

Planning Justification Report

Vista Green

Niagara Falls, ON

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PREFACE

Upper Canada Consultants has been retained by Mountainview DAC Inc. to prepare a Planning Justification Report pertaining to an application for Zoning By-law Amendment on lands fronting Mountain Road, located at the south west corner of the Mountain Road and St. Paul Avenue intersection. The lands currently do not have a municipal address.

The property is currently vacant and over the years has been subject to previous Zoning By-law Amendment applications in 1998 for townhouse dwellings (By-law 1998-183), and in 2017 for apartment dwellings (2017-102).

The Zoning By-law Amendment has been prepared to amend the Zoning of the property from a site-specific Residential Four Zone (R4-449-1050) to a site-specific Residential Four Zone (R4-X). The current site-specific By-law is to be repealed and replaced with a new site-specific R4 Zone, therefore, the requested zoning amendment must be considered against the parent By-law 79-200, R4 Zoning provisions. Site-specific provisions pertain to minimum interior and exterior side yards, minimum lot area, minimum lot frontage, and maximum building height.

This Planning Justification Report provides an overview of how the application satisfies the requirements of the Planning Act, is consistent with the Provincial Policy Statement (2020) and conforms with the Growth Plan for the Greater Golden Horseshoe (2020), Niagara Official Plan (2022) and City of Niagara Falls Official Plan (as amended).

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

- Site Plan prepared by Upper Canada Consultants
- Elevations and Floor Plans prepared by Raimondo and Associates Inc.
- Shadow Analysis prepared by Raimondo and Associates Inc.
- Viewplane Analysis prepared by Raimondo and Associates Inc.
- Sight Line Assessment prepared by Paradigm Transportation Solutions Limited
- Geotechnical Investigation and Supplemental Vibration Comment Report prepared by Soil-mat Engineers & Consultants Ltd.
- Functional Servicing Report prepared by Upper Canada Consultants
- Noise Study prepared by Howe Gastmeier Chapnik Limited (HGC Engineering)
- Pedestrian Level Wind Study prepared by Gradient Wind

DESCRIPTION AND LOCATION OF THE SUBJECT LANDS

The submitted Zoning By-law Amendment application pertains to lands on the south-west corner of Mountain Road and St. Paul Avenue. The lands are legally described as Part of Lot 25 (Geographic Township of Stamford) City of Niagara Falls, Regional Municipality of Niagara.

The subject lands are visually shown in Figure 1 within the red outline.

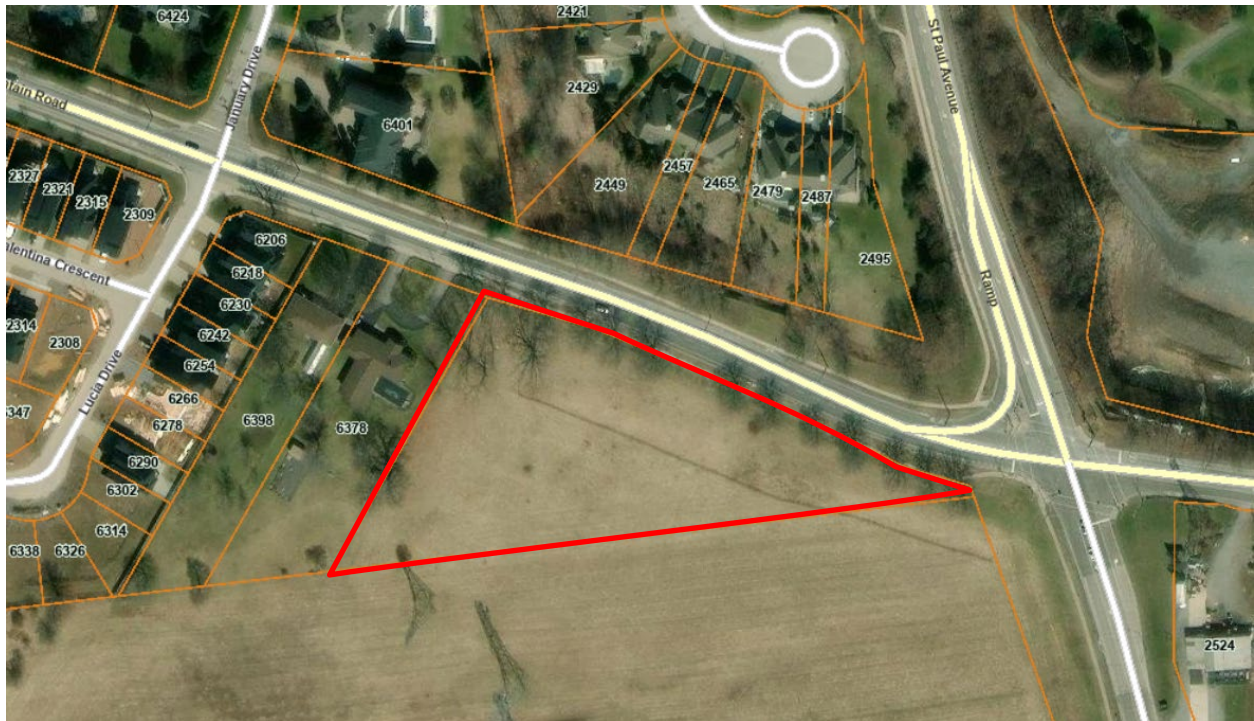


Figure 1 - Context Map – Cropped from Niagara Navigator (2020)

Location of the Subject Lands

The subject lands front onto the south side of Mountain Road and west side of St. Paul Avenue. They abut an existing single detached residential dwelling to the west at 6378 Mountain Road, and back onto a Hydro Corridor along the south side of the property. The subject lands are irregular in geometry and generally are triangular in shape. The subject lands do have frontage on St. Paul Avenue making Mountain Road and exterior side yard.

The existing frontages and cumulative area for the subject lands are as follows:

- St. Paul Avenue – 7.5 metres
- Mountain Road – 177.31 metres
- Site Area – 1.016 hectares

Existing Land Uses

The subject lands are currently void of any structures or buildings, and are currently vacant. The subject lands are currently a manicured grassed area with a few periphery trees along the Mountain Road frontage.

Adjacent Land Uses

The subject lands are located along Mountain Road and St. Paul Avenue which are both arterial roadways and are under the Niagara Region's jurisdiction, and are known as Regional Road 101 and Regional Road 100 respectively. These arterial roadways provide the main vehicular connections to subject land from the Queen Elizabeth Way (QEW) to the west and into the Niagara Falls commercial areas to the South.

Mountain Road and St. Paul Avenue are characterized by predominantly residential land uses, however, adjacent streets to the west and east contain residential dwellings.

To the north of the subject lands on the opposite side of Mountain road are a street townhouse dwelling fronting Walker Court, as well as a proposed multi-residential development on the east side of St. Paul Avenue, for which the lands have been zoned R5B-498.

Directly to the east of the subject lands on the east side of St. Paul Avenue is an existing agricultural fruit farm on lands municipally known as 2524 St. Paul Avenue. To the south is an existing Hydro Corridor which traverse from the Hydro Reservoir lands westerly across the municipality.

THE PROPOSED DEVELOPMENT

The owner has proposed to develop the subject lands as a five-storey (5) residential building containing of 71 residential apartment dwelling units. An image showing the preliminary Site Plan prepared is included below as Figure 2 and as Appendix I to this report.

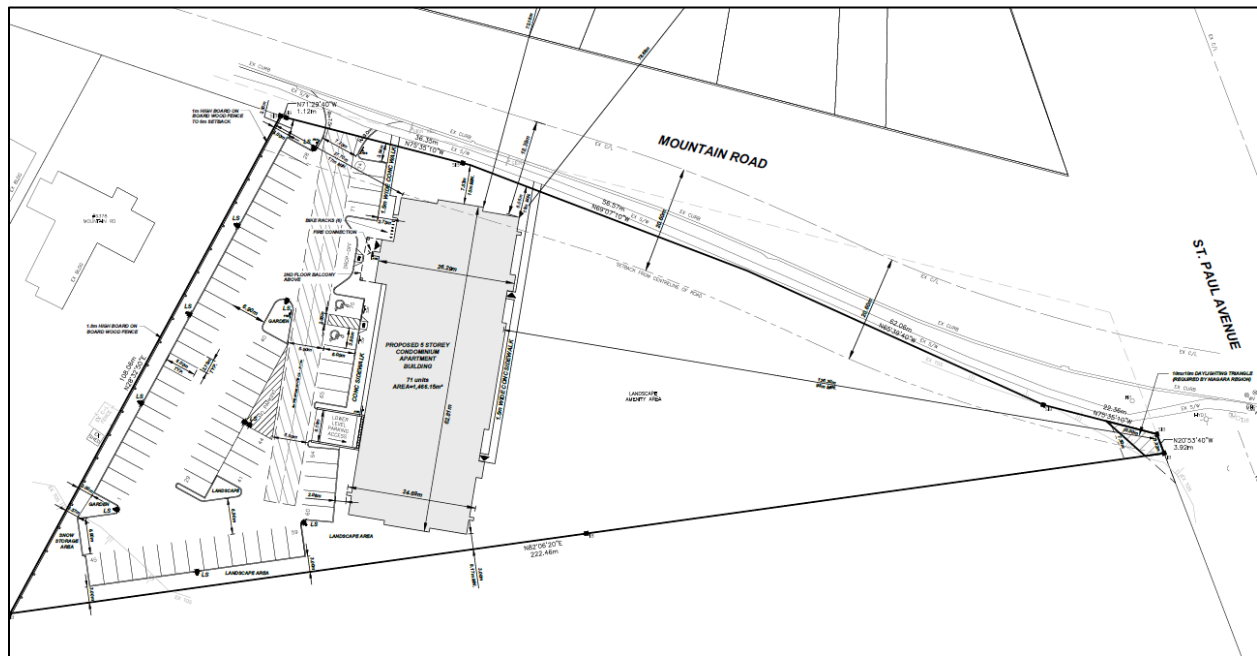


Figure 2 - Preliminary Site Plan prepared by Upper Canada Consultants

Proposed Elevations and Massing

The proposed building has been located lengthwise in north to south orientation generally on the west side of the subject lands, where the depth of the property allows for the placement of a building. The placement of the building has also been done in conjunction with available geotechnical information delineating a below grade shale deposit. The North end of the building will be a stepped down along the Mountain Road to four storeys', transitioning the building massing along the streetscape.

The main bulk of the five-storey building will be set back 9.4 metres from the main building wall. This stepping back is desirable as the northern end of the building interfaces with existing low-density residential development across Mountain Road and reduces the potential for overlook and shadow impacts.

Conceptual Elevations prepared by Raimondo & Associates Architects Inc. are provided as Figures 3 to 5 of this Report and in Appendix 1.

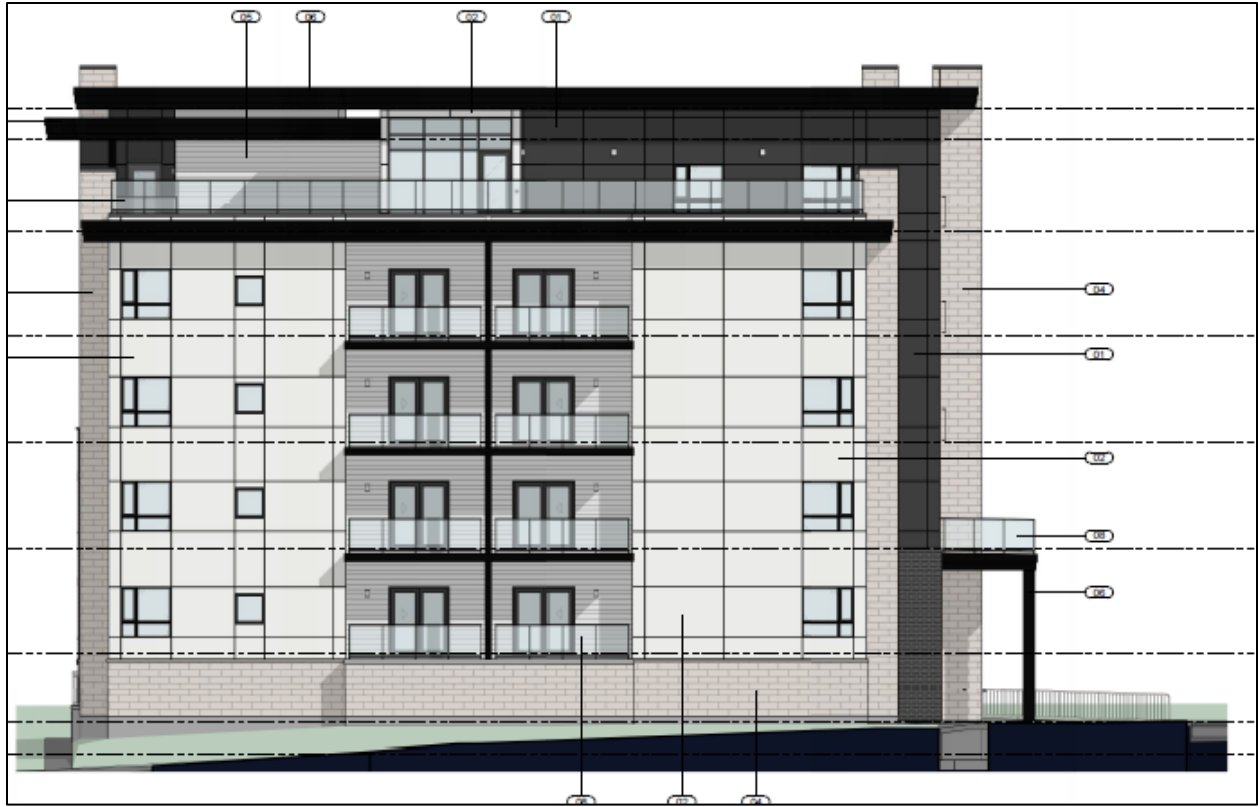


Figure 3 – Mountain Road Elevation (North)



Figure 4 – Mountain Road Elevation (West)



Figure 5 – St. Paul Avenue Elevation (East)

Residential Dwelling Units

The owner is proposing 71 residential apartment dwellings within the building, consisting of 71 dwelling units with 18 - 2-bedroom units and 53 1-bedroom units, subject to adjustment. The residential units will range in size between 732 square feet and 1056 square feet in area.

Building Amenities

The proposed building will include a mix of dedicated common amenity areas and private amenity areas for the residential portion of the building. Each unit will be accessible by common elevator with two stairwells.

On the fifth floor, a common amenity room and terrace will be provided for any the tenants in the buildings use. The common amenity room is 75m²+/- in size and the common terrace is 215m² in size.

All residential dwelling units will be provided with a balcony ranging in size from 4m² to 9m² depending on the unit. These areas will be exclusive for the tenants of each unit and is enough room for a small table and two chairs.

Parking

On-site parking will be provided internal to the subject lands through a combined underground parking garage and surface parking area, 102 spaces are proposed overall, with 24 spaces being provided underground and 74 spaces being provided above grade. Two (2) barrier free spaces will be provided on the surface and one (1) barrier free space will be provided above grade. It is intended that one (1) space will be provided for each unit with balance being thirty-one (31) spaces will be provided visitor parking. Overall a parking ratio of 1.43 spaces per unit is provided.

REQUIRED PLANNING ACT APPLICATIONS

A pre-consultation meeting pertaining to this development proposal occurred on March 2nd, 2023. City of Niagara Falls planning staff confirmed at that meeting that an application for Zoning By-law Amendment is required to permit the proposed development.

The residential building will be subject to future Site Plan Approval and Draft Plan of Standard Condominium applications to confirm site design and establish tenure, in due process.

As requested by the City and review agencies, a complete application submission for Zoning By-law Amendment must include:

- Conceptual Site Plan, Coloured Site Plan, and Elevations
- Geotechnical Investigation including Vibration Assessment
- Functional Servicing Report & Stormwater Management Plan (infrastructure modeling previously completed)
- Noise Study
- Viewplane Analysis
- Sight Line Assessment
- Planning Justification Report (including Urban Design Brief)
- Shadow Analysis
- Pedestrian Level Wind Study

These required materials are provided with the Application submission.

A copy of the pre-consultation agreement is included as Appendix II to this report.

Zoning By-law Amendment

An Application for Zoning By-law Amendment is proposed to amend the zoning of the subject lands from Residential 4 site specific zones 449 and 1050 (R4-449-1050) to a new Site-Specific R4 zone (R4-X). In order to do so, the existing zoning must be repealed, and the proposed zoning is to amend the parent by-law R4 zoning.

Site-specific relief is requested for the following:

- Reduce minimum lot area from 200m² per dwelling unit to 140m² per dwelling unit;
- Reduce minimum lot frontage from 30 metres to 7.5 metres;
- Reduce minimum interior side yard from one half of the building height to 3.0m;
- Reduce minimum exterior side yard from 7.5 metres plus any applicable distance specified in section 4.27.1 (20.6 m) to 6.0m;

- Increase maximum height of building or structure from 10 metres subject to section 4.7 to 23.5 metres

A copy of the Draft Zoning By-law Amendment is included as Appendix III to this report.

RELATED STUDIES AND REPORTS

Consistent with the submission requirements outlined during pre-consultation, and in addition to this Planning Justification Report, several supporting reports and studies have been completed in relation to the application. A brief overview of the purpose, findings and conclusions of these reports and studies are provided below.

Geotechnical Investigation and Vibration Assessment prepared by Soil-mat

The Geotechnical Investigation was completed to understand the suitability of the existing soils for the proposed development. The investigation completed a number of bore hole locations that provided information relating to a previous shale deposit on the east side of the site. This location was delineated and used as a basis for the proposed building orientation. A supplemental Geotechnical report will need to be completed for the structural design of the building at the building permit stage.

A supplemental report was prepared to address the Vibration concerns noted by the City, the report concludes that a typical spread footing is proposed, however the exact type of construction will not be determined until preparation of the Building Permit application. The report notes that appropriate pre-post condition survey and vibration monitoring will be completed through the construction process.

Functional Servicing Report prepared by Upper Canada Consultants

The Functional Servicing Design Brief contains an overview of existing site servicing, available municipal infrastructure and proposed servicing methods for the development.

The report identifies that there is an existing 200mm diameter watermain located on the north side of Mountain Road. A 150mm diameter connection is proposed to provide domestic and fire protection for the building.

The report identifies that there is an existing 250mm diameter sanitary sewer on Mountain Road and an existing lateral was constructed to the property line. The analysis concludes there is sufficient capacity to services the proposed development.

The report identifies there is an existing 300m storm sewer on Mountain Road that provides a stormwater outlet for the subject lands. The proposed development will utilize an on-site storage system for quantity controls and an oil/grip separator to provide quality controls.

Noise Feasibility Study prepared by HGC Engineering

A detailed noise assessment was requested to be submitted with the Zoning Application by Niagara Region to evaluate potential impacts from transportation noise sources along Mountain Road.

Based on the analysis completed, the consultant has recommended the provision of air conditioning for all units, so that windows can remain closed, and that appropriate warning clauses be included in all offers and purchase and sale agreements indicating that the development included noise control features and that forced air ventilation is provided to address the MECP requirements.

Sightline Assessment prepare by Paradigm Transportation Solutions Limited

The Sightline Assessment was completed to review and confirm the appropriateness and safety of the proposed driveway in relation to the adjacent intersections of Mountain Road and St. Paul Avenue to the east, and Mountain Road and Lucia Drive to the west. The assessment reviews the driveway locations in conjunction with the 60 km/h posted speed limit. The report concludes that the proposed driveway location provides for sufficient sight lines to the east and west and that the distance of the intersections from the driveway allows enough space for safe stopping and turning movements to and from the subject site.

Pedestrian Level Wind Study prepared by Gradient Wind

As required for multi-residential apartment developments in the City of Niagara Falls, a pedestrian level wind study was commissioned by the owner from Gradient Wind.

The scope of this study was a computer modelled assessment using a simulation of wind speeds for selected directions in a three-dimensional model. The intent of this analysis was to assess pedestrian wind comfort and safety within and surrounding the subject side.

The modelling completed by Gradient Wind produced the following findings:

- Most ground level areas are not expected to experience any significant impacts throughout the year, some landscaping improvements are to be included in the amenity area to the east to have suitable conditions for sitting.
- Wind conditions near building access locations are considered to be acceptable.

Overall, the report concludes that wind impacts on the preliminary design will be minimal, save for the landscaped area which is able to be protected through the use landscaping. The incorporation of required mitigation can be considered through the site plan process.

PROVINCIAL LEGISLATION AND PLANS

Development applications within the City of Niagara Falls are subject to the Ontario Planning Act (R.S.O. 1990), 2020 Provincial Policy Statement and 2020 Growth Plan for the Greater Golden Horseshoe. An assessment of how the applications satisfy applicable Provincial legislation and policies is provided below.

PLANNING ACT (R.S.O. 1990)

The Planning Act regulates land use planning in the Province of Ontario. The Act prescribes matters of Provincial Interest with regard to land use planning and the necessary procedures to follow when making or considering applications for development.

Section 2 – Matters of Provincial Interest

Section 2 of the Planning Act outlines matters of Provincial Interest that a planning authority must have regard for when contemplating a land use planning application. Matters of Provincial Interest include:

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

- q) *the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;*
- r) *the promotion of built form that,*
 - (i) *is well-designed,*
 - (ii) *encourages a sense of place, and*
 - (iii) *provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;*
- s) *the mitigation of greenhouse gas emissions and adaptation to a changing climate. 1994, c. 23, s. 5; 1996, c. 4, s. 2; 2001, c. 32, s. 31 (1); 2006, c. 23, s. 3; 2011, c. 6, Sched. 2, s. 1; 2015, c. 26, s. 12; 2017, c. 10, Sched. 4, s. 11 (1); 2017, c. 23, Sched. 5, s. 80.*

Clauses f), h), j), p), q) and r) are considered to be relevant to these applications, and are evaluated below.

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

The subject lands are accessible from municipal roadway Mountain Road and are currently serviced by municipal watermain, sanitary, and storm sewers. As outlined in the Functional Servicing Report the development will efficiently use these existing municipal services to support the development.

- h) *the orderly development of safe and healthy communities;*

The orderly development of safe and healthy communities is achieved through the development of the subject lands for a residential apartment dwelling. The proposed units can be supported by existing municipal services, proximate public transportation, arterial roadways and highways, and are located in close proximity to commercial uses and recreational facilities.

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

The application proposes 71 new residential apartment dwelling units on the subject lands. Currently, the property is vacant.

The surrounding area is predominantly comprised of single detached dwellings on large urban lots. The introduction of apartment dwellings will add variety to the housing choices in the immediate area. Generally, apartment dwelling units can be more affordable than detached dwellings, and when supply of housing is increased, it allows for better affordability in the market.

- p) the appropriate location of growth and development;

The subject lands are located within the City of Niagara Falls Settlement Area Boundary and Provincially delineated Built Boundary. As outlined in the Growth Plan and Regional Official Plan, the vast majority of growth is to be directed to Settlement Areas, and within those Settlement Areas, to Built-up Areas and lands with available municipal services.

The subject lands satisfy this criterion as they are within the Urban Area, Built-up Area and are currently provided with municipal services. The subject lands are also located in proximity to public transit stops on St. Paul Avenue, and are within proximity of commercial and employment uses, Regional roads and provincial highways, and employment opportunities.

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

The proposed development is based on a higher density residential built form than what is currently prevailing in the surrounding and provides direct connections to the existing pedestrian network and sidewalk fronting the subject site. The subject site is within at 10-15-minute walk to existing transit route 114 and 107 located to the south along St. Paul Avenue.

- r) the promotion of built form that,
(i) is well-designed,
(ii) encourages a sense of place, and
(iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;

The proposed architecture is well-designed and adds new and vibrant built form into this area of the City. The proposed building provides a street front presence by facing the public roadway, while softening the impact by providing a step back of the front wall location between the 4th and 5th storey.

The proposed development provides a sense of place through building massing, glazing and interactive elements such as patios, doors and landscaping. These inviting spaces will supplement the public realm and serve as attractive and accessible gathering and living spaces for existing and future residents in the area.

*Preliminary design elevations have been provided with the application (see **Appendix I**) that show high quality architectural design and efforts to ensure additional architectural interest along Mountain Road which improve the public realm.*

Section 34 – Zoning By-laws and Amendments

Applications for Zoning By-law Amendments are considered under Section 34 of the Planning Act. Amendments to municipal by-laws are permitted, subject to the provision of prescribed information. This application has been filed with the required fee and supporting materials requested through pre-consultation.

2020 PROVINCIAL POLICY STATEMENT

Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns (PPS 1.1)

The overarching purpose of the Provincial Policy Statement (2020) (PPS) is to provide direction to planning authorities on how to best achieve the development of healthy, livable and safe communities.

To achieve these types of communities, the PPS promotes efficient development patterns, mixes of residential dwelling types and land uses, the integration of planning processes with growth management, public transit and infrastructure planning and the conservation of biodiversity. Development proposals should not include land use patterns that cause public health and safety concerns or propose inefficient expansions creating barriers for accessibility and mobility for vulnerable populations.

The subject lands are located within the Niagara Falls Urban Area, which is delineated in both the 2022 Niagara Official Plan and City of Niagara Falls Official Plan. The Niagara Falls Urban Area is considered as a Settlement Area under the Provincial Policy Statement (2020). Policy 1.1.3.1 of the PPS directs that Settlement Areas are to be the focus of growth and development within Ontario communities. The application is consistent with PPS policy as the subject lands are located within a Settlement Area boundary and will accommodate residential and job growth.

As outlined in Policy 1.1.3.2 of the PPS, within Settlement Areas, development is to proceed in a manner that efficiently uses land and resources, is appropriate for the efficient use of existing or planned infrastructure and public service facilities, minimizes negative impacts on air quality and climate change, supports multi-modal transportation options including active

transportation and transit and freight movement. Land use patterns are to be based on a range of uses and opportunities for intensification and redevelopment.

The application is consistent with this policy direction as it proposes to make use of underutilized vacant land within a developed area of the municipality. The proposed development can be supported by existing municipal services and infrastructure and is in close proximity to public transit and key municipal roadways and highways. The compact nature of the development is desirable and efficiently uses land to facilitate growth while presenting a building location and layout that are compatible with the surrounding low-density residential uses.

Coordination (PPS 1.2)

Section 1.2.1 of the PPS directs that planning matters should be dealt with through a coordinated, integrated and comprehensive approach. This approach is recommended to ensure that consideration is given to all relevant matters including, but not limited to, natural environment, infrastructure, hazards, employment and housing.

Section 1.2.4 of the PPS requires that upper tier municipalities provide planning direction on allocations of population and employment, preferred growth areas, targets for intensification and transit supportive development. The Regional Municipality of Niagara is the upper tier government body that manages and monitors growth within the Region. In conformity with the Growth Plan, Regional level policy direction requires a minimum annual residential intensification rate of 60% to the year 2051. The applications are consistent with these requirements, as all residential units will be counted towards the annual intensification target for Niagara Falls.

Through the pre-consultation process, the planning authority and other review agencies provided direction on required studies and information needed to process the application. This comprehensive approach was used to ensure that all matters of Provincial, Regional and local interest are identified. The requisite studies and materials have been provided with the submitted application.

Housing (PPS 1.4)

Section 1.4 of the PPS (2020) requires municipalities and planning authorities provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area. This is to be achieved

though establishing targets for affordable, to low and moderately priced homes, including all forms of residential intensification, and second units.

The applications facilitate the development of 71 new residential apartment dwelling units under condominium tenure in the City of Niagara Falls. As the subject lands are generally bounded by a mix of older single detached dwellings, the introduction of new dwelling and tenure forms contribute to the range and mix of housing options prescribed by the PPS as well as the Regional and City Official Plans.

Overall, the application is consistent with Section 1.4 of the PPS and will assist in the provision of additional housing in the City.

Public Spaces, Recreation, Parks, Trails and Open Space (PPS 1.5)

The PPS directs planning authorities to promote healthy and active communities through the detailed planning of streets, spaces and facilities that are safe, foster social interaction and facilitate active transportation and community connectivity. To achieve this, Policy 1.5.1 of the PPS requires that a full range and equitable distribution of publicly accessible spaces for recreation be provided such as parks, trails, as well as access to shorelines for public enjoyment.

The subject lands are located within a 800+/- metre walk of the closest municipal park, being Fireman's park at the Dorchester Rd. and Mountain Rd. intersection. To supplement public parkland, the proposed development has included a large outdoor amenity area to the east of the proposed building, provide an expansive private recreational area. Additionally, proposed are individual balconies for each unit, and a common amenity room and terrace.

Infrastructure and Public Service Facilities (PPS 1.6)

A general tenant of the Policies within Section 1.6 of the PPS is that urban development must occur on urban services, and that existing infrastructure should be capitalized upon before undue expansions are considered.

As outlined in the Functional Servicing Report and previously discussed the proposed development will utilize existing services on Mountain Road.

The utilization of urban services within Settlement Areas is a requirement of the PPS and the preferred method for accommodating growth in communities to mitigate risks to public health and safety.

Transportation

The Policies under Section 1.6.7 of the PPS directs that efficient use should be made of existing and planned transportation infrastructure, that connectivity amongst systems and modes be maintained and improved, and that land use patterns, density and mix of uses should be promoted that minimizes the length and number of vehicle trips, and supports public transit.

The subject lands are located along Regional Road 101 (Mountain Road) and Regional Road 100 (St. Paul Avenue), which are identified as an Arterial Roads on Schedule C the City of Niagara Falls Official Plan. They both provide convenient access to important Regional and local thoroughfares and Provincial Highway, the QEW. Opportunities for walking and cycling within adjacent neighbourhoods are abundant, as they contain sidewalks, tree lined boulevards and lower volumes of traffic.

Long Term Economic Prosperity (PPS 1.7)

Section 1.7.1 of the PPS outlines several ways in which economic prosperity can be supported in Ontario. Based on the criteria listed in Policy 1.7.1, Policies 1.7.1 b), e) and h) are relevant to the applications.

