PLANNING RATIONALE REPORT

Address
436 Quaker Road,
City of Thorold/City of Welland

Client
Primont (Thorold/Welland) Inc.

Project No. 25317

Date February.18.2026

Biglieri

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1. INTRODUCTION

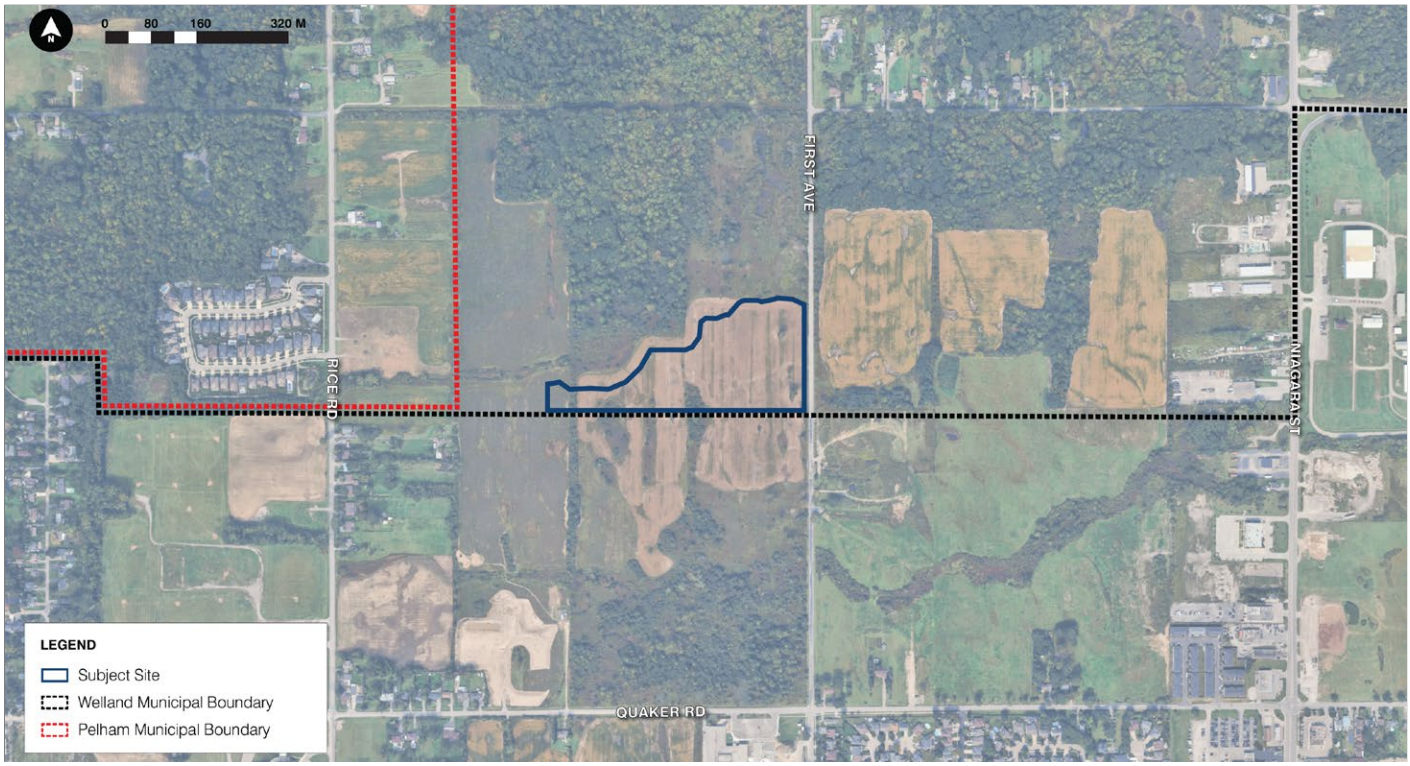
The Biglieri Group Ltd. ("TBG") has been retained to provide independent professional planning services and to prepare a Planning Rationale Report in support of an Official Plan Amendment application (the "application" or "OPA") for lands known as 436 Quaker Road. The northern portion of these lands is within the City of Thorold and has an approximate area of 30.33 hectares. The southern portion is within the City of Welland and has an approximate area of 30.12 hectares.

"Subject lands" in this report refers to the portion of the lands subject to this OPA application, being the Phase 1 lands wholly within the City of Thorold as per the Location Map in Figure 1. The application is being submitted on behalf of Primont (Thorold/Welland) Inc. (the "Owners") and serves as the first step in the development process for this property as the Owners work towards the eventual delivery of a residential subdivision on the subject lands. The subject lands are located along the City of Thorold's southern boundary with the City of Welland, approximately 515 metres to the north of the intersection of Quaker Road and First Avenue.

The OPA application seeks to amend the text of the Port Robinson West Secondary Plan [B1.9.3.11 c) and d)] to facilitate the development of the subject lands for a residential subdivision, by permitting the owner to proceed with development prior to the completion of the Subwatershed Study. Subsequent planning applications on the subject lands will establish appropriate zoning regulations, as well as introduce development limits, block structure and internal road network through a plan of subdivision application. These development-related applications will be accompanied by a comprehensive suite of supporting documents detailing the planning approach for the subject lands.

A Pre-Consultation Meeting took place on December 3, 2025. This report, as well as the supporting materials included as part of this OPA submission are responsive to the comments received during this Meeting and during informal discussions with staff.

