1155	84.82

APPROVAL STAMP:

ANTHONY BIGLIERI
REGISTERED PROFESSIONAL PLANNER
R.P.P.

REVISIONS

No.	Description	Date	Int.
3			
2			
1	REVISION FOR SECOND SUBMISSION	19.11.12	JS

PROJECT No.: 17453
DATE: March 1, 2018
SCALE: 1:5000
DRAFTED BY: JS
CHECKED BY: MM
DRAWING No.: **DP-00**

HUNTERS POINTE

2599587 Ontario Ltd.

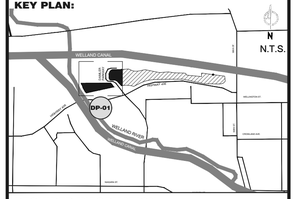
Planning | Development | Project Management | Urban Design
20 Leslie Street, Suite 121, Toronto
124 Catharine Street North, Hamilton
(416) 693-9155
thebiglierigroup.com

DRAFT PLAN OF SUBDIVISION

LEGAL DESCRIPTION:

PART OF LOTS 19 AND 20, CONCESSION 1
PART OF LOTS 19 AND 20, CONCESSION 2
PART OF THE ROAD ALLOWANCE BETWEEN CONCESSIONS 1 AND 2 (CLOSED BY BY-LAW 3565)
PART OF LOT 19, CONCESSION 3
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PART OF THE ROAD ALLOWANCE BETWEEN CONCESSIONS 1 AND 2 (CLOSED BY BY-LAW 3565)
IN THE
TOWNSHIP OF CROWLAND
AND
LOTS 25 TO 28 (INCLUSIVE)
LOTS 30 TO 56 (INCLUSIVE)
PART OF LOTS 23, 24, 26, 29, 31, 32, 49 AND 57
PART OF TUTTY STREET (CLOSED BY BY-LAW 3565)
REGISTERED PLAN 970
(REGISTERED PLAN 58, TOWNSHIP OF CROWLAND)
AND
BLOCKS 168, 169 AND 170,
REGISTERED PLAN 59-M269
ALL IN THE
CITY OF WELLAND
REGIONAL MUNICIPALITY OF NIAGARA

KEY PLAN:



REQUIRED INFORMATION:

AS REQUIRED UNDER SECTION 51(17) OF THE PLANNING ACT R.S.O. 1990.

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(l) SEE PLAN
NOTE: CONTOURS RELATE TO CANADIAN GEODETIC DATUM

SURVEYOR'S CERTIFICATE:

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DATE

HUNTERS POINTE

2599587 Ontario Ltd.

APPROVAL STAMP:

ANTHONY BIGLIERI
REGISTERED PROFESSIONAL PLANNER
R.P.P.

REVISIONS

No.	Description	Date	Int.
3			
2			
1	REVISION FOR SECOND SUBMISSION	19.11.12	JS

PROJECT No.: 17453
DATE: March 1, 2018
0 5 15 25 50 75 100
SCALE: 1:1500
DRAFTED BY: JS
CHECKED BY: MM
DRAWING No.: **DP-01**

Planning | Development | Project Management | Urban Design
20 Leslie Street, Suite 121, Toronto
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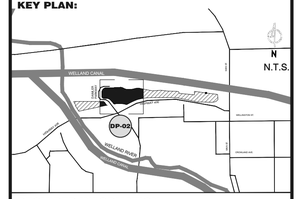
DP-02

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IN THE
TOWNSHIP OF CROWLAND
AND
LOTS 29 TO 39 (INCLUSIVE)
LOTS 50 TO 66 (INCLUSIVE)
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PART OF TUTTY STREET (CLOSED BY BY-LAW 3565)
REGISTERED PLAN 973
(REGISTERED PLAN 56, TOWNSHIP OF CROWLAND)
AND
BLOCKS 166, 166 AND 170,
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NOTE: CONTOURS RELATE TO CANADIAN GEODETIC DATUM

SURVEYOR'S CERTIFICATE:

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ORIGINAL SIGNED
Philip S. Suda, O.L.S.
Suda & Maleszyk Surveying Inc.

ORIGINAL SIGNED
DATE

OWNER'S CERTIFICATE:

I HEREBY AUTHORIZE THE BIGLIERI GROUP LTD. TO PREPARE AND SUBMIT THIS DRAFT PLAN OF SUBDIVISION TO THE CITY OF WELLAND

ORIGINAL SIGNED
Zhou Qing
2599587 Ontario Ltd.

ORIGINAL SIGNED
DATE

HUNTERS POINTE

2599587 Ontario Ltd.

APPROVAL STAMP:

ANTHONY BIGLIERI
REGISTERED PROFESSIONAL PLANNER
R.P.P.

REVISIONS

No.	Description	Date	Int.
3			
2			
1	REVISION FOR SECOND SUBMISSION	19.11.12	JS

PROJECT No.: 17453
DATE: March 1, 2018
SCALE: 1:1500 (0 5 15 25 50 75 100)
DRAFTED BY: JS
CHECKED BY: MM
DRAWING No.: **DP-02**

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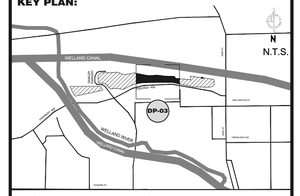
DP-01
DP-03

DRAFT PLAN OF SUBDIVISION

LEGAL DESCRIPTION:

PART OF LOTS 19 AND 20, CONCESSION 1
PART OF LOTS 19 AND 20, CONCESSION 2
PART OF THE ROAD ALLOWANCE BETWEEN CONCESSIONS 1 AND 2 (CLOSED BY BY-LAW 3565)
PART OF LOT 19, CONCESSION 3
PART OF LOT 19, CONCESSION 4
PART OF THE ROAD ALLOWANCE BETWEEN CONCESSIONS 3 AND 4 (CLOSED BY BY-LAW 3565)
IN THE
TOWNSHIP OF CROWLAND
AND
LOTS 25 TO 28 (INCLUSIVE)
LOTS 50 TO 56 (INCLUSIVE)
PART OF LOTS 23, 24, 29, 30, 31, 32, 49 AND 57
PART OF TUTTY STREET (CLOSED BY BY-LAW 3565)
REGISTERED PLAN 870
(REGISTERED PLAN 56, TOWNSHIP OF CROWLAND)
AND
BLOCKS 166 AND 170,
REGISTERED PLAN 59-M269
ALL IN THE
CITY OF WELLAND
REGIONAL MUNICIPALITY OF NIAGARA

KEY PLAN:



REQUIRED INFORMATION:

AS REQUIRED UNDER SECTION 51(17) OF THE PLANNING ACT R.S.O. 1990.

(a) SEE PLAN
(b) SEE PLAN
(c) SEE KEY MAP
(d) SEE SCHEDULE OF LAND USE
(e) SEE PLAN
(f) SEE PLAN
(g) SEE PLAN
(h) MUNICIPAL WATER AND SEWAGE AVAILABLE
(i) SILTY CLAY/ SILT & SANDY SILT
(j) SEE PLAN
(k) MUNICIPAL WATER AND SEWAGE AVAILABLE
(l) SEE PLAN
NOTE: CONTOURS RELATE TO CANADIAN GEODETIC DATUM

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R.P.P.