Policy 1.7.1 b) encourages residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce. With regard to this application, the applications will respond to housing needs by utilizing vacant lands. The provision of higher density development is difficult in designated low-density residential areas where compatibility issues can emerge and land values are higher. By amending the zoning by-law, the subject lands can be utilized for higher development potential.

Policy 1.7.1 e) encourages developments to emulate a sense of place by promoting well designed built form. The proposed development scheme includes visually interesting architectural design and places emphasis on the relationship between the base of the building and surrounding streets. The inclusion of ground level glazing, varieties of building materials and colours, landscaping and outdoor amenity spaces are an improvement of the existing character of the streetscape along Mountain Road and St. Paul Avenue which are currently void of any built form.

Energy Conservation, Air Quality and Climate Change (PPS 1.8)

Section 1.8 of the PPS directs planning authorities to prepare for impacts of a changing climate through the consideration of development that is compact, utilizes multi-modal non-automobile modes, provides connectivity between and the integration of residential and employment uses.

The proposed development utilizes urban lands for a compact form of residential development. The provision of housing within the low-density area are in proximity to public transit and will provide an opportunity for the improve transit use and reduce auto dependency.

Cultural Heritage and Archaeology (PPS 2.6)

Section 2.6 of the PPS requires that significant built-heritage resources and significant cultural heritage landscapes be conserved. Further to this, development shall not be permitted on lands that contain archeological resources or areas of archeological potential.

The Regional Municipality of Niagara has an Archeological Screening Tool that defines areas of the municipality that exhibit potential for archaeological resources. Schedule K of the Niagara Official Plan (2022) shows the property being within an area of archaeological potential, which conformed the requirement for this study to be completed.

The subject lands were assessed for archaeological resources by Archeological Research Associated Ltd. Through Stage 1 and 2 investigation, no archaeological resources were encountered. The appropriate clearance letters were previously received and accepted by the Niagara Region.

2020 GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE

Guiding Principles (PTG 1.2.1)

In order to realize the vision of the Growth Plan, policies within the Plan are based on the following principles:

- Support the achievement of complete communities that are designed to support healthy and active living and meet people’s needs for daily living throughout an entire lifetime.
- Prioritize intensification and higher densities in strategic growth areas to make efficient use of land and infrastructure and support transit viability.
- Provide flexibility to capitalize on new economic and employment opportunities as they emerge, while providing certainty for traditional industries, including resource-based sectors.
- Support a range and mix of housing options, including additional residential units and affordable housing, to serve all sizes, incomes, and ages of households.
- Improve the integration of land use planning with planning and investment in infrastructure and public service facilities, including integrated service delivery through community hubs, by all levels of government.
- Provide for different approaches to manage growth that recognize the diversity of communities in the GGH.
- Protect and enhance natural heritage, hydrologic, and landform systems, features, and functions.
- Support and enhance the long-term viability and productivity of agriculture by protecting prime agricultural areas and the agri-food network.
- Conserve and promote cultural heritage resources to support the social, economic, and cultural well-being of all communities, including First Nations and Métis communities.
- Integrate climate change considerations into planning and managing growth such as planning for more resilient communities and infrastructure – that are adaptive to the impacts of a changing climate – and moving towards environmentally sustainable communities by incorporating approaches to reduce greenhouse gas emissions.

The submitted applications will facilitate the development of a multi-residential development within the City’s Settlement Area boundary. The proposed built form is appropriate to place near the intersection of two arterial roads, which is an important cross road that provides access into the City’s north end commercial area and beyond. Developing dwelling units in proximity to this area will leverage existing assets such as commercial uses, highway access, public transit and employment opportunities.

Managing Growth (PTG 2.2.1)

The subject lands are located within the Niagara Falls Settlement Area and within the Provincially established Built-up Area. Consistent with the overall goal of the Growth Plan to create complete communities, the application will facilitate intensification-based development that is generally consistent with the goals, objectives and policies of the City's Official Plan and Zoning By-law.

The application manage growth appropriate by utilizing existing municipal services and utilities, being proximate to highways and public transit and within walking distance to employment and commercial uses. The proposed amendments seek to maximize the development potential of the subject lands to ensure an appropriate yield for housing opportunities within a developed area of the City of Niagara Falls.

Delineated Built-up Area (PTG 2.2.2)

By 2031, and each year afterwards, 50% of all growth within the Regional Municipality of Niagara is to occur in the Built-up Area as intensification. Consistent with Growth Plan Policies 2.2.2.1 & 2.2.2.3, the Regional Municipality of Niagara has an established annual residential intensification target of 50% for the City of Niagara Falls, as its contribution to growth.

The development of the subject lands with residential apartment dwelling units will assist the City and Region in meeting prescribed minimum residential intensification targets, while limiting pressures for additional greenfield lands and urban boundary expansions.

Housing (PTG 2.2.6)

The Growth Plan requires that a mix of housing forms be provided through new development. With regard to multi-unit development, the Growth Plan states that a variety of unit sizes are encouraged to be provided.

The proposed development will include 71 new residential apartment dwelling units of varying sizes. Residential apartments can be considered as a more attainable form of housing when compared to other housing forms such as detached dwellings and townhouses that require more land and individual infrastructure. The condensed urban form of an apartment building uses land more efficiently than traditional ground-based dwellings and in turn can reduce the overall cost of a dwelling unit, thus improving housing affordability.

Transportation (PTG 3.2.2)

Similar to infrastructure planning, transportation planning and investment must be coordinated with development. Within Urban environments, the primary goals of the Growth Plan are to provide connectivity amongst modes, provide balance in transportation choices, to be sustainable, to ensure multimodal access to housing, jobs and other community elements and to ensure safety.

The subject lands are accessible by multiple modes of transportation including public transit, walking, cycling, and private automobile.

Moving People (PTG 3.2.3)

Section 3.2.3 of the Growth Place places emphasis on the provision of public transit service to support development.

In conformity with this direction, the subject lands are serviced by proximate public transit routes and stops to the south. The density generated may serve as a catalyst for improving existing transit service and providing new access to the neighbourhood along Mountain Road.

Water and Wastewater Systems (PTG 3.2.6)

The Growth Plan requires that urban development must be supported by urban services such as watermain and sanitary sewers.

As outlined in the Functional Servicing Report the subject lands can be adequately serviced by existing municipal services.

Stormwater Management (PTG 3.2.7)

Although prescribed by the Growth Plan, the City of Niagara Falls is one of many Niagara municipalities which does not have a Stormwater Management Master Plan. Although a master plan is not in effect, new developments must ensure that stormwater can be managed on site with no impact on adjacent lands.

Stormwater will be managed in accordance with City and Regional requirements through the utilization of on-site storage and on-site treatment prior to being outlet to an existing storm sewer. The servicing method for the development is both appropriate and required for urban development.

Cultural Heritage Resources (PTG 4.2.7)

Policy 4.2.7.1 of the Growth Plan encourages municipalities to prepare Archaeological Master Plans to use in the consideration of development applications. The Regional Municipality of Niagara has an Archeological Screening Tool that defines areas of the municipality that exhibit potential for archaeological resources. Schedule K of the Niagara Official Plan shows the property being within an area of potential, therefore archeological assessments were required to be completed.

As noted previously in this report, the subject lands were assessed for archaeological resources and were found to be void of any artifacts.

NIAGARA OFFICIAL PLAN (2022)

The Niagara Official Plan provides a comprehensive and long-range planning vision for the Regional Municipality of Niagara. The Official Plan's primary focus is implementing Provincial Policy and Plans, the Regional Growth Strategy and providing regional-level land use planning direction on attributes and resources unique to Niagara.

The subject lands are located within the Niagara Falls Urban Area and the Built-Up Area on Schedule B of the Niagara Official Plan as shown on Figure 6 below.



Figure 6 – Schedule A of the Regional Official Plan (Cropped Image)

Growing Region (Chapter 2)

The Niagara Official Plan (NOP) contains the Regional level growth policy direction for Niagara Region and the twelve (12) local municipalities inclusive of population and employment forecasts, intensification targets and specific locations and methods for development.

The NOP directs the majority of anticipated growth development to occur in settlement areas where full urban services are available as well as public transit, community and public services and employment opportunities. The Plan directs that 60% of all residential units occurring annually within Niagara are to occur within the Built-up Area to ensure the achievement of local intensification targets.

The subject lands are located within the Niagara Falls Urban Area (Settlement Area) and are within the Delineated Built-up Area on Schedule A of the NOP. Niagara Falls has a forecasted population of 141,650 people and 58,110 jobs by 2051, per Table 2-1 of the NOP. The required intensification target set by the Region for the City of Niagara Falls is 50% or 10,100 units, per Table 2.2 of the NOP.

The objectives of Section 2.2 of the NOP are generally to manage and accommodate growth in settlement areas through strategic intensification, promote transit supportive development

The proposed development will contribute 71 new apartment dwellings into the City's housing supply within the Settlement Area Boundary. The subject lands are a suitable location for compact residential development as located at the intersection of two arterial roads, are accessible by existing municipal/Regional roadways and can be supported by existing municipal infrastructure. The proposed development will assist the City in accommodating forecasted growth and the achievement of its 50% minimum annual residential intensification target.

Section 2.3 of the NOP contains objectives and policies that pertain to the provision of housing. The NOP's housing objectives are to provide a mix of housing options to address current and future needs, provide more affordable and attainable housing options and to plan to achieve affordable housing targets through land use and financial tools.

The applications will facilitate the provision of new apartment dwelling units amongst a mix of detached low-density housing. In comparison to detached dwellings, apartment dwellings can be relatively more affordable or attainable for purchasers or sub-let renters. The inclusion of purpose built-apartment units provides necessary supply and choice into the market.

CITY OF NIAGARA FALLS OFFICIAL PLAN (1993, as Amended)

The subject lands are designated as “Residential” on “Schedule A – Land Use Plan” of the City of Niagara Falls Official Plan, as outlined in Figure 7, below.

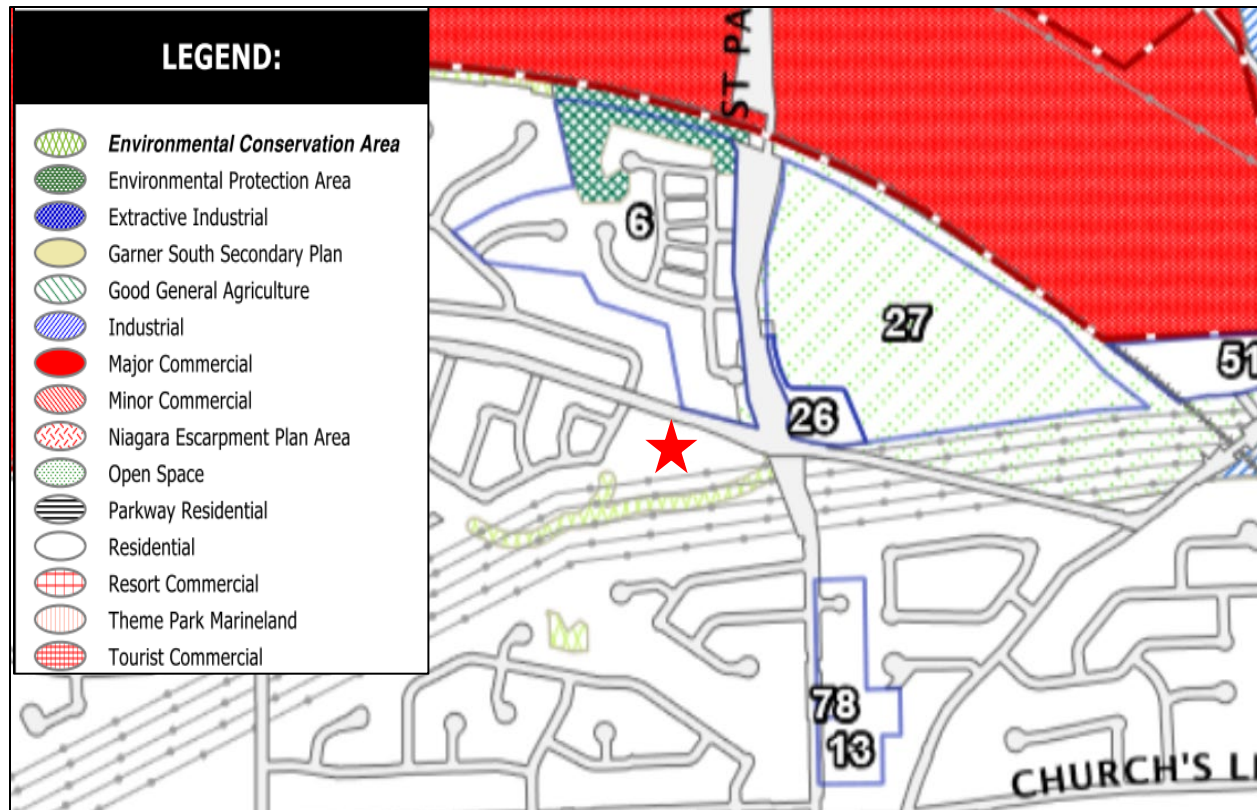


Figure 7 – Schedule A - City of Niagara Falls Official Plan (Cropped Image)
Subject lands Delineated with a Red Star

PART 1 – PLAN OVERVIEW AND STRATEGIC DIRECTION

Part 1 of the City of Niagara Falls Official Plan describes the purpose, legislative basis, format, and interpretation of boundaries of the Official Plan as well as the period during which the Plan is to apply. This Part of the Official Plan also outlines the Strategic Policy Direction of the City to accommodate future growth through land use planning and intensification.

Part 1, Section 2 – Strategic Policy Direction

Part 1, Section 2 of the Niagara Falls Official Plan contains the growth objectives for the municipality that pertain to lands within the municipality both within and outside the Urban Area. These objectives range in focus between development, employment, tourism and the environment.

Specifically, the proposed development will contribute to the achievement of Objectives 1, 3, 5, 6, 7, 9 and 13 of the Official Plan, which include:

- To direct growth to the urban area and away from non-urban areas (Obj. 1)
- To support increased densities, where appropriate, and the efficient use of infrastructure within the Built-up Section of the Urban Area (Obj. 3)
- To meet the targets as established by the Province through the Greater Golden Horseshoe Growth Plan and through the Region of Niagara Comprehensive Review. (Obj. 5)
- To accommodate growth in accordance with the household, population and employment forecasts of the Region's Comprehensive Review: (Obj. 6)
- To achieve a minimum of 40% of all residential development occurring annually within the Built-Up Area shown on Schedule A-2 by the year 2015. (Obj. 7)
- To encourage alternative forms of transportation such as walking, cycling and public transit (Obj. 9)
- To develop a transit and pedestrian friendly, sustainable and livable City through the use of urban design criteria and guidelines. (Obj. 13)

The application conforms with Objective 1 as development is proposed within the Niagara Falls Urban Area (Settlement Area).

Conformity with Objective 3 is achieved as the application proposes development within the Built-up Area, which is a priority location for development and growth in the community. The development site is supported by full urban services, existing public roadway frontages and utilities. The subject lands are situated along an arterial roadway and are proximate to public transit service which are preferable locational characteristics for intensification-based developments.

Objectives 5, 6 and 7 are satisfied through the development of residential apartment units within the Urban and Built-up Area. This proposed growth will assist the City in achieving growth targets prescribed in Provincial and Regional plans and the Provincially allocated housing commitment of 10,000 units. A 50% annual residential intensification target for Niagara Falls is prescribed in the Niagara Official Plan (2022). The proposed development will contribute residential units towards this minimum target, as well.

The increased density proposed on the subject lands will be supported by proximate public transit service and existing pedestrian and cycling infrastructure in the general area. Increases in residential density are desirable as they can support increases in non-automobile portions of the modal share.

Section 2 of Part 1 of the Official Plan contains Growth Policies for the City of Niagara Falls, which include:

- 2.1 *The City shall protect agricultural uses in the non-urban area from urban pressures through the use of the Good General Agricultural Land Use designation and its related policies.*
- 2.2 *The City shall protect its Natural Heritage Areas, their features, quality and functions, through the Environmental Protection Area land use designations and their related policies.*
- 2.3 *The City shall provide sufficient lands within the Urban Area Boundary to meet the projected housing, population and employment targets of Table 1.*
- 2.4 *The opportunity for increased densities within the Built Area Boundary shall be provided to make use of existing infrastructure, buildings and available transit through specific policies for the intensification nodes and corridors outlined in Part 1, Section 3.*
- 2.5 *Phasing policies shall guide growth across the urban area to make the most efficient use of existing and new infrastructure and to reduce the costs of providing new infrastructure.*
- 2.6 *The City shall utilize Secondary Plans wherever possible for development within its Greenfield areas to ensure the design of complete communities providing both employment and residential opportunities.*
- 2.7 *The City shall identify lands along the Queen Elizabeth Way to be protected for employment uses under the Gateway Economic Zone directive of the Province.*
- 2.8 *The City shall consider residential and employment growth in relation to Schedule "B" - Phasing of Development and the policies of Part 1, Section 3 of this Plan.*
- 2.9 *The City shall monitor growth within the urban area at 5 year intervals to measure compliance with targets of the Province's Growth Plan and the Regional Niagara Policy Plan.*
- 2.10 *Expansions to the urban boundary shall only be considered in accordance with the Regional Policy Plan. Notwithstanding this and the policies of PART 4, Section 2.8, the applications to amend this Plan and the Regional Policy Plan affecting the lands west of*

the QEW to Kalar Road and south of Mountain Road to the hydro transmission corridor, may be considered in accordance with the transition regulations of the Planning Act and Places to Grow Act for pre-existing applications.

2.11 Expansions to the urban boundary shall only be considered in accordance with the Regional Policy Plan. Notwithstanding this and the policies of PART 4, Section 2.8, the applications to amend this Plan and the Regional Policy Plan affecting the lands west of the QEW to Kalar Road and south of Mountain Road to the hydro transmission corridor, may be considered in accordance with the transition regulations of the Planning Act and Places to Grow Act for pre-existing applications.

2.12 No new urban areas shall be created.

Objective 2.4 is relevant to the submitted application and requires the achievement of increased densities within the Built Area Boundary that make use of existing infrastructure, buildings and available transit through specific policies for the intensification nodes and corridors outlined in Part 1, Section 3.

Although the subject lands are not within or along any designated nodes and corridors in the Official Plan, the locational characteristics of the site (i.e. fully serviced, near transit, in proximity to employment and services) qualify the subject property as a preferred candidate for intensification from a land use planning perspective.

Part 1 Section 3 – Intensification

As required by the recently approved Niagara Official Plan (2022) intensification is required to represent a minimum of 50% of residential development annually in the City of Niagara Falls.

Consistent with Part 1, Section 3 of the Official Plan, intensification is to be accommodated within the Built-up Area and on lands designated Residential, which the application proposes, as it seeks to make better use and accommodate a more appropriate built form on the subject lands.

The General Policies for Intensification in the City of Niagara Falls include:

3.1 Unless otherwise permitted through the maps and policies of this Plan, residential intensification shall require an amendment to this Plan and proceed by way of site-specific zoning by-law amendment whereby individual proposals can be publicly assessed. Proposals of sufficient land area shall be developed through plans of subdivision.

3.3 *The extent of the Intensification Nodes and Corridors as shown on Schedule A-2 and the limits of the height strategies of Schedules A-2(a), A-2(b), A-2(c) and A-2(d) are not intended to be scaled but a guide whereby building heights shall be considered on each individual basis with regards to the character of surrounding development.*

3.4 *The intensification through redevelopment of lands designated Residential in this Plan shall comply with the policies of Section 2, 1.10.5 (ii) of this Plan.*

Policy 3.1 pertains specifically to intensification within the Residential designation, and requires that developments shall conform with the height and design policies of Section 1.10.5 of the Official Plan, as well as the minimum density requirements for increased density. Confirmation from staff was received through pre-consultation that this proposal is subject to Policy 1.10.5 (ii) as it is not on a transit route or immediately adjacent to commercial uses. This policy sets out a minimum density of 50 units per hectare and a maximum of 75 units per net hectare. The proposal for the subject lands proposed a density of 70 units per net hectare and therefore conforms with the intensification policies. While Policy 1.10.5 (ii) notes a maximum height of 4 storeys, Policies 1.10.2 discuss and allow for the flexibility of height. A fulsome analysis of conformity with the Residential policies of the Official Plan is provided further on in this report.

Part 1, Section 4 – Housing

Part 1 Section 4 of the Niagara Fall's Official Plan was recently adopted via Official Plan Amendment 149. These polices were prepared to direct the municipality and guide private applications with regard to housing affordability and supply within the City.

The overall vision of the new policy set is to ensure that within the City of Niagara Fall, there is a safe, stable and appropriate range of housing choices and opportunities that meet resident's physical and financial needs throughout a lifetime.

The goals that are used to implement this vision pertain to housing availability, diversification of supply, prices and tenue types, the removal of barriers for alternative housing forms, the commitment to monitoring of supply, and to work with partners and agencies to advance actions set out in the housing strategy.

The proposed development specifically addresses policies of Section 4.3 which speak to achieving a greater diversity of housing choice including type, tenure, cost, and location.

Section 4.4 speaks to the requirement to specifically include a housing impact statement within a Planning Justification Report in accordance with Policies 4.4 a)-e), which are listed and discussed below:

- a) The proposed housing mix by dwelling type and number of bedrooms, as applicable;

The proposed development conforms to this objective as it contains 71 apartment dwelling units containing both 1- and 2-bedroom units at this time the unit breakdown is 18 two bedroom units and 53 one bedroom units, overall the project is comprised of a different form of residential built form than the single detached dwellings that dominate the north end of Niagara Falls.

- b) How the proposal contributes to achieving the City's Annual housing targets as outlined in Part 1, Section 4, Policy 4.8 a) and b);

Policy 4.8 a) and b) speak to the housing target of 135 dwelling units per year to be built at a purchase price or rental price at or below the Niagara Region's definition of affordable housing and 135 dwelling units to be built as affordable rental housing in the 30th percentile or lower based income levels in the City's annual housing monitoring report.

The addition of seventy-one (71) dwelling units in Niagara Falls brings the municipality and Region closer to achieving their growth objectives. Though these units do not meet the definition of "affordable" as set out by the Region, they will contribute to enhancing the overall housing supply and range of housing in Niagara Falls, adding an attainable aspect to the development.

- c) The estimated rents and/or sales prices of the development, indicating where they are either above or below the threshold for affordable as defined by the Niagara Region and the City;

The estimated sale price of the units ranges from \$600,000 to \$750,000 depending on the size and number of bedrooms, amid numerous other variables.

Policies 4.4 d) – e) discuss affordable housing and as this project is not an affordable housing project the information therein is not applicable to the proposal.

Overall the proposal aids in the provision of an apartment dwelling type that is not otherwise present in the immediate area in the north end of Niagara Falls and contributes to the goals and objectives of the Cities Housing policies.

PART 2 – LAND USE POLICIES

Part 2 of the City of Niagara Falls Official Plan contains policies for various land uses within the municipality. As noted, the subject lands are designated as "Residential" in the City's Official Plan and in addition to general policies, the development is specifically subject to Part 1, Section 4 of the Plan.

Part 2, Section 1 – Residential

Further to the existing Residential Official Plan designation the proposed development contains 71 residential apartment dwellings and will satisfy and conform with the overarching Residential land uses objectives and policies of the Official Plan.

General Policies

Policy 1.1 indicates that the predominant land use in residential land use designation should be residential, this application is for residential apartments and is in conformity.

Policy 1.2 requires that opportunities for housing choice be provided to meet the changing needs of households in both the Built-up Area and Greenfield Area.

The applications will facilitate the development of multiple residential units through the development of a vacant underutilized parcel of land within the Built-up Area.

Policy 1.5 provides a mechanism to allow taller building heights than prescribed in the Official Plan through the consideration of suitable, well-designed developments, by way of an implementing zoning by-law amendment. Minor increases in height are also permitted to be considered through Policy 1.6 and the Community Benefits provisions of the Planning Act. As noted, the proposal is 5-storeys in height which is a minor increase to the existing permitted height in the Official Plan Area and is further supported by this policy even though it is already zoned to permit 6-storeys in height. This existing height permission will be further secured through the implementation of the zoning by-law proposed with this application.

Policy 1.8 explains that exposure of new residential development to less compatible uses such as arterial roadways is to be minimized. While this exposure is applicable in this instance, a noise impact study has been included in this submission.

Built Up Area

As shown on Schedule A2 of the City of Niagara Falls Official Plan (see Figure 8), the subject lands are identified as being within the Built-up Area.



Figure 8 - Schedule A2 –
City of Niagara Falls Official
Plan – Subject Lands Shown
with a Red Star

Within Part 2, Section 1, Policy 1.10 of the Official Plan there is a clear municipal position that opportunities currently exist throughout the Built-up Area to develop new housing units specific to areas designated as “Residential”. These infilling and intensification opportunities are supported by the Official Plan, but must integrate well into the surrounding neighbourhood.

Section 1.10 of the Official Plan contains a policy subset that directs how certain forms of residential development within the Built-up Area are to occur and function.

Policy 1.10.1 states: The character of the existing neighbourhoods within the Built-up Area shall be retained. Accordingly, residential development, intensification and infilling shall blend into the lot fabric, streetscape and built form of a neighbourhood.

Policy 1.10.2 states: A gradation of building heights and densities will be encouraged together with sufficient horizontal separation distances between taller buildings and low-rise dwellings in order to ensure a complementary arrangement of residential uses.

While the proposed type and built form of development is already permitted, the proposed building has been designed and sited in and design in a manner that is compatible to the surrounding land uses by exceeding a 45-degree angular plane and by stepping down of the building along the Mountain Road frontage.

Policy 1.10.5 discusses the inclusion and encouragement of other forms of development within predominantly single detached housing neighbourhoods. As the application proposes a Medium density residential apartment building at 70 units per hectare and therefore subsection (ii) of Policy 1.10.5 is applicable. This policy states that:

1.10.5 (ii) Stacked townhouses, apartments and other multiple housing forms with building heights of not more than 4 storeys can be developed to a maximum net density of 75 units per hectare with a minimum net density of 50 units per hectare. Such development should be located on collector roads and designed with a street presence that is in character with the surrounding neighbourhood. In addition, setbacks should be appropriate for the building height proposed and greater where abutting lands are zoned for single or semi-detached dwellings.

As noted previously in this report in the discussion related to Part 1 of the Official Plan (which references these policies), this proposal is to be evaluated under this policy, even though it is on an arterial road, it is not along a transit route and not adjacent to commercial uses, the proposal is to be evaluated under this policy. While the proposal is for a five-storey building, one storey higher than the height permitted under 1.10.5 (ii), it is noted that Policy 1.5 of Part 1 allows for an increased building height and to the 5th storey, notwithstanding the existing height permission of 6 stories.

The proposal has been brought forward to the street to create a street front presence for the building while providing a step back of the 5th storey from the Mountain Road street frontage, to soften and provide a more gradual increase in height from the street frontage. The view and gradation of height will work well with the existing trees lining Mountain Road as the canopy ranges from 2-3 stories in height, the proposed building will then come in at 4-5 storeys in height. A Viewplane Analysis is provided separately in this report.

The proposal has been spatially separated from the nearest low-density use, 6378 Mountain Road, the single-detached dwelling to the west, with a 27.7m setback from the mutual property line. With a building height of 19.8m, a 45-degree angular plane has been achieved providing sufficient separation and is considered a compatible interface.

PART 3 – ENVIRONMENTAL MANAGEMENT

Part 3 of the city of Niagara Falls Official Plan contains policy direction on phasing, infrastructure, transportation and the public realm.

Part 3 Section 1 – Municipal Infrastructure

Policy 1.2.4 and Policy 1.3.1 are two policies that require development within the Urban Area to be provided with full municipal water and sanitary services with capacity to service the development and for storm drainage be connected to and serviced by a suitable storm drainage system and outlet.

As outlined in the Functional Servicing Report, the proposed development will be serviced by the existing servicing on Mountain Road. These services have sufficient capacity to service the subject lands.

Policy 1.4 discusses waste disposal and how it is the responsibility of the Niagara Region. Seeing as this development is not eligible under the Niagara Region's waste collection policies, private waste collection will be provided for this development.

Section 1.5 discusses the City's transportation system. The subject lands have frontage on both Mountain Road and St. Paul Avenue which are Regional Roads and accordingly are considered arterial roads on Schedule A-2 of the Official Plan. Both existing roadways provide for both vehicular and active transportation options, and Mountain Road provides ingress and egress access from the subject lands.

Through pre-consultation the Niagara Region identified the need for a 10x10 metre daylighting triangle. This 10x10 metre area is to be dedication through the site plan stage to the Niagara Region as a road allowance in order to facilitate the standard sight triangle at the intersection of Mountain Road and St. Paul Avenue.

Part 3 Section 2 – Parkland Strategy

Policy 2.5 outlines an alternative to requiring land conveyances. As part of a future implementing site plan approval, the appropriate cash-in-lieu contribution will be required as identified through the pre-consultation meeting.

Part 3 Section 5 – Urban Design Strategy

The Urban Design Strategy set out in the Official Plan generally seeks to ensure that development and redevelopment is of a high architectural quality, evokes a sense of place, is compatible with surrounding development and contemplates and provides for appropriate opportunities for pedestrian scaled development and robust landscaping.

Policy 5.1.1 discusses how the design of new development is to address height, setbacks, massing, siting and architecture of the surrounding area. The surrounding low-density neighbourhoods have been considered, however aside from the height there are varying design styles, ages, and a range of different siting standards depending on the age of the dwellings. While a different format of development, the proposed development has been completed in a tasteful manner that provides for high quality building design while adhering to appropriate separation from the surrounding uses.

Policy 5.1.3 discusses the minimization of microclimatic impacts. The Pedestrian Level Wind Study identifies favourable conditions for both sitting and standing throughout the site, however some landscape features are to be incorporated on the east side of the building through the future site plan process to incorporate landscaping designs to allow for sitting areas in the landscaped amenity area.

Policy 5.1.4 discusses prominent landmark locations along important roadway corridors, and encourages high quality design and landscaping. While not identified as a landmark site, the proposed development of the subject lands as a residential apartment building along with the existing site constraints provides for significant opportunities for enhancing the existing streetscape and public realm. In particular, the southwest corner of the Mountain Road and St. Paul Avenue intersection is the proposed outdoor landscaped amenity area identified on the site plan. This area will maintain and enhance the look and feel of the existing intersection.

