PLANNING JUSTIFICATION REPORT

6633 MCLEOD RD
NIAGARA FALLS

ZONING BY-LAW AMENDMENT
MULTI FAMILY TOWNHOUSES

Prepared for :

City of Niagara Falls

Urban Envirnonments

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1.0 *INTRODUCTION TO PROPOSAL*

Urban Environments in concert with Matthew Schmid , Architect , has been retained by the Boncore Family (Stefan Boncore) to coordinate the preparation of a zoning by-law amendment application and site plan agreement for a stacked townhouse development.

The development includes 6 townhouse buildings with stacked units in each for a total of 18 units. Each townhouse building contains a 1bedroom unit at the lower level, a one bedroom unit at ground level and two bedroom unit at levels two and three. A shared driveway with the adjacent owner on the west side will provide a safe and efficient access for both properties while reducing the number of accesses on McLeod Rd.

A pre consultation meeting took place with the staff of the City of Niagara Falls and the staff of the Region of Niagara, based on a 12 unit apartment complex on September 2, 2021. The meeting resulted in a government response for increased density. The 18 unit stacked townhouse development addresses the issue of increased density and maximizes the utility of the site and services.

Additional items were identified at the September 2/21 meeting which need to be addressed through studies for a complete application.

1.1 SUPPORT STUDIES

The support studies identified by the the City of Niagara Falls and the Region of Niagara include :

- ***PLANNING JUSTIFICATION REPORT***
- ***FUNCTIONAL SERVICING REPORT***
- ***SITE PLAN AND ARCHITECTURAL CONCEPT PLAN***
- ***NOISE VIBRATION STUDY***
- ***STORM WATER MANAGEMENT PLAN***
- ***URBAN DESIGN BRIEF***

The purpose of the Planning Justification Report is to provide:

- ***A description of the site, its existing physical condition, and its context within the surrounding community***
- ***An outline of the requested Zoning By-law amendment Application***
- ***An overview of the relevant planning policy and regulations that affect the purposed Application, including Provincial, Regional and City policies, regulations and guidelines***
- ***A summary of each of the technical studies***
- ***A planning opinion and justification for the proposed application***

2.0 SITE DESCRIPTION / NEIGHBOURHOOD PLANNING CONTEXT

The proposed development is located on the north side of McLeod Rd (Reg Rd 49) East of Drummond Rd. The subject lands contain a single detached residential dwelling that has reached its functional obsolescence and will be removed to make way for the proposed stacked townhouse development.

The long linear site enjoys a 19.8 m frontage on McLeod Rd and has an average lot depth of (112.79 m) and slopes slightly to McLeod Rd. The site is surrounded by a mixture of single residential detached units to the west and and north and multiple family residential units to the east.

McLeod Rd. Is presently undergoing a major redevelopment with multiple family residential and commercial being planned and built along the McLeod Rd corridor. Multiple family units are planned for lands to the west and south of the site .The subject lands are located along an Intensification Corridor in the City's Official Plan.Policies that apply within the McLeod Rd Intensification Corridor are delineated in both the City's Official Plan and the Region's Official Plan and speak to density, height, built form, scale massing and character.

The Region's Official Plan supports the efficient development of lands in Intensification Areas and looks to the City to provide the specific policies for implementation. Both the Region and the City support the provision of affordable housing as set out in the Provincial, Regional and City Policies.

The proposed development of 18 stacked townhouse units are rental units.
The subject lands front onto Regional Rd 49 (McLeod Rd) as as such sensitive land use must be planned (PPS) to ensure they are appropriately designed, buffered and or separated from each other to prevent or mitigate adverse effects from odour and noise and other contaminants. A Landscape Plan and a Noise Study will be required to provide noise abatement features to prevent or minimize future land use problems.

3.0 PROPOSAL

The owner (Stefan Boncore) proposes to develop a 18 unit stacked townhouse rental project on lands known as 6633 McLeod Rd.

The property is zoned Low Density Residential (R4 Zone) and an application for Low Density Grouped Multiple Dwellings Zone (R4 Zone) with specific regulations is proposed.

A mutual drive with the adjacent owner to the west will be implemented to serve both properties (townhouses) in a safe and efficient manner. The one driveway concept reduces the number of accesses on McLeod Rd ,improves site lines and improves the streetscape.The mutual drive will require easements by both property owners which will be considered by the Committee of Adjustment .

The Boncore family wish to work with the City and the property owners to the west to ensure that the mutual driveway be treated like part of the public realm with landscaping street furniture and traffic calming designs to ensure public safety.
The mutual drive should be designed with a sense of place being a prime design concept.The mutual drive design has been agreed to by the City and both property owners benefiting from the shared access. An application (s) for an easement over both properties in favour of the other owners traffic will be applied for to the Committee of Adjustment and properly registered against title (s).

The townhouse units are rentals and are designed as stacked townhouses in 6 buildings with each building containing three rental units — one - 1 bedroom and two - 2 bedroom for a total of 18 units. Each unit with its own balcony or terrace. Parking (23 spaces) is provided at 1.28 space per unit with all parking and garbage containment located in the rear . The site is serviced by a mutual driveway with a similar development to the west of the site.

4.0 PROJECT SITE DATA

LOT AREA	*2131.47 m2*
LOT FRONTAGE	*19.81 m*
NUMBER OF DWELLINGS	*18.*
UNITS PER HECTARE	*84.*
MINIMUM FRONT YARD SETBACK	*6.0 m*
MINIMUM REAR YARD SETBACK.	*54.0 m*
SIDE YARD (EAST)	*5.3 m*
SIDE YARD (WEST)	*10.2 m*

GROSS FLOOR AREA

Level 1	*334.45 m2*
Level 2	*334.45 m2*
Level 3	*334.45 m2*
Level 4	*267.23 m2*
TOTAL	*1170.59 m2*
Landscape Area	*681.78 m2 (32 %)*
Building Height	*10.69 m*
Parking Spaces	*23.*
Parking Ratio	*1.28*

5.0 REVIEW OF PLANNING POLICY FRAMEWORK

Development applications within the City of Niagara Falls are subject to the ONTARIO PLANNING ACT (R.S.O.1990), 2020 PROVINCIAL POLICY STATEMENT , and the 2019 GROWTH PLAN FIR THE GREATER GOLDEN HORSESHOE. An assessment of how the submitted applications satisfy the Provincial legislation and policies is provided below.

5.1 PLANNING ACT (R.S.O.)

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 be adhered to when making application 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 application.
Matters of Provincial Interest include:

a) the protection of ecological systems, include natural areas, features and functions;

b) the protection of the agricultural resources of the Province;

c) the conservation and management of natural resources and mineral resources 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 which this act applies

i) the adequate provision of full range of housing, including affordable housing;

j) the adequate provision of employment opportunities;

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

l) the coordination of planning activities of public bodies;

m) the resolution of planning conflicts involving public and private interests;

n) the protection of public health and safety;

o) the appropriate location of growth and development;

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

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

r) the mitigation of greenhouse gas emissions and adaptation to climate change

The following clauses are considered to be relevant to these applications:

- *The applications propose a development that can efficiently use municipal infrastructure in the surrounding area. The development will utilize an existing water main and sanitary sewer on McLeod Rd. that presently services the existing building on site. No new infrastructure extensions are contemplated.*

- *The orderly development of safe and healthy communities is achieved through the development of the subject lands as low density residential community connected to existing urban services*

- *The applications assist the municipality with the provision of a full range of housing by providing additional units into local supply. Although the dwelling type will be homogenous, built form consistency is desirable in this area, as set out in the Official Plan. The smaller unit configuration in a stacked format will facilitate the development of housing that will be relatively more affordable*

- *The applications purpose growth in an appropriate location within the McLeod Rd Intensification Corridor. The subject lands are currently designated and zoned to permit residential land uses, which is consistent with the development proposal. The property has convenient access to local roadways and provides a connection between a major commercial node and the interchange with the QEW and the tourist district commencing at Stanley Ave.*

5.2 PROVINCIAL POLICY STATEMENT

The Provincial Policy Statement (PPS), issued under the Planning Act with the latest version coming into effect in 2020 provides direction on matters of Provincial significance reflated to land use planning. The Planning Act requires "decisions affecting planning matters shall be consistent" with the PPS. The overriding vision of the PPS states that

"long term prosperity and the social well being of Ontarians depends on maintaining strong communities, a clean and healthy environment and a strong economy".
The PPS policies below are relevant to the Site and Proposed Applications:

1.1.1. Healthy, liveable and safe communities are sustained by:

a) Promoting efficient developments and land use patterns which sustain the financial well-being of the Province and municipalities over the long term

b) Accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons) , employment (;including industrial and commercial), institutional (including places of worship, cemeteries, and long term care homes) recreation, park and open space, and other uses to meet long term needs.

c) Avoiding development and land use patterns that may cause environmental or public health and safety concerns;

d) Avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement area ;

e) Promoting cost- effective development patterns and standards to minimize land consumption and servicing costs;

f) Improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict full participation in society;

g) Promoting development and land use patterns that conserve biodiversity and consider the impact of changing climate

1.1.31. Settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted.

1.1.3.2. Land use patterns within the settlement areas shall be based on:

a) densities and a mix of land uses which:

1) efficiently use land and resources

2) are appropriate for and efficiently use , the infrastructures and public service facilities which are planned or available, and avoid the need for their unjustified and / or uneconomical expansion;

3) minimize negative impacts to air quality and climate change, and promote energy

efficiency;

4) support active transportation;

5) are transit - supportive, where transit is planned, exists or may be developed; and

6) are freight - supportive; and

1.4.3. Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market area by:

c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities, are or will be available to support current projected needs ;

d) promoting densities for new houses which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed ; and

e) established development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety

5.3 GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE, 2019

The Growth Plan For The Greater Golden Horseshoe (GPGGH) guides development within the Greater Golden Horseshoe (GGH) Area including Niagara Region. The Plan relates to building complete communities, whether Urban or Rural that are well designed, offer transportation choices, accommodate people in all stages of life and have the right mix of housing, a good range of jobs, and easy access to stores and services to meet daily needs.