Figure 1. **Location Map**



2. SUBJECT LANDS & CONTEXT

2.1 Subject Lands

2.2 Surrounding Area

2.1 Subject Lands

The subject lands are located along the City of Thorold's southwestern boundary with the City of Welland to the South, to the west of First Avenue/ Cataract Road and form part of a wider site which is legally described as follows:

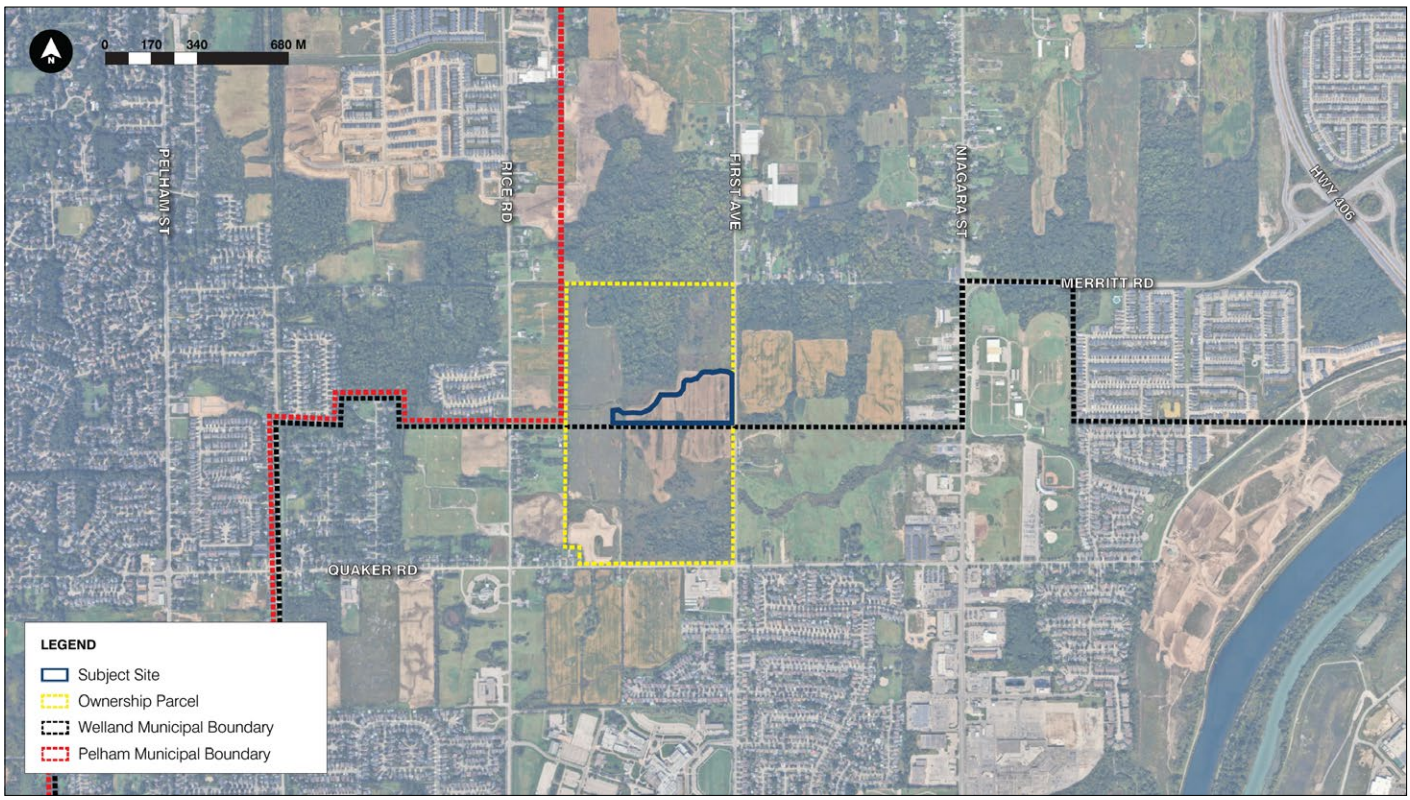
> PART TOWNSHIP LOT 174 THOROLD PARTS 1, 2, 3 & 4 59R17681 AND PART TOWNSHIP LOT 228 THOROLD PARTS 5 & 6 59R17681 CITY OF WELLAND

The parcel under this ownership straddles the City of Thorold / City of Welland municipal boundary and has a total area of approximately 60.45 hectares. The northern portion of the ownership parcel is within the City of Thorold and has an approximate area of 30.33 hectares.

It abuts the unopened Merritt Road allowance to the north, Cataract Road to the east, the City of Welland to the south, and the Town of Pelham to the west. The northern portion of subject lands is heavily vegetated and contains various natural features, inclusive of wetlands and woodlands. The southern portion of ownership parcel is currently utilized for agricultural purposes; this portion will be the focus of any future residential subdivision. The subject lands are the Phase 1 portion of the ownership parcel, within the City of Thorold.

The portion of the ownership parcel within the City of Welland has an approximate area of 30.12 hectares and was recently given approval for a Draft Plan of Subdivision. The owners plan to develop a cohesive and interconnected community across their parcel, despite it straddling municipal boundaries.

Figure 2. **Subject Lands and Ownership Parcel**



This OPA application will allow the landowner to begin the planning process for the subject lands and permit an integrative approach alongside their approved residential subdivision to the south and future residential community to the west.

2.2 Surrounding Area

The following is a summary of the uses which surround the subject site:

North Natural features which are protected from development via their Official Plan and Secondary Plan designations. Further north are agricultural uses and associated residential dwellings.

West The Town of Pelham is to the immediate west of the subject site. Adjacent lands currently accommodate agricultural uses. West of Rice Road are low density residential uses and environmentally protected areas. The lands within the Town of Pelham were recently included in the Town's Urban Boundary and are currently going through an Official Plan process to allow their development for residential purposes.

South The City of Welland is to the immediate south of the subject site. The adjacent site, under same ownership, is planned as a residential subdivision, with significant portions being environmentally protected. South of Quaker Road are existing agricultural and low-density residential uses which will be developed for residential purposes through Welland's North West Secondary Plan Area.

East Lands to the east of Cataract Road are currently used for agricultural purposes, with significant portions dedicated to environmental protection and are also in the Port Robinson West Secondary Plan Area.

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3. DEVELOPMENT PROPOSAL

3.1 Description of the Proposed Development

3.2 Required Approvals

3.1 Description of the Proposed Development

The intent of the proposed OPA and subsequent Planning Act Applications on the subject lands is to facilitate the develop of a residential subdivision. The lands are identified within the Port Robinson West Secondary Plan for residential and environmental uses; however, policies exist to restrict their development until certain criteria are met. Refinements to the NHS system and corresponding features will be assessed at the time of a subdivision application through a full Environmental Impact Study. A Zoning By-law Amendment will also be required to facilitate the appropriate residential zones and corresponding zoning provisions on the subject property.