The proposed built form is pedestrian oriented with a minimal setback along Mountain Road, landscaping and pedestrian access to both sides of the building.

Policy 5.1.5 states that Parking areas are to be minimized within the front yard of development sites. Parking shall primarily be located in the rear or side yards of development sites with sufficient landscaping utilized to create an effective buffer to abutting lands. The proposed

surface parking area has been located on the west interior side yard of the proposed lands and accommodated landscape buffering to Mountain Road, the existing residential property to the west, and the hydro corridor to the south.

VIEWPLANE & URBAN DESIGN ANALYSIS

Viewplane Analysis

Viewplane drawings were prepared by Raimondo and Associates Architects Inc. to illustrate the view of the proposed development on the site from either direction along the Mountain Street frontage. A view from the corner of St. Paul Avenue and Mountain Road was provided, as well as a view coming down Mountain Road towards St. Paul Street (Appendix I).

The first perspective from St. Paul Avenue looking west shows the mature trees along Mountain Road creating a significant visual buffer for the apartment building. These trees are approximately two to three-storeys in height, and will remain on the subject lands. These established trees will contribute greatly to the landscaped amenity space and streetscape aesthetic.

The second perspective looking from Mountain Road to St. Paul Avenue displays greater visibility, however there are surrounding residences along the roadway and mature trees that provide adequate buffering. Further landscaping will also be incorporated into the plan, which will include a variety in height to further reduce the visual impact to Mountain Road. From this perspective, the trees on the north side of Mountain Road also appear to be similar in height to the building.

While the building will still be visible from Mountain Road, the large landscaped area at the St. Paul Ave. and Mountain Road corner will provide separation and maintain the open feeling of traffic heading south bound from St. Davids through to North Niagara Falls along St. Paul Avenue and not negatively impact the viewplane.

Streetscape

The introduction of residential development along an existing residential street revitalizes the streetscape and provides direct interact and activity along street, further fostering and providing opportunities for community interaction. The proposed apartment building has been intentionally designed to enhance the quality and character of the overall streetscape and surrounding neighbourhoods by bringing the building closer to the street.

Despite being set back from the corner of Mountain Road and St. Paul Avenue, the development of the subject land will serve as a distinctive focal point for this intersection, anchoring this intersection as landmark and gateway into Niagara Falls from St. Davids and

Niagara-on-the-Lake. The site plan leverages these unique architectural characteristics by providing suitably scaled development.

With a 6.05-metre setback from Mountain Road, there will be ample space for pedestrian-friendly landscaping and lighting, seamlessly integrating with the proposed municipal sidewalk.

The proposed zoning for the subject lands allows for a maximum of six-storeys in height for an apartment building. In order to remain sensitive to the surrounding existing low-density residential lands, the proposed apartment building is five-storeys in height, with a step down to four-storeys along Mountain Road, transitioning the building massing, balancing the streetscape and reducing the building massing in this location.

The street-facing side of the building features prominent fenestration with regular spacing, creating a harmonious rhythm. The use of a variety of complimentary building materials and colours adds visual interest, depth, and texture to the façade. The incorporation of balconies on each floor on the street-facing side of the building promotes a sense of individuality for residents which enhances the building's aesthetic exterior appeal and provides a direct interface between the public and private realms.

The main entrance to the building is located off the side of the building at the Mountain Road frontage, and is easily accessible from the proposed sidewalk. The use of a welcoming canopy further enhances the visibility of the entrance and provides additional articulation, contributing to a pedestrian-friendly environment. These features are considered favourable in creating a cohesive streetscape and promoting pedestrian activity and contributing to community interaction.

Not only is the building an example of high-quality architectural design, along the entire east side of the building to St. Paul Avenue is a landscaped amenity area. This expansive area will be well-maintained and landscaped, improving both the private and public realm, and further enhancing the streetscape.

Landscaping

The presence of well-maintained landscaping elements, including street trees throughout the site and flower beds around the exterior of the building, softens the building's edges and enhances the visual appeal of the streetscape. Approximately 58% of the subject lands are proposed as landscaped area, and will contribute positively to the development. Furthermore, along Mountain Road are large mature trees that are two to three-storeys in height, that will greatly contribute to the beautification of the subject lands.

The setbacks and landscaping along the front of the building will create a transitional zone between the public sidewalk and private realm. Landscaping strips and areas surrounding and within the surface parking lot provide buffering opportunities to further decrease visual impacts. Lastly, the landscaped amenity space will be thoughtfully designed to enhance the south west corner of the St. Paul Avenue and Mountain Road intersection.

A detailed Landscape Plan will be submitted through the Site Plan Control process.

Compatibility Analysis – Shadowing / Visual Impacts

A shadow study has been prepared by Raimondo and Associates Architects and submitted with the application to visually demonstrate the shadowing impacts of the proposed building on adjacent properties (Appendix 1).

Summer Solstice – June 21st

When comparing the shadows of the various scenarios shown, shadows are cast in a westerly direction as the sun rises at 7am, covering the proposed parking lot. By 9am the shadow generated from the proposed building covers a portion of the parking lot, while at 11am the shadow partially covers the first row of parking spaces along the building. At 1pm the shadow is slightly over the building, and at 3pm the shadow is on the east side of the building, partially within the landscaped amenity space. Lastly, at 5pm the shadow is over about half of the landscaped amenity space. Overall, the proposed building does not cast any shadows on the neighbouring existing residential dwelling to the west side.

Winter Solstice – December 21st

The impact of shadows is the greatest during the winter months due to the angle of the earth's axis and the reduced amount of daylight hours. For this scenario, at 7am the neighbouring dwellings to the west are impacted by shadows as the sun is rising at this time, however by 9am, there are minimal impacts on the front of the adjacent dwelling. At 11am and 1pm there are no shadowing impacts. At 3pm the rear yards of two residential dwellings to the north are impacted. At 5pm the majority of the surroundings do not have sun as the days are shorter. Overall the shadows move fairly quickly and are only impacting the properties to the west and north for approximately 2 hours.

Included in the shadow analysis are the impacts of the existing tree canopy. It is evident that the existing trees cast shadows in the morning hours in the spring, and into the early afternoon in the winter over the adjacent property to the west. The development also maintains several mature trees along the shared property lines to maintain the existing privacy screening. This

creates an important baseline to determine what additional shadows are created by the proposed development.

The proposed building has been deliberately positioned away from the adjacent low-density properties to the west in order to mitigate negative visual and shadowing impacts. The proposed set back from the building to the adjacent west property line is 27.7 metres.

The main bulk of the five-storey building will be setback 9.4 metres from the main building wall along Mountain Road. Stepping-back the upper floor reduces the perceived mass of the building and will contribute to decreasing the adverse impacts on existing, adjacent lands uses such as overlook, shadowing or nuisance.

Overall, the shadow study shows minor shadowing impacts on the adjacent single-detached dwellings are limited to approximately 2 hours throughout the year. Shadowing impacts are mitigated to the greatest extent possible through the provision of a large rear yard setback to the existing low-density residential properties. The visual and shadowing impacts of the proposed building are therefore acceptable as the adjacent residential properties will continue to have access to a significant majority of the available daytime sunlight throughout the year.

Compatibility - Angular Plane Analysis

An Angular Plane Analysis has been prepared by Raimondo and Associates Architects and submitted with the application to examine the impacts of increased building height to the surrounding low-density uses. An Angular Plane Analysis uses a 45-degree plane to establish the siting of a building on a property to reduce the impacts and potential for overlook and loss of privacy impacts.

The view and gradation of the building height is appropriate and compatible with the heights of the existing trees that line Mountain Road, as the tree canopy ranges from 2-3 storeys in height.

The visual angular plane to the north does not extend beyond the centreline of Mountain Road, indicating that the apartment building will not visually impact the dwellings within Walker Court. The angular plane from the west does not extent beyond the proposed parking lot, further indicating that the proposal provides sufficient separation and is considered a compatible interface.

The separation provided through the 45-degree angular plane results in a scenario where the visibility does not result in a direct overlook from the fourth or fifth-storey units into adjacent rear yard amenity areas. The view plane from the new residence is also reduced by the

balconies on side walls that are inset into the dwelling unit opposed to projecting beyond the limit of the building wall.

Included in the Angular Plane Analysis diagrams is a hatched area showing the extent of what the Angular Plan is permitted on the subject lands. It is evident from the comparison of the proposal that the interface is more compatible with less impact than otherwise permitted.

Overall, the 45° angular plane and shadow analysis confirms that the proposal results in a compatible interface between the proposed building and the existing surrounding uses, and that the building height does not result a great loss of sunlight and/or privacy overlook.

Architectural Design

Design Philosophy:

Our design philosophy of this proposed residential condominium in the northern area of Niagara Falls is centered around catering to a dynamic and youthful demographic, primarily appealing to young professionals and retirees seeking an active lifestyle. Located near the picturesque Eagle Valley Golf course, this development is situated on a unique and previously undeveloped property, providing an opportunity to create a contemporary living space. Our design direction for this particular development was to make sure that it encapsulates the openness and airiness of the surroundings, while ensuring it integrates seamlessly into the overall character of the neighborhood while minimizing its overall impact.

Design Style:

The architectural style for this 5-story wood-framed residential condominium draws inspiration from a clean and modern aesthetic, both internally and externally. Its exterior features clean lines and contemporary finishes that have been carefully selected to harmonize with the existing neighborhood. Sustainability is at the core of the design, with energy-efficient mechanical and electrical systems, rooftop outdoor amenity spaces offering respite from street noise, and energy star-rated appliances. The building will provide an array of amenities, including underground parking, a welcoming street-level foyer with convenient mail and package delivery access, communal spaces on the second and fifth floors, and private balconies for each unit. With an emphasis on exceeding fire and sound transmission ratings, this condominium aims to enhance the urban fabric of Niagara Falls, seamlessly integrating into the neighborhood while providing a modern and comfortable living environment for its residents.

Niagara Region Model Urban Design Guidelines

The Niagara Region Model Urban Design Guidelines (2005) was adopted as part of the Region's Smart Growth Agenda to implement the ten Smart Growth principles for development and redevelopment through the Region. These principles include;

1. Create a mix of land-uses
2. Promote compact built form
3. Offer a range of housing opportunities and choices
4. Produce walkable neighbourhoods and communities
5. Foster attractive communities and a sense of place
6. Preserve farmland and natural resources
7. Direct development into existing communities
8. Provide a variety of transportation choices
9. Make development predictable and cost effective
10. Encourage community stakeholder collaboration

These Guidelines further outline guidelines for both the public and private realm. Section 4a is most relevant to this application as it outlines the urban design guidelines for residential development. Section 4a.1 sets out the following design principles for residential development:

1. Positive Image
2. Context Sensitive
3. Housing Variety & Choice
4. Flexible & Adaptable
5. Environmentally Sustainable

Sections 4a.1 - 8

The proposed five-storey apartment building, that steps down to four-storeys along the Mountain Road frontage, yielding seventy-one (71) residential dwelling units, will positively contribute to the surrounding area.

The incorporation of this apartment building will increase the range of housing types and options in the area, strengthening the neighbourhood character and identity. The area consists primarily of low-density residential uses, signifying that the addition of housing with a higher density will provide a greater amount of options for all family types, which offers greater flexibility for individuals at a variety of income levels.

The entrance of the apartment building fronts onto the parking lot that is just off of Mountain Road, and though the subject lands are on the corner of Mountain Road and St. Paul Avenue,

the building is significantly setback from St. Paul Avenue as the feasibility of this plan is dictated by this configuration. Nonetheless, the building is designed so both exposed facades are oriented towards the street, emphasizing the visibility of building elements and designs.

The proposed apartment building has a minimized impact on the adjacent properties as significant setbacks have been instilled and there is further separation proposed through landscaping elements. The building is situated 6.05 metres from Mountain Road where pedestrian infrastructure is proposed, supporting vibrant street environments, pedestrian access and comfort.

The building is 19.8 metres in height, and a height transition from four-storeys on the north frontage to five-storeys was incorporated into the design as it is adjacent to low-density housing. The height of the building has been assessed through shadowing, wind and visual angular plane analyses to dictate that there were no significant impacts identified.

The apartment units range in size from 732 square feet to 1056 square feet. These units also range in bedroom count which further adds to the different demographics of purchases/renters and variability in pricing.

The building will have a visually rich residential building fabric that is consistent with the surrounding neighbourhood through the use of materials and architectural styles. A variety of exterior cladding has been methodically chosen to both compliment the surrounding architecture and add a dynamic, modern finish. This cohesive and high-quality design includes a generous number of windows, which encourages strong visual connections between the dwellings and public realm. The main entrance has an exterior covering to act as a transitional building element that provides weather protection and enhances the architectural quality of the building. The dwelling units are provided with balconies that have glass railings, to give the building variety, yet maintaining continuity.

These apartment buildings propose energy-efficient mechanical and electrical systems, rooftop outdoor amenity spaces offering respite from street noise, and energy star-rated appliances. To add, there are proposed bike racks, as well as sidewalks along the proposed building and Mountain Road, increasing the opportunities for multi-modal transportation.

Section 4a.9 – Apartment & Mixed-Use Buildings

The proposed apartment building is intended to reinforce human scale through appropriate building height, mass and architectural design. As previously noted, the building is set back from St. Paul Avenue, and has been strategically situated to the west of the property, with the entrance fronting onto Mountain Road. The front of the building sits at four-storeys, and steps back to five-storeys towards the south of the property. Through this adequate height and

massing transition, as well as landscape buffers, there will be a strong relationship to the street. This higher density development further reinforces the prominence of its location at the intersection of St. Paul Avenue and Mountain Road.

A municipal sidewalk will be constructed along Mountain Road supporting vibrant street environments, and pedestrian access and comfort. The primary building entrance will be clearly addressed with a large entry awning providing great visibility allowing for safe and convenient access to and from the building.

Ample amounts of amenity space are provided within this development. There are communal spaces on the second and fifth floor, along with private balconies for each unit. Amenity space is provided on the rooftop and the entirety of the lands to the east of the building. The provided amenity spaces will receive direct sunlight and be in the view of the residential units.

Both surface and underground parking are provided below and to the west of the building. Access to the underground parking is provided through the interior of the lot and the surface parking is appropriately situated to have landscaped screening and gardens surrounding and within several boulevards.

Overall, this apartment building demonstrates a thoughtful approach to urban design, successfully integrating with the surrounding context and contributing positively to the streetscape. Its architectural design, interaction with the street, and urban integration collectively enhances the overall urban fabric, creating a vibrant and inviting environment for both residents and other individuals alike.

The proposed development provides an opportunity for residential intensification and infill development in the Built-up Area on lands that are designated for residential use. The proposed development will facilitate a compact form and contribute to complete communities. It will also contribute to the range of housing options required to meet the social, health, economic and well-being requirements of current and future residents. The proposed development will efficiently utilize under utilized land and existing services and infrastructure. It is well-designed and compatible with the surrounding areas from an urban design and land use compatibility perspective.

CITY OF NIAGARA FALLS ZONING BY-LAW (By-law No. 79-200)

As shown in **Figure 9**, the subject lands are zoned as “Residential 4 Site-Specific Provision 449 and 1050 (R4-449-1050) within the City of Niagara Falls Zoning By-law 79-200. Site-specific provision 449 provides permissions for townhouse dwelling along with associated provisions. Site-specific provision 1050 expands the permissions of site-specific provision 449 to include apartment dwellings as a permitted use and includes various site-specific provisions accordingly.

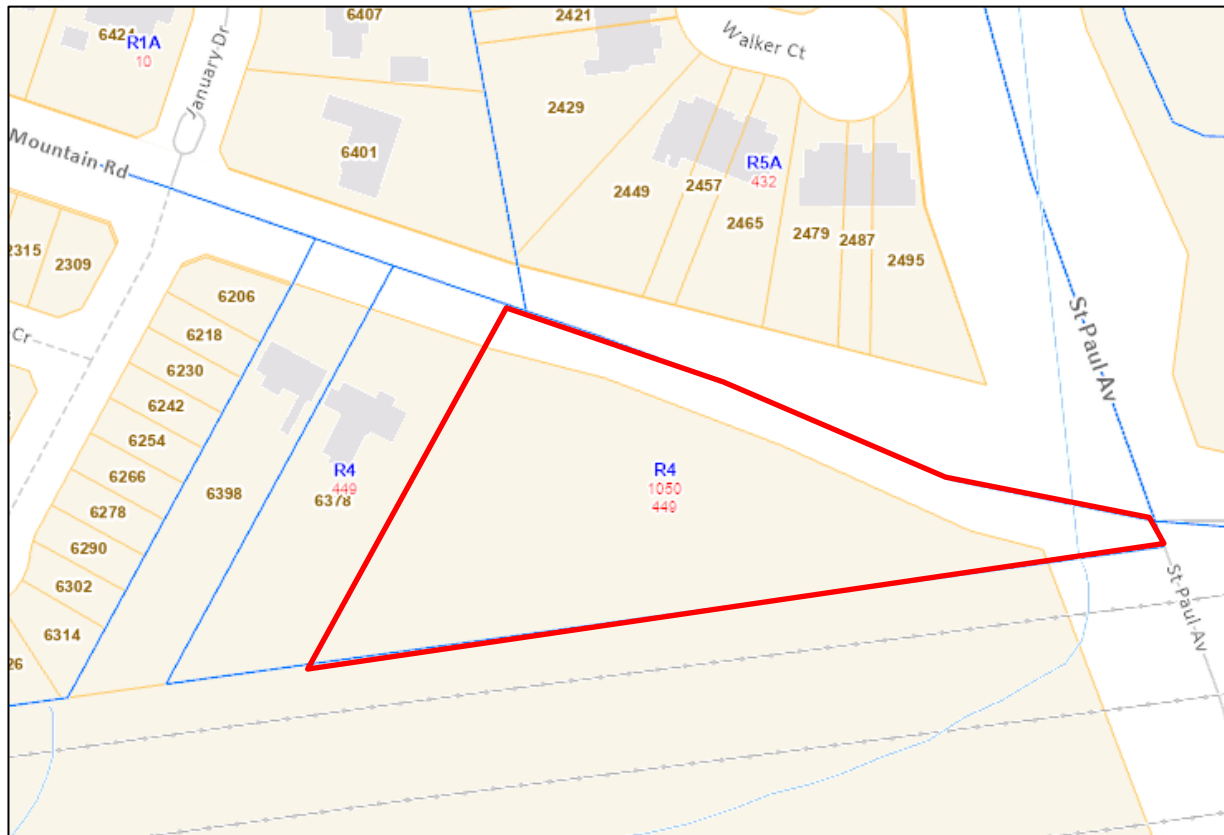


Figure 9 - Zoning By-law 79-200 – City Online Zoning Map Viewer

While the existing site-specific provision 1050 permits the proposed use and height, there are a number of zoning provisions beyond the standard R4 zone that are specific to a previous development scheme contemplated by a previous owner. In order to facilitate the proposed development, the applicant proposes to repeal the current site-specific R4 Zone for the subject lands and replace it with a new site specific R4 Zone. Therefore, the amendments are contemplated against the Parent R4 Zone of By-law 79-200, rather than the current site-specific Zone of Bylaw R4-449-1050.

SITE SPECIFIC PROVISIONS

The following section described the requested site-specific provisions requested through the Zoning By-law Amendment, a zoning matrix of the proposed regulations can be found in **Table 1** after the following discussion.

Minimum Lot Area

The development proposal seeks to decrease the minimum lot area of 200 metres square per dwelling unit to 140 square metres per dwelling unit. The reduction of the minimum lot area does not negatively impact the surrounding land uses as appropriate setbacks have been provided from the existing single-detached dwellings to the west and townhouse dwellings on the north side of Mountain Road, as discussed and described in the Urban Design section. The proposed reduction does not compromise the functionality of the site and as illustrated through the proposed site plan provided with this application, the building, parking, and landscaped areas are well balanced and provide for components of development that result in a complete design that addresses all other technical requirements.

Minimum Lot Frontage

The existing By-law, Zoning By-law R4-449-1050, permits a minimum lot frontage of 7.5 metres. As the minimum lot frontage in the Parent By-law is 30 metres, 7.5 metres is requested. The configuration of the lot is triangular, and a vertex lies on St. Paul Avenue. As the front lot line for corner lots is defined as the shorter lot line abutting a street, St. Paul Avenue is considered the front lot line. Due to the technical definition and interpretation of the City's By-law, an amendment is requested to abide by such direction.

Minimum Interior Side Yard Width

The interior side yard as defined by the Zoning By-law is the southerly property line abutting the existing hydro corridor. The proposed building location is to be 3.0 metres from the noted property line to accommodate the siting and placement of the proposed building to the west of the unsuitable ground conditions located on the east side of the site. The proposed reduction to the interior side yard will accommodate the proposed location with no impact to surrounding land uses as the existing hydro corridor provides for a 160+/- metre setback from the single-detached dwellings on Moretta Drive.

Minimum Exterior Side Yard Width

The exterior side yard is the property line along the Mountain Road frontage. The proposed development seeks a building placement 6.0 metres from the exterior lot line. Similar to the interior side yard setback, the proposed building location is a result of unsuitable ground

conditions located on the easterly portion of the site. The proposed setback will bring the north end of the building closer to the Mountain Road frontage activating the streetscape as discussed in the Urban Design section herein. Additionally, the setback proposed from the 4th to the 5th storey will reduce the impact of the building massing to the street.

Maximum Height of Building or Structure

By-law R4-449-1050 permits a building height of 23.5 metres. As it is requested that this current By-law be repealed and replaced, an amendment is required. The Parent By-law permits a maximum height of 10 metres; therefore, it is requested that the existing 23.5 metre permission be recognized as currently permitted. From a planning perspective and as evident through the 45-degree angular plane drawings, any building exceeding the proposed 19.8-metre (5-storey) height will continue to provide a 1:1 setback-to-height ratio with the proposed setbacks. Therefore, this request continues to be appropriate as it provides flexibility and still provides for a compatible interface between the subject lands and the surrounding lower density neighbourhood.

TABLE 1: ZONING COMPLIANCE TABLE – RESIDENTIAL FOUR ZONE (R4)

Section 9.7 Residential Low Density, Grouped Multiple Dwellings Zone (R4 Zone)		By-law R4- 1050 (Current Site- Specific Provisions)	By-law 79-200	Provided	Proposed Regulation
a) Minimum lot area	ii) for an apartment dwelling or stacked townhouse dwelling	282 square metres for each dwelling unit	200 square metres for each dwelling unit	142.70 square metres	140 square metres
b) Minimum lot frontage	i) for a townhouse dwelling or an apartment dwelling or stacked townhouse dwelling containing more than four dwelling units	7.5 metres	30 metres	7.5 metres	7.5 metres (same as existing site-specific By-law R4-1050)
c) Minimum front yard depth	ii) for an apartment dwelling or stacked townhouse dwelling	95 metres	7.5 metres plus any applicable distance specified in section 4.27.1 (13 + 7.5 = 20.5 m)	115.99 metres	7.5 metres plus any applicable distance specified in section 4.27.1 (no change)
d) Minimum rear yard depth	ii) for an apartment dwelling or stacked townhouse dwelling	17 metres	10 metres plus any applicable distance specified in section 4.27.1 (10 m)	27.7 metres	10 metres (no change)
e) Minimum interior side yard		One half of the height of the building	One half the height of the building (9.9 m)	3.0 metres	3.0 metres

f) Minimum exterior side yard width	ii) for an apartment dwelling or stacked townhouse dwelling	15 metres	7.5 metres plus any applicable distance specified in section 4.27.1 (13.1 + 7.5 = 20.6 m)	6.0 metres	6.0 metres
g) Maximum lot coverage		12%	35%	14.51%	35% (no change)
h) Maximum height of building or structure		23.5 metres	10 metres subject to section 4.7	19.8 metres	23.5 metres (same as existing site-specific By-law R4-1050)
j) Number of dwellings on one lot		Subject to compliance with section 7.9.0, more than one dwelling is permitted on one lot	Subject to compliance with section 7.9.3, more than one dwelling is permitted on one lot	N/A	One Apartment Dwelling (no change)
k) Parking and access requirements		1.9 parking spaces per dwelling unit	In accordance with Section 4.19.1 (1.4 parking spaces for each dwelling unit)	1.44 parking spaces for each dwelling unit	1.4 parking spaces for each dwelling unit (no change)
l) Accessory buildings and accessory structures		In accordance with section 4.13 and 4.14	In accordance with section 4.13 and 4.14	N/A	N/A
m) Minimum landscaped open space		198 square metres for each dwelling unit	45 square metres for each dwelling unit	83.24 square metres for each dwelling unit	45 square metres for each dwelling unit (no change)

n) Minimum privacy yard depth for each townhouse dwelling unit, as measured from the exterior rear wall of every dwelling unit		7.5 metres	7.5 metres	N/A	N/A
(o) Minimum amenity space for an apartment dwelling unit		In accordance with section 4.44	In accordance with section 4.44 (20 m sq per dwelling unit)	53.22 metres squared per dwelling unit	20 metres squared per dwelling unit (no change)

PLANNING OPINION

Mountainview DAC Inc. has submitted a Zoning By-law Amendment application to the City of Niagara Falls pertaining to lands at the corner of Mountain Road and St. Paul Avenue (no municipal address). The subject lands are currently zoned Residential Four Site Specific Zone 449 and 1050 (R4-449-1050) in City of Niagara Falls Zoning By-law 79-200.

The application has been submitted to facilitate the development of a 5-storey residential apartment building containing 71 dwelling units. The proposed use of the lands for residential purposes is permitted by the City's Official Plan and Zoning By-law.

The Zoning By-law Amendment is required to facilitate a different site design dictated by the existing site constraints and is modified from the development scheme that was previously contemplated by the former owner at the time of the implementation of By-law 2017-102 that resulted in site specific provision 1050. The current site-specific By-law is to be repealed and replaced. The Amendment proposes site-specific changes from the parent By-law provisions including minimum lot area, minimum lot frontage, minimum interior side yard, minimum exterior side yard width and maximum height of building or structure. The requested zoning relief will have no significant impacts on adjacent lands and will provide opportunities for enhanced design and better integration between the private and public realm along Mountain Road while maintain a landscaped interface along St. Paul Avenue.

Supporting studies have demonstrated minimal impacts to adjacent properties and municipal roadways as a result of the requested zoning provisions and the proposed residential building.

Upon review and analysis of applicable plans, policies and supporting documentation it is my professional opinion that the applications satisfy the requirements of the Planning Act, are consistent with 2020 Provincial Policy Statement and conform to the 2020 Growth Plan for the Greater Golden Horseshoe, 2022 Niagara Official Plan, and the City of Niagara Falls Official Plan (as amended).