REVISIONS

No.	Description	Date	Int.
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1	REVISION FOR SECOND SUBMISSION	19.11.12	JS

PROJECT No.: 17453
DATE: March 1, 2018
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SCALE: 1:1500
DRAFTED BY: JS
CHECKED BY: MM
DRAWING No.: **DP-03**

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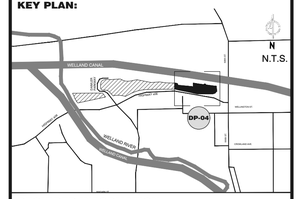
DP-02
DP-04

DRAFT PLAN OF SUBDIVISION

LEGAL DESCRIPTION:

PART OF LOTS 19 AND 20, CONCESSION 1
PART OF LOTS 19 AND 20, CONCESSION 2
PART OF THE ROAD ALLOWANCE BETWEEN CONCESSIONS 1 AND 2 (CLOSED BY BY-LAW 3565)
PART OF LOT 19, CONCESSION 3
PART OF LOT 19, CONCESSION 4
PART OF THE ROAD ALLOWANCE BETWEEN CONCESSIONS 3 AND 4 (CLOSED BY BY-LAW 3565)
IN THE
TOWNSHIP OF CROWLAND
AND
LOTS 31 TO 39 (INCLUSIVE)
LOTS 50 TO 56 (INCLUSIVE)
PART OF LOTS 23, 24, 26, 30, 31, 32, 49 AND 57
PART OF TUTTY STREET (CLOSED BY BY-LAW 3565)
REGISTERED PLAN 670
(REGISTERED PLAN 54, TOWNSHIP OF CROWLAND)
AND
BLOCKS 166, 169 AND 170,
REGISTERED PLAN 59-M269
ALL IN THE
CITY OF WELLAND
REGIONAL MUNICIPALITY OF NIAGARA

KEY PLAN:



REQUIRED INFORMATION:

AS REQUIRED UNDER SECTION 51(17) OF THE PLANNING ACT R.S.O. 1990.

(a) SEE PLAN
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(c) SEE KEY MAP
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(g) SEE PLAN
(h) MUNICIPAL WATER AND SEWAGE AVAILABLE
(i) SILTY CLAY/ SILT & SANDY SILT
(j) SEE PLAN
(k) MUNICIPAL WATER AND SEWAGE AVAILABLE
(l) SEE PLAN
NOTE: CONTOURS RELATE TO CANADIAN GEODETIC DATUM

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REGISTERED PROFESSIONAL PLANNER
R.P.P.

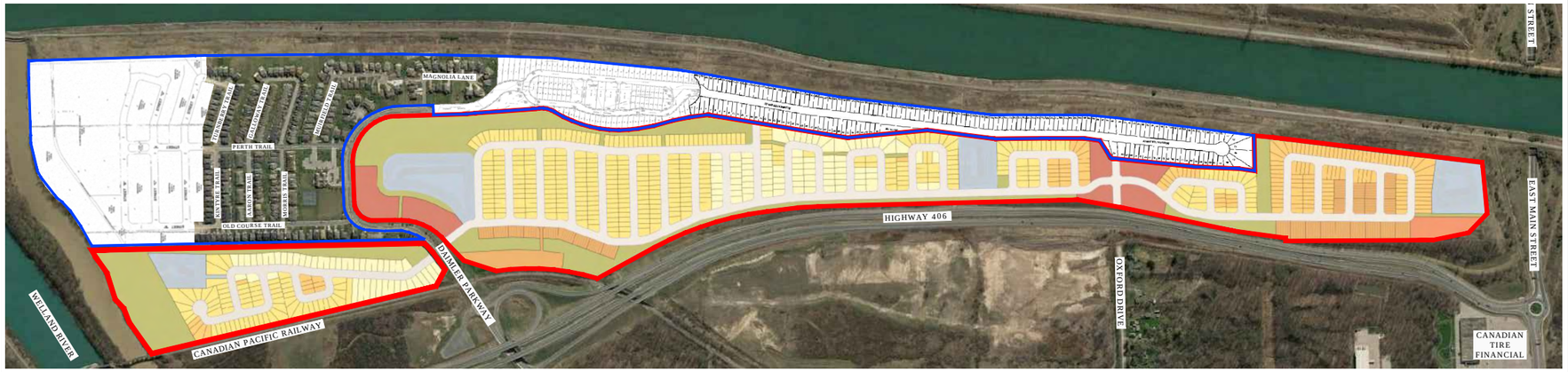
REVISIONS

No.	Description	Date	Int.
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1	REVISION FOR SECOND SUBMISSION	19.11.12	JS

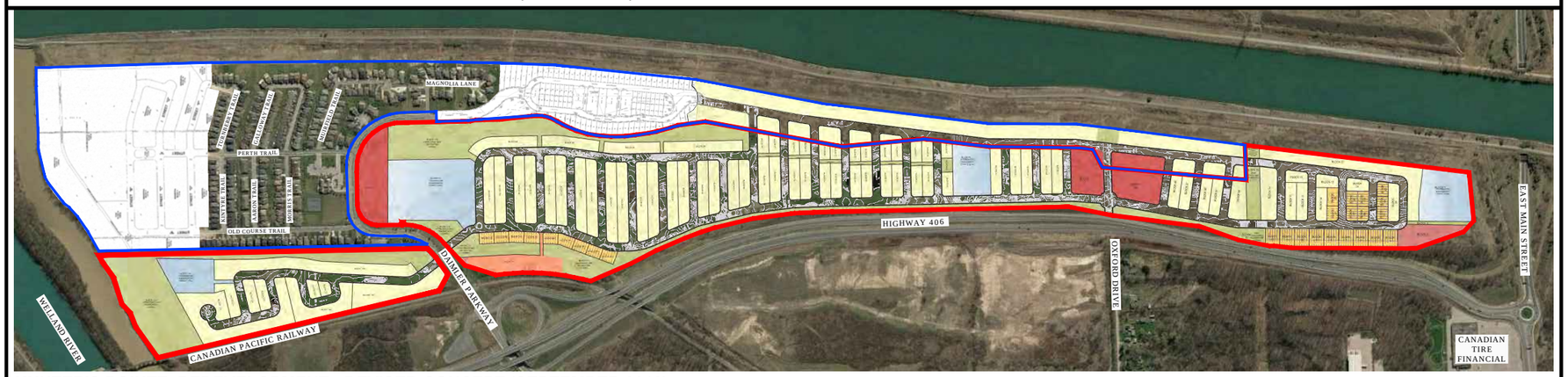
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DATE: March 1, 2018
SCALE: 1:1500 (0 5 15 25 50 75 100)
DRAFTED BY: JS
CHECKED BY: MM
DRAWING No.: **DP-04**