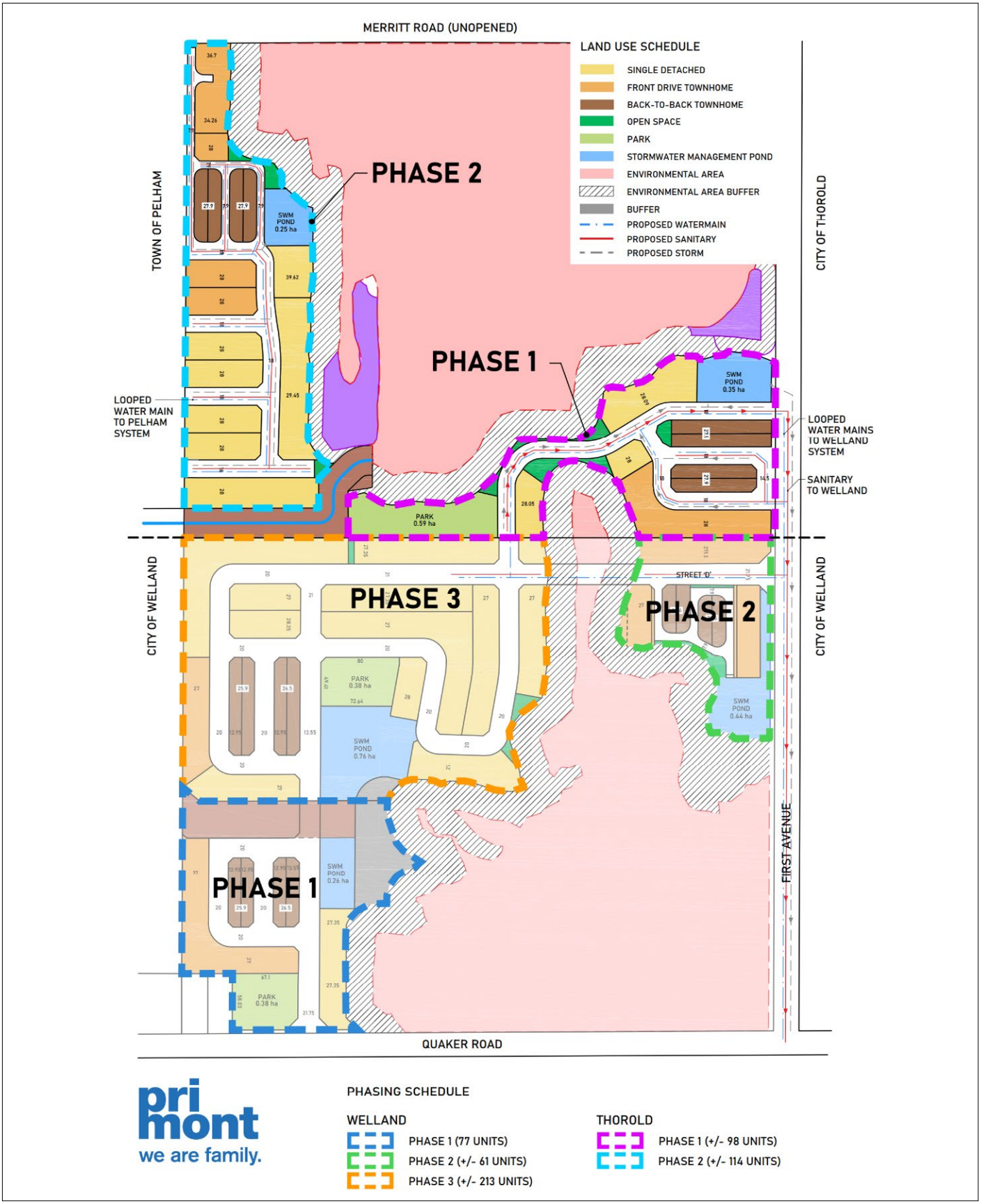
A comprehensive analysis of all applicable environmental policies will be provided in a subsequent Planning Rationale Report, supporting future Zoning By-law Amendment and Draft Plan of Subdivision applications as part of Phase 2 of the development Plan.

The current application for Official Plan Amendment proposes to amend Policy B1.9.3.11 c) and d) of the City's Official Plan to allow the subject site to be developed for residential purposes prior to the completion of an updated Subwatershed Plan. The primary purpose of the Subwatershed Plan is to determine servicing and stormwater management strategies, investigate natural environment features at a high level, and to create a cohesive development plan across privately held lands. Given that the designations are in place through the Port Robinson West Secondary Plan on the property, the supporting civil engineering FSR has demonstrated that there are servicing solutions to the south with the lands draining into the Towpath Drain in Welland, of which, the proposed servicing solutions are supported by the City of Welland. Based on the above, it is appropriate to amend this policy to permit development at this time.

The subject lands are located within the Port Robinson West Secondary Plan area. The preliminary concept plan projects that this Phase may deliver approximately 100 dwelling units in a mix of housing types including single detached, townhomes and back-to-back townhomes. Additionally, the concept proposes one park block and multiple open space blocks. A stormwater management pond block is also shown, which will drain to the Towpath Drain to the south through Welland. The internal road network will provide connectivity to Cataract Road to the east and the planned road network to the south, in the City of Welland. The servicing approach for Phase 1 includes looped water and sanitary mains towards the southern existing Welland systems. The concept seeks to maximize land resources and minimize unnecessary infrastructure by integrating the Phase 1 lands servicing system with that of the approved residential subdivision to the immediate south.

Phase 2 is located on the western edge of the site and is expected to deliver 114 dwelling units, with a similar mix of unit types as Phase 1. Phase 2 is not subject to this planning application. The proposed Phase 2 road network connects westward towards future developments in the Town of Pelham. Eastward connectivity is not currently contemplated given the existing environmental areas and associated natural constraints. Servicing for Phase 2 would rely on looped watermain towards the existing system in Pelham.

Figure 3. **Concept Plan**



3.2 Required Approvals

The project team understands that several planning applications are required to permit the proposed residential subdivision development on the subject site.