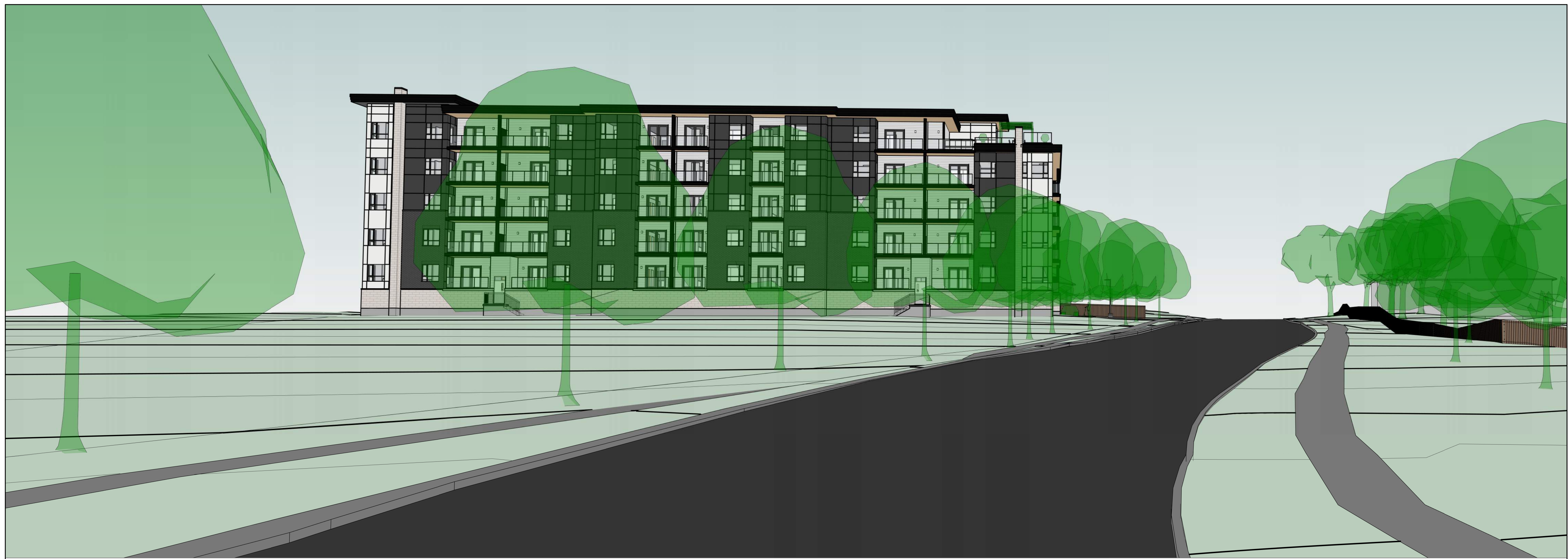
Respectfully Submitted,



William Heikoop, B.U.R.Pl., MCIP, RPP
Planning Manager
Upper Canada Consultants

Appendix I
Architectural Design Package





View from St. Paul Avenue



View coming down Mountain Road

Autodesk Docs: J23-050 - Mountainview DAC - Mountain Road Condominiums23-050 - Mountainview DAC - Mountain Road Condominiums.rvt

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CLIENT NAME

Mountainview DAC

PROJECT NAME

Mountain Road
 Condominiums

PROJECT ADDRESS

6378 Mountain Road Niagara Falls, Ontario

SHEET NAME

Mountain Road Viewplane
 Drawing

DRAWN BY: MBK

DATE: 2023-10-02 3:36:57 PM

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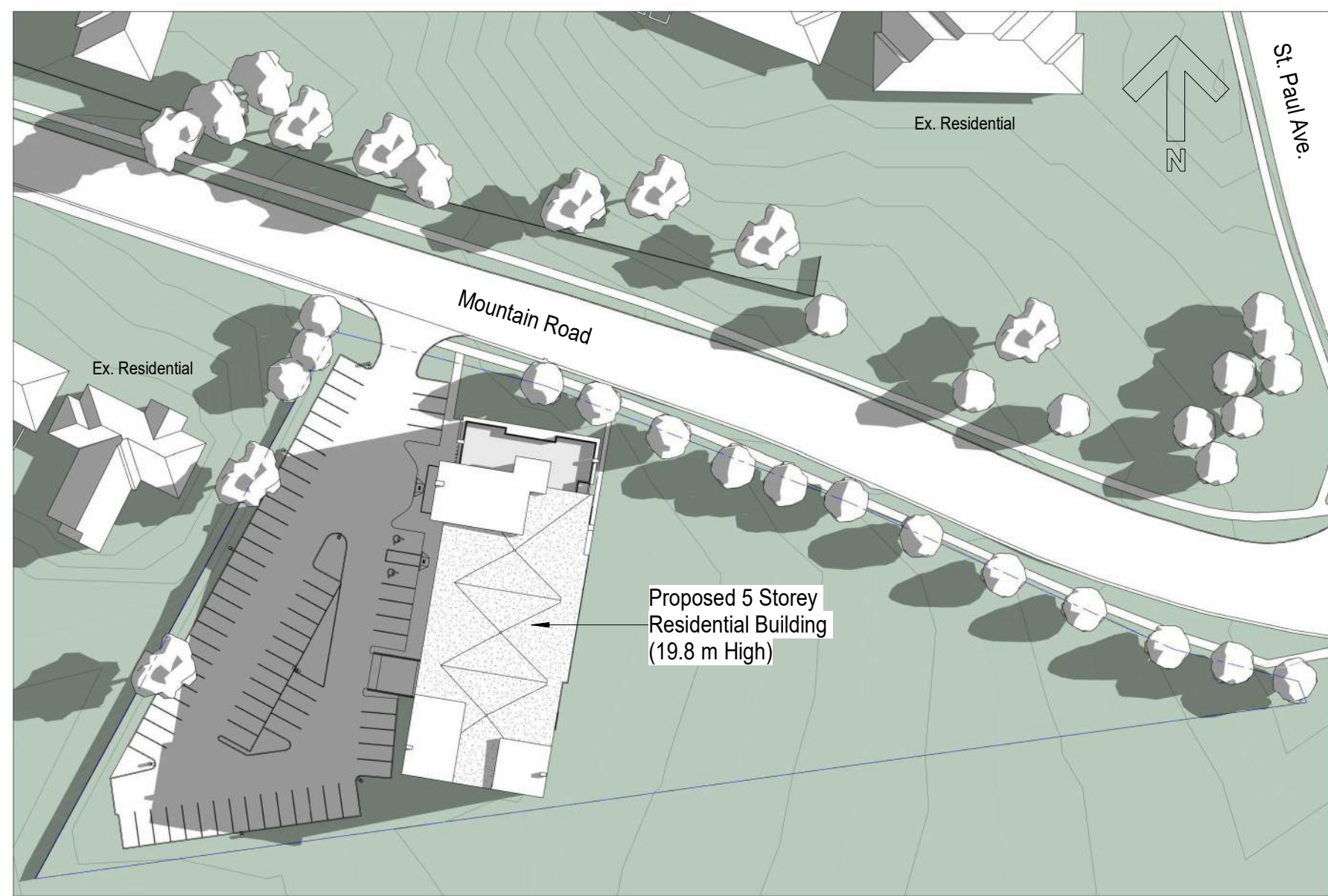
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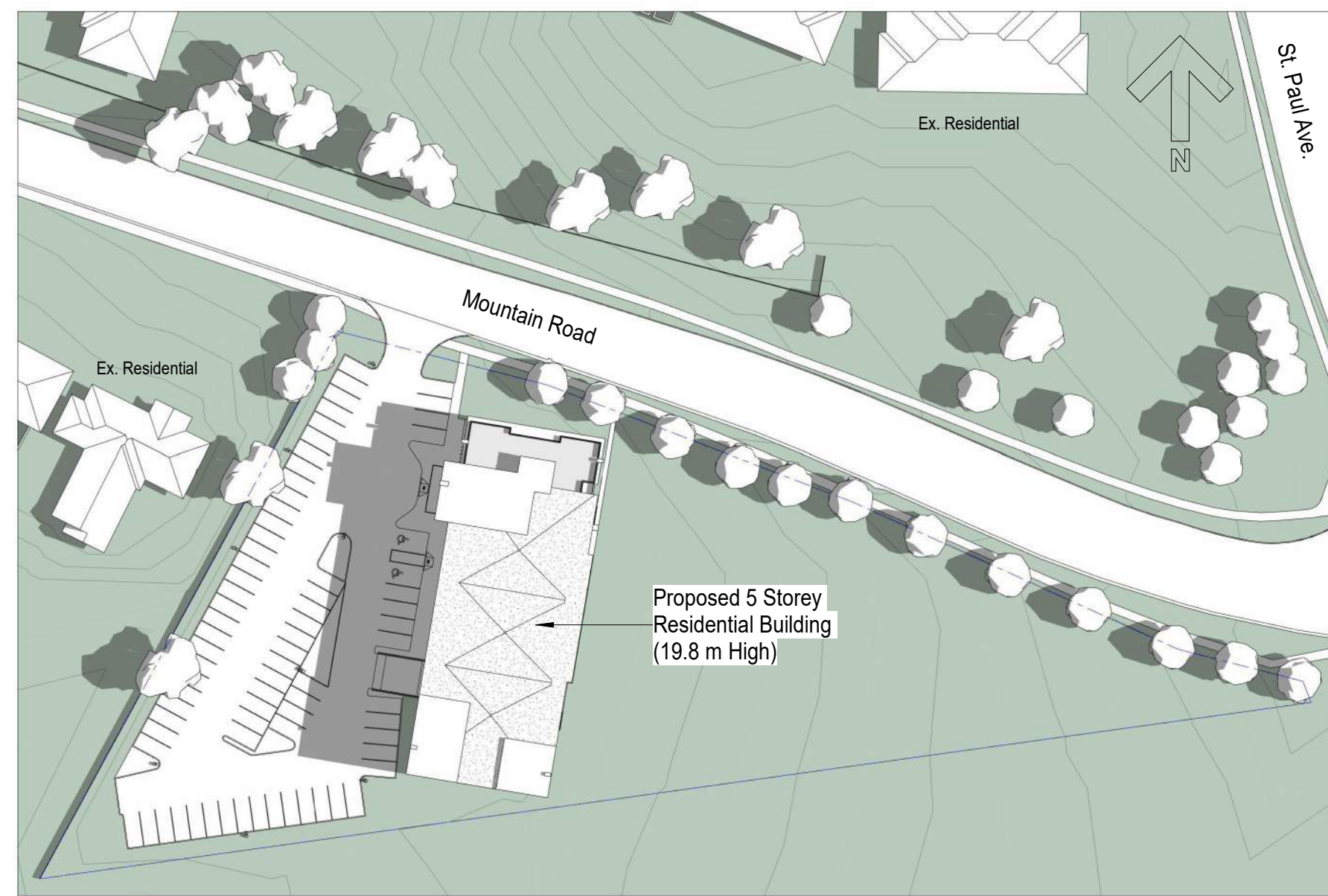
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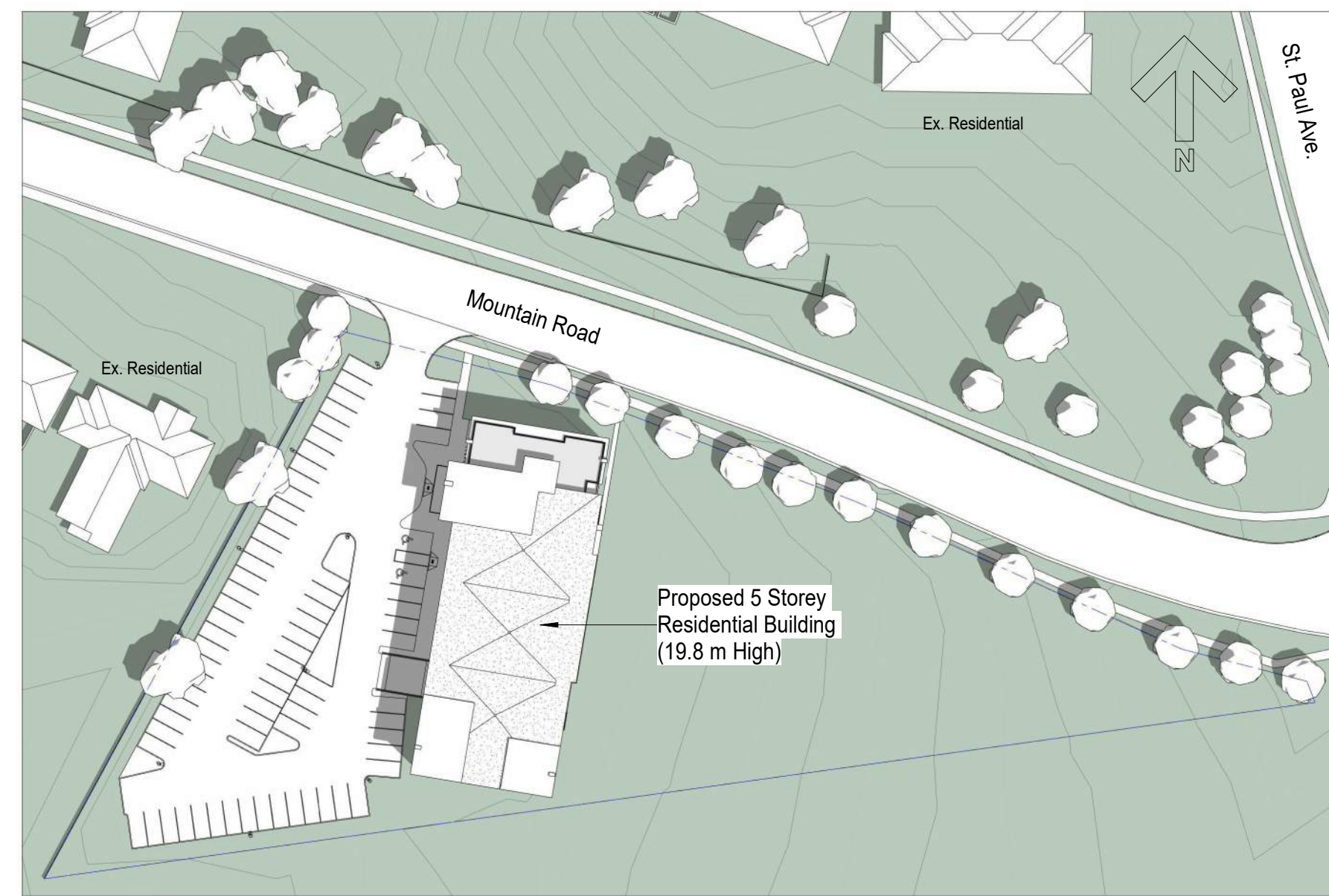
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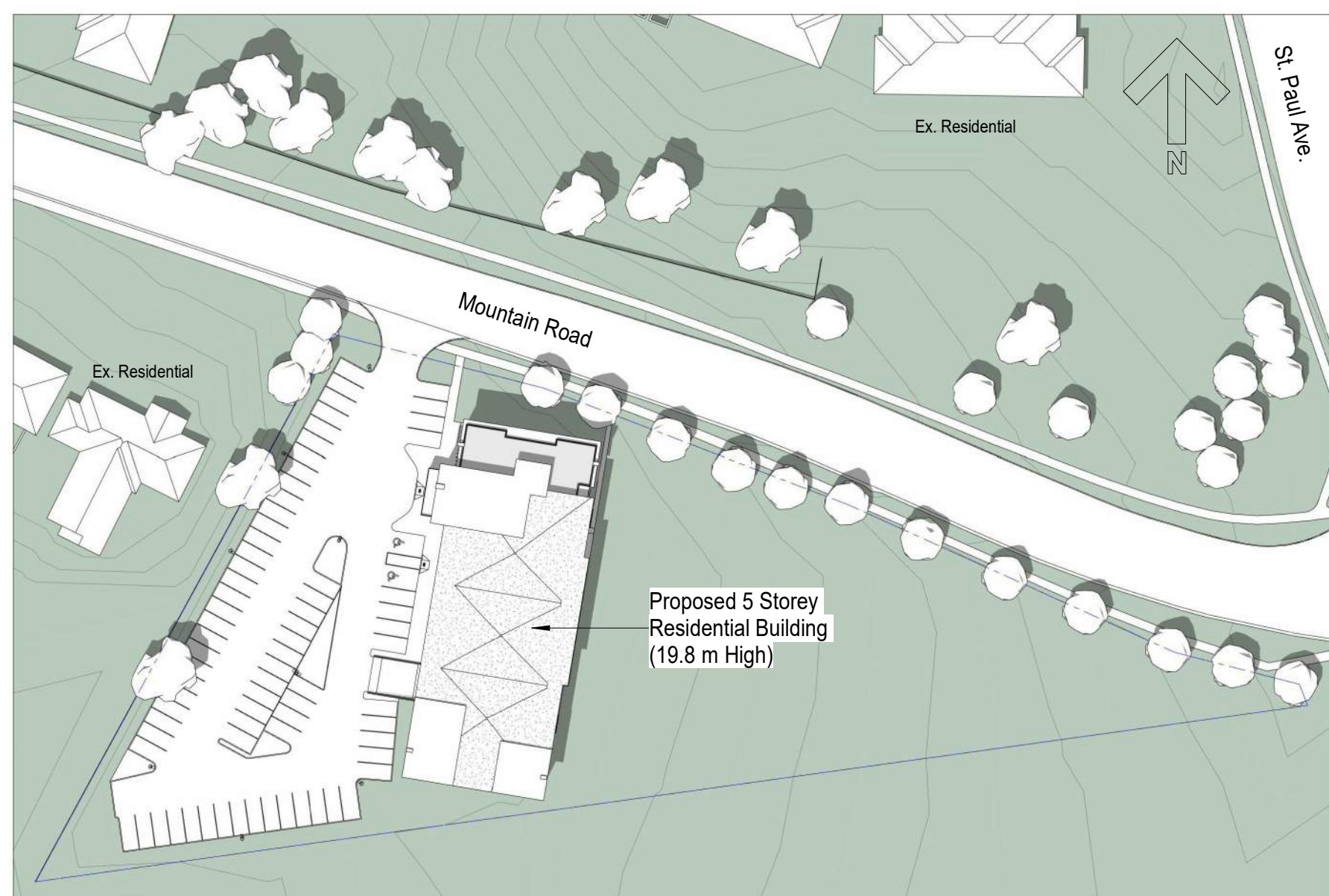
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[7 of 15] [June 21, 2024 - 13:00]



Site Shadow Study - June 21, 2024 - 1:00 PM

[9 of 15] [June 21, 2024 - 15:00]



Site Shadow Study - June 21, 2024 - 3:00 PM

[11 of 15] [June 21, 2024 - 17:00]



Site Shadow Study - June 21, 2024 - 5:00 PM

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CLIENT NAME

Mountainview DAC

PROJECT NAME

Mountain Road
Condominiums

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SHEET NAME

Solar Study Images
(Summer Solstice)

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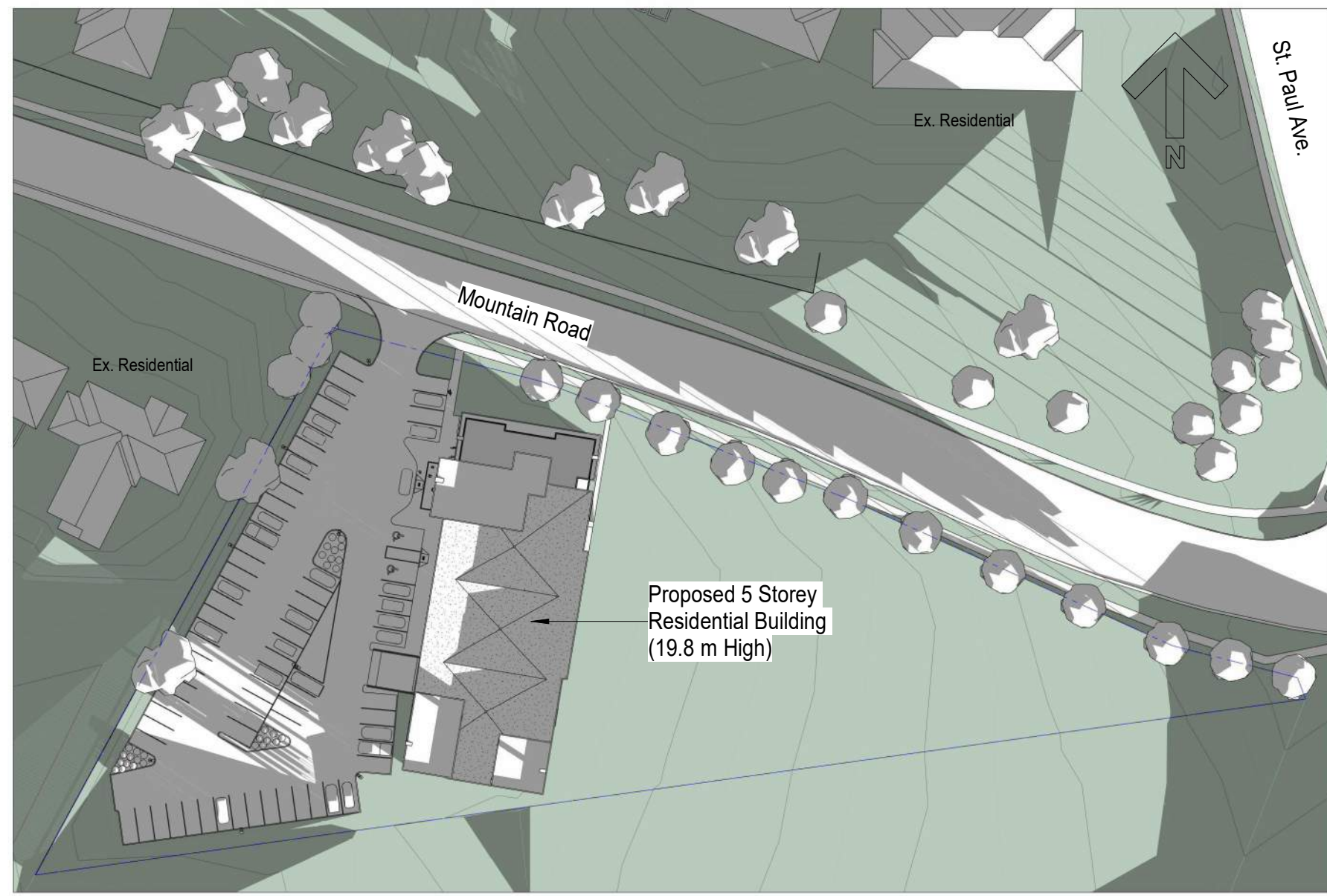
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[3 of 15] [December 21, 2024 - 09:00]



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[5 of 15] [December 21, 2024 - 11:00]



Site Shadow Study - December 21, 2024 - 11:00 AM

[7 of 15] [December 21, 2024 - 13:00]



Site Shadow Study - December 21, 2024 - 1:00 PM

[9 of 15] [December 21, 2024 - 15:00]



Site Shadow Study - December 21, 2024 - 3:00 PM

[11 of 15] [December 21, 2024 - 17:00]



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PROJECT NAME

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Solar Study Images (Winter
Solstice)

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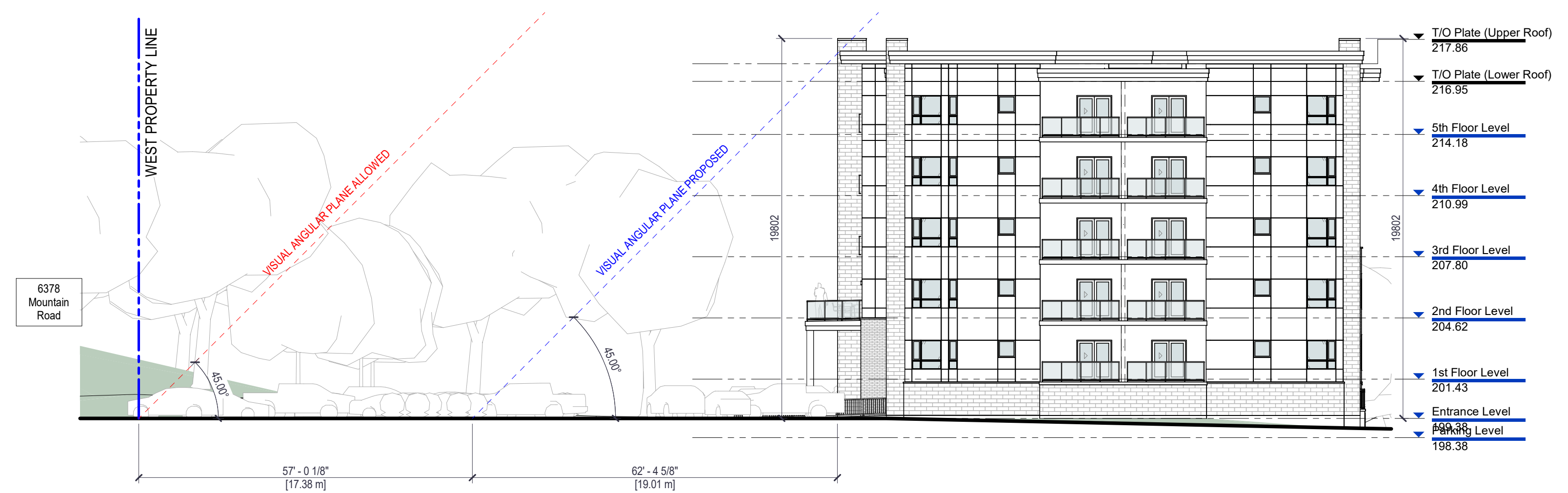
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1 Elevation - West Angular Plane
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3 Drafting 2



2 Elevation - South Angular Plane
A0-400 scale: 1/16" = 1'-0"

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PROJECT NAME

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Angular Plane Sketch

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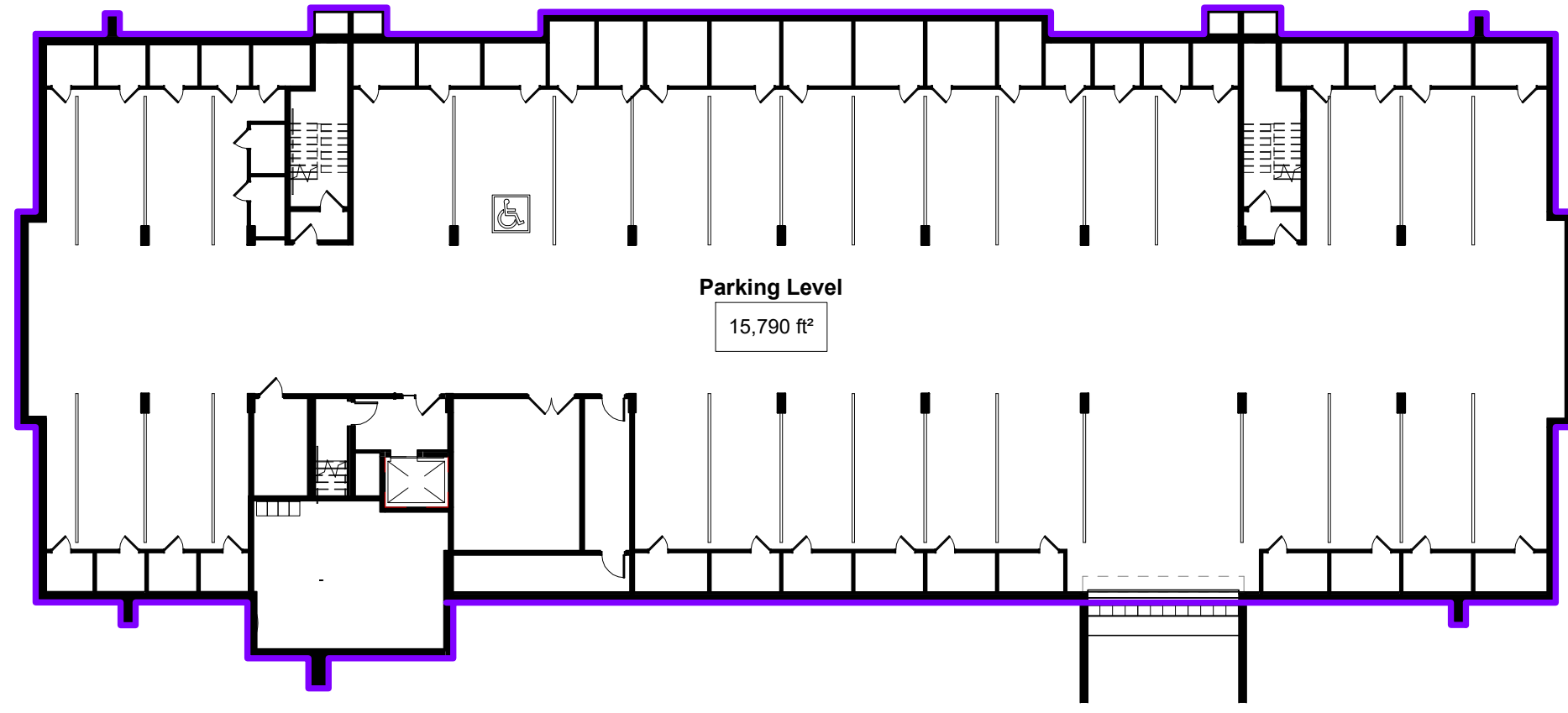
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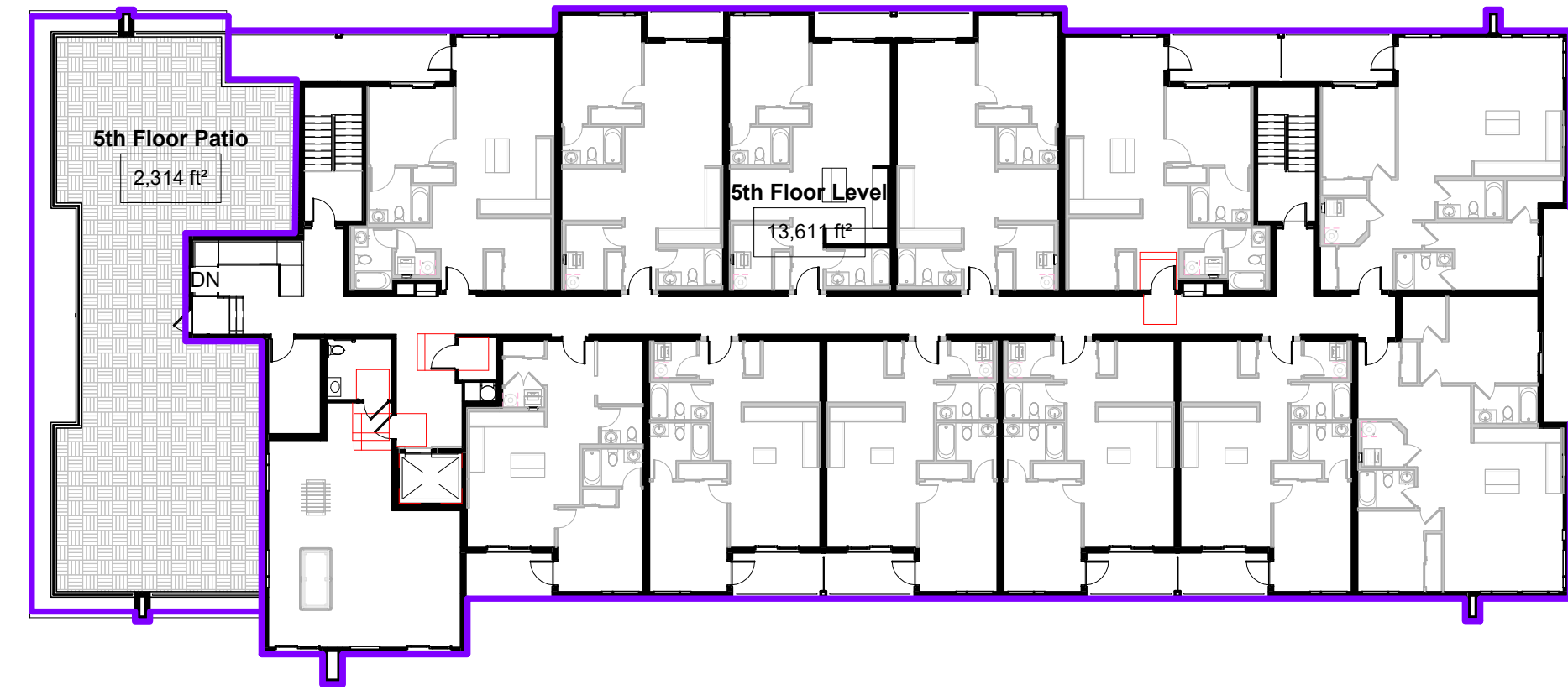
Parking Level