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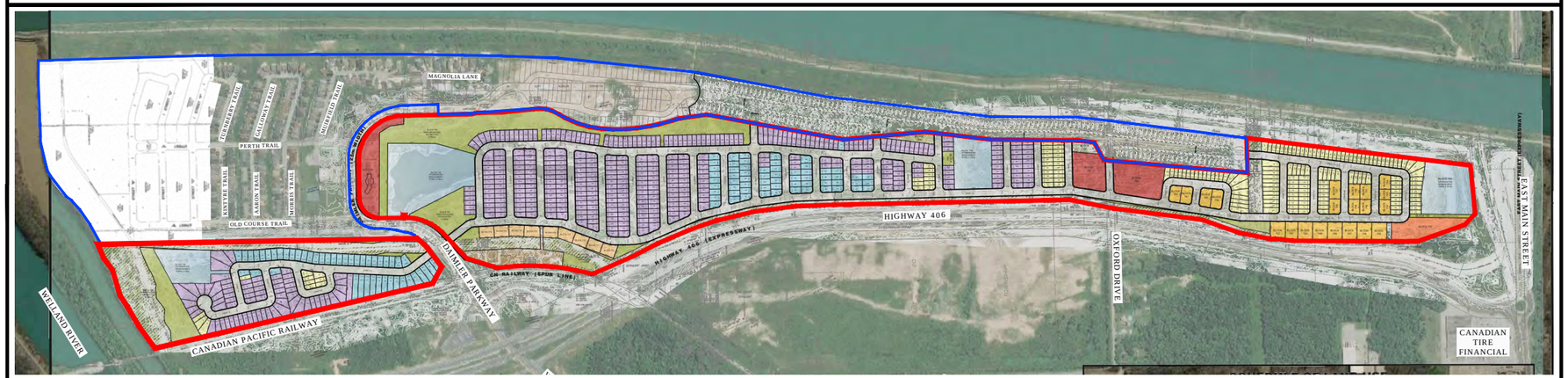
DP-03



HUNTER'S POINTE REDEVELOPMENT - ORIGINAL CONCEPT (MARCH 2018)



HUNTER'S POINTE REDEVELOPMENT - REVISED CONCEPT (SEPTEMBER 2018)



HUNTER'S POINTE REDEVELOPMENT - REVISED CONCEPT (NOVEMBER 2019)

AIR PHOTO
COMPOSITE PLAN and SUBJECT LANDS
HUNTER'S POINTE REDEVELOPMENT
ORIGINAL and REVISED CONCEPTS
COMPARISON

LEGEND

HUNTER'S POINTE REDEVELOPMENT (SUBJECT LANDS)

2090572 ONTARIO INC. and HIGHLANDS RESIDENTS ASSOCIATION LANDS

P.N.: 18.2511

Date: January 8, 2020

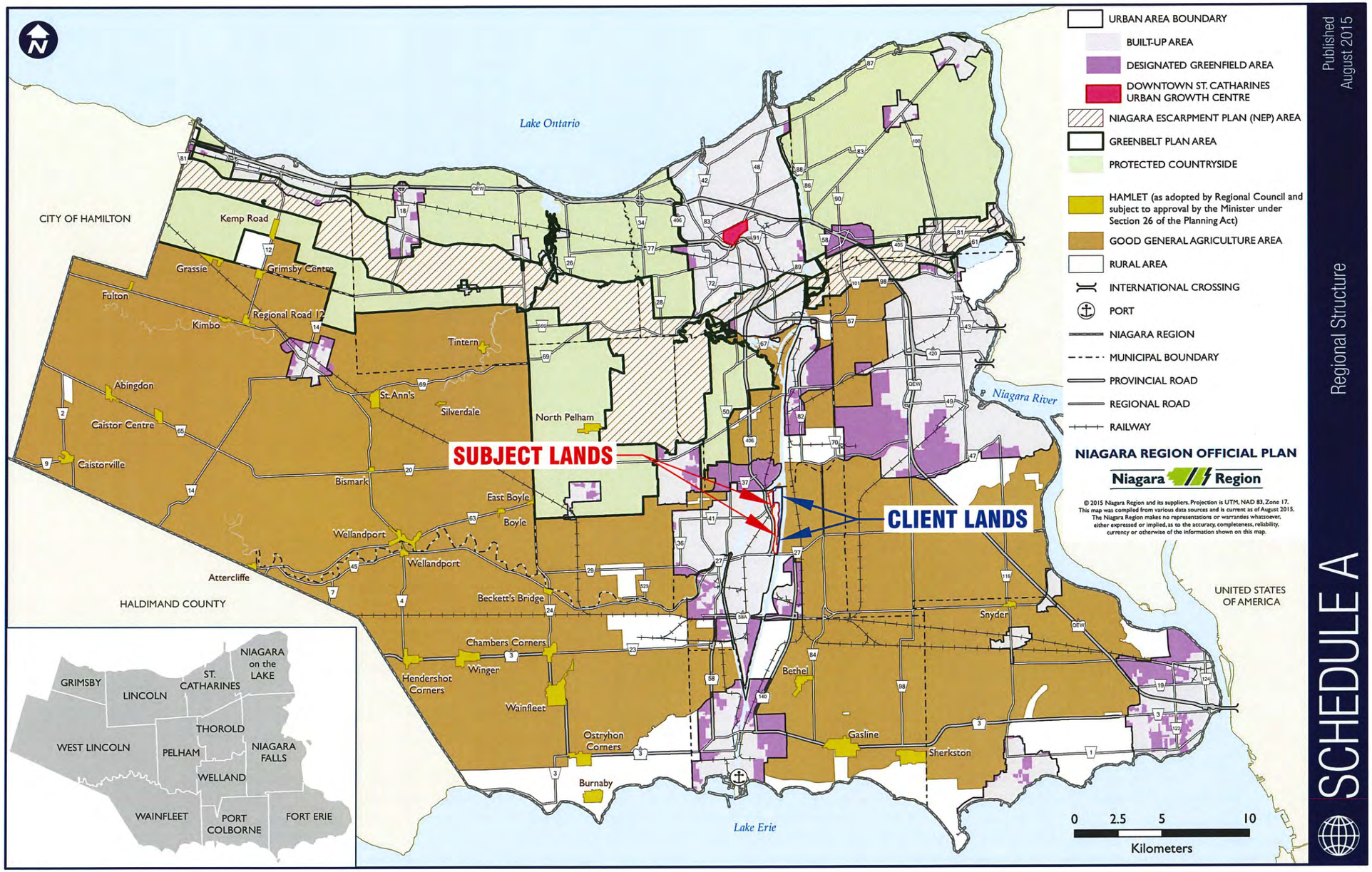
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Revised:

Drawn By: D.S.

File No.: PN 2511_ Aerial_Images

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SCHEDULE A
REGIONAL STRUCTURE
REGION of NIAGARA OFFICIAL PLAN

LEGEND

HUNTER'S POINTE REDEVELOPMENT (SUBJECT LANDS)