3.2.1 Official Plan Amendment – Subject Application

This Official Plan Amendment application seeks relief from specific policies in the City of Thorold Official Plan, which limit development of the subject lands until a time when Phase 1 lands of the Port Robinson West Secondary Plan are substantially built out and when a Subwatershed Study has been completed. This corresponds to Official Plan policies B1.9.3.11 c) and d), respectively. Relief from these policies are being sought for the Phase 1 lands of the proposed development given its adjacency to other lands owned by the applicant and draft plan approved in Welland and alternative servicing solutions. The relief being sought is entirely policy-based and does not include mapping or land use changes.

This OPA enables the development of the Subject Lands, by allowing the landowner to proceed with planning applications for the subject lands, and to deliver housing in a community that is envisioned for development by the City over the long-term.

3.2.2 Future Planning Applications

Following the OPA application discussed herein, the project team will undertake a number of additional planning applications (Draft Plan of Subdivision and Zoning By-law Amendment) to further refine the policy context on the subject lands and permit the development of the proposed residential subdivision. A Zoning By-law Amendment ("ZBA") application will be required to introduce appropriate zones on the lands identified as Phases 1. These ZBA application may also introduce any site-specific provisions required to permit the residential development. A Draft Plan of Subdivision ("DPS") application will be required to introduce the block structure and internal road network.

Future applications for the Phase 2 lands including an Official Plan and Zoning By-law Amendment as well as a Draft Plan of Subdivision will be required to ensure conformity between the Niagara Region Official Plan and the City of Thorold Official Plan, introducing the appropriate land use designations and provisions for those lands within the urban area.

4. POLICY CONTEXT

4.1 Provincial Planning Statement (2024)

4.2 Niagara Region Official Plan (2022)

4.3 City of Thorold Official Plan (2016) & Port Robinson West Secondary Plan

The below sections provide an overview of the applicable planning policies. The project team notes that this Rationale reflects the nature of this OPA application. Future OPA, ZBA, and DPS applications will be accompanied by a comprehensive Planning Rationale Report, which will provide a fulsome analysis of relevant policies including but not limited to those on matter such as land use, housing, environment, servicing, connectivity, etc.

4.1 Provincial Planning Statement (2024)

The Provincial Planning Statement (2024) ("PPS") provides province-wide policy guidance on planning and development matters. The PPS underpins the province's planning framework. It's policies on matters such as housing, community development, employment, and infrastructure seek to promote consistent and manageable growth across jurisdictions. The below section provides a review of applicable PPS policies and provides responses with respect to how they interact with this OPA application and the proposed development on the subject lands.

Section 2.1 of the PPS provides policy direction on planning for people and homes. Generally, this section seeks to ensure that housing options are responsive to projected population needs. Additionally, this section details the preferred approach for planning for complete communities by accommodating a mix of land uses, improving access, social equity and quality of life for all Ontarians. The proposed development, once completed, will support the City of Thorold in meeting it's long-term housing needs, through the delivery of approximately 100 dwelling units. In the fullness of time, the proposal will contribute to the diversification of housing options within the Port Robinson West community as various housing products, including single detached, street townhouses and back-to-back townhouses are contemplated for the subject lands. The exact unit count and configuration will be finalized through future planning applications. Additionally, the proposal will contribute to the growing communities within the Cities of Thorold and Welland, future residents will benefit from convenient access to existing and planned commercial/employment areas, institutional and community amenities, and greenspaces.

Housing related policies are the focus of Section 2.2 of the PPS. These policies again promote the delivery of various housing options, inclusive of affordable housing options. Further, the PPS requires municipalities to permit and facilitate the development of housing options that meet all needs of current and future populations. Additionally, this section of the PPS promotes the efficient use of land, resources, infrastructure and public facilities when developing housing. As discussed previously, the proposed development is expected to contribute meaningfully to the housing options available in the Port Robinson West community, by delivering a range of housing types and sizes. With respect to efficiency, the proposed development makes efficient use of land within the urban area, delivering a compact urban community composed of both single-detached and townhouse products. Additionally, the proposed servicing approach for the proposed development should be considered an efficient use of infrastructure and financial resources, while also minimizing the impact of infrastructure on natural features. By tying the servicing network for the proposed development to the proposed and existing servicing infrastructure to the south, the proposal maximizes efficiency across municipal borders.

Section 2.3 of the PPS provides general policies for Settlement Areas, in recognition that these areas shall be the focus of growth and development. Generally, this section of the PPS encourages land use patterns within Settlement Areas to make efficient use of land and resources and to optimize planned infrastructure. Lastly, this section of the PPS references the importance of planning for diverse housing options as part of complete communities. The Niagara Region Official Plan (2022), as discussed in section 4.2 of this report, identifies the entirety of the subject lands within the Settlement Area. Based on PPS policies, the subject lands should expect to accommodate growth and development. The development concept makes efficient use of land, resources and infrastructure by delivering a compact, low-rise residential subdivision consisting of both traditional single-detached forms, and townhouse dwellings in various configurations. As detailed above, the proposed servicing approach for the proposed development represents an efficient approach to land and resources use for the delivery of a comprehensive urban servicing network on the subject lands.

Section 3.6 of the PPS details the provincial policy vision for sewage, water and stormwater services. Generally, this section seeks to make efficient use of existing and planned municipal servicing systems. The PPS requires that services be provided in ways that are feasible and financially sustainable while protecting human and environmental health. The servicing approach being contemplated for Phase 1 of the proposed development is in alignment with the policies of Section 3.6 of the PPS. As per section 5.1 of this report, the servicing alternative represents a cost-sensitive approach to servicing the Phase 1 lands, providing efficient connections to existing and planned infrastructure. The system can also be built in a way that would permit for future northward connections at a time when servicing is extended westward along Merritt Road, providing greater connectivity and efficiency over time. The expansion of the services from Welland to the south provides a cost-efficient servicing solution rather than extending the services along Merritt Road from the current terminus of services at Hansler Road, and then down Cataract Road. As outlined in the engineering materials prepared by WalterFedy, there is significant cost savings to the City of Thorold if the subject lands are serviced through the City of Welland. Based on the preliminary calculations completed by WalterFedy, servicing the property through the City of Thorold, as planned, would have an estimated cost of over $6 million dollars, whereas servicing through Welland would have a cost of approximately $300,000. This cost estimate includes both the subject lands, and the lands on the east side of Cataract Road which are also in the City of Thorold. Further to this, the water treatment and wastewater treatment plants are within the City of Welland and will be the end of pipe locations for these lands.