The Plan states "For the purpose of the proposed development the following policies we're used to assess the feasibility and consistency the proposed development has against the policies for growth in the settlement area"

Policy 2.2.1 Managing Growth

2. Forecasted growth to the horizon of this Plan will be allocated based on following:

a) the vast majority of the growth will be directed to settlement areas that:

i) have a delineated built boundary

ii) have existing or planned municipal water and wastewater systems: and

iii) can support the achievement of complete communities;

c) within the settlement areas growth will be focused in:

i) delineated built-up areas

ii) strategic growth areas:

iii) locations with existing or planned public service facilities:

The Places to Grow Plan (GPGGH) encourages land use patterns that promote the efficient use of land, walkable neighbourhoods mixed land uses and reduced need for infrastructure. Compact built forms are semi detached houses on small lots as well as street townhouses ,stacked townhouses and walk up apartments.

The proposed stacked townhouses combine both the compact form design of townhouses and walk up apartments.

The Places to Grow Plan identifies the subject lands as being within the built boundary where development and redevelopment (compact built forms) is encouraged. The proposed development to create 18 units in a stacked townhouse format is consistent with the Places to Grow Plan.

5.4 REGION OF NIAGARA OFFICIAL PLAN

The Niagara Region Official Plan is the long - range community planning document that is used to guide the physical, economic, and social, development of the Regional Municipality of Niagara. It contains objectives, policies, and mapping that implement the Region's approach to managing growth, growing the economy, protecting the natural environment, resources and agricultural land, and providing infrastructure.

The Regional Official Plan implements the Niagara Region Growth Management Strategy (Niagara 2031) and its contents aligns with the Provincial Growth Plan for the Greater Golden Horseshoe, the Provincial Policy Statement, and the Greenbelt Plan.

The Regional Official Plan designates the subject land as "Urban Area Boundary Built-Up Area" . Section (4) provides policy direction for managing growth in the urban areas particularly planning development to achieve higher densities than currently exist within an intensification area.

The objectives of Section (4), A growth Management Policies of this Plan that are applicable to the proposed development are:

Objective 4.A.1.1: Direct the majority of growth and development to Niagara's existing urban areas

Objective 4.A.1.2: Direct significant portion of Niagara's future growth to the Built -up area through intensification

Objective 4.A.1.7: Reduce dependence on the automobile through the development of compact, mixed use, transit supportive, active transportation friendly urban environments.

Objective 4.A.1.10: Provide a framework for developing complete communities all across Niagara, including a diverse mix of land uses, a range of local employment.

Objective 4A.1.12: Direct growth in a manner that promotes the efficient use of existing municipal sewage and water services.

SECTION 4 C. Identifies policies that relate to the development and improvements within a municipality that occurred within designated intensification areas

Policy 4.C.2.1: Each Municipality will develop and implement through its Official Plan and other supporting documents, a strategy and policies for promoting intensification and achieving the intensification targets set out in subsection 4.C.4 of this Plan. Local Official,Plans shall:

b) Generally encourage intensification through the Built-Up Areas;

Policy 4.C. 4.1: The following residential intensification targets are to be met by Niagara's local municipalities and are considered to be minimum standards. The City of Niagara Falls is 20%.

The Region of Niagara Official Plan encourages intensification within the built boundary and mirrors the policies and objectives of the Provincial Policy Statement and Places to Grow Plan. The proposed development is consistent with the objectives of both government land use policy documents.

5.5 NIAGARA REGION URBAN DESIGN GUIDELINES AND SMART GROWTH PRINCIPLES

Although not policy, in 2005 the Niagara Region approved Smarter Niagara initiative with the adoption of Smart Growth Principles and a commitment for a type of growth that balances economic, social and environmental needs.

The Regions smart Growth principles include:

- *Create a mix of land uses - a mix of jobs, stores and homes make life more convenient*
- *Promote compact built form - this contributes to a sense of community as neighbours get to know each other, not just cars*
- *Offer a range of housing opportunities and choices - not everyone wants or needs the same thing.*

- *Produce walkable neighbourhoods and communities - gets people out of cars and reduces gridlock.*
- *Foster attractive communities and a sense of place - each community has unique features worth preserving.*
- *Preserve farmland and natural resources- people understand and appreciate their connection to nature and the land.*
- *Direct development into existing communities - take advantage of existing community assets.*
- *Provide a variety of transportation choices - people need another way to get where they're going.*
- *Make development predictable and cost effective - obstacles to implementing Smart Growth should be removed.*
- *Encourage community stakeholders collaboration - plans developed with strong community involvement tend to get implemented*

Consistent with the Smart Growth Principles, the proposed development will provide a land use that can offer an opportunity to promote neighbourhood which is in close proximity to local services, schools, parks and transit. The proposed building form and type of housing will contribute to improving the neighbourhood character by making it more vital and attractive as well as allowing people of different generations (e.g. young families and seniors to stay in the neighbourhood they may be familiar with.

5.6 CITY OF NIAGARA FALLS OFFICIAL PLAN

The subject land is designated Residential and Built Up Area in the City 's Official Plan. Residential land along arterial roads may be developed with apartments and other multiple forms of housing ranging in density between 50 and 75 units per hectare, and building height up to 4 storeys. The proposal is within the intent of the Official Plan as follows:

- *The development would have a density of 54 units per hectare, within the density range expected for the property;*
- *The building height has been designed with a building height that is consistent with surrounding development and additional setbacks that ensure it's compatible with surrounding development; and*
- *The development reduces the number of potential entrances on McLeod Road. In addition, vehicles exiting the site will do so in a forward fashion, which would be safer than having vehicles backing out of a driveway.*
- *The Official Plan seeks to maintain a rental vacancy rate of 3% however recent Canada Mortgage and Housing Corporation statistics shoe the City's vacancy rate has dropped to 1.8%. The provision of additional rental housing will assist in addressing this shortage.*

The relevant sections of the Residential policies that support the subject development are included in Part 2 section 1.15 Built Up Area and Part 1 Section 3 Intensification.

BUILT UP AREA

1.15 It is recognized that opportunities exist throughout the Built- Up Area as shown on Schedule A-2 to create new housing units. Intensification, while maximizing the density of a given land area, shall be designed to integrate into the surrounding neighbourhood. The following policies are to be considered in the design of residential development, intensification and infilling and read in conjunction with the policies of Part 1, Section 2 and 3.

1.15.1 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.

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

1.15.3 Generally, development within the Built-Up Area should be a higher density that what currently exists in the neighbourhood. A harmonious mix of single and multiple accommodations will be encouraged through the Built-Up Area so that at any one time a variety of housing types will be available and suitable for different age groups.

(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, set backs should be appropriate for the building height proposed and greater where abutting lands are zoned for single or semi detached dwellings.

PART 1 PLAN OVERVIEW AND STRATEGIC DIRECTIONS

SECTION 3 INTENSIFICATION

The opportunity for increased densities within the Built Area Boundary shall be provided to make use of existing infrastructure, buildings and available transit within the Residential land use designation. However , opportunities for residential intensification on lands not currently designated Residential may also be considered. The City has identified specific intensification areas which have the potential to accommodate higher density development over the long term as nodes and corridors on Schedule A-2. The nodes and corridors may contain a mix of land use designations and will be subject to the following policies.

INTENSIFICATION CORRIDORS

2.5 Intensification Corridors contain lands that front on arterial roads and have the attributes conducive to supporting medium or high density residential redevelopment over the long term. Lands with frontage directly onto theses corridors may be considered for residential use.

3.7 The McLeod Road Intensification Corridor provides a connection between. The major commercial node at its interchange with QEW and tourist district commencing at Stanley Ave. The corridor is characterized by single detached dwellings , mid-rise apartment buildings, a minor commercial node at Drummond Road and vacant lands in the eastern part of the corridor. Long term development along this corridor is envisioned as a mix of local serving commercial uses at the intersection of Drummond Road and mid-rise residential buildings. In addition to the built form policies of Part 2, Section 1.15.5 (iii) the following height and density provisions shall apply:

- *building heights shall grade from a minimum of 8 storeys at the east end to maximum of 4 storeys at the west end;*
- *development density shall also have a gradation from a minimum net density of 65 units per hectare at the west end and not exceeding 150 7nits per hectare at the east end*

5.7 CITY OF NIAGARA FALLS ZONING BY-LAW 79-200

The site is zoned Low Density Residential (R4 Zone) which does not recognize stacked townhouse development and an application for Low Density Grouped Multiple Residential Zone with site specific regulations is purposed.