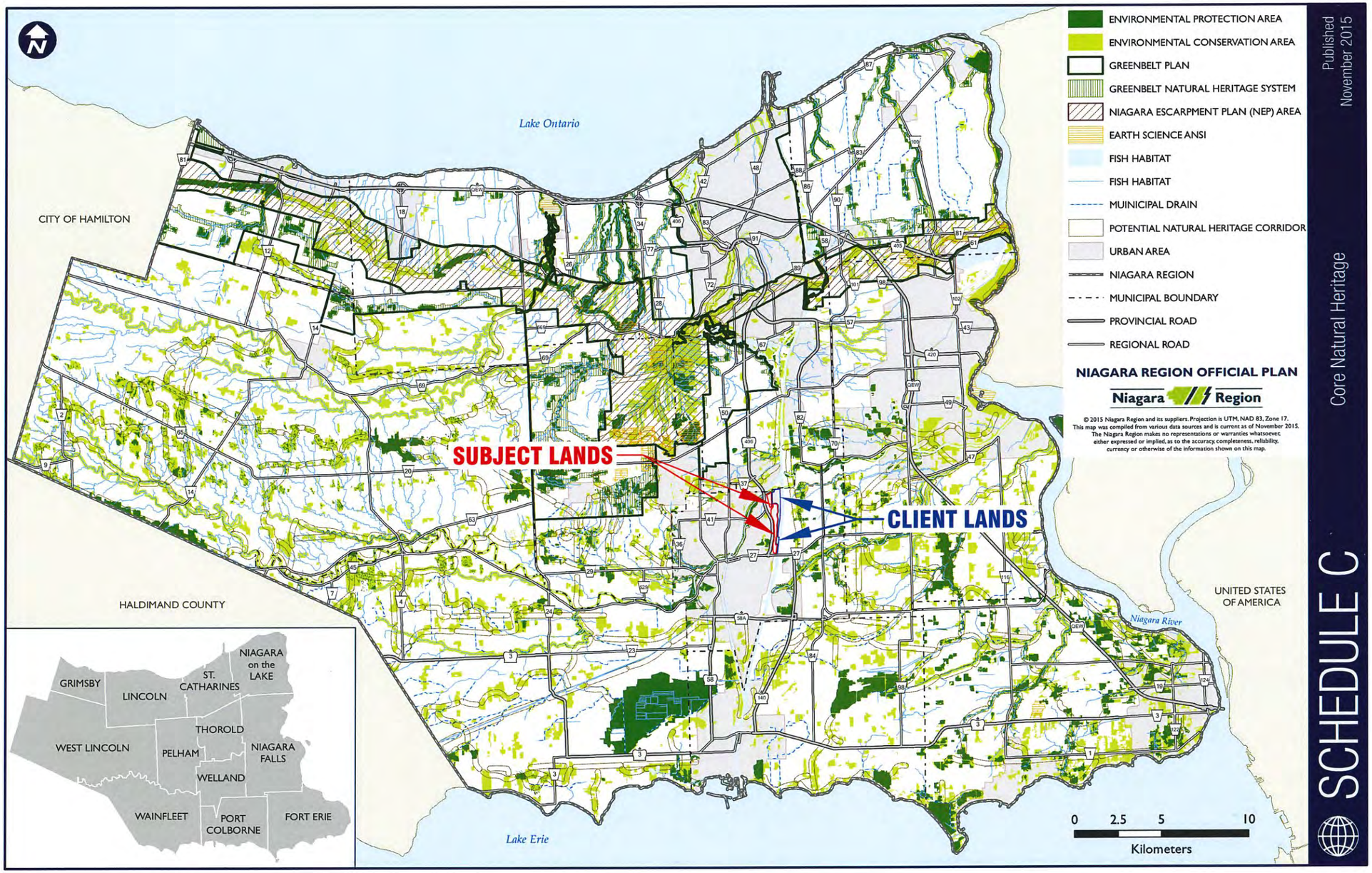
2090572 ONTARIO INC. (CLIENT LANDS)

P.N.: 18.2511	Date: November 12, 2018
Scale: N.T.S	Revised:
Drawn By: D.S.	File No.: PN 2511_Figures

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SCHEDULE C
CORE NATURAL HERITAGE
REGION of NIAGARA OFFICIAL PLAN

LEGEND

HUNTER'S POINTE REDEVELOPMENT (SUBJECT LANDS)

2090572 ONTARIO INC. (CLIENT LANDS)

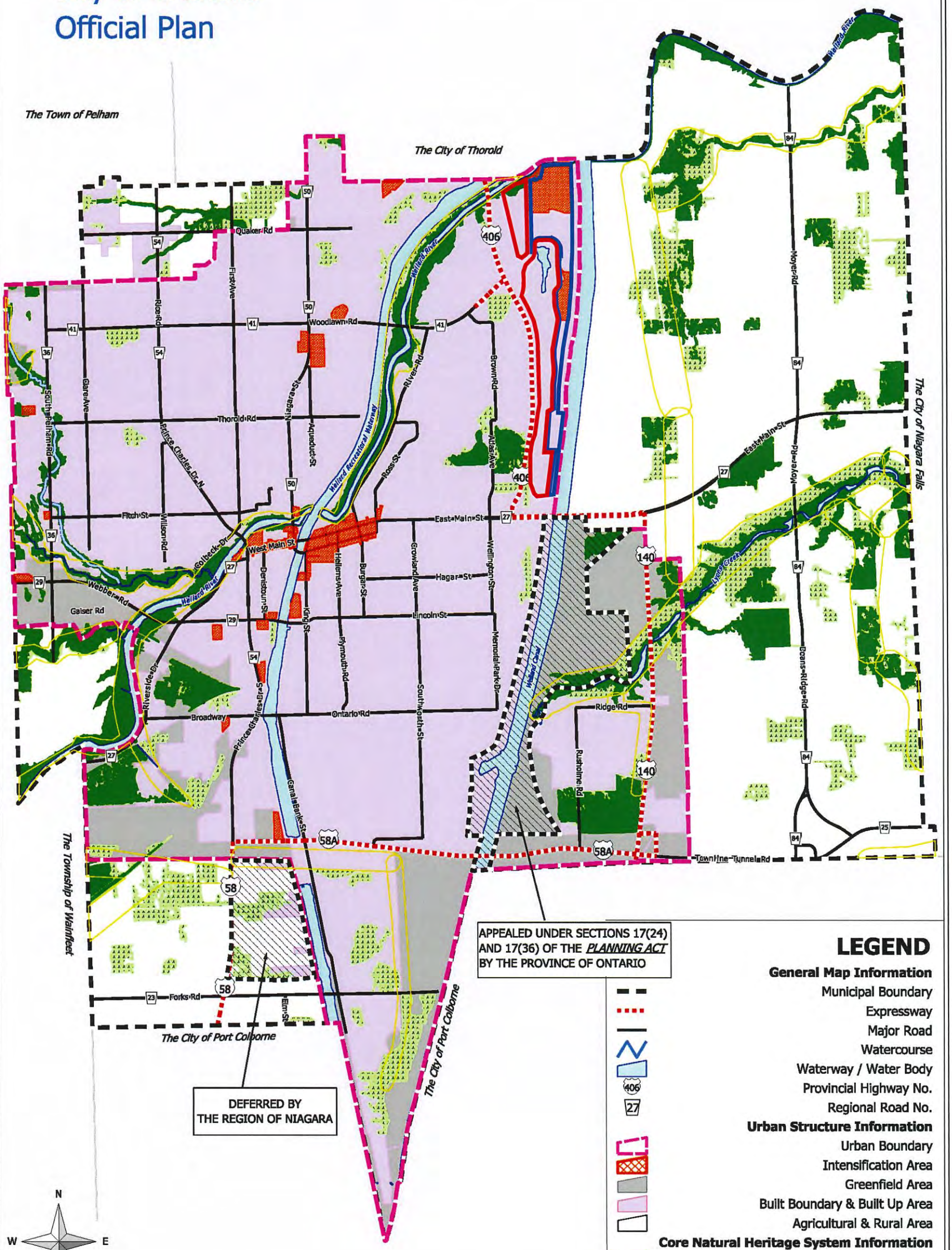
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City of Welland
Official Plan



LEGEND

General Map Information

- Municipal Boundary
- Expressway
- Major Road
- Watercourse
- Waterway / Water Body
- Provincial Highway No.
- Regional Road No.