The significant reduction in costs by servicing the lands through Welland should be a key consideration for municipalities who are currently facing a significant backlog of infrastructure upgrades with limited finances to pay for these capital expenditures. In the 2026 Thorold Capital budget, it identifies that the City is facing a ten-year budgetary shortfall of approximately $43 million dollars for roads, stormwater, sanitary, and water infrastructure projects. The proposed servicing solution identified will represent a fiscally responsible manner of providing the services to the subject lands while adding units to the overall tax base.

With respect to Chapter 4 of the PPS, Wise Use and Management of Resources, comprehensive supporting materials including a Hydrogeological Assessment and an Environmental Impact Study, among others, will be submitted alongside future planning applications. These reports will provide fulsome analyses of the proposed development against all applicable environmental policies in the PPS. No such reports are being submitted with this application, given that no changes to the built environment are being proposed; this OPA revises only the policy baseline from which future land use planning applications will originate. Detailed reports will be provided with subsequent applications.

4.2 Niagara Region Official Plan (2022)

The Niagara Official Plan (2022) ("NOP") was adopted by Regional Council on June 23, 2022, and approved with modifications by the Minister of Municipal Affairs and Housing on November 4, 2022. The NOP establishes the Regional planning framework for Niagara. As of March 31, 2025, Niagara is considered a Regional municipality without planning powers. As such, the NOP is considered part of the City of Thorold's Official Plan (discussed in Section 4.3 below).

The Phase 1 lands are within the urban area of Thorold, and the Phase 2 lands are shown on Appendix 2 of the NOP as an *Urban Area Expansion Area.* This designation supports the development of the subject lands in alignment with all applicable urban area policies. As this application is to apply an amendment to the Phase 1 lands only, the future development of the Phase 2 lands will be delt with through a later application. However, based on the policies in the NOP, it is anticipated that these lands would fall below the threshold to require a full subwatershed study to be required, and any matters would be appropriately addressed through studies submitted in conjunction with Official Plan and Zoning By-law Amendments, as well as Draft Plan of Subdivision.

Section 3.2 of the NOP recognizes the ecological meaningfulness of watersheds and provides guidance for watershed planning as a proactive process in support of the protection, enhancement, or restoration of natural resources. The NOP seeks to ensure that watershed planning informs land-use planning and provides direction to local municipalities for undertaking subwatershed planning. Policy 3.2.3.1 of the NOP requires a subwatershed study be undertaken to inform the identification and refinement of the natural environment system and the development of respective policies.

This is required when secondary plans are prepared for designated greenfield areas and large undeveloped areas, in accordance with Secondary Plan policies. Policy 3.2.3.2 outlines the general requirements for subwatershed studies, while policy 3.2.3.4 states that precise terms of reference for such studies be drafted in consultation with local, regional, conservation and landowning stakeholders.

The project team understands that the intent of the NOP is to proactively guide environmental management and development via comprehensive subwatershed studies. We also understand that the City of Thorold is currently finalizing its Terms of Reference for the subwatershed study associated with the Phase 2 lands of the Port Robinson West Secondary Plan, which the subject lands are subject to. We understand that the required subwatershed study is associated with the Singers Drain. In addition to this, the previous subwatershed plan for the Port Robinson West Secondary Plan included a preliminary review of the Phase 2 lands, including a review of the natural environment and drainage area. While we understand the above, the lands are within an existing Secondary Plan Area, and the preliminary studies have been completed. The relief being requested to the policy is appropriate in this instance as the lands do not drain to the north through Thorold. This relief is being sought because the Phase 1 portion of the subject lands drain towards the east towards the Towpath Drain, which was studied as part of the City of Welland's Northwest Area Secondary Plan. The provided Pre-Engineering Investigation Summary demonstrates that existing drainage pattern on the Phase 1 portion of the lands flow towards the previously studied Towpath Drain and that impact from this initial Phase of development on the Singers drain is considered insignificant. Further, any additional detailed studies to support the future application for draft plan of subdivision.

4.3 City of Thorold Official Plan (2016) & Port Robinson West Secondary Plan

The City of Thorold Official Plan (2016) ("TOP") is the lower-tier policy document underpinning the City's long-term term planning vision. The TOP was approved by the Niagara Region Council on April 18, 2025, and remains in-effect. The analysis of this policy document has been tailored to reflect the amendments being sought as part of this application, which constitutes a policy change which will support the development of the subject lands. Future planning applications are required to advance the development of the lands; these shall be accompanied by a new Planning Rationale Report. Future reporting will provide comprehensive policy analysis against all relevant policies including but not limited to those regarding land use, density, housing, environmental features, urban design, and servicing.

Schedule A – Land Use of the TOP identifies the Phase 1 portion of the lands, subject to this application, within the *Port Robinson West Secondary Plan Area.* Schedule A5 – Port Robinson West Neighbourhood Structure Plan designates Phase 1 on the subject lands as *Residential Areas* within the *Neighbourhood 3 ("N3")* boundary, and with a *Phase 2* overlay. Schedule A6 – Port Robinson West Land Use Plan designates the Phase 1 portion of the lands as *PRW Low Density Residential.*

Section B1.9 of the TOP constitutes the Port Robinson West Secondary Plan ("PRWSP"). As per the above, the subject lands are identified within a planned *Residential Neighbourhood, N3,* these planned neighborhoods are intended to contribute to the housing mix and density target of the community (B1.9.2). Future planning applications will serve to demonstrate the precise housing provisions proposed in Phase 1 and will detail the proposed contributions to density targets.