The following provides an assessment of the site specific regulations proposed for the zoning by-law amendment.

Minimum Lot Area Requirement *Dwelling unit — 200 m2* *13 units — 3600 m2*	*Proposed* *Dwelling unit 118. m2* *18 units — 2131.47 m2*
Minimum Lot Frontage Requirement. *30 metres*	*Existing Frontage* *19.81 metres*
Minimum Front Yard Depth *7.5 meters to property line*	*Proposed* *6.0 metres*
Minimum Interior Yard Width *1/2 height of building*	*Proposed* *7.15 metres exceeds min.*
Minimum Height of Building *10 metres*	*Proposed* *10.67 metres*
Parking Requirements *1.4 spaces per unit (total 25.2)*	*Proposed* *1.28 spaces per unit (total 23)*

Minimum Landscaped Open Space	*Proposal*
45 m2 per unit	*37.32 m2*

The existing zoning by-law R4 zone does not recognize stacked townhouse development or provide the regulations to manage and control compact forms of residential development.

The proposed development addresses a new evolving market of young home buyers who wish to live in communities they grew up in and now work in. The proposed units with their compact form provide a transitional stage of living (rental accommodation) that will allow them to reside close to their employment while saving for more traditional ground oriented dwelling they can own.

The site specific regulations will accommodate this diversity of occupancy along with different architectural designs for establishing contemporary streetscape. The minor zoning changes are consistent with the location of the project in the McLeod Rd Intensification Corridor.

The compact form of development proposed provides 1.28 parking spaces per unit which does not meet the comprehensive zoning regulation of 1.4 .The site abuts a transit route that will include on road bike lanes when reconstructed. Public transit is available along McLeod Rd which will reduce the need for more parking sites.

The proposal recommends a shared driveway with the abutting land owner to the west which will benefit both projects which share a similar housing form. The mutual drive will reduce the number of accesses along the "McLeod Rd. Intensification Corridor" improve site lines, provide safer ingress and egress to both sites and increase the amount of green space on both sites. The mutual driveway should be designed to accommodate both cars and pedestrians with landscaping and street furniture.

5.8 SUMMARY ANALYSIS OF GOVERNMENT LAND USE DOCUMENTS

Both the Provincial Policy Statement and the Growth Plan promote building complete communities that are all designed... accommodate people of all stages of life and have the right mix of housing a good range of jobs and easy access to stores and services to meet daily needs.

The Provincial Policy Statement (PPS) 2020 relevant policies for the subject site are contained in Section 1.1.1 which states;

1.1.1 Healthy, liveable and safe communities are sustained by:

b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons) employment including (industrial, including places of worship, cemeteries and long-term care homes recreation, park and open space, and other uses to meet long-term

e) promoting the integration of land use planning , growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;

Policies in the "housing" section state:

1.4.3. Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:

b) permitting and facilitating:

1. *all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; a*
2. *all types of residential intensification, including additional resident units, and redevelopment in accordance with policy 1.1.3.3;*

A PLACE TO GROW : GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE (2019)

The subject lands are located within a " Settlement Area" in the Growth Plan with the following policies applicable to its proposal.

1.2.1. Guiding 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*
- *Support a range of housing options, including second 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.*
- *Protect and enhance natural heritage, hydrologic, and landform systems, features, and functions.*

The proposed development achieves the Guiding Principles of the Growth Plan as it is designed to support and accommodate both active transportation and transit services along the McLeod Rd
Intensification Corridor that provides transit-supportive densities to facilitate easy access to several services and amenities. The proposal adds to the mix and range of housing options in the area to serve various sizes, incomes, and ages of households.

The proposal of 18 unit stacked townhouse development is part of a large neighbourhood that supports a mix of apartment units, neighbourhood commercial and similar types of stacked townhouses.

The evolving neighbourhood along the McLeod Road Intensification Corridor is also guided by the Managing Growth and Housing sectors of the Growth Plan which speak to " having existing or planned municipal water and wastewater systems and locations with existing or planned transit.

The proposed development directs growth to an Intensification Corridor with public services facilities and municipal water and wastewater systems. The proposed development is part of a larger neighbourhood which will provide a mix and range of uses and expands convenient access to services facilities and transit to support the achievement of a more complete community.

REGION OF NIAGARA OFFICIAL PLAN

The Region of Niagara Official,Plan encourages intensification within the built boundary and mirrors the policies and objectives of the Provincial Policy Statement and Places to Grow Plan. The proposed development is consistent with the objectives of both government land use policies.

Although the Regional Niagara Policy Plan identifies policies that relate to the development and improvements within municipality that occur within designated intensification area it expects that each Municipality will develop and implement through its own Official Plan a strategy and policies for promoting intensification and achieving intensification targets.

The proposed development is located in an area on McLeod Rd that the City has identified as an Intensification Corridor and the development will assist the City in meeting its minimum residential intensification target.

CITY OF NIAGARA OFFICIAL PLAN

In keeping with the Provincial land use documents and the Regional Niagara Official Plan the City of Niagara Falls has identified Intensification Corridor and intensification targets.

The subject land is located in the McLeod Rd Intensification Corridor identified in the Official Plan. It fronts on an arterial road and is supported by existing municipal infrastructure and is in proximity to public transit and local serving commercial used.

The proposed development is within the development guidelines promoted in the Official Plan such as maximum height restrictions of 8 storeys front yard setbacks consistent with the built form along McLeod Rd and a maximum density restriction of 150 units per acre. The proposed development is well within these guidelines at a building height of 4 storeys (10.69 m) a density of 84 units pet ha and a front yard setback of 6.0 m.

The guidelines set out in the Official Plan will be implemented by a zoning by-law amendment and site plan agreement which is appropriate for managing the site and ensuring compatibility. The zoning by-law is appropriate and implements the provincial government policies, the City of Niagara Falls Official Plan Residential Intensification policies (A copy of a draft of the zoning by-law is in the Appendices Section of this report).

6.0 TECHNICAL STUDIES

Consistent with the submission requirements outlined during the pre consultation and in addition to the Planning Justification Report the studies and reports are listed below are submitted.

6.1 FUNCTIONAI SERVICING REPORT — HALLEX ENGINEERING LTD.

The proposed 18 unit stacked townhouses have available municipal water and sanitary services on McLeod Road servicing the existing house on site along with the apartment complex to the east and new development planned for the west. Stormwater will be managed through an existing municipal storm sewer that exists on McLeod Rd. Stormwater quality and quantity controls are required. See attached FSR for more details.

6.2 NOISE FEASIBILITY STUDY

HG Engineering was retained by the Boncore Family to conduct a noise feasibility study for the proposed stacked townhouse development for 6633 McLeod Rd. The requirement for a noise impact study was identified by Region of Niagara as part of the pre consult planning process.

The primary sources of noise were determined to be road traffic from McLeod Rd. Road traffic data was obtained from the Region of Niagara. The predicted sound levels were compared to the guidelines of the Ministry of Environment Conservation and Parks (MECP) and the Region of Niagara to develop noise control recommendations. Upgraded building construction may be required for the the units facing McLeod Rd. For the remaining facades building constructions meeting the minimum requirements of the Ontario Building Code (OBC) will provide sufficient acoustical insulation for indoor spaces. Noise warning clauses may also be required for the units to inform future occupants of the traffic noise impact and to address possible sound level excesses. For more detailed analysis and recommendations consult the attached HGC Engineering Noise Feasibility Study.

6.3 URBAN DESIGN BRIEF — Matthew Schmid — Architecture

The proposed 18 unit stacked townhouse development was designed by Matthew Schmid Architect. The contemporary design addresses the design that is starting to evolve along the streetscape on McLeod Rd. It embraces diversity of housing types in the area and provides transit supportive design by providing low profile medium density housing. Special attention will be given to McLeod Rd and the mutual drive access to the Site. These areas will include enhanced Architectural and Landscaping treatments. This will include high quality materials and architectural details ample glazing and a front entrance with a wrap around porch.The articulation of the the building as it faces the mutual drive and McLeod Rd will contribute to the public realm aesthetically and provide "eyes on the street" .The Urban Design Brief provides an analysis of Form, Function, and Fit of the project. A detailed design brief will be provided during the site plan process.

7.0 CONCLUSION

Urban Environments and Matthew Schmid Architecture have been retained by Stefan Boncore to coordinate the preparation and submission of applications for a zoning by-law amendment and site plan agreement for 18 stacked townhouses at 6633 McLeod Road in the City of Niagara Falls.

The proposed Zoning By-law Amendment application is required to construct the proposed development utilizing a mutual shared driveway with a similar development to the west of the site. A change in R 4 Zone Low Density Residential to Low Density Grouped Multiple Dwellings Zone with site specific regulation is required. The site specific zoning will recognize the stacked townhouse use with modifications to lot frontage, parking, building height , and building setbacks .The modification are considered minor and appropriate for the development of the site.