Urban Structure Information

- Urban Boundary
- Intensification Area
- Greenfield Area
- Built Boundary & Built Up Area
- Agricultural & Rural Area

Core Natural Heritage System Information

- Natural Heritage Corridor
- Environmental Conservation Area
- Environmental Protection Area

Where the Municipal Boundary & Urban Boundary coincide, the Urban Boundary has been shown.

Corporation of Welland — Where Rails and Water Meet

Schedule A

City of Welland Official Plan

Schedule A: City Structure

City of Welland Planning & Development Services

FILE: Z:\MAPPING\GIS\OFFICIAL PLAN\Final_OP.map
May 4, 2010
Revised: January 20, 2015

SCHEDULE A - CITY STRUCTURE
CITY of WELLAND OFFICIAL PLAN

LEGEND

- HUNTER'S POINTE REDEVELOPMENT (SUBJECT LANDS)
- 2090572 ONTARIO INC. (CLIENT LANDS)

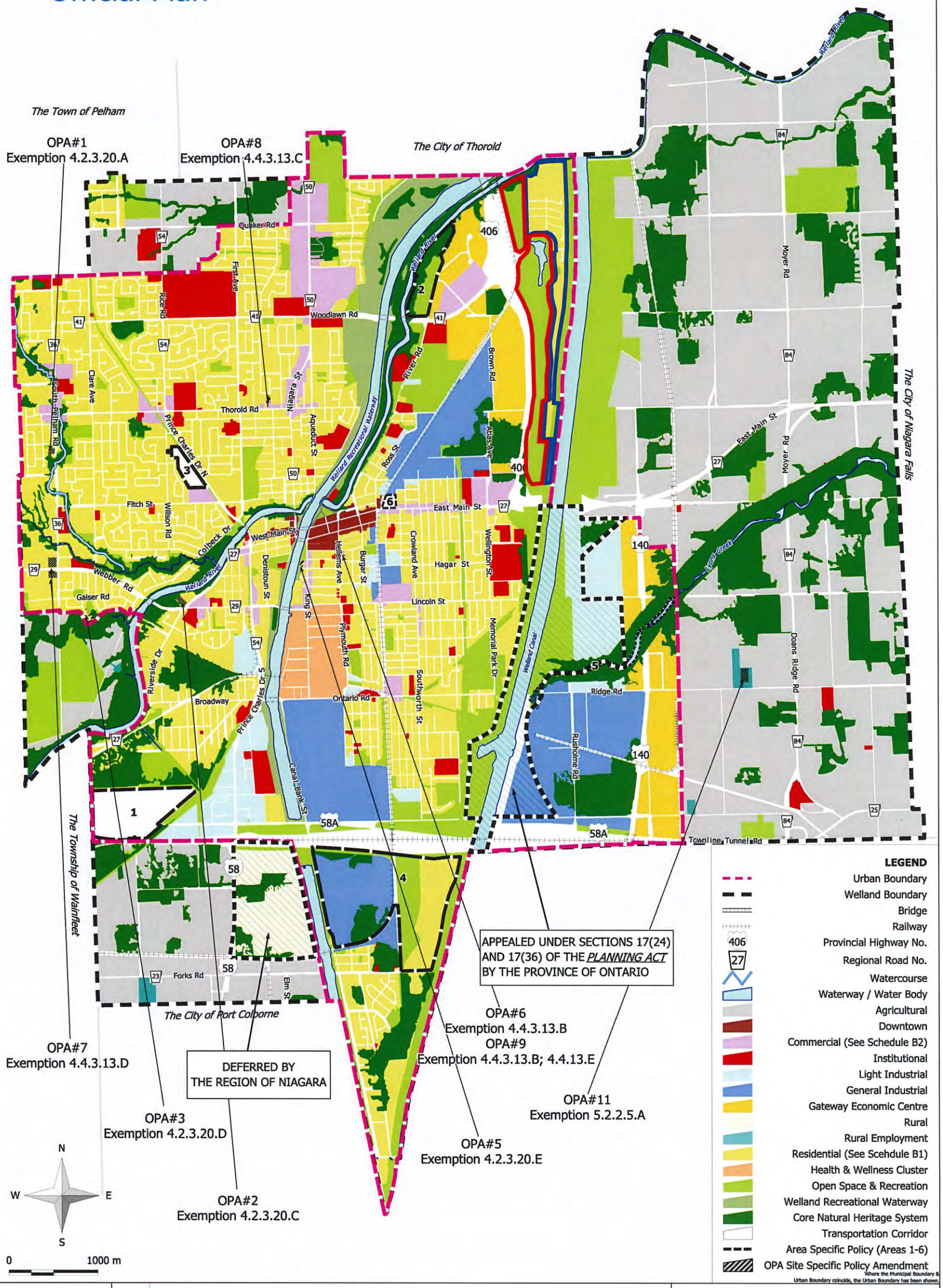
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Drawn By: D.S.	File No.: PN 2511_Figures

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City of Welland
Official Plan



Corporation of Welland

Schedule B

City of Welland Official Plan

Schedule B: Land Use Map

City of Welland Planning & Development Services

FILE: Z:\MAPPING\GIS\Official Plan\Final_OP.map
May 4, 2010
Revised: April 18, 2016

SCHEDULE B - LAND USE MAP
CITY of WELLAND OFFICIAL PLAN

LEGEND

HUNTER'S POINTE REDEVELOPMENT (SUBJECT LANDS)