Section B1.9.3.10 of the Official Plan provides infrastructure-related policies for the PRWSP Area. Central to this section is the identified need for wet infrastructure network expansion to ensure that all new development be fully serviced. Additionally, this section seeks to develop the PRWSP Area in a progressive manner, to ensure that adequate services are delivered with minimum municipal expenditure [B1.9.3.10 d)]. The Phase 1 lands are currently un-serviced; municipal infrastructure planning for the delivery of such services has identified a potential corridor along Hansler, Merritt, and Cataract Roads totalling approximately 3.1 kilometres of piped infrastructure. The Functional Servicing and Stormwater Management Report, prepared by WalterFedy, discusses an alternate servicing approach, which would extend water and wastewater services northward from their current termini along First Avenue in the City of Welland. This inter-jurisdictional approach has been discussed with municipal (City of Thorold and City of Welland) and Regional staff. City of Welland staff have indicated their support for a cross-jurisdictional servicing alternative. The project team believes that such a servicing approach would be supportive of policy B1.9.3.10. d), as it is expected to entail significant municipal fiscal efficiencies when compared to the proposed Merritt Road corridor, with a cost savings to be greater than $1 million dollars in initial construction costs, not including lifecycle costs. This servicing approach would allow for the expedited development of Phase 1, serving to accelerate the delivery of diverse housing products. In the fullness of time, the proposed development in Phase 1 could eventually be connected to the proposed servicing network, if the Handler, Merritt, Cataract Road corridor is constructed.

Section B1.9.3.11 describes the City's approach to phasing out the development of the PRWSP Area, which is intended to be done in an orderly and cost-effective manner, minimizing financial burden on existing taxpayers, and coupling infrastructure and community development.

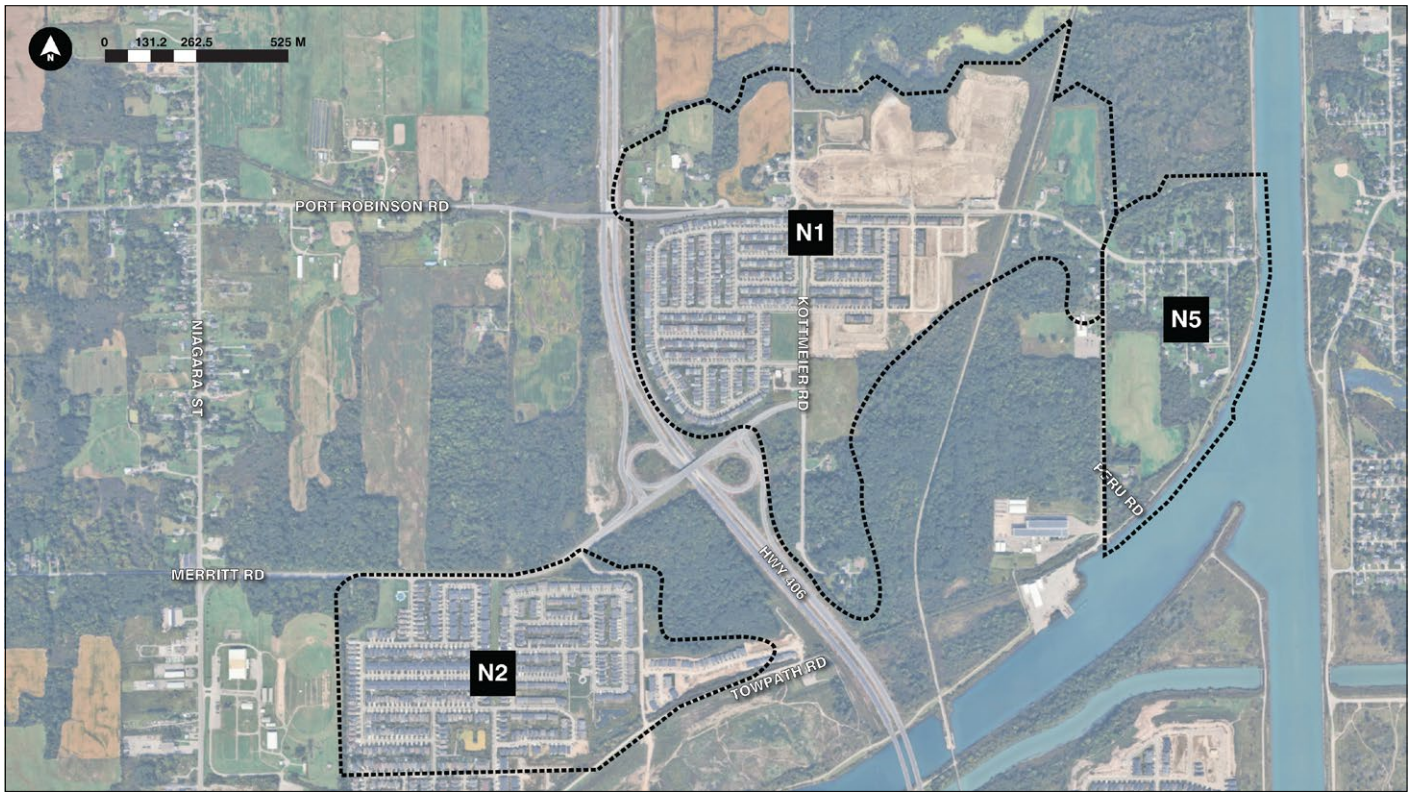
As discussed, the subject lands are within Neighbourhood *N3*, which is considered as Phase 2 of the PRWSP. Policy B1.9.3.11 c) requires that Phase 1 Neighbourhoods, being *N1*, *N2* and *N5* be substantially built-out to the satisfaction of the City prior to any development being initiated in other parts of the plan. The policy does not provide a quantitative approach to conceptualizing "substantial built-out" beyond pointing to the discretion of City staff. As per Figure 4 below, significant portions of the Phase 1 neighbourhoods have been constructed or approved since the adoption of the PRWSP. This includes Neighbourhood N2 in its entirety, the central and western portions of Neighbourhood N1, and the established residential community in Neighbourhood N5. The project team would argue that the current state of development and approvals would constitute the substantial build-out of the Phase 1 neighbourhoods in the PRWSP Area, enabling Phase 2 neighbourhoods to proceed into the planning stage.