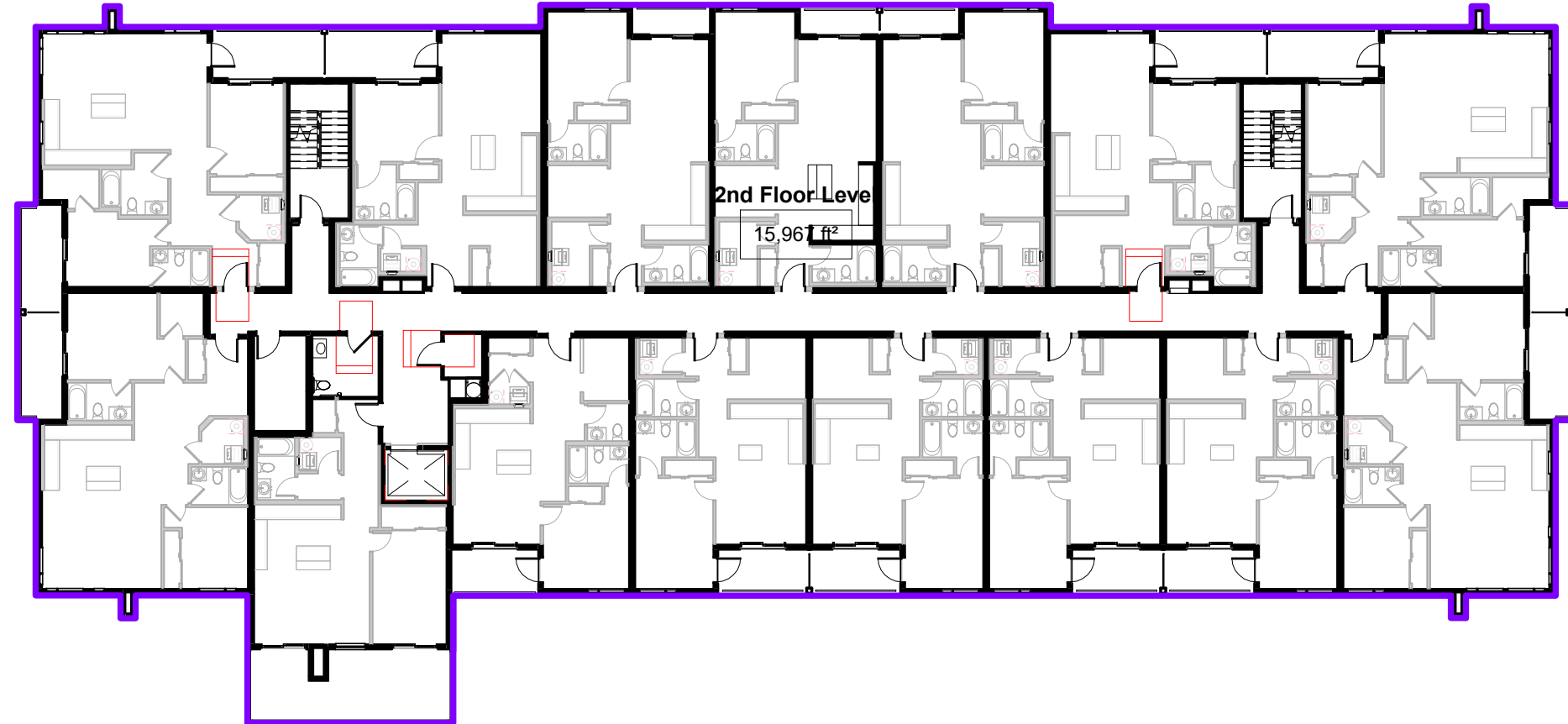
4th Floor Level



1st Floor Level



5th Floor Level



2nd Floor Level



3rd Floor Level

Gross Building Areas	
Name	Area
Parking Level	1,467 m ²
Entrance Level	52 m ²
1st Floor Level	1,409 m ²
2nd Floor Level	1,483 m ²
3rd Floor Level	1,460 m ²
4th Floor Level	1,460 m ²
5th Floor Patio	215 m ²
5th Floor Level	1,264 m ²
Grand Total:	8,811 m ²

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Area Plans (Gross Floor
Areas)

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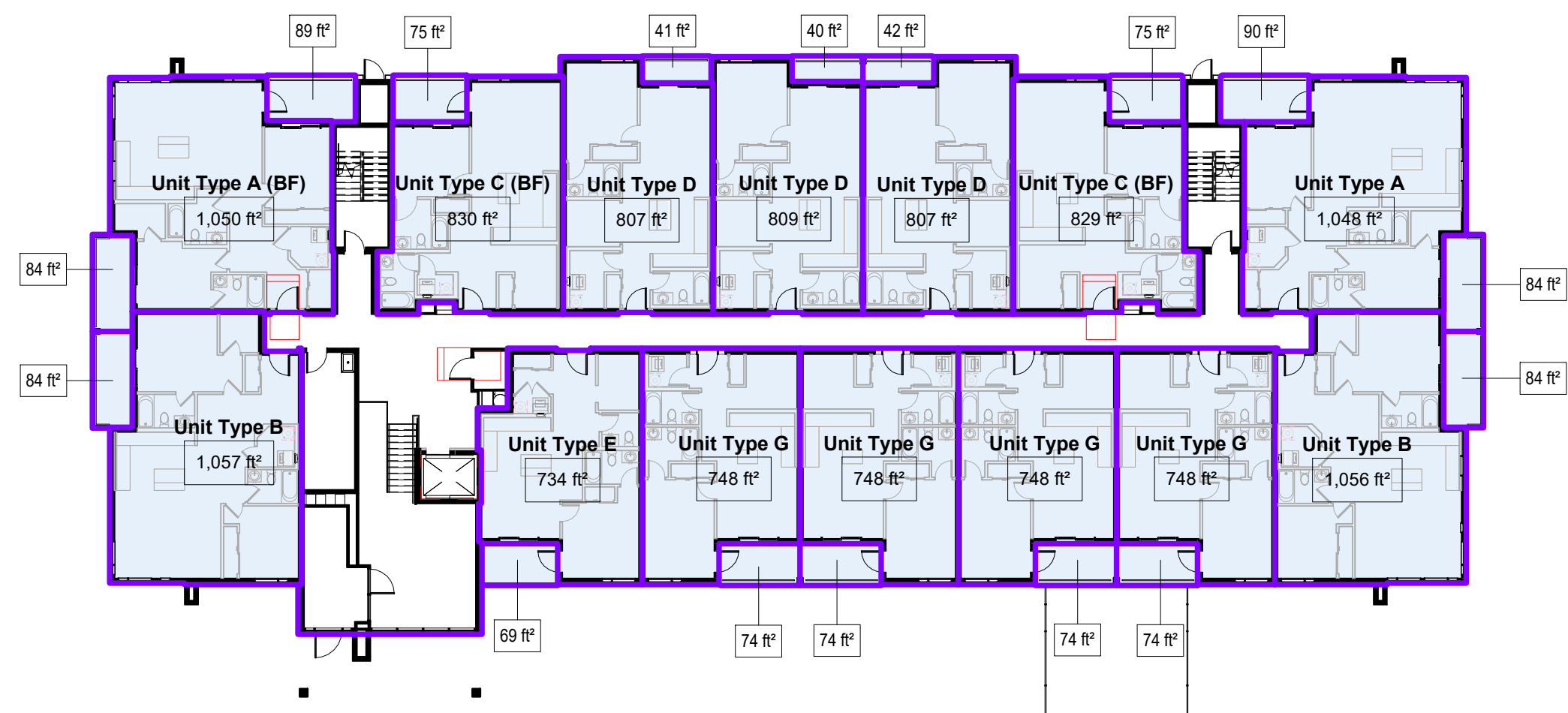
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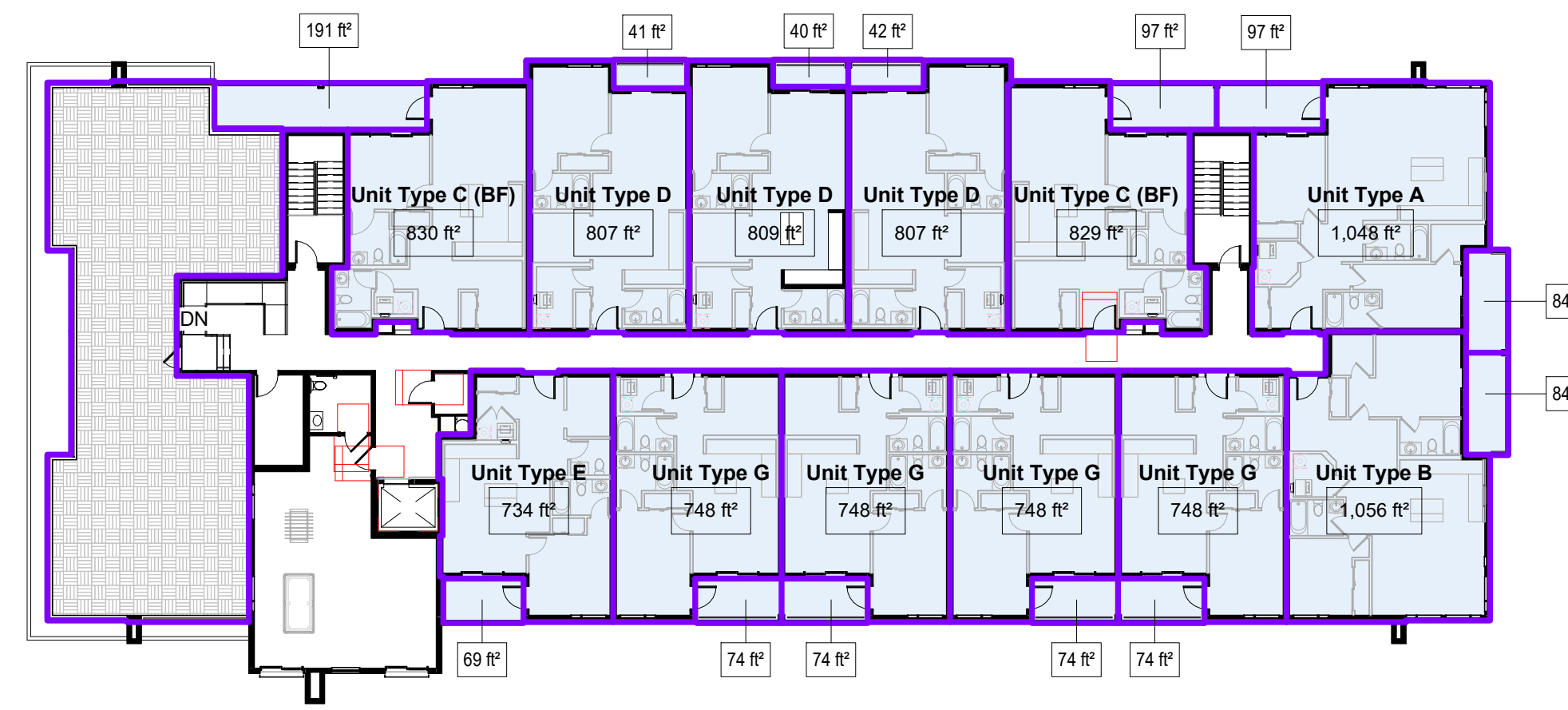
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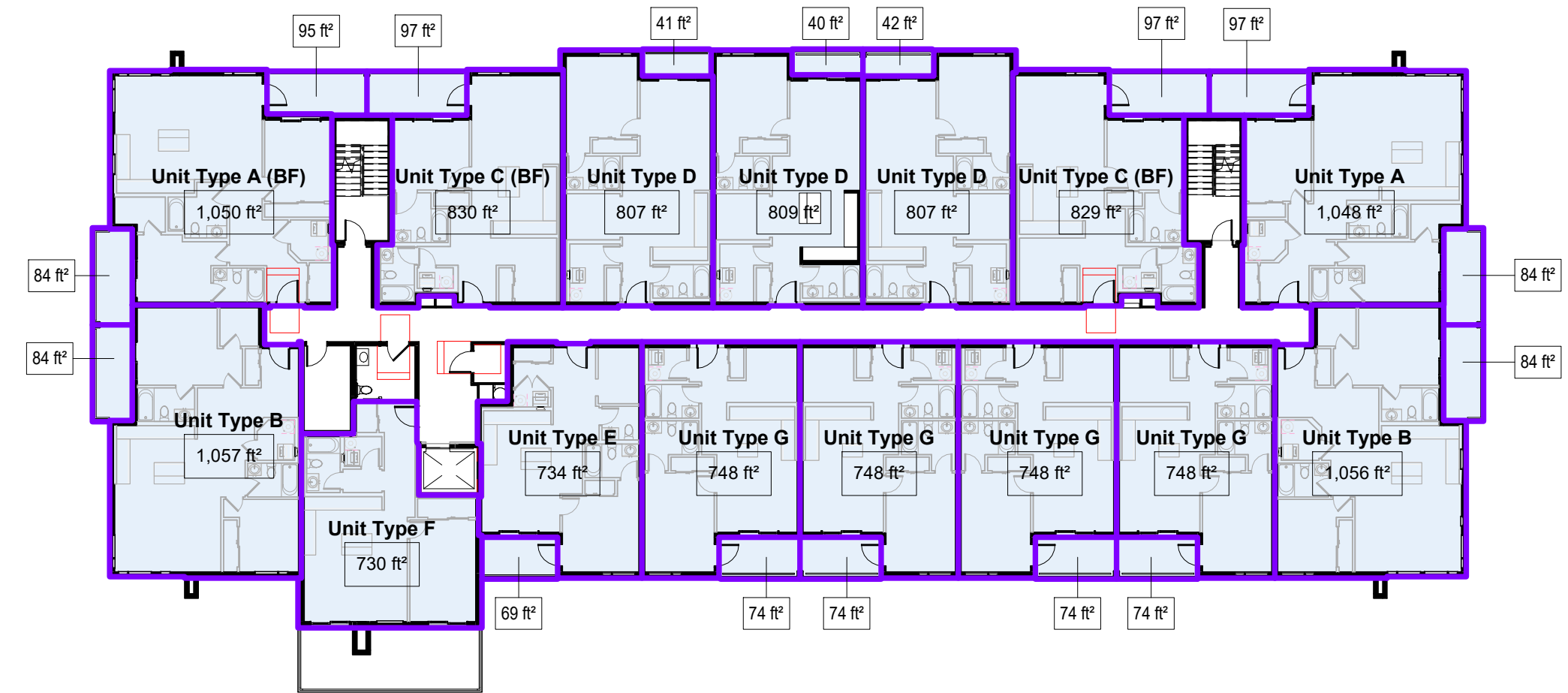
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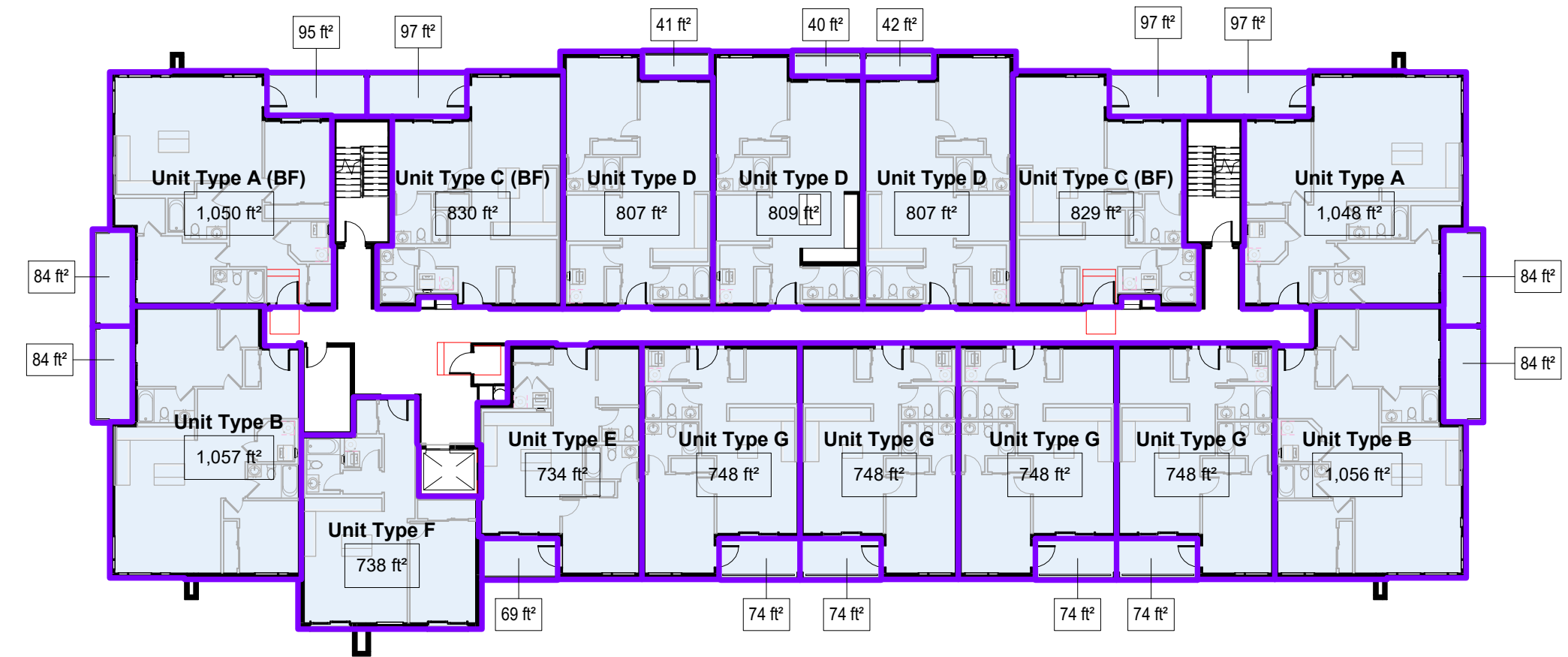
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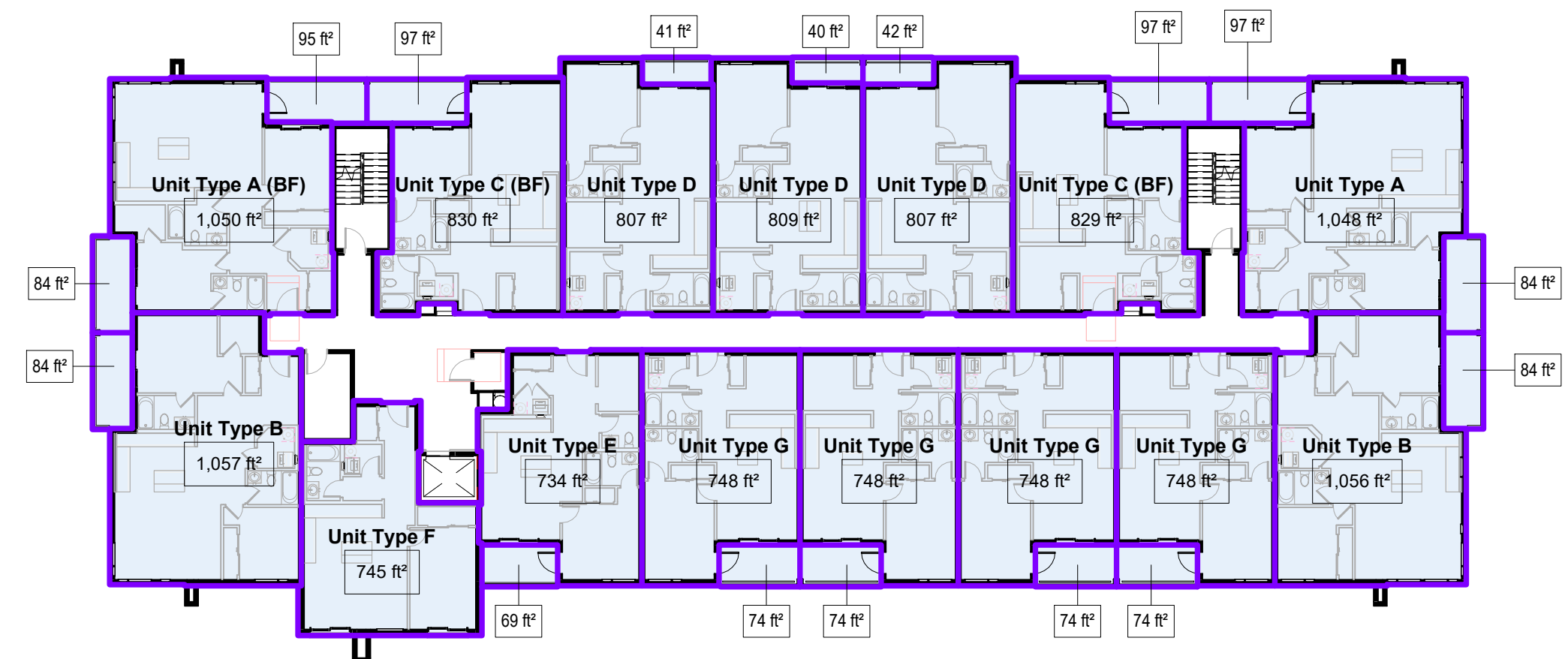
5th Floor Level



2nd Floor Level



3rd Floor Level



4th Floor Level

Proposed Unit Types		
Count	Name	Area
1st Floor Level		
1	Unit Type A	1,048.11 sq ft
1	Unit Type A (BF)	1,049.71 sq ft
2	Unit Type B	2,113.05 sq ft
2	Unit Type C (BF)	1,659.08 sq ft
3	Unit Type D	2,422.61 sq ft
1	Unit Type E	733.92 sq ft
4	Unit Type G	2,990.26 sq ft
14		12,016.72 sq ft
2nd Floor Level		
1	Unit Type A	1,048.11 sq ft
1	Unit Type A (BF)	1,049.71 sq ft
2	Unit Type B	2,113.05 sq ft
2	Unit Type C (BF)	1,659.08 sq ft
3	Unit Type D	2,422.61 sq ft
1	Unit Type E	733.92 sq ft
1	Unit Type F	729.66 sq ft
4	Unit Type G	2,990.26 sq ft
15		12,745.38 sq ft
3rd Floor Level		
1	Unit Type A	1,048.11 sq ft
1	Unit Type A (BF)	1,049.71 sq ft
2	Unit Type B	2,113.05 sq ft
2	Unit Type C (BF)	1,659.08 sq ft
3	Unit Type D	2,422.61 sq ft
1	Unit Type E	733.92 sq ft
1	Unit Type F	744.61 sq ft
4	Unit Type G	2,990.26 sq ft
15		12,761.33 sq ft
5th Floor Level		
1	Unit Type A	1,048.11 sq ft
1	Unit Type B	1,056.29 sq ft
2	Unit Type C (BF)	1,659.08 sq ft
3	Unit Type D	2,422.61 sq ft
1	Unit Type E	733.92 sq ft
4	Unit Type G	2,990.26 sq ft
12		9,910.26 sq ft
71		60,188.98 sq ft

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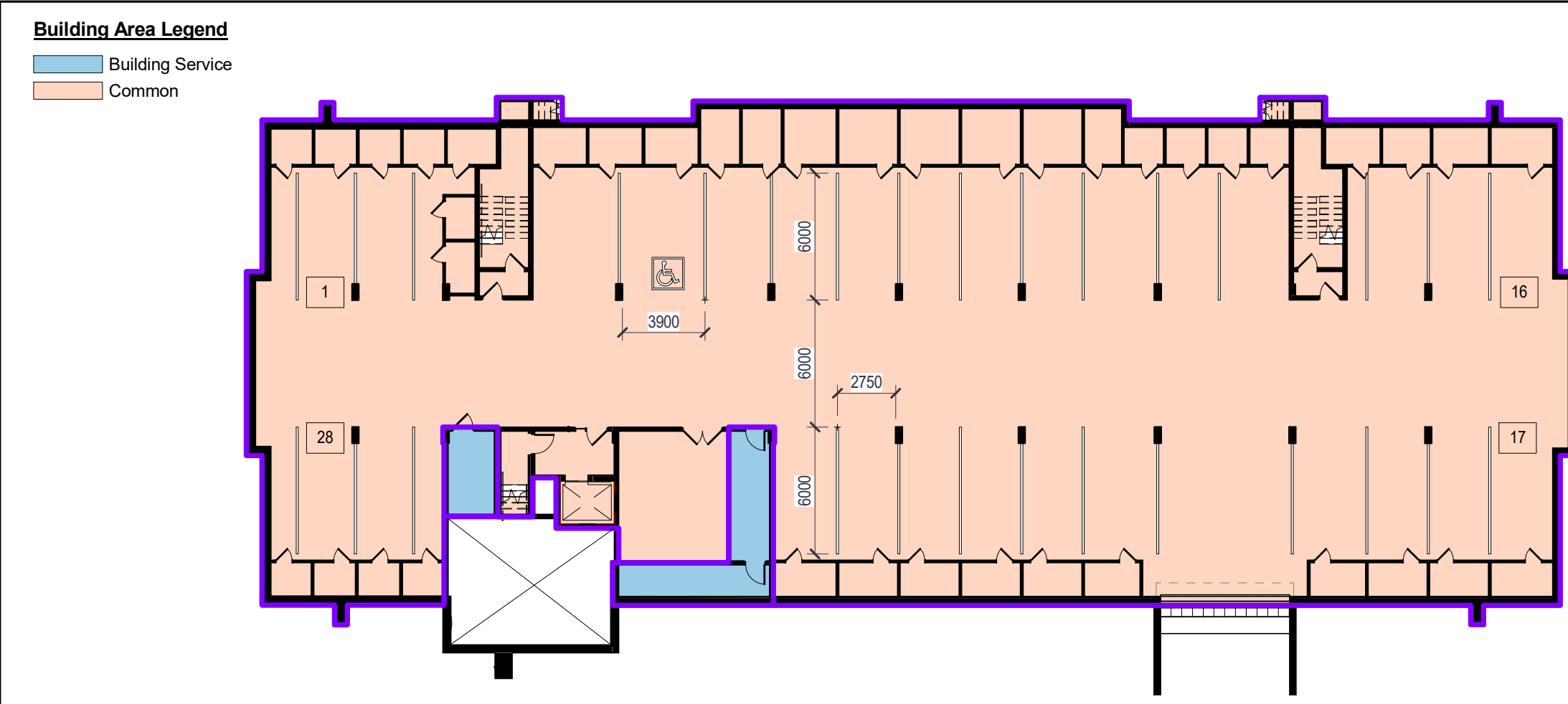
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 Mountainview DAC
PROJECT NAME
 Mountain Road Condominiums
PROJECT ADDRESS
 6378 Mountain Road Niagara Falls, Ontario
SHEET NAME
 Area Plans (Unit Areas)

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CHECKED: ---

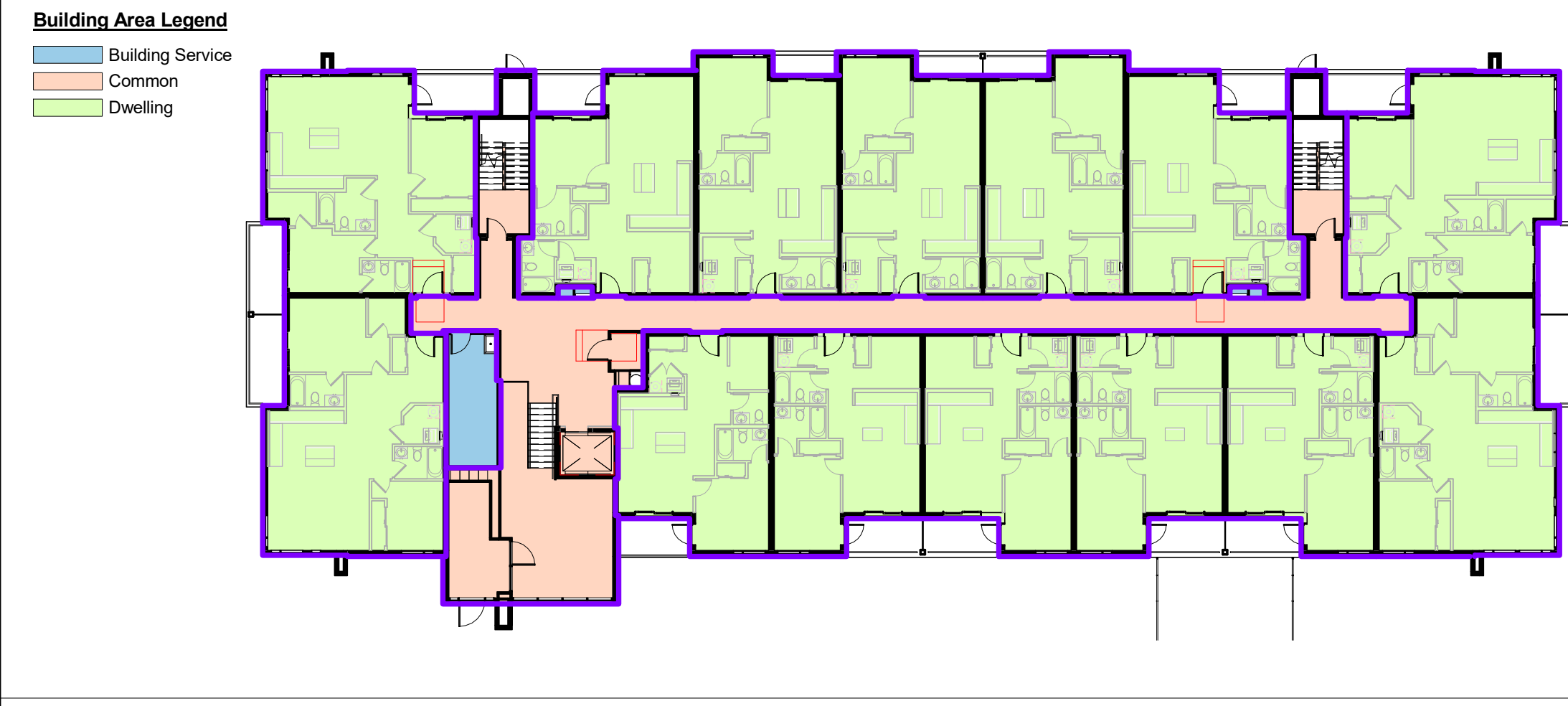
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A1-211
REV. #