2090572 ONTARIO INC. (CLIENT LANDS)

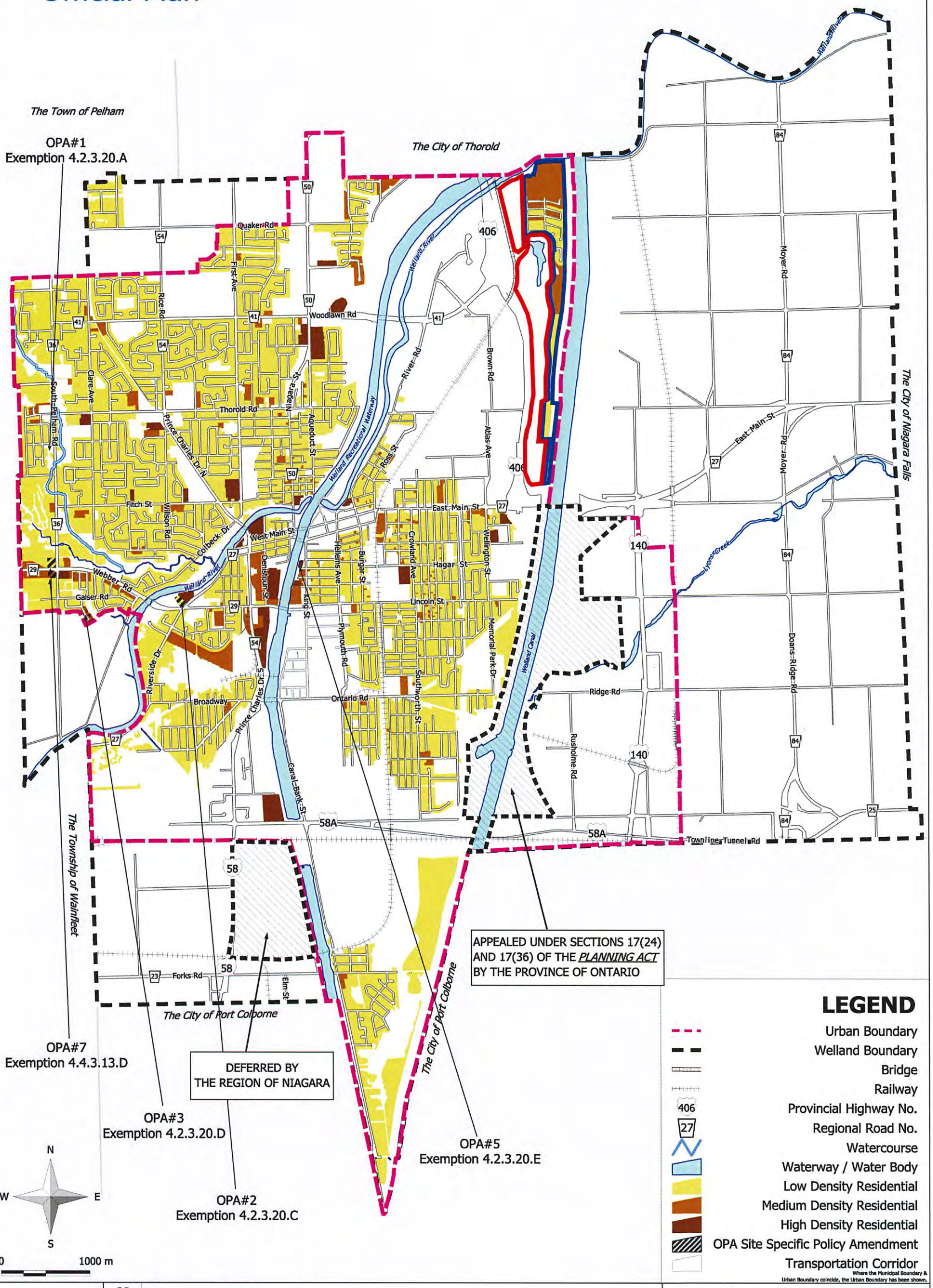
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Drawn By: D.S.	File No.: PN 2511_Figures

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City of Welland
Official Plan



Corporation of Welland

Schedule B1

City of Welland Official Plan

Schedule B1: Residential Hierarchy Land Use Map

City of Welland
Planning & Development Services

FILE: Z:\MAPPING\GIS\Official Plan\Final_OP.map
May 4, 2010
Revised: April 18, 2016

SCHEDULE B1 - RESIDENTIAL HIERARCHY LAND USE MAP CITY of WELLAND OFFICIAL PLAN

LEGEND

HUNTER'S POINTE REDEVELOPMENT (SUBJECT LANDS)

2090572 ONTARIO INC. (CLIENT LANDS)

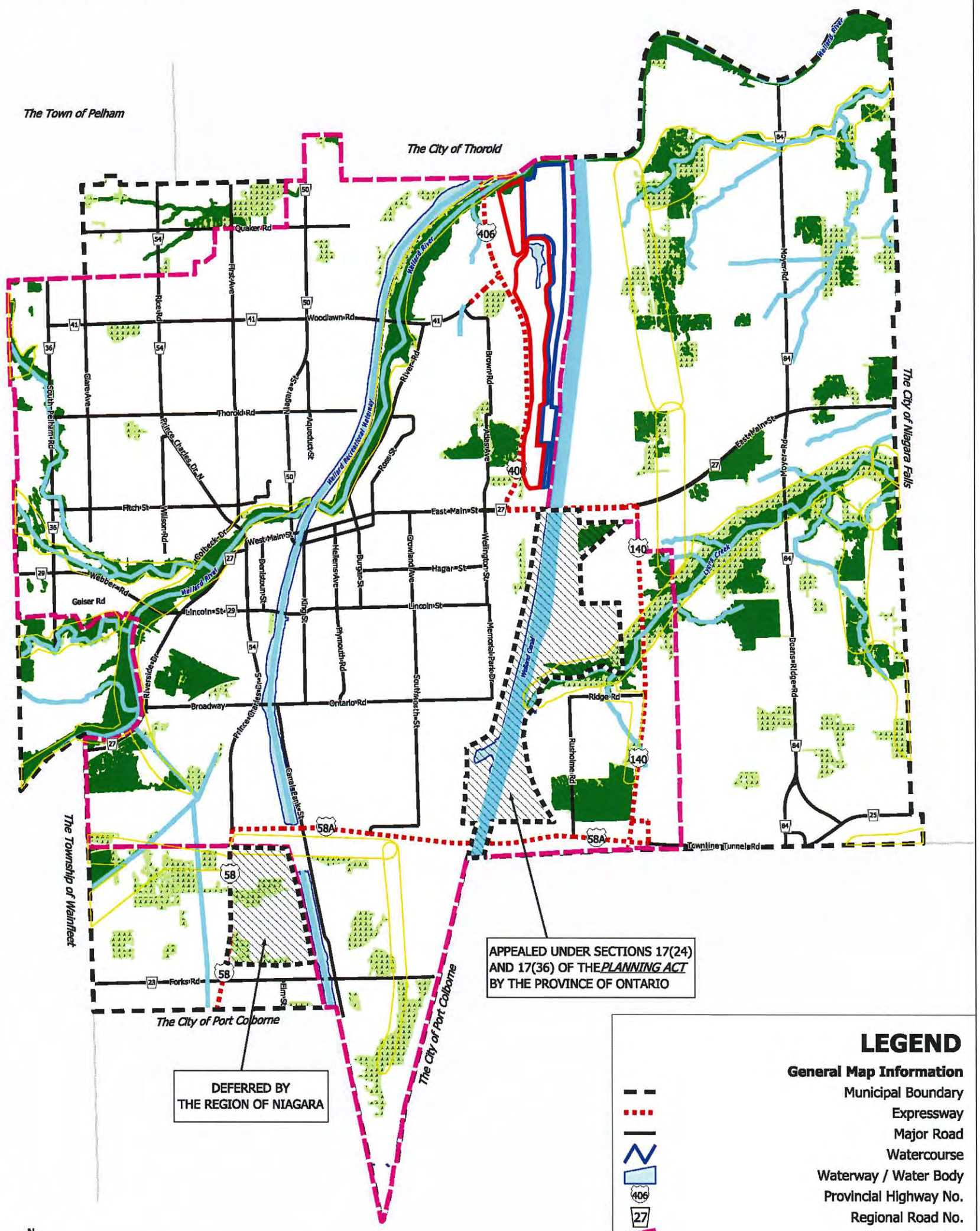
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City of Welland
Official Plan



LEGEND

General Map Information

- Municipal Boundary
- Expressway
- Major Road
- Watercourse
- Waterway / Water Body
- Provincial Highway No.
- Regional Road No.
- Urban Boundary

Core Natural Heritage System Information

- Fish Habitat
- Environmental Conservation Area
- Environmental Protection Area
- Natural Heritage Corridor

Where the Municipal Boundary & Urban Boundary coincide, the Urban Boundary has been shown.