Based on the foregoing report the following applications will be requested ;

- ***Zoning By-law Amendment***
- ***Applications for Easements for mutual / shared driveway***
- ***Site Plan Agreement Application***

The Planning Justification Report concludes that the proposed zoning by-law amendment application is appropriate and represents good planning for the following reasons:

- ***Consistent with the policies of the Provincial Policy Statement***
- ***Conforms with the Growth Plan for the Greater Golden Horseshoe (2017)***
- ***Conforms with the Region of Niagara Official Plan***
- ***Conforms with the policies of the City of Niagara Falls Official Plan related to Residential Intensification Corridors***
- ***Conforms with the location criteria for multi-unit residential development and policies related to transit-oriented development***

- ***Conforms with the permitted uses, height, and density provisions of the Niagara Falls Plan for the McLeod Road Intensification Corridor***
- ***The requested ZBA and each of the requested site-specific provisions are appropriate and justified***
- ***The Proposed Development is compatible with the surrounding neighbourhood***
- ***The Proposed Development is transit-oriented***
- ***The Proposed Development will add 18 rental housing units to the City's inventory***
- ***The Site can be serviced through the proposed service connections to the existing sanitary, water and stormwater networks and appropriate measures for stormwater management control can be implemented; and***
- ***It is appropriate in this urban context***

Respectfully Submitted

Greg Hynde

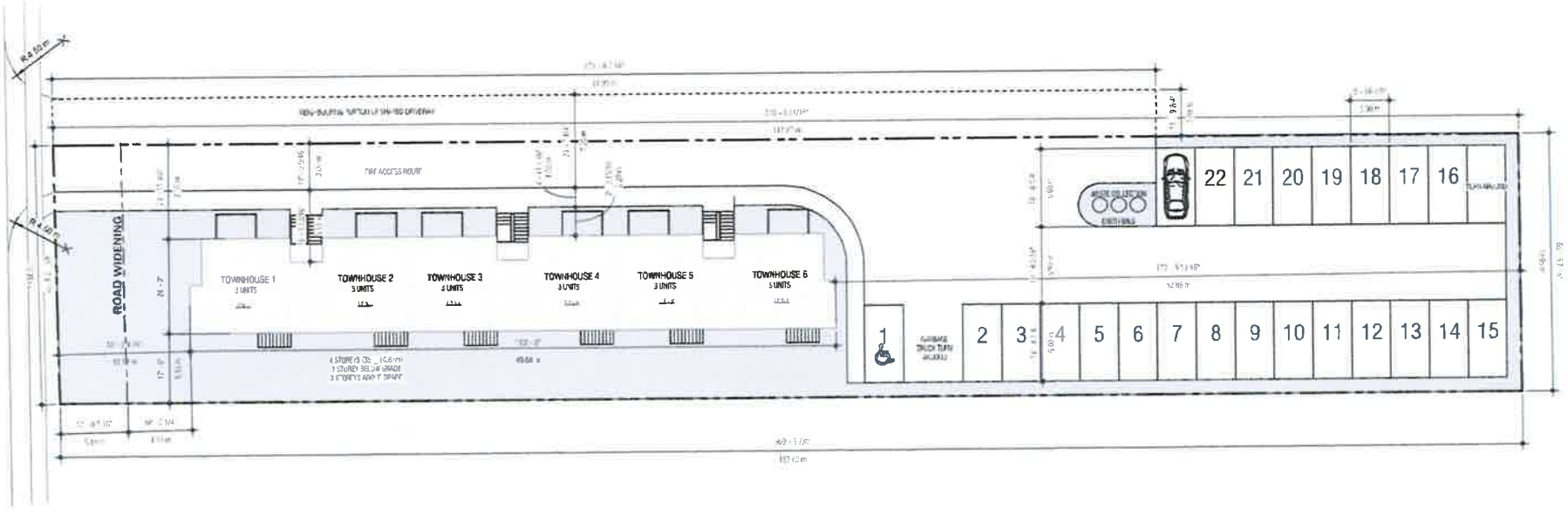
Urban Environments

APPENDIX A

SITE PLAN / GROUND FLOOR PLAN / BUILDING ELEVATION

MATTHEW SCHMID — ARCHITECT

MCLEOD ROAD



PROJECT STATISTICS

Lot Area	24,210 ft²	2,249 m²
Building Area	4,056 ft²	377 m²
Lot Coverage Ratio	16.75%	
Landscape Area	6,769 ft²	629 m²
Landscape Area Ratio	27.96%	
Gross Floor Area	10,102 ft²	939 m²
Gross Floor Area Ratio	42%	
Building Height	37 ft	10.67
Number of Parking	23	
Number of Units	18	
Parking Ratio	1.28	
Number of Storeys	3	
Number of Levels	4	

Unit Summary	# of Beds	Areas		Qty
		Type A	Type B	
Basement	1	600 ft²	648 ft²	6
Level 1	2	528 ft²	576 ft²	6
Level 2+3	2	1,122 ft²	1,174 ft²	6