Further to this, policy B.9.3.11 e) provides an exemption to the phasing requirements which would allow for lands identified as Phase 2 of the Port Robinson West Secondary Plan to proceed prior to the PRWSP Phase 1 lands being "substantially built-out". Although these policies are specifically geared towards industrial uses, however, the intent of the request that is being asked for in this application is the same. The lands that are the subject of this application have a servicing solution available through the City of Welland, preliminary reviews of the natural heritage system and the hydrogeology have been undertaken, with fulsome reports to be provided at the time of subdivision application. The request for exception is appropriate and is consistent with the exception that the plan already provides.

Further, policy B1.9.3.11 d) limits development beyond Phase 1 until a Subwatershed Study has been completed to the satisfaction of the City. We understand that this would represent an update to the existing Singers Drain Subwatershed Study which is associated with the Singers Drain. City staff have indicated that the terms of reference for this study are being finalized and anticipate a project duration of two years following their approval. The Pre-Engineering Investigation Summary highlights the fact that the subject lands contribute minimal to no flows towards the Singers Drain catchment area, draining instead towards the south of the lands and into the Towpath Drain. Additionally, the Summary suggests that the limited flows towards the Singers Drain Subwatershed flow first through a wetland feature. They note that pre-development flows could be maintained in this direction to protect the wetland feature and maintain its natural functions.

Given the observable stormwater flows from the subject lands, the development of the Phase 1 portion of the site is anticipated to have negligible impacts on the forthcoming updates to the Singers Drain Subwatershed Study. As such, the project team is seeking relief from this policy by means of an Official Plan Amendment in order to accelerate the planning applications for the subject lands and ensure the timely delivery of on-site housing.

Figure 4. **PRWSP Phase 1 Neighbourhoods – Aerial Overlay**



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5. SUPPORTING DOCUMENTS

5.1 Functional Servicing and Stormwater Management Report

5.2 Hydrogeological Memo

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The supporting documentation provided as part of this OPA application reflect the nature of the policy changes being requested. Future development-related applications will be accompanied by a fulsome supporting documentation package.

5.1 Functional Servicing and Stormwater Management Report

A Functional Servicing and Stormwater Management Study ("FSSMR") was prepared by WalterFedy in support of this application. The FSSMR describes the subject lands' relationship with the Singers Drain and subsequently to the associated Subwatershed Study. As discussed in the Report and supported by the relevant attachments, the Phase 1 portion of the proposed development within the City of Thorold drains largely towards the south, to the Towpath Drain which is within the City of Welland. Only a small portion of the subject lands contributes flows to the Singers Drain via a wetland to the north, which represents approximately 0.1% of the total flow to the entire Singers Drain area. The FSSMR requests that the Phase 1 portion of the proposed development be removed from the Singers Drain Subwatershed Study area, given the insignificant impact this part of the land is expected to have on the Singers Drain.

Additionally, the FSSMR describes the proposed inter-jurisdictional servicing alternative, in contrast to the planned PRWSP servicing strategy. The servicing alternative proposes a short northward extension of services from First Avenue in the City of Welland. This alternative would provide infrastructure cost savings, when compared to the approximately 3.1-kilometre network, as planned as part of the PRWSP servicing strategy. Both water and wastewater networks would be connected to existing/planned systems in the City of Welland along First Avenue and could eventually be connected to the planned network along Merritt Road, should these services be constructed. This alternative would allow the proposed Phase 1 of development to be delivered using a cross-jurisdictional servicing model while the City of Thorold conducts further review of the initial and life cycle costs associated with the PRWSP servicing strategy.

Lastly, the FSSMR details the proposed stormwater management approach on the subject lands. As discussed, most of the subject lands are within the Towpath Drain catchment area and would be conveyed to the drain the through City of Welland via a storm sewer on First Avenue/Cataract Road. A small amount of stormwater would continue to flow to the north to the wetland attached to Singers Drain from rear yards and roofs, however, it will be a reduction from current flows. A stormwater management is proposed on-site via an dry pond facility and oil-grit unit, serving to provide quantity and quality control. The small portion of the lands will continue to drain in this direction to maintain overland water flow to the wetland. The stormwater which will drain in this direction will primarily be from rear yards and roof water, which will not require quality control measures.

The Summary recommends coordination between the proponent, consultants, municipal, regional and conservation staff to continue refining the servicing and stormwater management approach on the subject lands.

5.2 Hydrogeological Memo

A letter was prepared by Terra-Dynamics Inc. ("TDI") to provide an overview of the Hydrogeologic Study and Wetland Water Balance Analysis that was prepared in 2024 to support the application for Draft Plan of Subdivision for the portion of the subject lands in the City of Welland. These investigations were undertaken to assess the hydrogeology (groundwater, soils, and surficial geology) and the hydrology of the wetlands impacting the entirety of the Primont lands. The full 2024 study has been provided as a supporting document to this submission.

This letter provides a high-level review of the 2024 Hydrogeologic Study and Wetland Water Balance Analysis, reviewing the soils, surficial geology, hydrogeologic setting, wetlands, and key hydrologic areas and features. The investigations, which support the 2024 study, were completed over a one year period to examine the above noted hydrogeologic and wetland characteristics. The letter also refers to the work completed by WalterFedy which has further examined the stormwater flow, identifying that approximately 75% flows towards the Towpath Drain in Welland. The final section of the letter reviews the subwatershed, and the work completed by the Niagara Peninsula Conservation Authority (NPCA) in 1999 to review the Port Robinson West Subwatershed Study (PRWSWS). It identifies that the recommendations made by the NPCA in the executive summary included that the Singer's Drain required enlargement to address ongoing flooding issues and to development of a management strategy for future land uses within the subwatershed area. The letter also identifies the three components of the PRWSWS: stormwater management measures for drainage of existing and future land use activities; land use controls to protect (and enhance) terrestrial features; and, site specific works to mitigate existing problems and provide for remediation.

The analysis completed by TDI of the PRWSWS, the TDI 2024 report, and the information completed by WalterFedy is as follows: that 75% of the lands are within the Towpath Drain area, not the Port Robinson West subwatershed area, which supports the requested OPA to exempt the subject lands from further subwatershed plan investigations; and, that the stormwater management and land use management investigations can be appropriately addressed at the time of draft plan of subdivision approval. As the majority of the site drains towards Welland, and a full EIS will be submitted through future development submissions, further supports to the PRWSWS are not required to support the requested OPA.