Schedule C

City of Welland Official Plan

Schedule C: Core Natural Heritage System

City of Welland Planning & Development Services

FILE: Z:\MAPPING\GIS\OFFICIAL PLAN\Final_OP.map
May 4, 2010
Revised: January 20, 2015

SCHEDULE C -
CORE NATURAL HERITAGE SYSTEM
CITY of WELLAND OFFICIAL PLAN

LEGEND

- HUNTER'S POINTE REDEVELOPMENT (SUBJECT LANDS)
- 2090572 ONTARIO INC. (CLIENT LANDS)

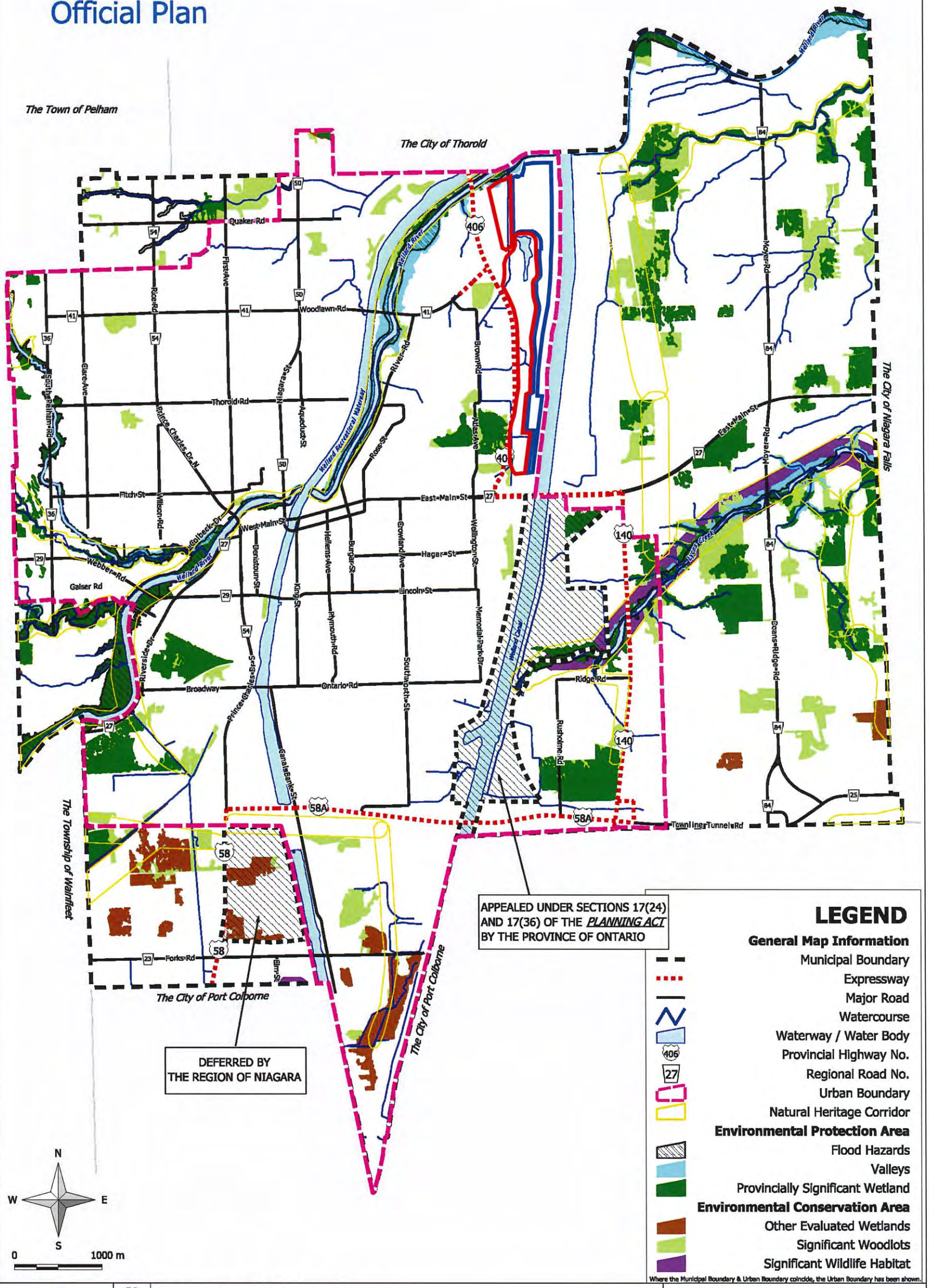
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City of Welland
Official Plan



LEGEND

General Map Information

- Municipal Boundary
- Expressway
- Major Road
- Watercourse
- Waterway / Water Body
- Provincial Highway No.
- Regional Road No.
- Urban Boundary
- Natural Heritage Corridor

Environmental Protection Area

- Flood Hazards
- Valleys
- Provincially Significant Wetland

Environmental Conservation Area

- Other Evaluated Wetlands
- Significant Woodlots
- Significant Wildlife Habitat

Where the Municipal Boundary & Urban Boundary coincide, the Urban Boundary has been shown.

Schedule C1

City of Welland Official Plan

Schedule C1: Components of the Natural Heritage System

City of Welland Planning & Development Services

FILE: Z:\MAPPING\GIS\OFFICIAL PLAN\Final_OP.map
May 4, 2010
Revised: January 20, 2015

SCHEDULE C1 - COMPONENTS of the NATURAL HERITAGE SYSTEM CITY of WELLAND OFFICIAL PLAN

LEGEND

HUNTER'S POINTE REDEVELOPMENT (SUBJECT LANDS)

2090572 ONTARIO INC. (CLIENT LANDS)

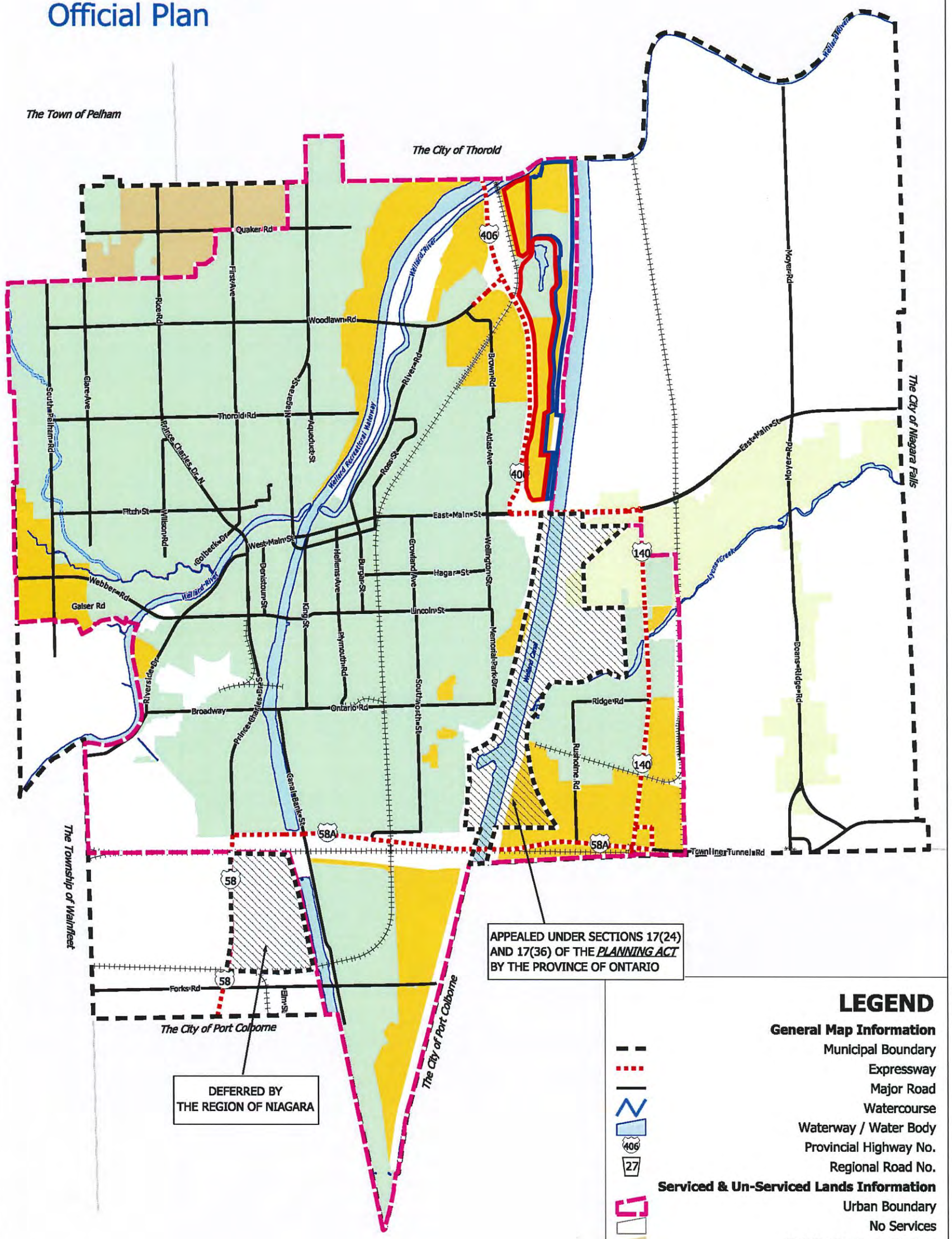
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City of Welland
Official Plan