Total 1 Bedroom Units	12
Total 2 Bedroom Units	6
Total Units	18

MATTHEW SCHMID ARCHITECTURE

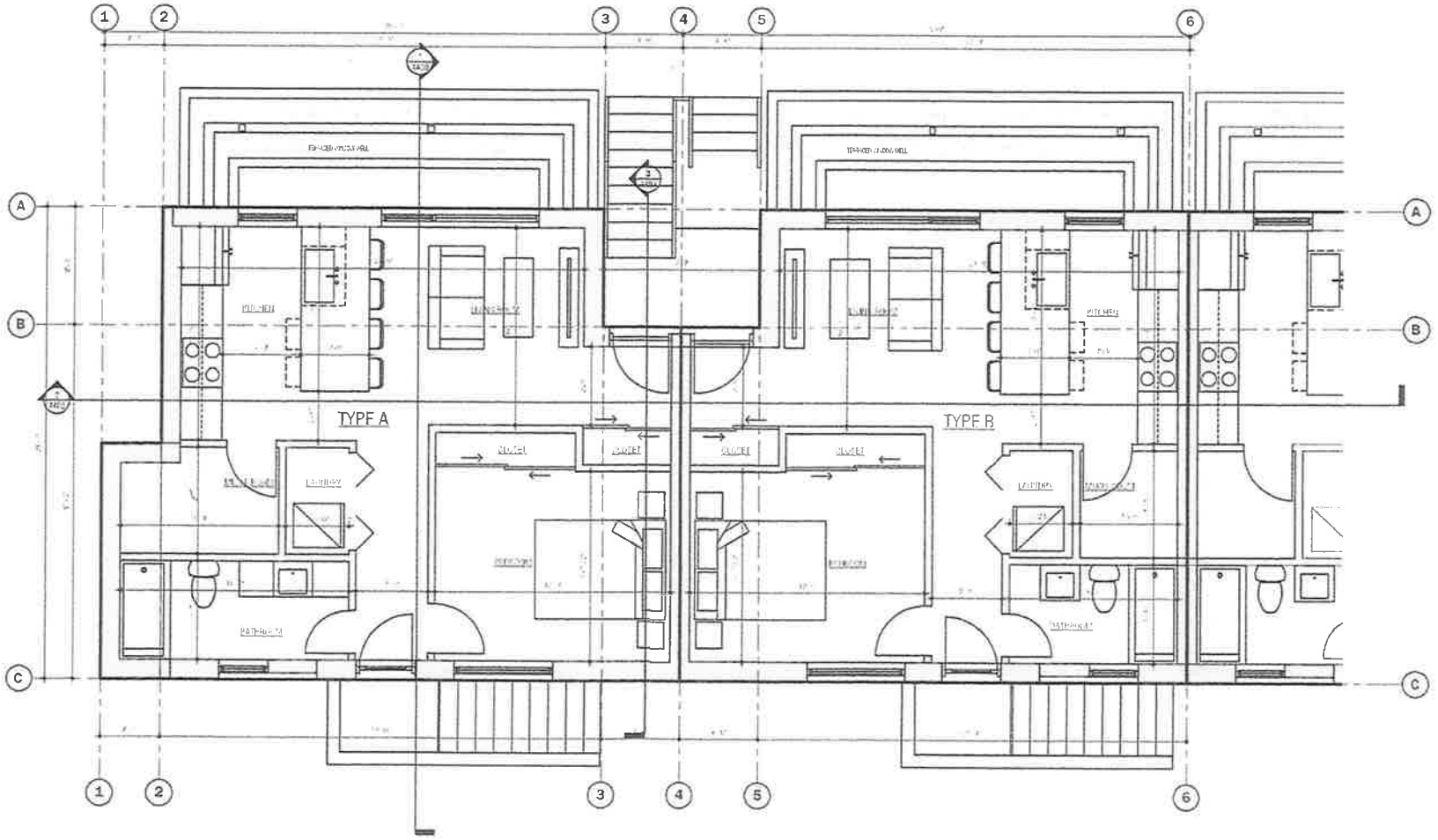
Site Plan

6633 McLeod Rd, Niagara Falls, ON
Not To Scale
2022-09-20

MATTHEW SCHMID ARCHITECTURE

Street View Rendering

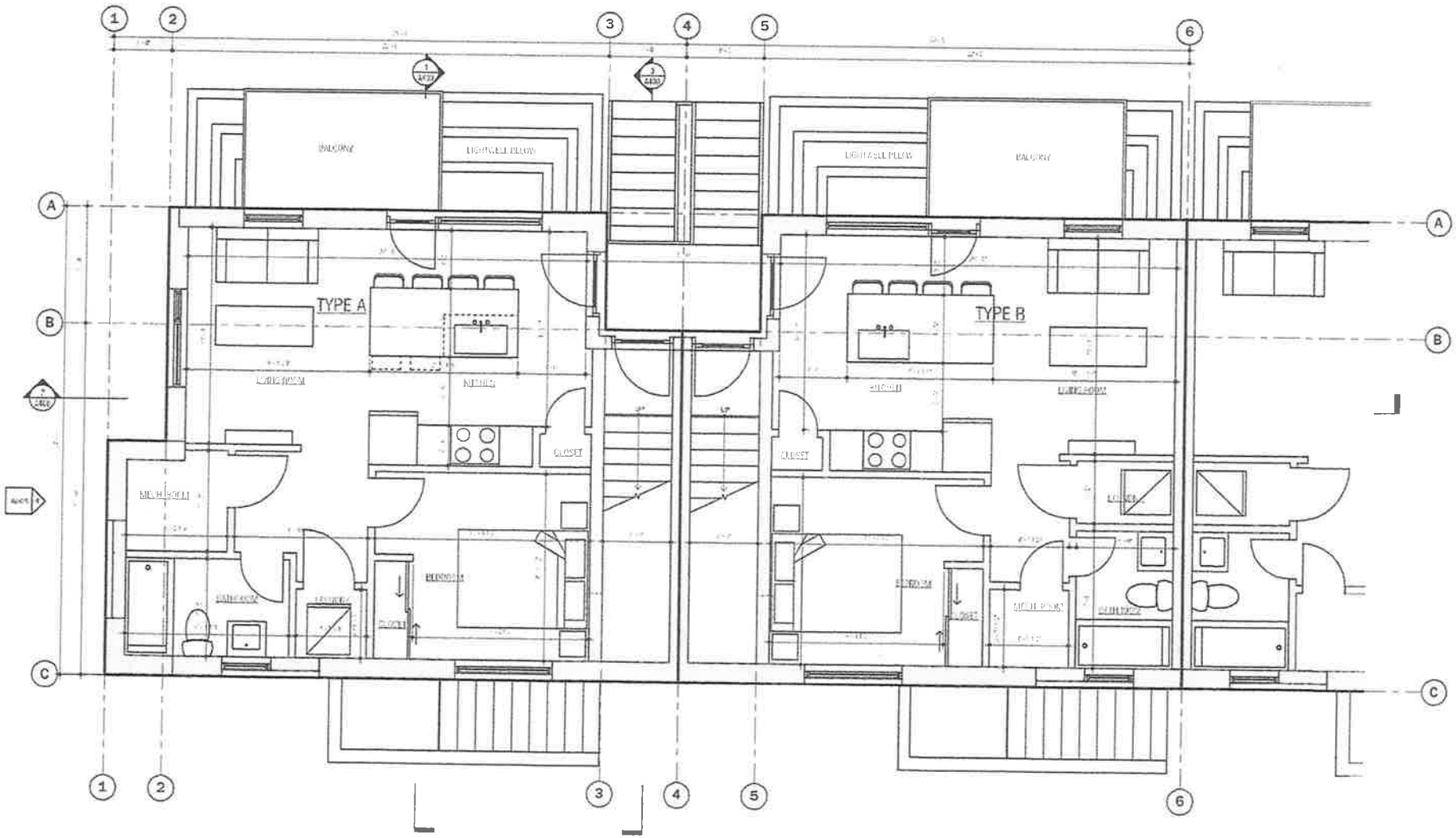
6633 McLeod Rd, Niagara Falls, ON
Not To Scale
2022-09-20



MATTHEW SCHMID ARCHITECTURE

Basement Plan

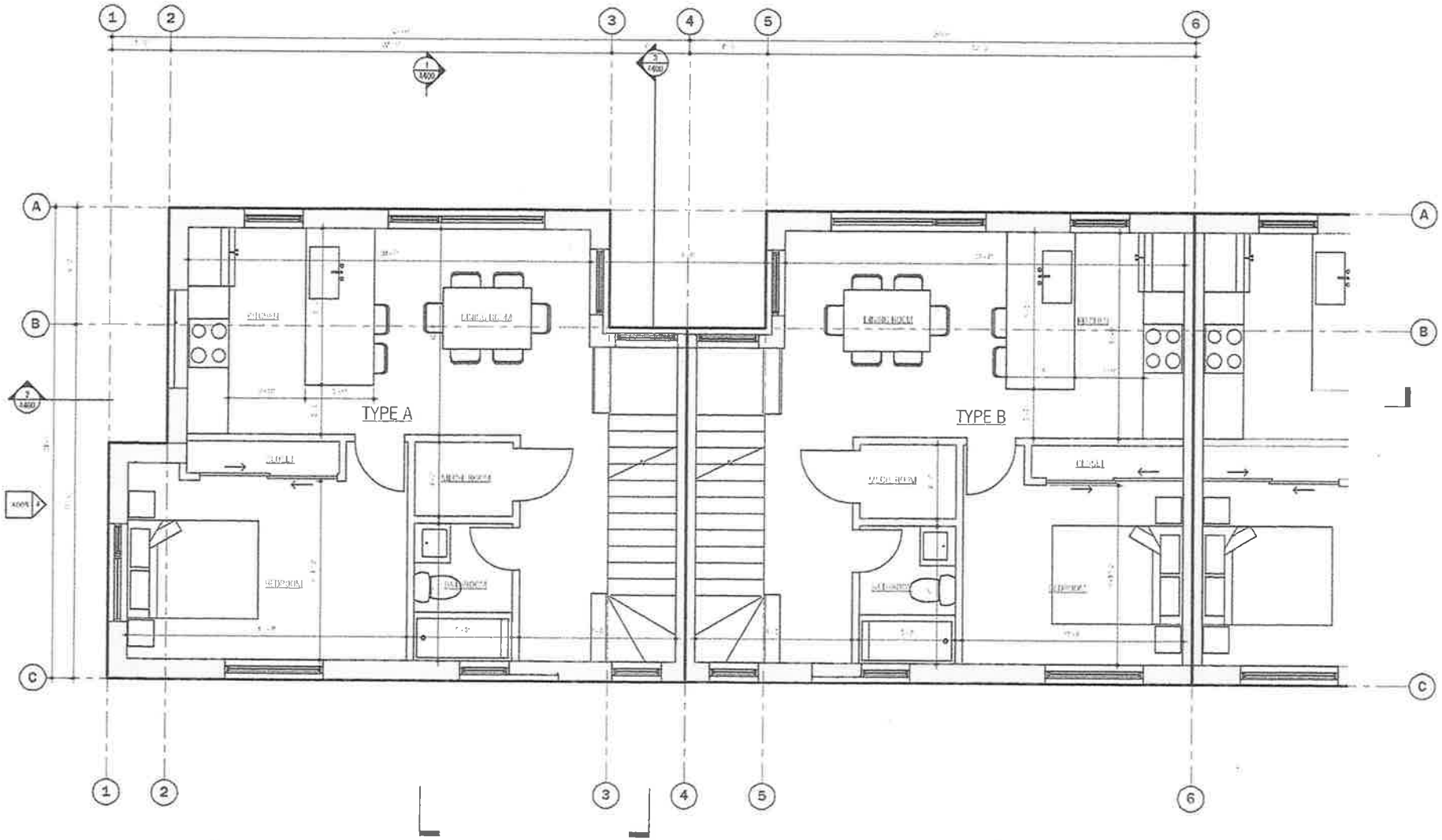
6633 McLeod Rd, Niagara Falls, ON
Not To Scale
2022-09-20