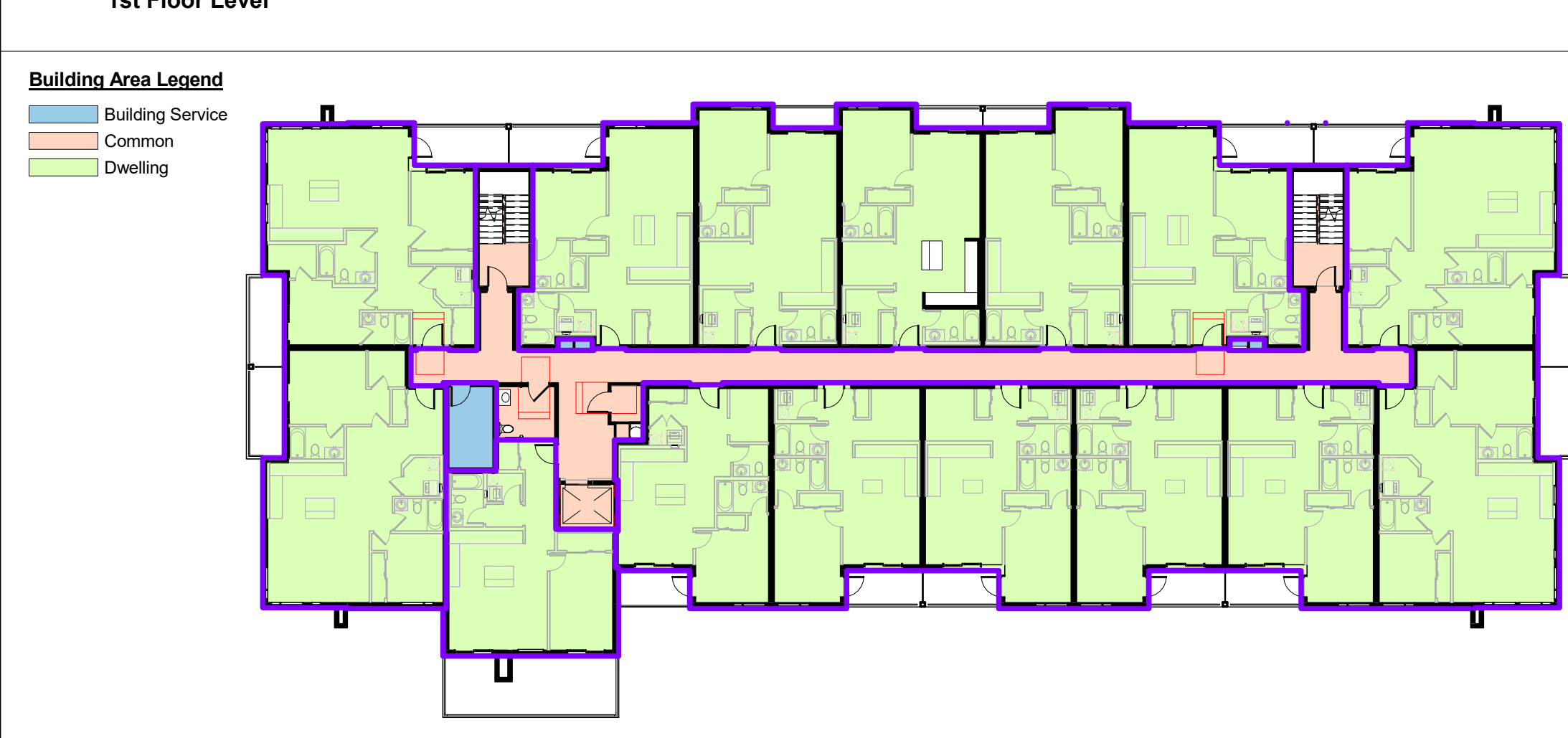
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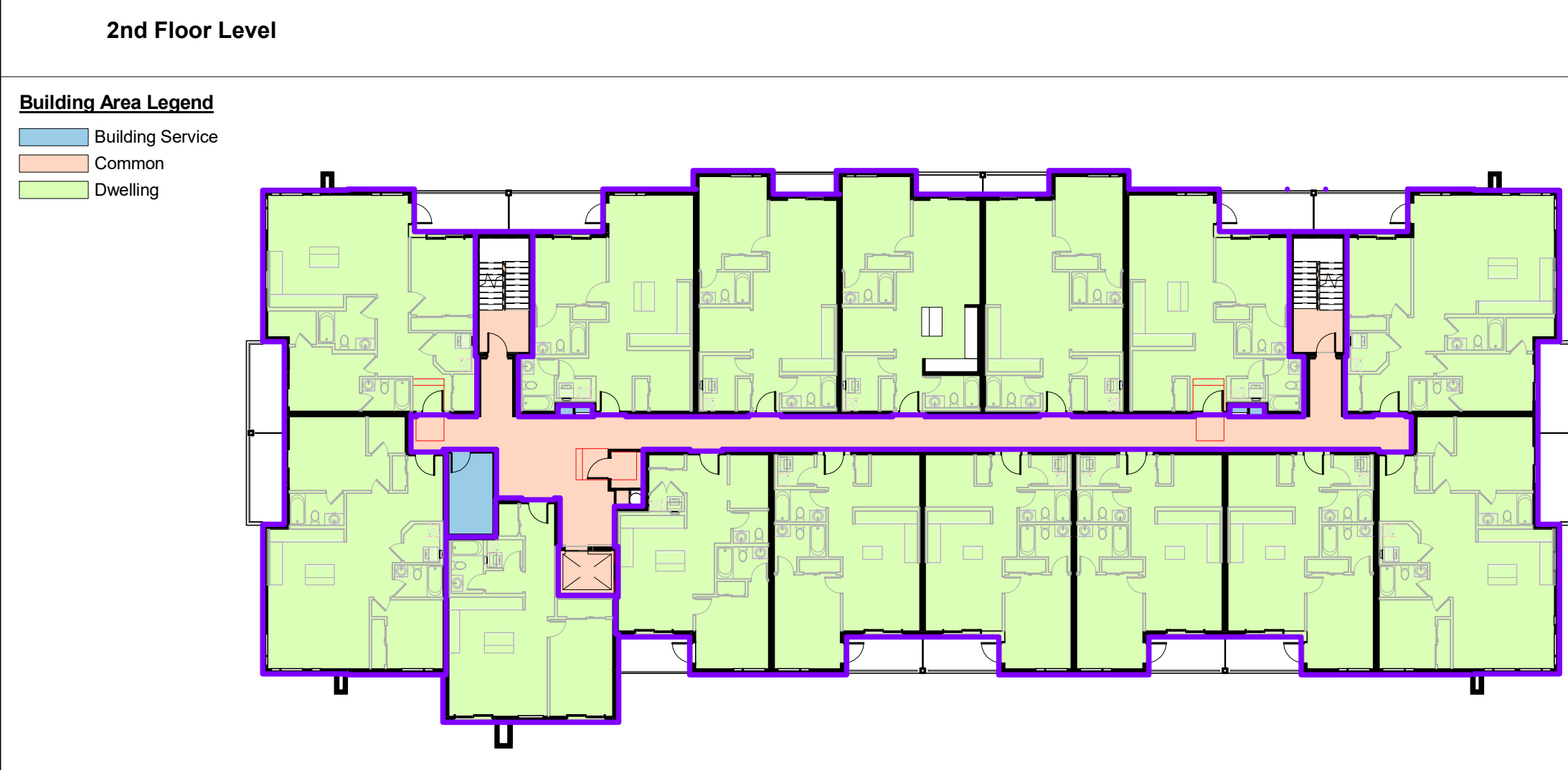
Parking Level



4th Floor Level

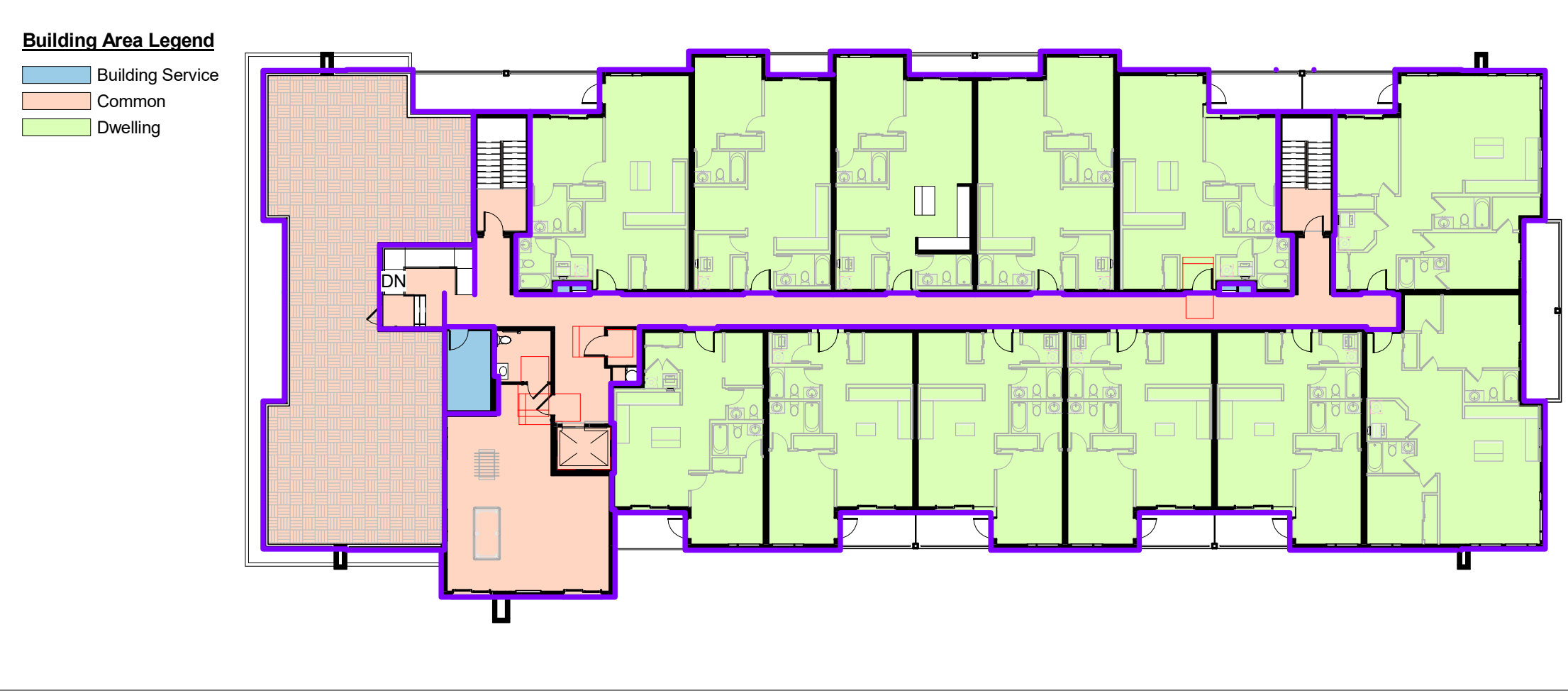
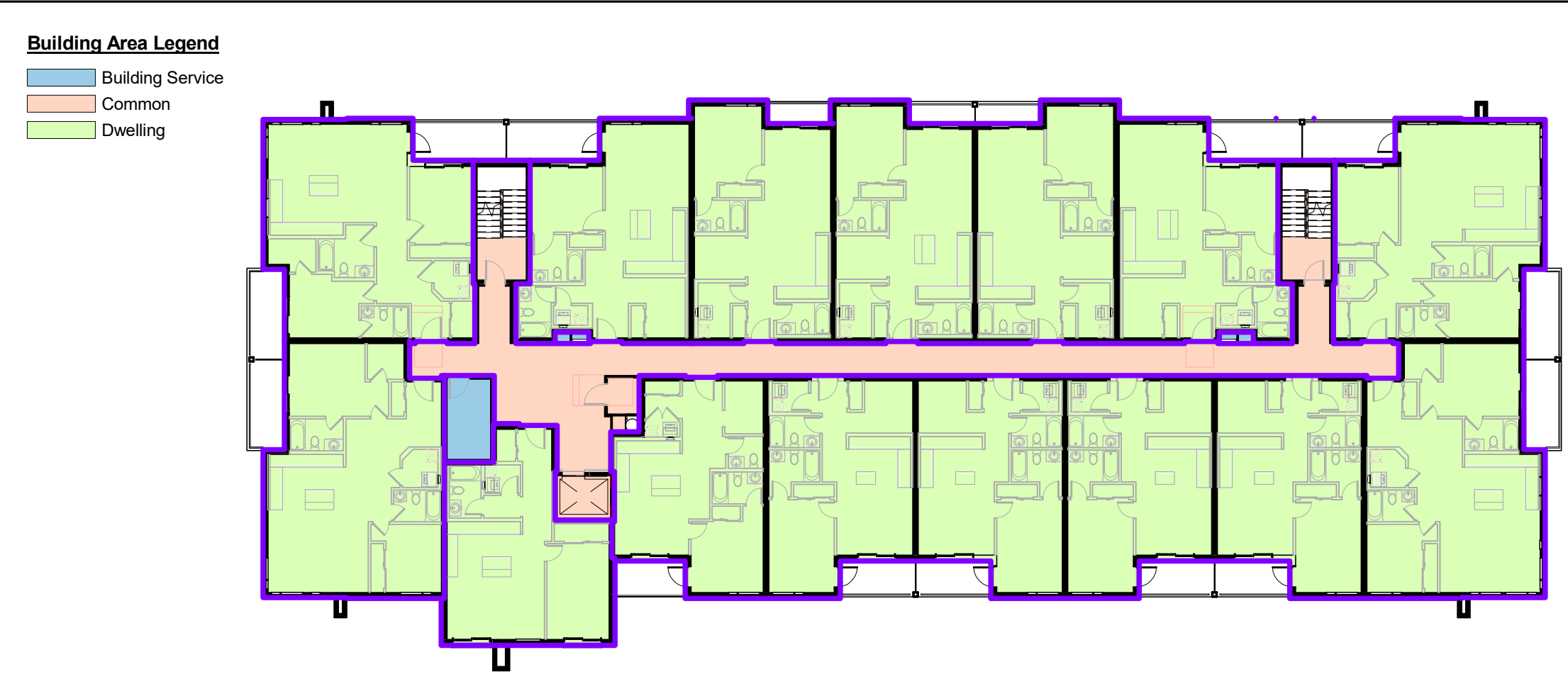


1st Floor Level



2nd Floor Level

3rd Floor Level



5th Floor Level

Gross Building Areas

Name	Area
Parking Level	1,467 m ²
Entrance Level	52 m ²
1st Floor Level	1,409 m ²
2nd Floor Level	1,483 m ²
3rd Floor Level	1,460 m ²
4th Floor Level	1,460 m ²
5th Floor Level	1,460 m ²
5th Floor Patio	215 m ²
5th Floor Level	1,264 m ²
Grand Total	8,811 m ²

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CLIENT NAME
 Mountainview DAC
PROJECT NAME
 Mountain Road Condominiums
PROJECT ADDRESS
 6378 Mountain Road Niagara Falls, Ontario
SHEET NAME
 Area Plans (Building Areas)

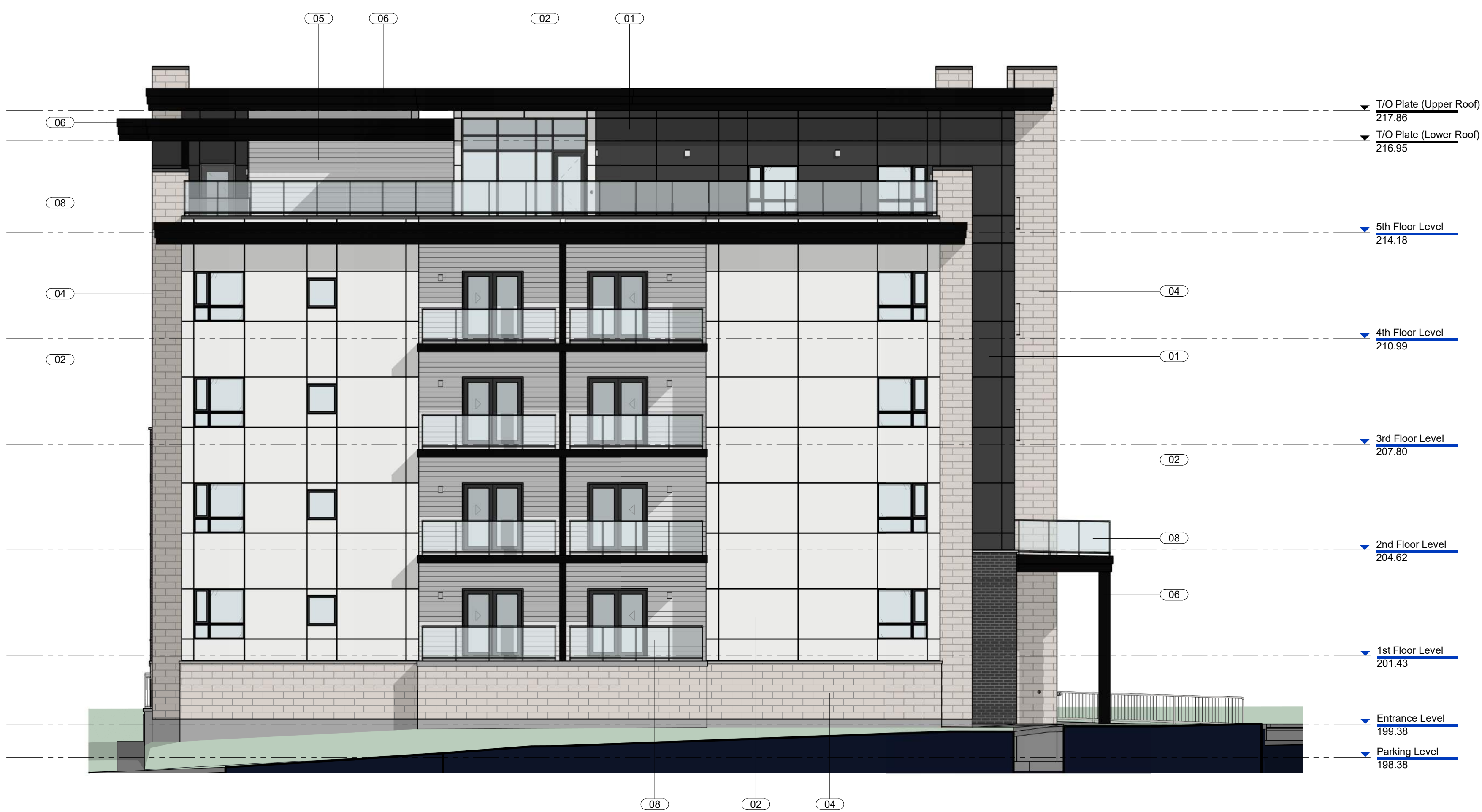
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SHEET #
A1-212
REV. #



4 Elevation - West
 A3-000 scale: 1/8" = 1'-0"



2 Elevation - North
 A3-000 scale: 1/8" = 1'-0"

Material Schedule				
Mark	Description	Manufacturer	Colour	Model
01	Phenolic Panels	Spring Valley Corp.	Colour: Charcoal	
02	Phenolic Panels	Spring Valley Corp.	Colour: White	
03	Brick Veneer	Permicon	Melville Slick Brick: Rockland Black	
03a	Brick Soldier Course	Permicon	Melville Slick Brick: Rockland Black	
04	Stone Veneer	Amiscraft	Cambridge Renaissance - White	
05	Horizontal Siding	Sagiper	Colour: White Oak - Ref #5	
06	Prefinished Metal Flashing	--	Colour: Black	
07	Dual Pane Thermal Glazing	--		
08	Single Pane Tempered Glass Railing	see specifications	see specifications	
09	Precast Concrete Sill	--		

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CLIENT NAME
 Mountainview DAC
PROJECT NAME
 Mountain Road Condominiums
PROJECT ADDRESS
 6378 Mountain Road Niagara Falls, Ontario
SHEET NAME
 Building Elevations

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DATE: 2023-10-02 3:39:03 PM
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CHECKED: --

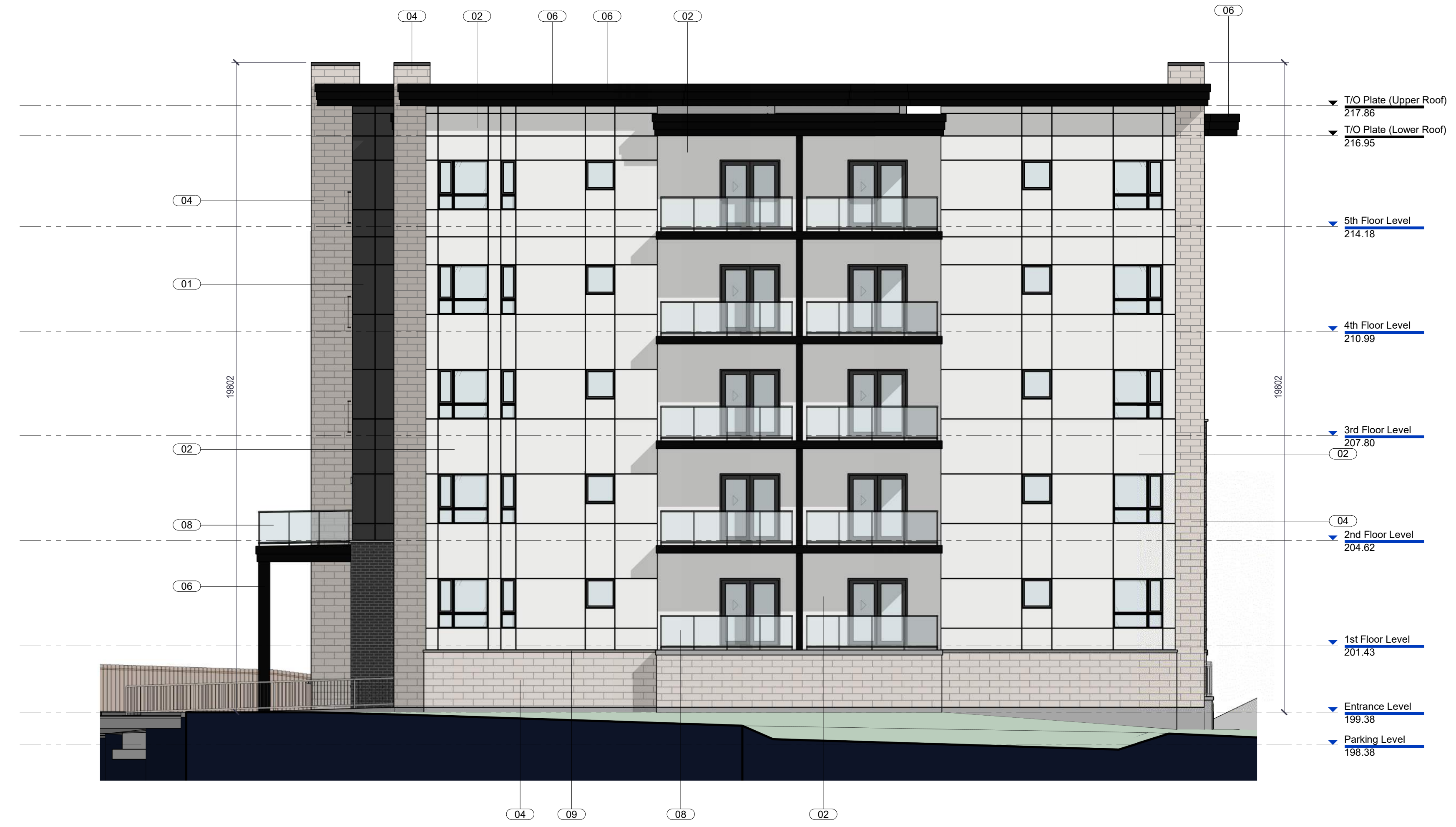
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SHEET #
A3-000
REV. #

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1 Elevation - East
A3-001 scale: 1/8" = 1'-0"



2 Elevation - South
A3-001 scale: 1/8" = 1'-0"

Material Schedule				
Mark	Description	Manufacturer	Colour	Model
01	Phenolic Panels	Spring Valley Corp.	Colour: Charcoal	
02	Phenolic Panels	Spring Valley Corp.	Colour: White	
03	Brick Veneer	Permicon	Melville Slick Brick: Rockland Black	
03a	Brick Soldier Course	Permicon	Melville Slick Brick: Rockland Black	
04	Stone Veneer	Armscraft	Cambridge Renaissance - White	
05	Horizontal Siding	Sagiper	Colour: White Oak - Ref #5	
06	Prefinished Metal Flashing	--	Colour: Black	
07	Dual Pane Thermal Glazing	--		
08	Single Pane Tempered Glass Railing	see specifications	see specifications	
09	Precast Concrete Sill	--		

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CLIENT NAME
 Mountainview DAC
PROJECT NAME
 Mountain Road
 Condominiums
PROJECT ADDRESS
 6378 Mountain Road Niagara Falls, Ontario
SHEET NAME
 Building Elevations

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PROJECT NO.: 23-050
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SHEET #

A3-001

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Appendix II
Draft Zoning By-law

Draft Zoning By-law Amendment

Schedule X

Mountain Road and St. Paul Avenue (No Municipal Address)

THE CORPORATION

OF THE

CITY OF NIAGARA FALLS

BY-LAW NO. [REDACTED]

A BY-LAW TO AMEND BY-LAW NO. 79-200, to regulate Part of Lots 816 & 187, Registered Plan 9 and Part of Lots 803, 804, 805, 806 and 807, Registered Plan 17, Niagara Falls, Regional Municipality of Niagara

THE COUNCIL OF THE CORPORATION OF THE CITY OF NIAGARA FALLS ENACTS AS FOLLOWS:

1. The lands that are the subject of and affected by the provisions of this by-law are described in Schedule 1 of this by-law and shall be referred to in this by-law as the “Lands”. Schedule 1 is a part of this by-law.
2. The purpose of this by-law is to repeal the zoning on the subject lands “Site Specific Residential low density, grouped multiple dwellings zone” (R4-449-1050) and to replace it with Site-Specific Residential low density, grouped multiple dwellings zone (R4-X), to permit the lands to be developed in a manner that would otherwise be prohibited by that by-law. In the case of any conflict between a specific provision of this by-law and any existing provision of By-law No. 79-200, the provision of this by-law shall prevail.
3. Notwithstanding the provisions of By-law No. 79-200 to the contrary, the permitted uses and regulations of the R4 Zone shall apply, notwithstanding the additional provisions outlined below:

Residential low density, grouped multiple dwellings zone (R4 Zone)

<i>Minimum Lot Area for an apartment dwelling or stacked townhouse dwelling</i>	<i>140 square metres per dwelling unit</i>
---	--

<i>Minimum Lot Frontage</i>	<i>7.5 metres</i>
<i>Minimum Interior Side Yard</i>	<i>3.0 metres</i>
<i>Minimum Exterior Side Yard Width</i>	<i>6.0 metres</i>
<i>Maximum Building Height</i>	<i>23.5 metres</i>

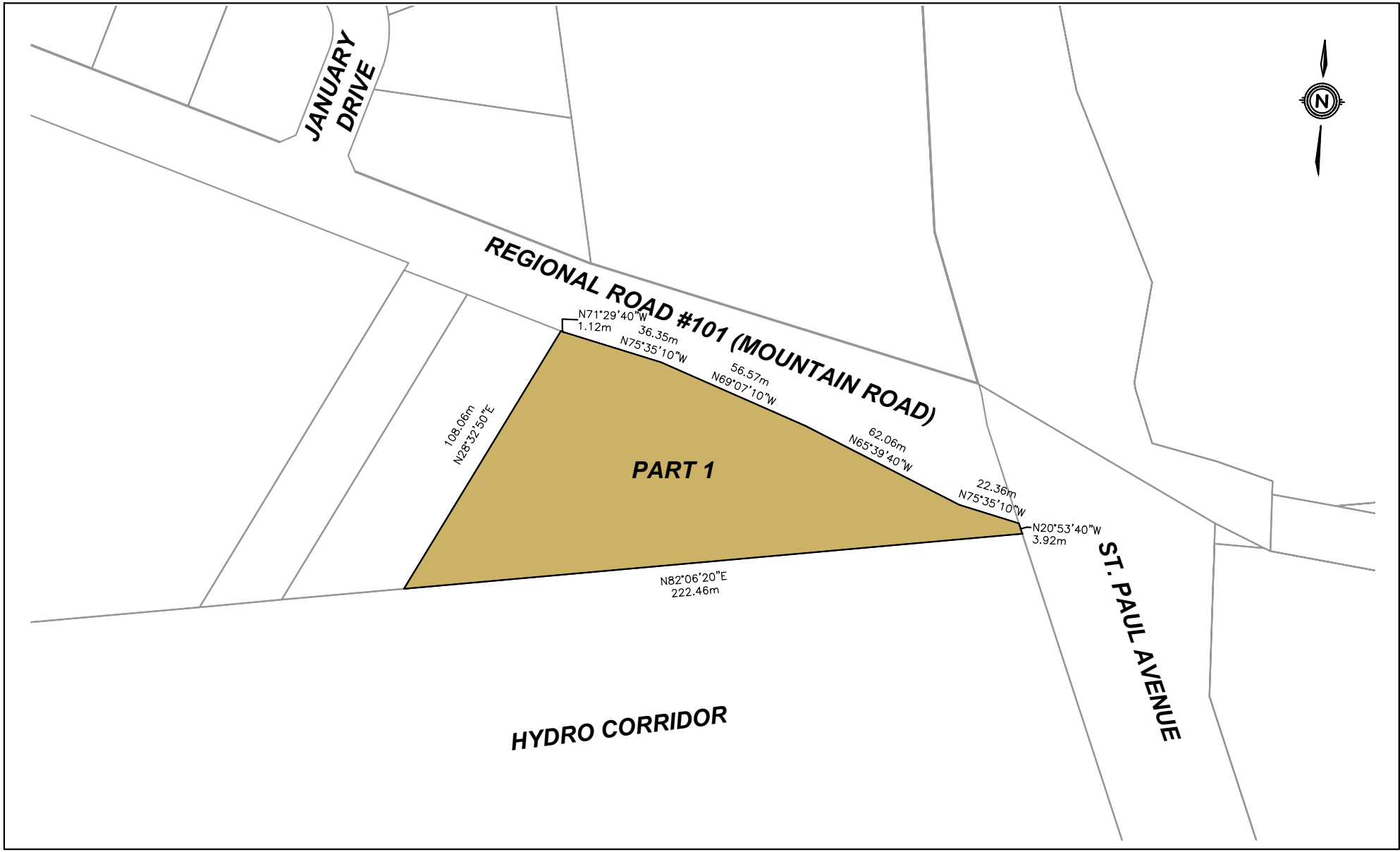
4. All other applicable regulations set out in By-law No. 79-200 shall continue to apply to govern the permitted uses on the lands, with all necessary changes in detail.
5. No person shall use the Lands for a use that is not a permitted use.
6. No person shall use the Lands in a manner that is contrary to the regulations.
7. The provisions of this by-law shall be shown on **Sheet X** of Schedule "A" of By-law No. 79-200 by re-designating the Lands from R4 to **R4-_____**.
8. Section 19 of By-law No. 79-200 is amended by adding thereto:
19.x.x Refer to By-law 2023-**_____**.