6. CONCLUSION

The Biglieri Group Ltd. was retained by Primont (Thorold/ Welland) Inc. to prepare this Planning Rationale Report in support of an Official Plan Amendment serving to enable to eventual development of the subject lands, being Phase 1 of the proposed residential subdivision on the lands known as 436 Quaker Road in the City of Thorold.

This Report and the enclosed OPA application reflect the nature of the policy amendment requested. No development is proposed as part of this OPA application. Instead, this application will enable the initiation of additional planning applications, including Official Plan Amendment (if required), Zoning By-law Amendment and Draft Plan of Subdivision applications, which will facilitate the proposed residential subdivision development. These future applications will provide comprehensive analysis of all relevant policies and will be supported by a fulsome supplementary document package, the contents of which will be determined through pre-consultation discussions with municipal staff.

This Official Plan Amendment application seeks relief from specific policies [B1.9.3.11. c) and d)] which limit the development of the subject lands until the substantial completion of the initial development phase within the Port Robinson West Secondary Plan Area, and until a Subwatershed Study has been completed to the satisfaction of the City.

As discussed in this Rationale, it is our professional opinion that the Port Robinson West Secondary Plan Phase 1 Neighbourhoods have been substantially complete with significant construction occurring and planning approvals secured across this initial Phase of development. As such, we believe that relief from policy B1.9.3.11 c) is timely and appropriate.

Additionally, this Planning Rationale, and the accompanying Functional Servicing and Stormwater Management Report, serve to demonstrate that storm drainage on the subject lands will largely flow towards the Towpath Drain, with negligible impacts on the Singers Drain, which is subject to further study as per policy B1.9.3.11 d). Given the limited impact of the proposed development on the Singers Drain, it is the opinion of this Rationale that Phase 1 of the proposed development should be exempt from the Subwatershed Study requirement and should be permitted to proceed through the planning process.

For the reasons outlined in this report, it is TBG's professional opinion that the proposed Official Plan Amendment is appropriate for consideration and approval.

Respectfully submitted,

THE BIGLIERI GROUP LTD.

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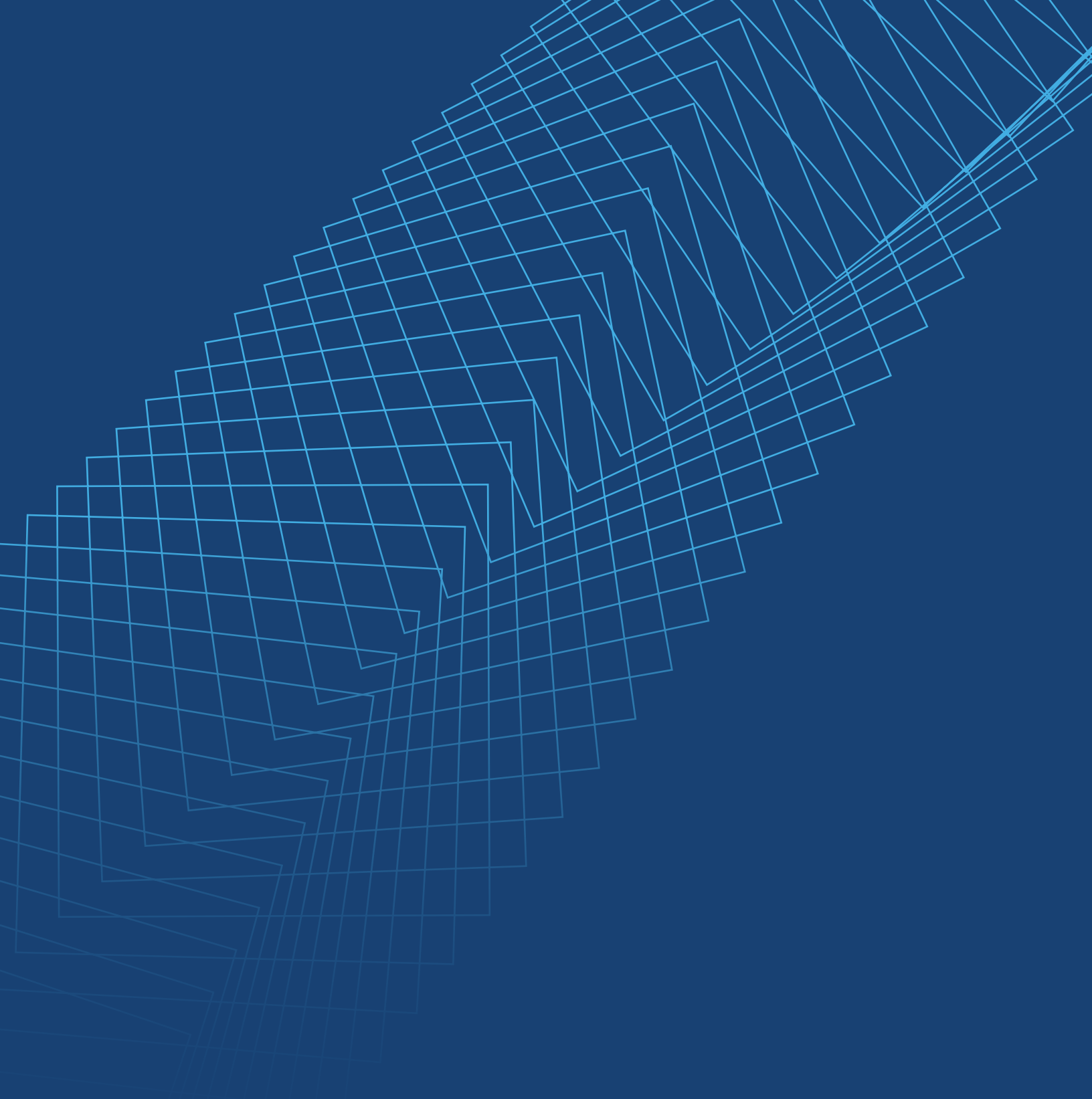

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