MATTHEW SCHMID ARCHITECTURE

Ground Floor Plan

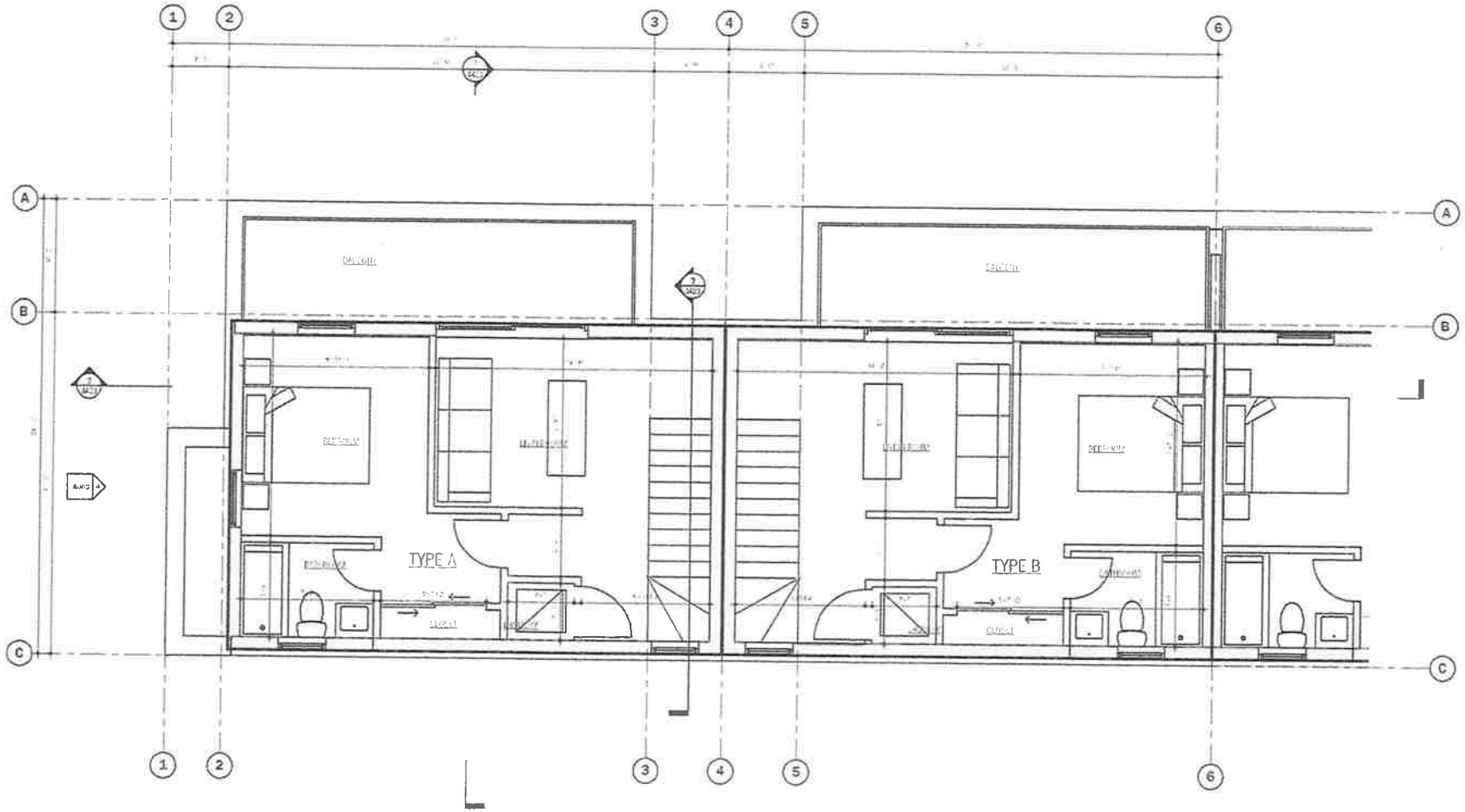
6633 McLeod Rd, Niagara Falls, ON
Not To Scale
2022-09-20



Level 2 Plan

6633 McLeod Rd, Niagara Falls, ON
Not To Scale
2022-09-20

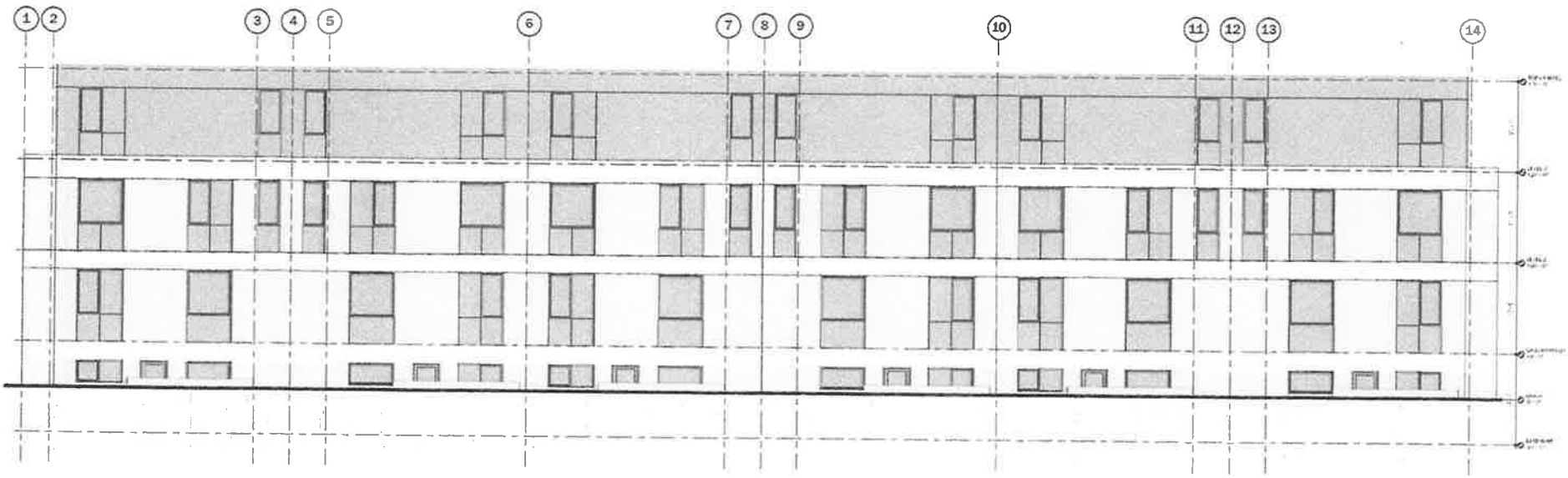
MATTHEW SCHMID ARCHITECTURE



MATTHEW SCHMID ARCHITECTURE

Level 3 Plan

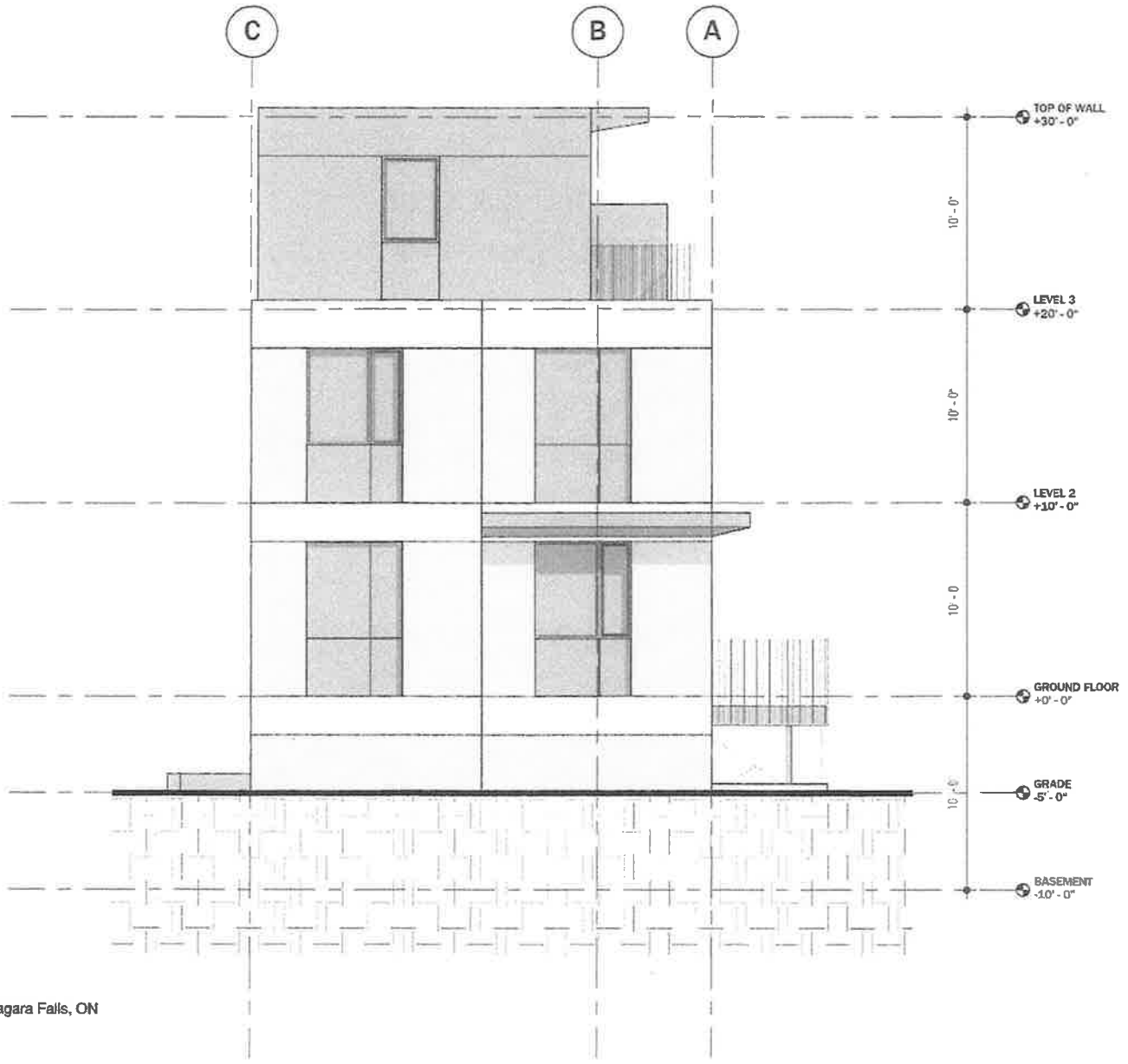
6633 McLeod Rd, Niagara Falls, ON
Not To Scale
2022-09-20