Passed this ____ day of _____, 2023.


READ A FIRST, SECOND AND THIRD TIME THIS ____ DAY OF _____, 2023.

MAYOR

CITY CLERK



LEGEND

 PART 1 - FROM RESIDENTIAL 4 ZONE TO RESIDENTIAL 4 SITE SPECIFIC ZONE (R4-X)

**MOUNTAIN ROAD CONDO
SCHEDULE 'A' OF ZONING BY-LAW AMENDMENT No. _____**

MAYOR: _____

CLERK: _____



Appendix III
Pre-Consultation Agreement



City of Niagara Falls Pre-Consultation Checklist

(Revised: February 2022)

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- WAIVED BY DIRECTOR

Pursuant to Section 4 of By-law No. 2009-170 being a by-law to require pre-consultation for certain applications under the Planning Act, the Director of Planning, Building & Development may waive the requirement for a formal consultation meeting. I hereby waive the requirement for a formal consultation meeting on the proposal detailed herein.

Date:

Signature:

PRE-CONSULTATION

Day:

March 2, 2023

Time:

3:45

1. SUBJECT PROPERTY INFORMATION

Street Address:

Mountain Road & St. Paul Avenue (272504000106200)

Legal Description:

PT of TWP LT 25, Stamford, Being Part 1, Plan 59R-1558, City of Niagara Falls

Land Area :

1.07ha

Lot Frontage :

177.4m

Municipal Land Involved: Yes No

2. CONTACT INFORMATION

Owner Information

Registered Owner:

Mountainview DAC Inc.

Mailing Address: (Street address, unit number, city & postal code)

9-3350 Merrittville Highway, Thorold, ON, L2V 4Y6

Phone Number:

905-688-3100

E-mail Address:

mvartanian@mountainview.com

Applicant/Agent Information (if applicable)

First and Last Name:

William Heikoop & Eric Beauregard (Upper Canada Consultants)

Mailing Address:

30 Hannover Drive, Unit 3, St. Catharines, ON, L2W 1A3

Phone Number:

905-688-9400

E-mail Address:

whaikoop@ucc.com & eric@ucc.com

Contact for all future correspondence (select one): Registered Owner Authorized Agent

3. PROPOSAL

To modify the existing site specific R4 provisions to permit for a 6 storey, 70 unit apartment building with 101 parking spaces.

4. PROPOSED DEVELOPMENT INFORMATION

Gross Floor Area:

Building Height:

6 storeys

Dwelling Units:

70

Hotel/Commercial Units:

N/A

Location:

Brownfield

Greenfield

Built-up

Outside Urban Boundary

NEP Area

CIP Area

***Note: If within a CIP Area, please speak to the City's CIP Coordinator

5. DESIGNATIONS

Regional Official Plan:

Yes No

Niagara Escarpment Plan:

Yes No

N/A

City Official Plan:

Yes No

Residential - zoning viewed to comply with OP

Secondary Plan:

Yes No

N/A

Zoning:

Yes No

R4-1050 & R4-449

6. PROPOSED APPLICATION(S)- Check all that are applicable

Regional Policy Plan Amendment <input type="checkbox"/>	City Official Plan Amendment <input type="checkbox"/>	Zoning By-law Amendment <input checked="" type="checkbox"/>
Subdivision Approval <input type="checkbox"/>	Condominium- Vacant Land <input type="checkbox"/>	Condominium- Standard <input checked="" type="checkbox"/>
Site Plan Approval <input checked="" type="checkbox"/>	Consent/Severance <input type="checkbox"/>	NEC <input type="checkbox"/>

Other:

7. REQUIRED INFORMATION AND STUDIES

Studies identified with an asterisk* will likely require a peer review at the cost of the developer.

OPA/ ZBA	DRAFT PLAN/ CONSENT	SITE PLAN	Reports, Studies, Plans (See notes for additional details)	Number of Copies		Notes
				Digital	Paper	
			Agricultural Impact Assessment			
			Air Quality			
			Archaeology Assessment- Please be mindful of your duty to consult obligations			

X			Conceptual Site Plan	X	1	<u>Official Plan/Zoning By-law Application</u> Site Plan, Coloured Site Plan, Elevations and submit CAD .dwg file or survey plan (.dwg file) to City projection standards.
		X			1	<u>Site Plan Application</u> Site Plan, Elevations (including floor plans), Landscape Plan (by OALA), Grading Plan, SWM Plan, Servicing Plan, STANDA, STWMDA, Photometric, Zoning Chart, Building Code Matrix, and CAD .dwg files to City projection standards of the site & servicing plans.
	X		Condominium Plan		1	<u>Condominium Application</u> Draft Plan of Condominium and submit CAD .dwg file to City projection standards.
			Cultural Heritage Impact Analysis			
			Draft Local Official Plan Amendment			
			Draft Regional Policy Plan Amendment			
			Environmental Impact Study			
			Environmental Planning Study/ Sub-Watershed Study			
			Environmental Site Assessment/Record of Site Condition			
			Farm Operation and Ownership			
			Financial Impact Assessment			
			Floodplain and Hazard Lands Boundary Plan			
			Gas Well Study/Gas Migration Study			
X			Geotechnical	X	1	To address vibrations on nearby dwellings. Note – pre-construction survey recommended. Provide mitigation solutions & how they'll be communicated to the public. Done by a qualified professional.
			Hydrogeological Study and Private Servicing Plans			
			Land Use/Market Needs*			
			Mineral Aggregate Resources			
			Minimum Distance Separation 1 & 11			
X		X	Municipal Servicing Study	X	1	To review services and demonstrate capacity. Infrastructure modelling is required, at applicant's cost
X			Noise Study*	X	1	For Mountain Rd, may need to be peer reviewed.
X			Other – Viewplane analysis	X	1	Details provided in comments
X			Other – Sight Line Assessment	X	1	Sight line assessment for Mountain Rd and proposed access
	X		Other – Unit Plan	X	1	Please provide a unit plan showing legal unit numbers to proposed municipal numbers at DPC
			Phasing Plan			

X			Planning Justification Report	X	1	Done by RPP, review and analyze applicable Provincial, Regional, and City policies. Discuss affordability policies and provide potential prices/rental rates. Provide draft Zoning By-law amendment.
			Risk Management Study			
X		X	Road Widening	X	1	10m x 10m daylight triangle at Mountain and St. Paul. Show at ZBA, dedicate at SP
			Sensitive Land Use Report			
X			Shadow Analysis	X	1	
			Shoreline Study			
			Slope Stability Report			
			Soil Report			
X		X	Stormwater Management Plan	X	1	Pre- to post, 5 year storm
X			Third Party Modelling	X	1	Required for sanitary, at applicant's cost
			Transportation Impact Study/ Parking Impact Analysis			
		X	Tree inventory Preservation Plan	X	1	
X			Urban Design Brief/Architectural Brief	X	1	Utilize Region's Model Urban Design Guidelines
		X	Landscape Plans	X	1	
X		X	Wind Study	X	1	Please contact the Region for a Terms of Reference before doing any work.

8. COMMENTS

Planning Comments:

- As there are existing permissions for a 6 storey apartment building through a zoning by-law amendment, an OPA will not be required provided the proposal is no larger than 6 storeys and does not exceed the maximum permitted density for the site (75 UPH).
- It appears 45 degree plane is being met to the residential uses to the west but unsure about the residential uses to north as no measurement has been provided. It is recommended that a 45 degree plane is met to existing low-density residential uses.
- As building elevations have not been provided, comments regarding design cannot be made. It is recommended that the design of the building be articulated in form with a stepback starting at the fourth floor. Recommend providing elevations/site plan for review prior to submission for updated comments.
- Viewscape/perspective drawings showing how the proposal will be incorporated into the neighbourhood are required. Should be looking from Mountain & St.Paul up Mountain Road. An additional viewscape is required from Mountain & Terravita Dr looking towards St. Paul that includes the houses on Terravita Dr, and the properties that have frontage onto Mountain Rd, including the proposal.
- The parking area will need to be landscaped and fenced appropriately. Below grade parking is supported.
- There is the opportunity to have a great landscaped/amenity space for residents in the exterior side yards.
- Cash-in-lieu of Parkland Dedication will apply at a rate of 5% for residential.

Building Comments:

- All required Building Permits and Demolition Permits to be obtained prior to commencement of any construction/demolition in accordance with the Ontario Building Act, to the satisfaction of the Building Services Division and the Fire Prevention Division.
- City, Regional and Education Development Charges (not excluding Parkland Dedication Fee, if applicable) will be assessed during the review of the Building permit(s) application submission.
- Fire Prevention Division requires to assess the proposal as it relates to on-site fire-fighting practices, i.e. private fire-route accesses, fire-hydrant locations (private and/or public), fire-department connection(s), etc.

- Building application submission; spatial-separation fire-protection review shall be conducted.
- Geotechnical Report (not excluding any seismic data/recommendation) shall be provided at building application submission.

Engineering Comments:

- Please see attached comments for full details.
- Third Party Modelling for sanitary infrastructure capacities is required.
- The existing sanitary sewer will need to be extended within the City's road allowance at the applicant's expense. Applicant will be required to provide design and environmental compliance approval documentation in accordance with City standards.

Fire Comments:

- Please see attached comments for full details.

GIS (Addressing):

- Any new address will be assigned to Mountain Rd
- A correlated unit plan will be required: legal unit to unique civic unit
- Addressing will be assigned at the appropriate stage during the site plan process

Landscape Services:

- A tree survey plan will be required as part of the Site Plan submission. The tree survey plan shall be prepared by a certified professional and shall identify and evaluate all trees on-site for potential preservation. Boundary trees and trees on adjacent lands that could be negatively affected by the proposed development shall be preserved unless consent is provided by adjacent landowner(s). The recommendations of the tree survey plan shall be implemented in the site plan design. This includes potential modifications to project layout and grading plans.
- A landscape plan will be required as part of the Site Plan submission which conforms to the City of Niagara Falls Standards for Site Planning. The landscape plan shall be developed by an Ontario Landscape Architect. The design of the landscape plan shall have consideration for enhancing street frontage, improving walkability, winter snow storage, and reducing heat island effect of hard surface areas. The planting of native species is preferred.
- Parkland dedication shall be provided as Cash-in-lieu at the rate of 5%

Transportation Comments:

- Mountain Road is a Regional road.
- St. Paul Avenue, south of Mountain Road is a City arterial road. There is a small segment of the property that fronts onto St. Paul Avenue. A road widening on St. Paul Avenue is not required.
- The City does not require a traffic study.
- A 70-unit residential building requires 98 parking spaces at a rate of 1.4 parking spaces per unit. A total of 101 parking spaces are noted to be provided. Transportation Staff has no objections to the applicant using the default 1.4 parking spaces per unit rate, instead of the 1.9 site-specific parking space per unit rate that is in place for the subject lands. Staff recommends the applicant request the default 1.4 rate (98 parking spaces required), instead of 1.44 (101 parking spaces required) as noted in the plan.
- The minimum number of accessible parking spaces is based on the parking lot capacity. A parking area having 101 parking spaces requires a minimum of five (5) accessible parking spaces and this is determined through the following formula for parking lots between 101 – 200 parking spaces: $1 + 3\%$ of the total number of parking spaces, rounding up to the nearest whole number, thus $1 + 0.03 \times 101 = 4.03$, rounded up to 5 accessible parking spaces. If the parking lot capacity is reduced to 100 parking spaces, then the minimum accessible parking requirement is 4 accessible stalls. Two (2) accessible parking spaces are noted on the surface level.
- Each accessible parking space must be signed and marked according to the prevailing by-law requirements, which includes:
 - One authorized disabled parking sign on display;
 - One '\$300.00 Fine' sign tab directly beneath the authorized disabled parking sign;
 - Both signs are to be permanently installed at the front and centre of the parking stall and mounted at a height of 1.0 metres to 1.5 metres from the ground to the bottom of the sign;
 - Be a minimum of 3.9 metres (12 feet, 10 inches) in width and 6 metres (19 feet, 8 inches) in length;
 - Have a 1.5 metre wide aisle way that extends the full length of the space on at least one side of every accessible parking space with barrier free access provided at the end of the access aisle;
 - Shall be marked with appropriate white pavement markings (lines and symbol) when located on a hard surface;
 - Located on a level surface; and,
 - Placed in a location as to minimize the distance to building entrances
- What is planned for garbage collection?

- Provide a plan for the underground/covered parking.
- Staff supports the walkway connection to the Mountain Road sidewalk.
- Parking is prohibited on both Mountain Road and St. Paul Avenue.
- There is no transit service on Mountain Road. The closest Niagara Regional Transit stop is for the #114/214 route, which passes through the St Paul Avenue and Riall Street intersection that is to the south of the proposed development. The transit stop is more than 800 metres away. Generally, transit use increases when persons do not have to walk more than 400 metres to a bus stop.

Zoning Comments:

- Please see attached comments and provide the requested information with your submission.

Niagara Region:

- Please see attached comments. Note the Region is accepting payment on their website.

9. APPLICATION FEES- Please contact the City for current fees when ready to proceed

Application	City of Niagara Falls	Niagara Region	NPCA
Zoning By-law Amendment	\$13,000 (complex)	\$1,395	
Major Urban Design Review		\$665	
Site Plan	\$5,500	\$4,150 (includes standard condo)	
Stormwater Review less than 5ha		\$675	
Standard Plan of Condominium	\$3,000		
Total	\$21,500		

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. Additional fees may be required at a later date based on the fee schedule by-law.

Separate cheques are required made payable to each appropriate agency and are submitted to the City with the complete application. The Region is accepting on-line payments on the Niagara Region website.


Additional Agencies to be contacted:

MTO NPC NEC Hydro Pipeline CN/CP Other:

10. ATTENDEES

City	Applicant	Agency
Alexa Cooper acooper@niagarafalls.ca	William Heikoop (Agent) wheikoop@ucc.com	Alexander Morrison (Region) Alexander.morrison@niagararegion.ca
Sue Scerbo (Zoning) sscerbo@niagarafalls.ca	Matt Vartanian (Applicant) mvaranian@mountainview.com	
Cesar Ramires (Building) cramires@niagarafalls.ca		
Ben Trendle (Fire) btrendle@niagarafalls.ca		
Brian Kostuk (Engineering) bkostuk@niagarafalls.ca		
Jessica Garrett (Engineering) jgarrett@niagarafalls.ca		
David Antonsen (Landscape) dantonsen@niagarafalls.ca		
John Grubich (Transportation) jgrubich@niagarafalls.ca		
Michael Warchala (Business Dev.) mwarchala@niagarafalls.ca		
Danaka Kimber (GIS/Addressing) dkimber@niagarafalls.ca		

Signatures

Planning Staff Alexa Cooper		March 21, 2023
Planning Staff		
Regional Planning Staff Alexander Morrison	<i>Alexander Morrison</i>	March 21, 2023
NPCA Staff		
Agent		
Owner		
Owner		
Other		

Pursuant to Section 1 of By-law No. 2008-189, being a by-law to require pre-consultation for certain applications under the Planning Act, I hereby verify that a pre-consultation meeting has been held for the proposed detailed herein.

Signature



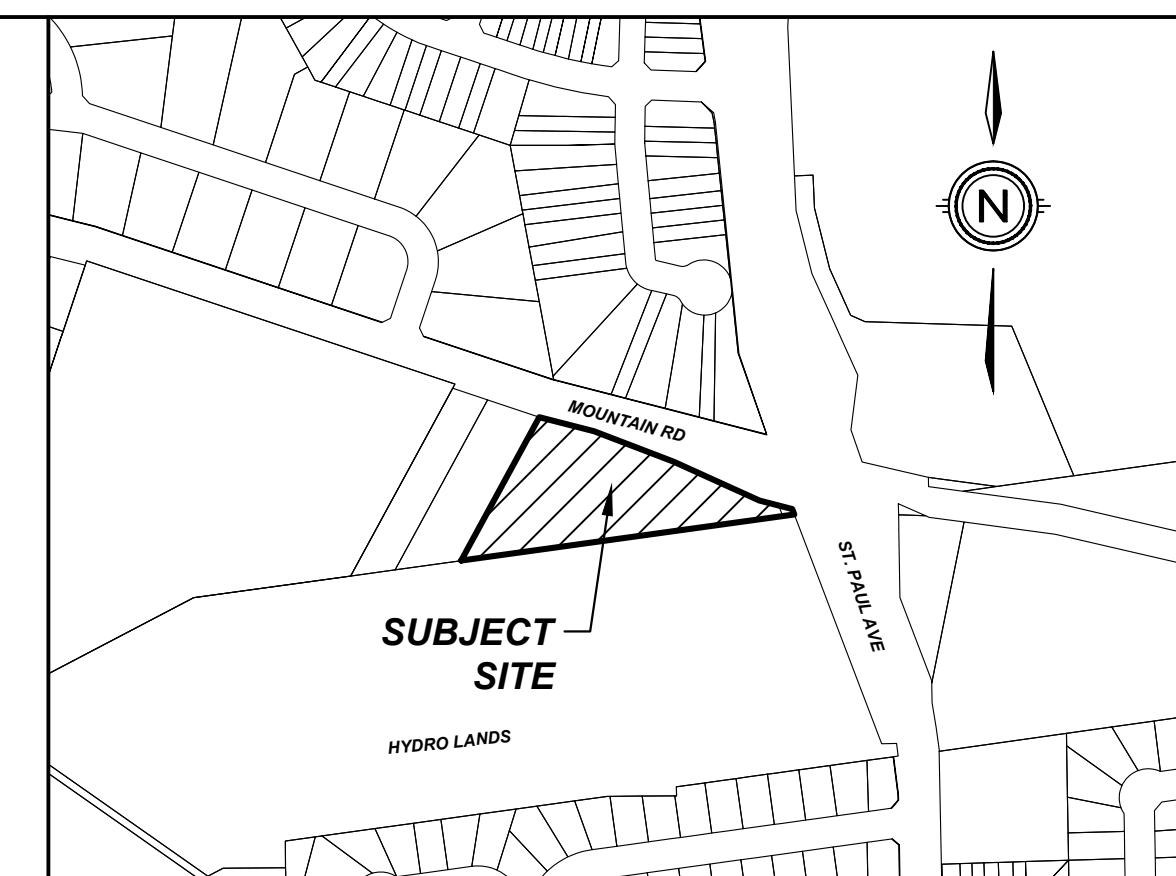
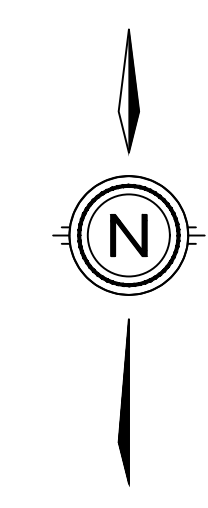
11. NOTES

1. The purpose of the pre-consultation is to identify the information required to commence processing of this development application. Pre-consultation does not imply or suggest any decision whatsoever on behalf of City staff or the City of Niagara Falls to either support or refuse the application. This checklist should not be construed as a complete list of information required as further assessment may reveal the need for more information.
2. This pre-consultation form expires within one year from the date of signing or at the discretion of the Director of Planning & Development
3. An application submitted without the information identified through the pre-consultation process may not be sufficient to properly assess the application and may be deemed by staff to be an incomplete application.
4. The applicant should be aware that the information provided is accurate as of the date of the pre-consultation meeting. Should an application not be submitted in the near future, and should other policies, by-laws or procedures be approved by the Province, City, 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.
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 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.
10. By signing this document the Owner/Agent/Applicant acknowledges that they have been informed of the application process, anticipated timing, public notification and steps to be followed for the development discussed at this meeting.
11. A copy of this pre-consultation checklist has been provided to the applicant/agent .

Note: Upon submission, the City will review all submitted plans, studies, etc. to ensure the information is sufficient before declaring the application complete. This will occur within 30 days.

MOUNTAIN ROAD CONDO

CITY OF NIAGARA FALLS



KEY PLAN
N.T.S.

CONCEPT PLAN

LEGAL DESCRIPTION

PART OF TOWNSHIP LOT 25, STAMFORD
BEING PART 1, PLAN 59R-1558
CITY OF NIAGARA FALLS
REGIONAL MUNICIPALITY OF NIAGARA

ZONING MATRIX

PROVISION	ZONING RESIDENTIAL LOW DENSITY, GROUPED MULTIPLE DWELLINGS (R4-1050)	PROVIDED
MIN. LOT AREA	282m ² for each dwelling unit	145.07m ² for each dwelling unit
MIN. LOT FRONTAGE	7.5m	7.5m
MIN. FRONT YARD DEPTH	9.5m	126.30m
MIN. REAR YARD DEPTH	17m	27.59m
MIN. INTERIOR SIDE YARD	One-half height of building	3.00m
MIN. EXTERIOR SIDE YARD	15m	6.00m
MAX. LOT COVERAGE	12%	14.07%
MAX. BUILDING HEIGHT	23.5m	18.34m
MAX. STOREYS	6	6
MIN. LANDSCAPED OPEN SPACE	198m ² for each dwelling unit	92.88m ²
PARKING AND ACCESS REQUIREMENTS	1.9 parking spaces for each dwelling unit	1.44 parking spaces for each dwelling unit

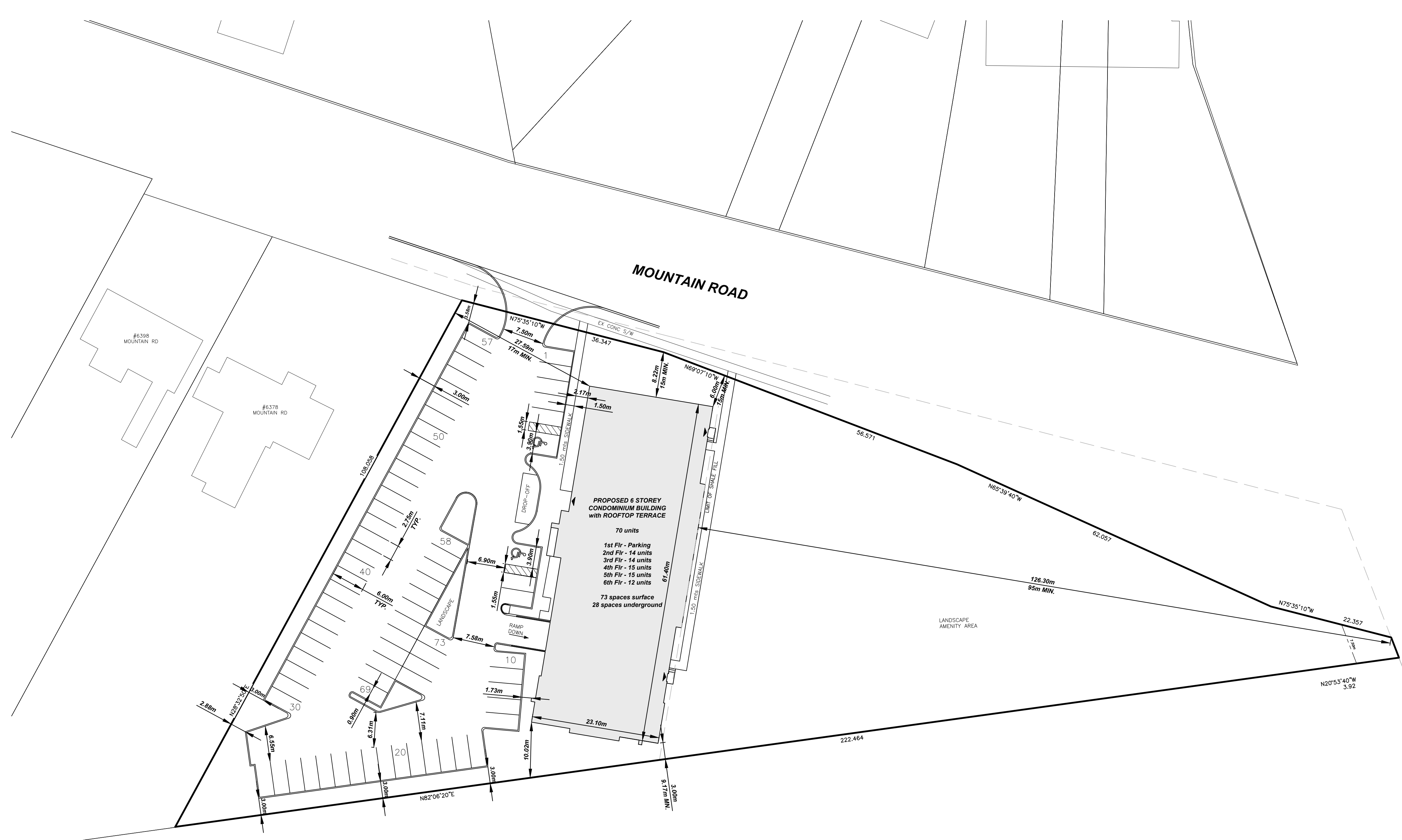
SITE STATISTICS

AREA	Ha.	% COVERAGE
BUILDING	0.143	14.07
ROAD/DRIVEWAY/PARKING	0.260	25.59
LANDSCAPING	0.613	60.33
TOTAL	1.016	100.00
UNITS		70
DEVELOPABLE AREA		1.016Ha.
DENSITY (UNITS/DEVELOPABLE AREA)		68.89u/Ha.
		**
PARKING SPACES PROVIDED TOTAL		101
		SURFACE = 73
		UNDERGROUND = 28

#	REVISION	DATE	INIT
0	REVIEW	2022-12-21	



CONCEPT PLAN	DRAWING TITLE	DRAFTING	AM
		DATE	DECEMBER 21, 2022
		PRINTED	DECEMBER 21, 2022
		SCALE	1:400
	DWG No.	REV	
	2278-CP6	0	



HYDRO LANDS

PRELIMINARY

Pre-Consultation Meeting - March 2, 2023 - Item #4 - Alexa Cooper

3:45 p.m.

Proposed: Zoning By-law Amendment, Site Plan, Standard Condominium
Applicant: Mountainview DAC Inc.
Agent: William Heikoop (Upper Canada Consultants)
Property: Mountain Road & St. Paul Avenue (272504000106200)
Proposal: 6-storey apartment building with 70 residential units.

NOTE: Previous pre-consultation meetings held on June 17, 2021, and May 5, 2022

Mountain Road is a Regional Road (#101)

Existing infrastructure on Mountain Road: 200mmØ PVC Watermain (2009)
250mmØ PVC Sanitary Sewer (1982) *Must be extended
300mmØ CONC Storm Sewer (Regional) (2010)

Zoning By-law Amendment Requirements:

- Functional Servicing Report identifying and ensuring that the municipal infrastructure will adequately service the development as proposed. The report should reference criteria outlined in the MECP's Design Guidelines for Sewage Works and Design Guidelines for Drinking Water Systems, any applicable Ontario Building Code requirements, and municipal design criteria which is available upon request.
- Detailed Stormwater Management Report balancing post- to pre-development for the 5-year minor storm event contained and controlled on-site and directed to a suitable outlet. Major storm events may be directed overland to an acceptable outlet. The report should also address stormwater quality control measures, if applicable. Municipal storm design criteria is available upon request.
- As the site fronts onto a Regional Road, Region Stormwater Management requirements will also apply.
- Third party infrastructure modelling at applicants' expense is required to verify available sanitary infrastructure capacities. Fees are in accordance with the City's Schedule of Fees. This process is to be completed prior to application. Once the Functional Servicing Report has been completed it should be submitted to Brian Kostuk (bkostuk@niagarafalls.ca) to begin the process.
- Engineering drawings of existing underground infrastructure are available upon request from Brian Kostuk - bkostuk@niagarafalls.ca.

Site Plan and Standard Condominium Requirements:

- The existing 250mmØ PVC Sanitary Sewer will need to be extended within the City's road allowance at the applicant's expense. Applicant will be required to provide design and Environmental Compliance Approval documentation in accordance with City standards.
- Updated Functional Servicing and Stormwater Management Reports.
- Engineering drawings, including site plan, site servicing plan, grading plan, storm drainage area plan, and photometric plan demonstrating zero trespass to neighbouring properties.
- Road Occupancy Permit for service connections to be obtained through Sam Mirabelli - (905) 356-7521 ext. 4260.
- Regional Permits required for any work within Regional road allowance.

Landscape Services Requirements:

- A tree survey plan will be required as part of the Site Plan submission. The tree survey plan shall be prepared by a certified professional and shall identify and evaluate all trees on-site for potential preservation. Boundary trees and trees on adjacent lands that could be negatively affected by the proposed development shall be preserved unless consent is provided by adjacent landowner(s). The recommendations of the tree survey plan shall be implemented in the site plan design. This includes potential modifications to project layout and grading plans.

- A landscape plan will be required as part of the Site Plan submission which conforms to the City of Niagara Falls Standards for Site Planning. The landscape plan shall be developed by an Ontario Landscape Architect. The design of the landscape plan shall have consideration for enhancing street frontage, improving walkability, winter snow storage, and reducing heat island effect of hard surface areas. The planting of native species is preferred.
- Parkland dedication shall be provided as Cash-in-lieu at the rate of 5%.