LEGEND

General Map Information

- Municipal Boundary
- Expressway
- Major Road
- Watercourse
- Waterway / Water Body
- 406 Provincial Highway No.
- 27 Regional Road No.

Serviced & Un-Serviced Lands Information

- Urban Boundary
- No Services
- Existing Regional Services
- Sanitary & Water Services
- Planned Services
- Water Only

Where the Municipal Boundary & Urban Boundary coincide, the Urban Boundary has been shown.

Schedule D

City of Welland Official Plan

Schedule D: Serviced & Un-Serviced Lands

Note: This information is provided for information purposes only. Although the information displayed in this map has been captured as accurately as possible, some errors may be present due to insufficient or outdated information. All servicing areas should be confirmered prior to assumption of location. For further information, contact the Planning and Development Services at 905-735-1700 or by email at: devserv@welland.ca

City of Welland Planning & Development Services

FILE: Z:\MAPPING\GIS\OFFICIAL PLAN\Final_OP.map
May 4, 2010
Revised: January 20, 2015

SCHEDULE D -
SERVICED & UN-SERVICED LANDS
CITY of WELLAND OFFICIAL PLAN

LEGEND

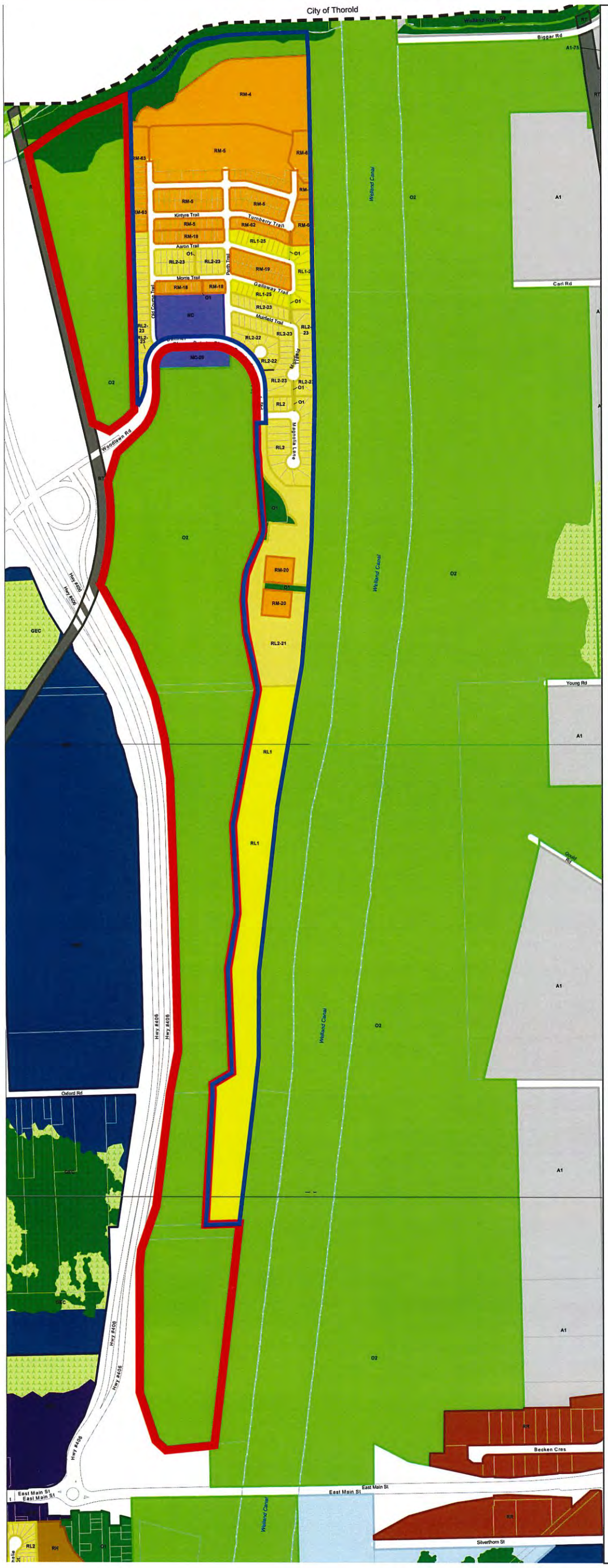
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EXTRACT from MAP B5, C5, E5, E5

Zoning By-law 2017-117

SCHEDULE "A"

Zone Categories

Residential Zones

- RL1 — Residential Low Density 1
- RL2 — Residential Low Density 2
- RM — Residential Medium Density
- RH — Residential High Density

Commercial Zones

- DMC — Downtown Mixed Use Centre
- RS — Regional Shopping Node
- CC1 — Community Commercial Node
- CC2 — Community Commercial Corridor
- NC — Neighbourhood Commercial

Open Space Zones

- O1 — Neighbourhood Open Space
- O2 — Community Open Space
- WRW — Welland Recreational Waterway
- EP — Environmental Protection Overlay
- Environmental Conservation Overlay

Institutional and Community Wellness Zones

- INS1 — Community Institutional
- INSH — Health and Wellness

Industrial Zones

- L1 — Light Industrial
- G1 — General Industrial
- GEC — Gateway Economic Centre

Agricultural and Rural Zones

- A1 — Agricultural
- RR — Rural Residential
- RE — Rural Employment

Other Zones

- RT — Railway Transportation
- R1 — Refer to Zoning By-law 2667

EXTRACT from
ZONING MAPS B5, C5, D5, E5
CITY of WELLAND ZONING BY-LAW 2017-17

LEGEND

- HUNTER'S POINTE REDEVELOPMENT (SUBJECT LANDS)
- 2090572 ONTARIO INC. (CLIENT LANDS)

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