MATTHEW SCHMID ARCHITECTURE

East Elevation

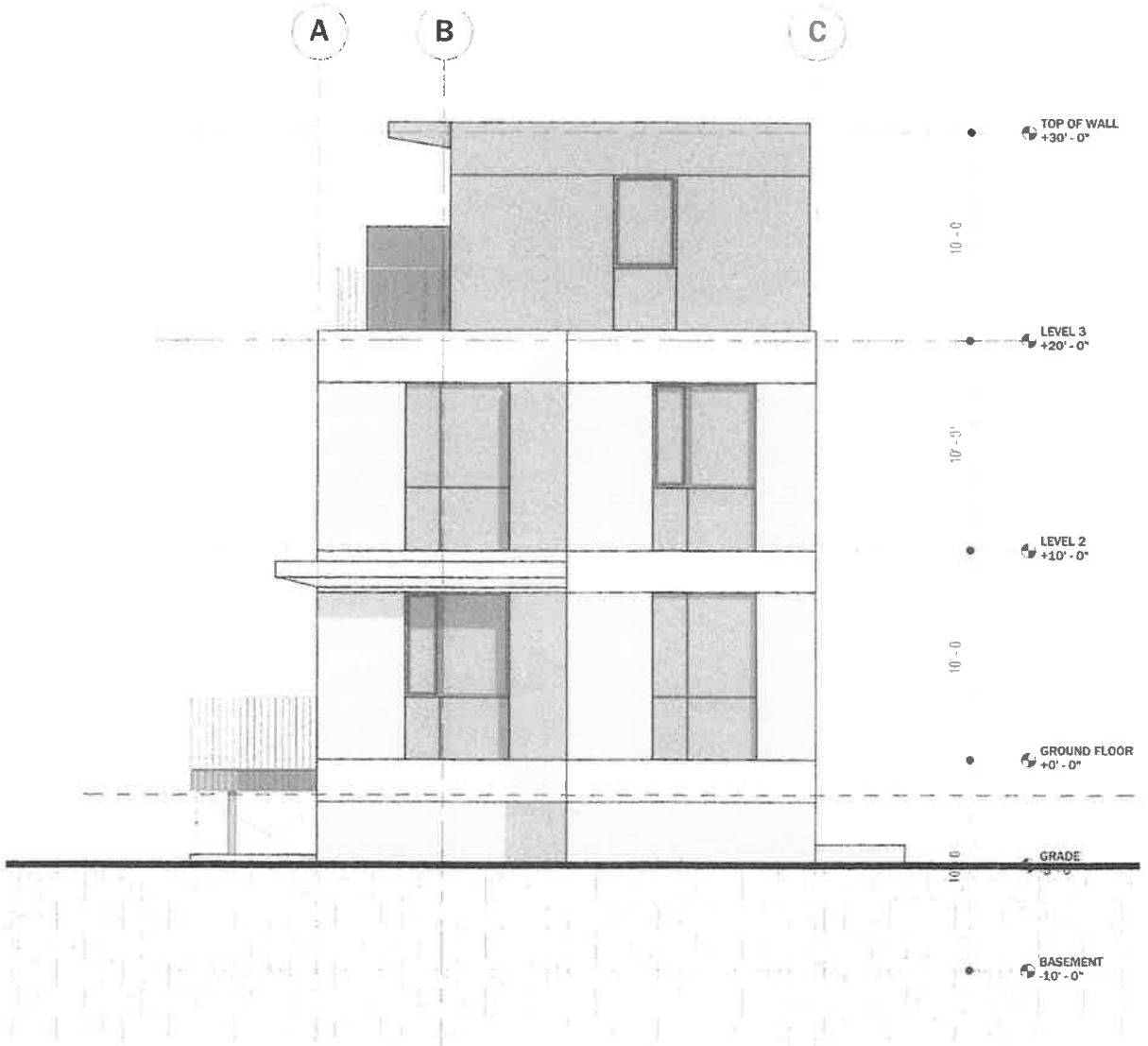
6633 McLeod Rd, Niagara Falls, ON
Not To Scale
2022-09-20



MATTHEW SCHMID
ARCHITECTURE

North Elevation

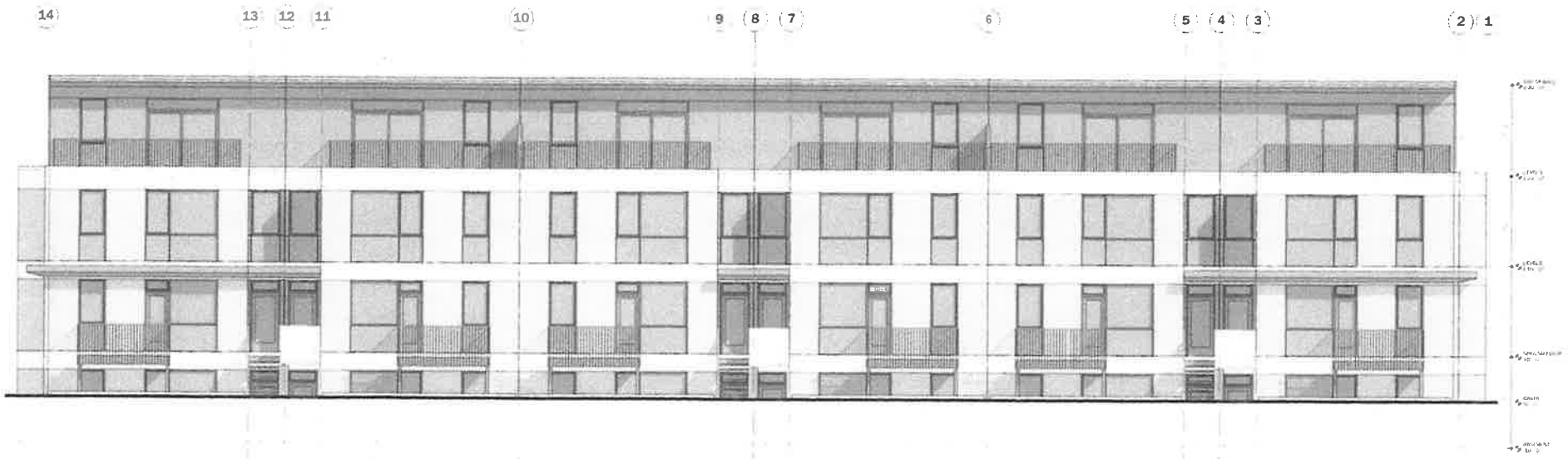
6633 McLeod Rd, Niagara Falls, ON
Not To Scale
2022-09-20



MATTHEW SCHMID ARCHITECTURE

South Elevation

6633 McLeod Rd, Niagara Falls, ON
Not To Scale
2022-09-20



MATTHEW SCHMID ARCHITECTURE

West Elevation

6633 McLeod Rd, Niagara Falls, ON
Not To Scale
2022-09-20

APPENDIX B

DRAFT ZONING BY-LAW

CITY OF NIAGARA FALLS

A by-law to amend By-law No 79-200, to permit the Lands to be developed for 18 stacked towns house dwelling units.

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

1. The Lands are the subject of and affected by the provisions of this by-law are described in Schedule 1of 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 amend the provisions of By-law No. 79-200. to permit the use of the Lands 8n 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 provisions of this by-law are to prevail.

3. Notwithstanding any provision of By-law No. 79-200 to the contrary, the following uses and regulations shall be permitted uses and regulations governing the permitted uses on and of the Lands

4. The permitted uses of the Lands shall be the uses permitted in R4 zone, save and except for an apartment dwelling.

5. The regulations governing the permitted uses shall be

(a)	Minimum gross floor area per level	267.23 square metres
(b)	Minimum lot frontage	19.81 metres
(c)	Minimum front yard setback	6.0 metres
(d)	Minimum rear yard setback	54.0 metres
(e)	Minimum interior east side yard setback	5.3 metres
(f)	Minimum interior west side yard	10.2 metres
(g)	Maximum height of building or structure	11.0 metres
(h)	Maximum Number of dwellings	18
(i)	Vehicle access shall be permitted on a mutual drive with property abutting to the west	
(j)	Required parking	23 spaces
(k)	The balance of regulations specified for a R4 use	

6. All other applicable regulations set out inBy-law No. 79-200 shall continue to apply to govern the permitted uses on the Lands, with all necessary changes in detail.