FIRE DEPARTMENT COMMENTS PRE-CONSULTATION MEETING

DATE: March 2, 2023

OFFICER: Ben Trendle

EMAIL: btrendle@niagarafalls.ca

PHONE: 905-356-1321 ext. 2211

AGENDA ITEM #4

ADDRESS: Mountain Rd & St. Paul Ave -
272504000106200

APPLICATION TYPE: Zoning By-law Amendment,
Site Plan, Standard Plan of Condominium

COMMENT(S): Zoning By-Law Amendment

1. The Fire Department has no comments or concerns with respect to the zoning by-law amendment.

COMMENT(S): Site Plan

1. A complete building code matrix is required to be submitted at the time of site plan application.
2. The site plan must demonstrate conformance with the requirements of Subsection 3.2.5. of the Ontario Building Code.
3. An adequate water supply for firefighting shall be provided for every building in accordance with the requirements of the Ontario Building Code.
4. The location of any existing or proposed fire hydrants are to be indicated on the site plan.

If private fire hydrants are required on the property to achieve minimum distances under the Ontario Building Code, the owner will be required to maintain the fire hydrants in accordance with the requirements of the Ontario Fire Code.

Inter-Departmental Memo

To: Alexa Cooper, Planner 2

From: Sue Scerbo, Senior Zoning Administrator

Date: March 2, 2023

Re: **Proposed Zoning By-law Amendment, Site Plan,
Standard Plan of Condominium
Part 1, Plan 59R-15586
SW Corner of St. Paul Avenue & Mountain Road
6 storey, 70 Unit Condominium Development
Zoning Comments**

The applicant is proposing to construct a 6 storey, 70 unit condominium development on the subject property.

The subject property is zoned Residential Low Density Grouped Multiple Dwelling (R4-1050, 449) in accordance with Zoning By-law No. 79-200, as amended by By-law No. 2017-102 and 98-183.

The following table compares the provisions of the R4-1050 zone with what is proposed:

Minimum lot area for an apartment building	282 sq.m. for each dwelling unit 282 sq.m. x 64 dwelling units = 18,048 sq.m.	145.07 sq.m. for each dwelling unit 10,155 square metres	No the daylighting triangle will reduce the lot area
Minimum lot frontage	7.5m	7.5 m (as measured from the required front yard setback)	Yes
Minimum front yard depth	95 metres	95 m	Yes
Minimum rear yard depth	17 m	27.59 m	Yes
Minimum interior side yard width	one half the height of the building one half of 18.34 m = 9.17 m	3 m	No

Minimum exterior side yard width	15 metres	6 metres	No
Maximum lot coverage	12%	14.07 %	No the daylighting triangle will increase the lot coverage
Maximum building height	23.5 m	18.34 m	Yes
Maximum storeys	6	6	Yes
Minimum landscaped open space	198 sq.m. for each dwelling unit 198 sq.m. x 70 dwelling units = 13860 sq.m.	92.88 sq.m. for each dwelling unit 92.88 sq.m. x 70 dwelling units = 6501.6 sq.m.	No the daylighting triangle will reduce the landscaped open space
Parking and access requirements	1.9 spaces per dwelling unit x 70 = 133 parking spaces	1.44 parking spaces per dwelling unit x 70 = 101 parking spaces 73 parking spaces above grade 28 parking spaces below grade 101 parking spaces	No
Parking space dimensions	Minimum 2.75 m width x 6 m length x 6.3 m manoeuvring aisle on a surface parking area and structure	2.75 m wide x 6 m length not all manoeuvring aisles shown on surface parking area no plan provided for the structure parking	Yes information required information required
Accessory buildings and accessory structures	In accordance with sections 4.13 and 4.14		
Open balconies not covered by a roof may project	1.8 m into a required front yard or rear yard and 0.45 m into a required side yard	Not indicated	Please provide more information

Comments:.

Please provide the information requested above to ensure zoning compliance.

S:\PRECONSULTATION\2023\03.02.23\MOUNTAIN ROAD & ST PAUL AVENUE (PROPERTY PIN #642850388) ZONING COMMENTS COMPARING TO THE EXISTING SITE SPECIFIC BY-LAW.DOCX

Inter-Departmental Memo

To: Alexa Cooper, Planner 2

From: Sue Scerbo, Senior Zoning Administrator

Date: March 2, 2023

Re: **Proposed Zoning By-law Amendment, Site Plan,
Standard Plan of Condominium
Part 1, Plan 59R-15586
SW Corner of St. Paul Avenue & Mountain Road
6 storey, 70 Unit Condominium Development
Zoning Comments**

The applicant is proposing to construct a 6 storey, 70 unit condominium development on the subject property.

The subject property is zoned Residential Low Density Grouped Multiple Dwelling (R4-1050, 449) in accordance with Zoning By-law No. 79-200, as amended by By-law No. 2017-102 and 98-183. The applicant is requesting to rezone the lands to a site specific R4 Zone.

The following table compares the provisions of the R4 zone with what is proposed:

Minimum lot area for an apartment building	200 sq.m. for each dwelling unit 200 sq.m. x 70 dwelling units = 14,000 sq.m.	145.07 sq.m. for each dwelling unit 10,155 square metres	No the daylighting triangle will reduce the lot area
Minimum lot frontage for an apartment containing more than 4 dwelling units	30 m	7.5 m (as measured from the required front yard setback)	No
Minimum front yard depth for an apartment dwelling	7.5 m plus 13 m from the centerline of St. Paul Avenue = 20.5 m from the centerline of St. Paul Avenue	95 m	Yes Please show 13 m from the centerline of St. Paul Avenue
Minimum rear yard depth for an apartment building	10 m	27.59 m	Yes

Minimum interior side yard width	one half the height of the building one half of 18.34 m = 9.17 m	3 m	No
Minimum exterior side yard width for an apartment dwelling	7.5 m plus 13.1 m from the centerline of Mountain Road	6 m plus not shown from the centerline of Mountain Road	No Please show setback from the centerline of Mountain Road.
Maximum lot coverage	35%	14.07 %	Yes the daylighting triangle will increase the lot coverage
Maximum building height	10 m	18.34 m	No
Number of dwellings on one lot	subject to compliance with section 7.9.3, more than one dwelling is permitted on one lot	One apartment dwelling	Yes
Minimum landscaped open space	45 sq.m. for each dwelling unit 45 sq.m. x 70 dwelling units = 3150 sq.m.	92.88 sq.m. for each dwelling unit 92.88 sq.m. x 70 dwelling units = 6501.6 sq.m.	Yes the daylighting triangle will reduce the landscaped open space
Parking and access requirements	1.4 spaces per dwelling unit x 70 = 98 parking spaces	1.44 parking spaces per dwelling unit x 70 = 101 parking spaces 73 parking spaces above grade 28 parking spaces below grade 101 parking spaces	Yes
Parking space dimensions	Minimum 2.75 m width x 6 m length x 6.3 m manoeuvring aisle on a surface parking area and structure	2.75 m wide x 6 m length not all manoeuvring aisles shown on surface parking area	Yes information required

		no plan provided for the structure parking	information required
Accessory buildings and accessory structures	In accordance with sections 4.13 and 4.14		
Minimum privacy yard depth for each townhouse dwelling unit, as measured from the exterior rear wall of every dwelling unit	7.5 m	N/A	N/A
Open balconies not covered by a roof may project	1.8 m into a required front yard or rear yard and 0.45 m into a required side yard	balconies not shown on site plan	
Minimum amenity area for apartment dwellings	20 square metres for each dwelling unit: 20 sq.m. x 70 dwelling units = 1400 square metres	92.88 square metres for each dwelling unit: 92.88 sq.m. x 70 dwelling units= 6501.6 square metres	Yes the daylighting triangle will reduce the amenity area

Comments:

Please provide the information requested above to ensure zoning compliance.

S:\PRECONSULTATION\2023\03.02.23\MOUNTAIN ROAD & ST. PAUL AVENUE (PROPERTY PIN#642850388)\ZONING COMMENTS.DOCX

Niagara Region – Development Services Division

Pre-Consultation Notes

Mountain Road & St. Paul Avenue (SW Corner), Niagara Falls

March 3, 2023

Attendees: Alex Morrison (Region); Alexa Cooper (City); Brian Kostuk (City); John Grubich (City); Ben Trendle (City); Nick Alkema (City); Sue Scerbo (City); Cesar Ramirez (City); William Heikoop (Agent - UCC); Matt Vartanian (Applicant); David Chemla; Ken Gonyou (Mountainview Homes); Jill Richards;

Application Types: Zoning By-law Amendment, Site Plan & Standard Condominium.

Related to: PRECON-21-0434; PRECON-22-0314.

Application Description

- The Applicant is proposing a 6-storey building with 70 residential units.

Provincial and Regional Land Use Designations

Provincial Policy Statement (PPS): Settlement Area.

Growth Plan: Delineated Built-Up Area.

Niagara Official Plan (NOP): Delineated Built-Up Area.

Planning Comments

- Regional staff does not object to the proposal, in principle, as the proposed development is permitted within Provincial and Regional Urban Area policies.
- The development will contribute to the diversification of Niagara's housing supply (apartment units) and will support the City in achieving its annual intensification target (50%) as set out within the NOP.

Archaeological Resources

- The property is located within the Region's "Area of Archaeological Potential" as set out in Schedule K of the NOP. Staff note that a Stage 1 Archaeological Assessment prepared by Archaeological Research Associated Ltd. (dated February 23, 2016), as well as a Letter of Acknowledgement of its filing with the Ministry of Heritage, Sport and Tourism (dated March 3, 2016) exists on file. As such, staff offers no further archaeological assessment requirements at this time.
- A standard warning clause will be requested for inclusion in the future development agreement in order to protect for any resources that may be encountered during construction activities.

Land Use Compatibility – Noise

- The property is adjacent to the Mountain Road (Regional Road 101). The PPS requires that major facilities (including transportation infrastructure and corridors) and sensitive land uses be planned to "ensure they are appropriately designed, buffered and/or separated from each other to prevent or mitigate adverse effects from odour, noise and other contaminants, minimize risk to public health and safety...". Further, the Regional Road Traffic Noise Control Policy (PW5.NO1.0) requires that all development applications for sensitive uses along existing Regional Roads be considered for noise abatement features. As the proposal includes a noise sensitive land use under NPC-300.
- A Noise Impact Study, prepared in accordance with the Ministry of Environment, Conservation and Park (MECP) Noise Guidelines (NPC-300) and the Regional Road Traffic Noise Control Policy (PW5.NO1.0) is required for the proposed development. The Study will need to assess nearby noise sources and recommend site and building design mitigation measures and warning clauses that are necessary to meet the Provincial sound level thresholds.

Niagara Region – Development Services Division

Pre-Consultation Notes

Mountain Road & St. Paul Avenue (SW Corner), Niagara Falls

March 3, 2023

Urban Design

- Please submit a Pedestrian Level Wind Impact Analysis at OPA / Zoning stage - this can be a desktop analysis. Only if the desktop analysis shows dangerous conditions, then a subsequent wind tunnel assessment will need to be completed. The Applicant should analyze and confirm that there will be no adverse impacts to the Regional Road right-of-way (or within adjacent Regional properties/facilities) with respect to pedestrian comfort and safety to support walking, cycling, transit use, seating, etc. Using qualitative and potentially quantitative methods as needed, identify areas at risk of being too windy for their intended purposes. Design of the built form and site should prevent and mitigate these risks, while protecting the comfort and safety of people using outdoor walkways, patios, amenity areas and recreational spaces. The wind analysis should be a qualitative study, using Computational Fluid Dynamics (CFD) and be prepared by a qualified person. It should analyze wind conditions in the summer and winter seasons, plus overall annual wind conditions.
 - Please contact the Manager of Urban Design, **Khaldoon Ahmad** (Khaldoon.Ahmad@niagararegion.ca) for a Terms of Reference.
- At the Site Plan stage, please submit a Landscape Plan that shows the interface with Mountain Road. Specifically provision for landscaping to visually screen the parking areas. Mountain Road, benefits from large existing trees that provide visual amenity to the streetscape. The landscape design should complement the streetscape and enhance the experience of the Regional Road. The large amenity space is an opportunity for landscape architectural design expression, passive recreation, and more.
- At this early stage of design, it's suggested that the proposal considers that the architectural design will be seen – in the round – or from multiple vantage points. In this way the architecture of the building could be more expressive as it will be seen from a variety of viewing points. Consider the shape or massing of the building, the footprint of the structure, and whether the building is in the optimal location. Consider the possibility of a lower building that would occupy more site area and the same density. Consider the relationship of outdoor areas and how these relate to the units. Consider the potential for garden suites or other unit types that would allow the development to make more use of the large amenity area. Consider the overall architecture, and ways of achieving a visually interesting architectural composition through changes in building materials and colours and architectural plane.

Environmental Comments

- The parcel is outside the Region's Natural Environment System. As such, no requirements.

Servicing

- Water – 200 D UNK – Local (Mountain Road – RR 101).
- Sanitary – 250 D PVC – Local (Mountain Road – RR 101).
 - There is a lateral from the existing sanitary sewer on Mountain Road that should be utilized if possible (see sketch attached).
- Storm – 300 D UNK – Regional (Mountain Road - RR 101).

Niagara Region – Development Services Division

Pre-Consultation Notes

Mountain Road & St. Paul Avenue (SW Corner), Niagara Falls

March 3, 2023

Transportation / Roads

- St. Paul Avenue (Regional Road 100 north of intersection / Local road south of intersection).
- Mountain Road (Regional Road 101).
 - If the location of the entrance changes, then the existing entrance will have to be reinstated to Regional standards (<https://www.niagararegion.ca/living/roads/permits/construction-encroachment-specifications.aspx>)

Road Widening Requirements

- This section of Mountain Road meets the recommended policy width as set out in the NOP. Therefore no road widening is required at this time.
- The Region will require an irregular shaped 10 m x 10 m daylighting triangle at the corner of the subject property nearest the intersection of Mountain Road and St. Paul Avenue (see sketch attached).
- Region staff acknowledge that a new access is proposed from Mountain Road. Region staff request that a Sight Line Assessment be submitted in support of the location of the new access from the Regional Road. The entrance apron for the site access is not to extend into the neighbouring property.
- For details about the site line assessment requirement please contact **Susan Dunsmore**, Manager of Development Engineering (Susan.Dunsmore@niagararegion.ca).

Regional Road Permit Requirements

- A Regional Construction Encroachment and Entrance Permit is required prior to any construction within Regional Road allowance.
- A Regional Sign Permit is required for any signs within 20 m of the centreline on Mountain Road.

Stormwater Management

- At the time of future Planning Act Application (i.e. Draft Plan and/or Site Plan), a Stormwater Management Report is required. The following comments are provided by information purposes to assist the Applicant with the preparation of a detailed site plan:
 - That stormwater runoff from the development shall be captured and treated to a Normal standard as the minimum acceptable standard prior to discharge from the site.
 - That Mountain Road (Regional Road 101) shall not be negatively affected as a result of the development. The Region normally requires post-development flows be controlled to pre-development level for all storms (2-year up to and including the 100-year storm) if a development will discharge onto a Regional Road.
 - That consideration be given to the implementation of Low Impact Development /Green Infrastructure practices in site and building design to retain stormwater on-site.
 - That a Stormwater Management Report (with review fee) be submitted that indicates in detail how the above noted criteria will be achieved and including a section of inspection and maintenance requirements of stormwater management measures for the future Owner.
 - That prior to construction, detailed grading, storm servicing, stormwater management, and construction sediment control drawings be submitted to this office for review and approval.

Niagara Region – Development Services Division

Pre-Consultation Notes

Mountain Road & St. Paul Avenue (SW Corner), Niagara Falls

March 3, 2023

Waste Collection (Multi-Residential)

- Curbside collection only.
- Recycling blue / grey containers – no limit (collected weekly).
- Organic green containers – no limit (collected weekly).
- Garbage bags / cans – 2 maximum per unit to a maximum of 24 bags/cans per building (collected every-other-week).
- Note: If moloks are intended, they are not eligible for Regional collection. If that's the intent, then waste collection for the property will be the responsibility of the Owner through a private waste collection contractor and not the Niagara Region.

Required Studies & Materials for Regional Review

- Planning Justification Report (prepared by a RPP) – at Zoning.
- Noise Impact Study – at Zoning.
- Pedestrian Level Wind Impact Analysis – at Zoning.
- Landscape Plan (with frontage along Mountain Road) – at Draft Plan / Site Plan.
- Sight Line Assessment.
- Stormwater Management Report, with detailed grading, storm servicing, stormwater management, and construction sediment control drawings – at Draft Plan / Site Plan.

Regional Review Fees

The Region's 2023 Fee Schedule is online at: https://www.niagararegion.ca/business/fpr/forms_fees.aspx.

- Major Urban Design Review (\$665)
 - Zoning By-law Amendment Review (\$1,395).
 - Stormwater Review less than 5 ha (\$675) – at Draft Plan / Site Plan.
 - Combined Standard Condominium & Site Plan Review (\$4,150).
- OR
- Plan of Standard Condominium Review where Site Plan Review is not required (\$2,775).

XX-1234

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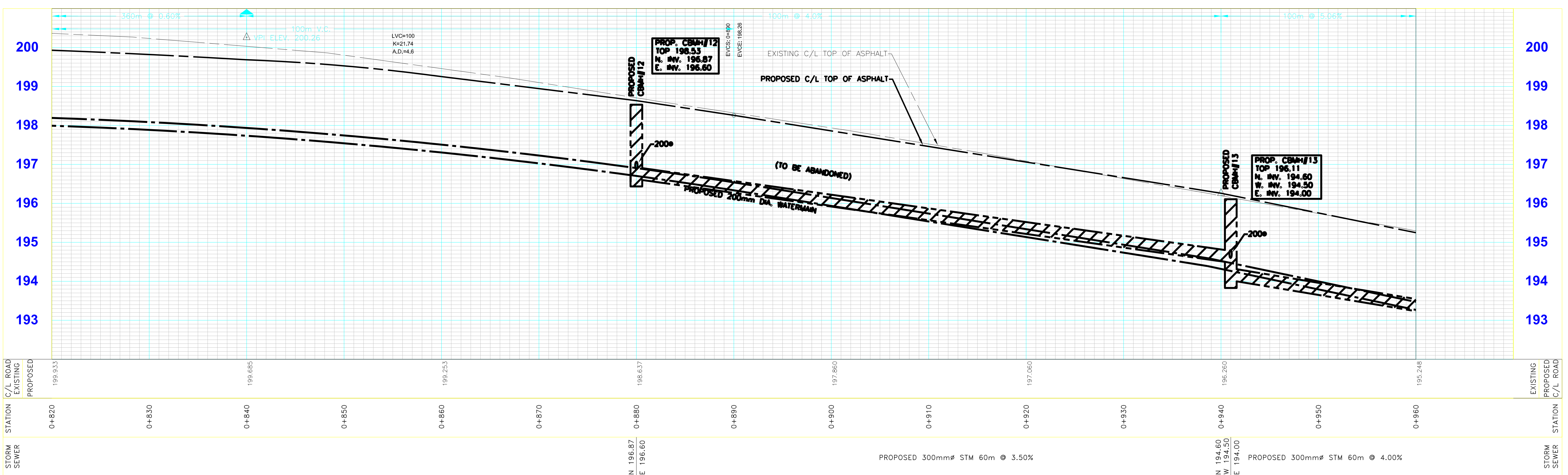
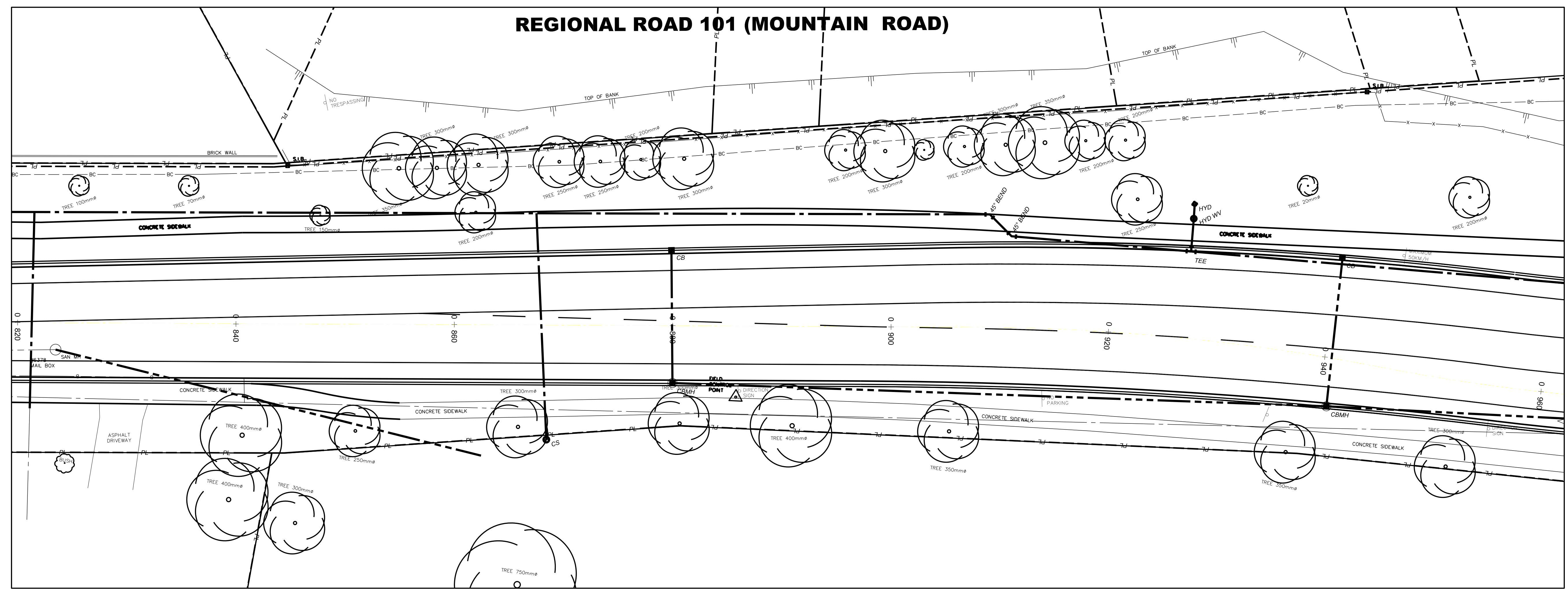
VERTICAL MONUMENT: Vertical Monument description: XXXXXXXXXXXX ELEV. ###.##
 DATUM: DATUM description: XXXXXXXXXXXX ELEV. ###.##

UTILITIES:
 NBRN: YYY/AM/00
 LOCAL: H080
 CABLE: H080
 GAS: H080
 WATER: H080
 STORM: H080
 ELEC: H080

DWG NAME: S:\3 STAFF - PROJECTS\URRALL\Nagara GIS CAD working group\Proposed Drawing Sheet Templates\URRALL\ANGI_D_PROFILE Revised.dwg
 FILE FORMAT: Autodesk Land Desktop 2004
 BOUNDING COORDINATES: UPPER LEFT: Northing: Easting
 BOUNDING COORDINATES: LOWER LEFT: Northing: Easting
 BOUNDING COORDINATES: UPPER RIGHT: Northing: Easting
 BOUNDING COORDINATES: LOWER RIGHT: Northing: Easting

MATCHLINE 0+820
 SEE DRAWING 08128-07

MATCHLINE 0+960
 SEE DRAWING 08128-09



NO.	REVISION	DATE	INIT.
2	AS CONSTRUCTED	2012/01/03	RL
1	ISSUED FOR TENDER	2009/05/26	SCW

NOTES/LEGEND

- (1) THE POSITION OF POLE LINES, CONDUITS, WATERMANS, SEWER AND OTHER UNDERGROUND AND OVERGROUND UTILITIES AND STRUCTURES IS NOT NECESSARILY SHOWN ON THE CONTRACT DRAWINGS AND, WHERE SHOWN, THE ACCURACY OF THE POSITION OF SUCH UTILITIES AND STRUCTURES IS NOT GUARANTEED, BEFORE STARTING WORK, THE CONTRACTOR SHALL INFORM HIMSELF OF THE EXACT LOCATION OF ALL SUCH UTILITIES AND STRUCTURES AND SHALL ASSUME ALL LIABILITY FOR DAMAGE TO THEM.
- (2) PROPERTY LINES WERE PLOTTED USING REGISTERED PLANS AND BARS LOCATED IN THE FIELD. TO VERIFY THE ACCURACY OF THESE PROPERTY LINES, A LEGAL SURVEY SHOULD BE PERFORMED PRIOR TO CONSTRUCTION.

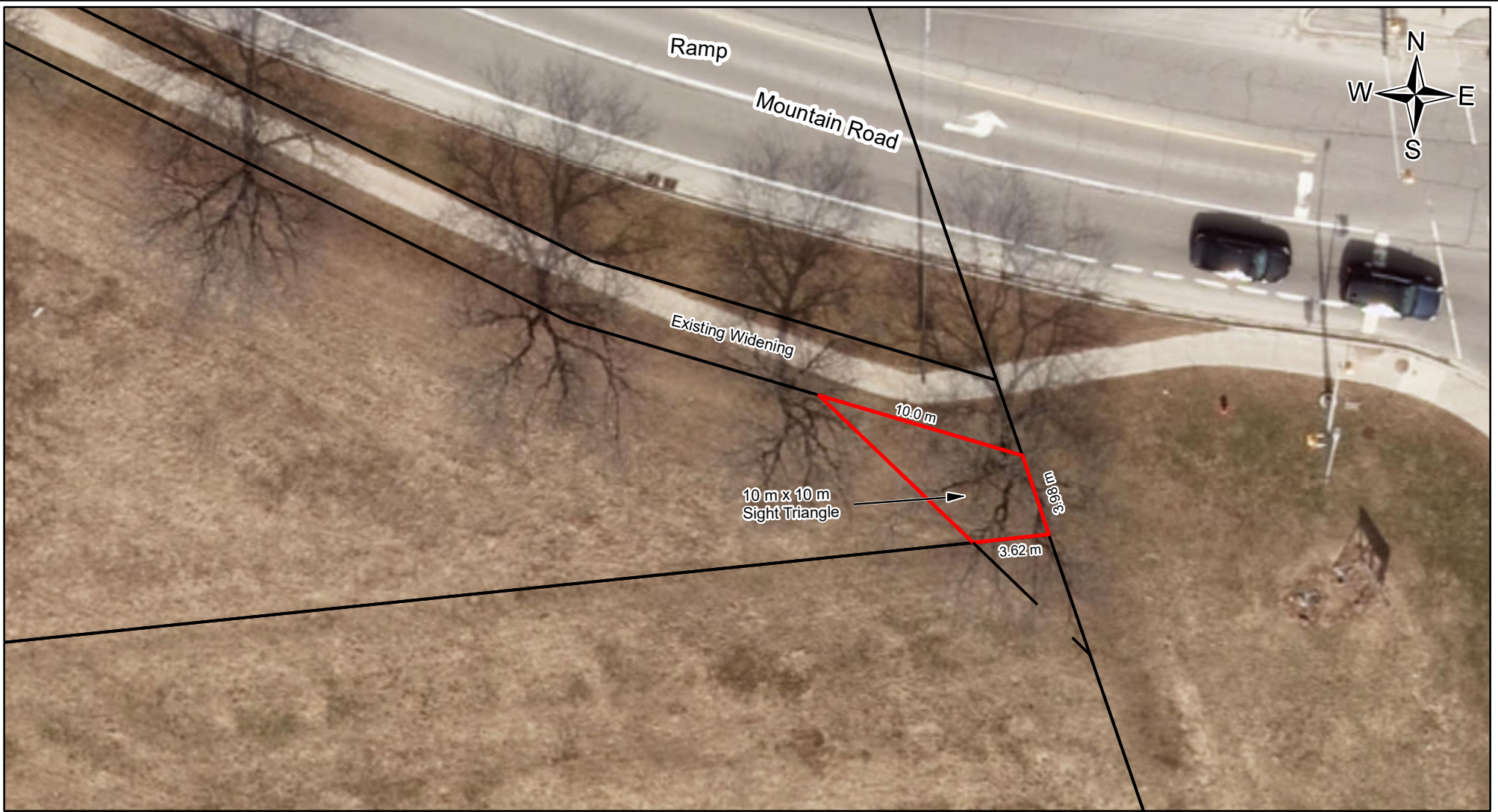
DRAFTING: TFG
 DESIGN: SCW
 CHECKED BY: SCW
 APPROVED BY: RMM

LOCATED AT THE INTERSECTION OF DORCHESTER ROAD AND MOUNTAIN ROAD, 15.8m NORTH OF THE CENTRE LINE OF MOUNTAIN ROAD, 16m WEST OF THE CENTRELINE OF DORCHESTER ROAD, 9.1m NORTHWEST OF HYDROPOLE WITH STREET LIGHT, 10.86m SOUTH OF THE WEST POST FOR "FIREMENS PARK" SIGN, THE PIPE IS SET 10cm BELOW GROUND SURFACE.
 BENCH MARK



RECONSTRUCTION OF
 REGIONAL ROAD 101 (MOUNTAIN ROAD)
 FROM DORCHESTER ROAD TO PORTAGE ROAD
 in the CITY OF NIAGARA FALLS
 MOUNTAIN ROAD
 STATION 0+820 to 0+960

CONSULTANT FILE No. 08128	DATE 2009/01/12
SCALE HOR: 1:200 m	VER: 1:50 m
REF. No. XX-1234	
DWG No. 08128-8	REV. 2



**ILLUSTRATION SHOWING APPROXIMATE LOCATION OF PROPOSED WIDENING
MOUNTAIN ROAD AT ST. PAUL AVENUE
CITY OF NIAGARA FALLS**



SCALE = 1:267 Metres

LEGEND:
 - DENOTES TERANET MAPPING
 - DENOTES PROPOSED WIDENING

CAUTION:
 - This is not a Plan of Survey
 - The proposed widened limits have been compiled from office records and the shown measurements are approximate.
 - The final extent of the widening will be established through field survey by an Ontario Land Surveyor.

Internal Use Only

DISCLAIMER
 This map was compiled from various sources and is current as of 2020.
 The Region of Niagara makes no representations or warranties whatsoever, either expressed or implied, as to the accuracy, completeness, reliability, and currency or otherwise of the information shown on this map.
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**Transportation Services
 Surveys & Property Information
 IR-21-217 Date: 2021-06-15**