7. No person shall use the Lands for a use that is not a permitted use.

8. No person shall use the Lands in a manner that is contrary to the regulations

9. The provisions of this By-law shall be shown on Sheet C5 of Schedule "A" of By-law No. 79-200 by redesignating the Lands from R2 to R4 (H) and numbered ____

10. Section 19 of By-law No 79-200 is amended by adding thereto:

Passed this day of _____

_____ _____

CITY CLERK MAYOR

First Reading:
Second Reading:
Third Reading:

SCHEDULE A TO ZONING BY-LAW AMENDMENT

Subject Lands:

Amending Zoing By-law No. 79-200

Low Density Grouped Multiple Residential Zone (site specific)

APPENDIX C

URBAN DESIGN BRIEF (To Be Provided at Site Plan Stage)

APPENDIX D

FUNCTIONAL SERVICING REPORT

HALLEX ENGINEERING

PROPOSED STACKED TOWNHOUSE DEVELOPMENT
6633 MCLEOD ROAD, NIAGARA FALLS

FUNCTIONAL SERVICING DESIGN BRIEF
NEW STORM, SANITARY AND WATER SERVICES

REV 0 – August 17, 2022

PREPARED BY:

HALLEX ENGINEERING LTD.

HALLEX PROJECT #220326

HALLEX NIAGARA
4999 VICTORIA AVENUE
NIAGARA FALLS, ON L2E 4C9

HALLEX HAMILTON
745 SOUTH SERVICE ROAD, UNIT 205
STONEY CREEK, ON L8E 5Z2

TABLE OF CONTENTS

1. INTRODUCTION

The proposed 18-unit stacked townhouse development consists of the demolition of the existing 1-storey residential dwelling and detached garage complete with asphalt parking areas. The proposed development consists of the construction of a 3-storey building, asphalt laneway, asphalt parking areas and grass areas. The subject development is located at 6633 McLeod Road, which is East of the Dorchester Road and McLeod Road intersection in the City of Niagara Falls, ON.

The purpose of the service assessment is to determine the functional sizing of the proposed storm, sanitary and water services in addition to the post-development flows from the site to determine the impact on the existing municipal infrastructure.

2. EXISTING MUNICIPAL INFRASTRUCTURE

2.1 EXISTING SITE DRAINAGE

The existing site currently drains from the North side to the South side of the property via overland flow as shown in **Figure 1** – NPCA Watershed Map – Existing Site Contours. The overland flow drains to the existing sewer at McLeod Road.

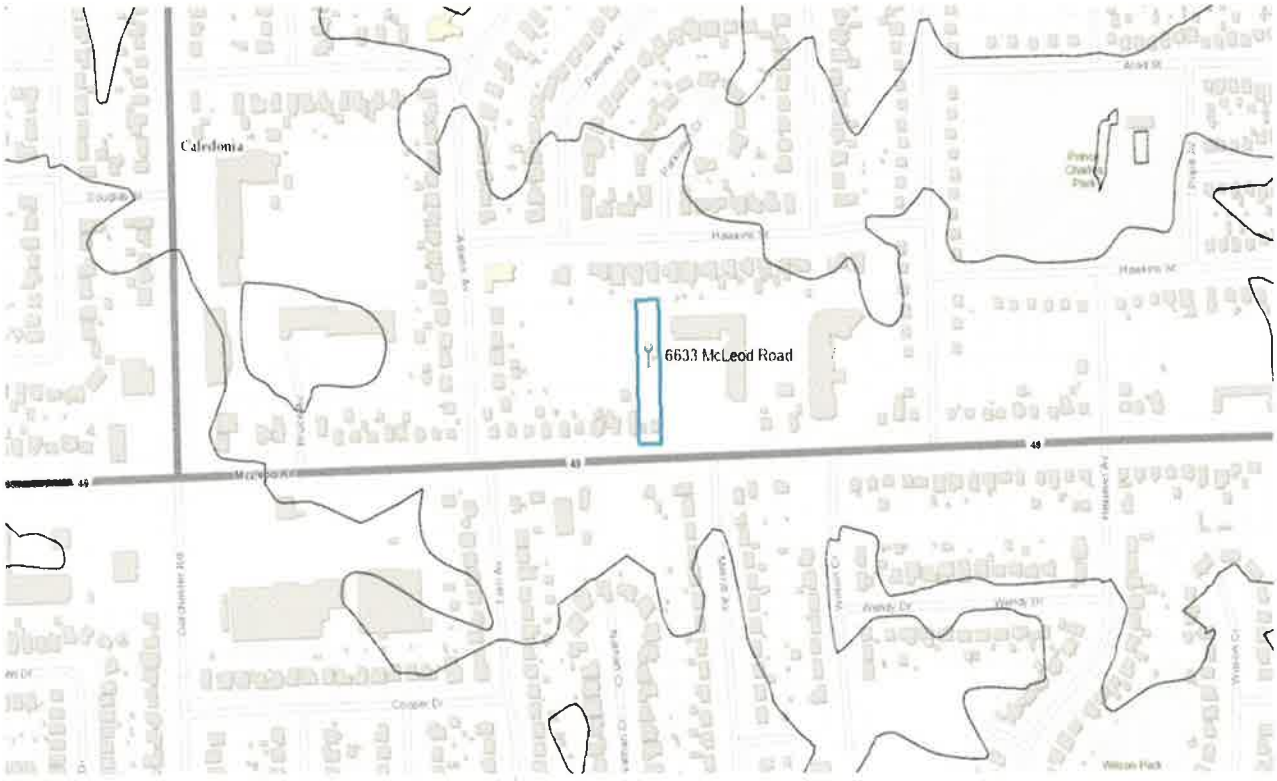


Figure 1 – NPCA Watershed Map – Existing Site Contours

2.2 STORM SEWER

The existing site is currently not serviced with a storm connection, the subject site drains via overland flow to McLeod Road. The existing storm infrastructure within McLeod Road consists of a 1200mm municipal storm sewer which drains Westerly towards Dorchester Road.

2.3 SANITARY SEWER

The existing site is currently serviced with a sanitary lateral connection; however, the size and location of the existing sanitary lateral is unknown. The existing sanitary infrastructure at McLeod Road consists of a 525mm municipal sanitary sewer and a 600mm combined sewer which drains Westerly towards Dorchester Road.

2.4 WATERMAIN

The existing site is currently serviced with a water service connection to McLeod Road; however, the size and location of the existing water service is unknown. The existing watermain infrastructure at McLeod Road consists of a 300mm municipal watermain.

3. STORM SEWER/DRAINAGE SYSTEM

3.1 PRE-DEVELOPMENT SITE FLOW

The total drainage area for the subject development is 0.225 hectares with an existing runoff coefficient of 0.32 based on the existing roof, asphalt and grass surfaces. The catchment area plan for the pre-development site condition is provided on Hallex Sketch CSK1, attached.

Utilizing the rationale method (Q = CiA/360) and the minimum recommended time of concentration of 10 minutes, the allowable peak flow for the pre-development site is as follows:

	Pre-Development
Storm Event	**Storm Flow**
5-year Storm	16.9 L/s

These flows are calculated using the City of Niagara Falls intensity-duration-frequency curves. The pre-development flows for the proposed development are provided in Exhibit #1 for the five -year storm at the end of the design brief, attached.

3.2 POST-DEVELOPMENT SITE FLOW

The proposed development includes the 18-unit building, asphalt laneway and parking areas and grass areas. The grading for the site will ensure drainage through the proposed storm sewer for storm water quantity and quality controls. The total drainage for the site consists of 0.225 hectares with a calculated runoff coefficient of 0.72 based on the proposed roof, asphalt and grass surfaces.

The proposed storm sewer for the site will then discharge to the existing 1200mm municipal storm sewer at McLeod Road. The catchment area plan for the post-development site condition is provided on Hallex Sketch CSK2, attached.

Utilizing the rationale method (Q = CiA/360) and the minimum recommended time of concentration of 10 minutes, the calculated peak flow for the post-development site is as follows:

	Post-Development
Storm Event	**Storm Flow**
5-year Storm	37.8 L/s

These flows are calculated using the City of Niagara Falls intensity-duration-frequency curves. The post-development flows for the proposed development are provided in Exhibit #2 for the five -year storm at the end of the design brief, attached.

3.3 STORMWATER QUANTITY CONTROL

The post-development storm water runoff for the subject site will increase by 20.9 L/s for the five-year storm. As such, storm water detention will be required for the proposed development.

Stormwater quantity controls for the site can be achieved by utilizing an orifice plate within a manhole prior to discharging to the existing 1200mm municipal storm sewer at McLeod Road.

The orifice plate will ensure the post development runoff is controlled to the pre-development runoff rate for the five-year storm event. The resulting 36 m^3 volume generated for the five-year storm event, can be stored within a proposed underground storage chamber system or a storm sewer system consisting of oversized storm sewers, catch basins / manholes prior to discharging to the existing 1200mm municipal storm sewer at McLeod Road.

3.4 STORMWATER QUALITY CONTROL

Stormwater quality controls for the site can be achieved by utilizing a Hydrostorm HS4 prior to draining to the existing 1200mm municipal storm sewer at McLeod Road. This will achieve a total suspended solids removal of at least 88% based on the above post-development site conditions. This value is greater than the required 'Normal' treatment of 70% as indicated in the MOE Stormwater Management Planning and Design Manual, dated March 2003 (refer to Chapter 3: Environmental Design Criteria, Section 3.3.1.1. Level of Protection).

4. SANITARY SEWER SYSTEM

Given the site is to be completely redeveloped for the proposed 18-unit stacked townhouse development, all existing sanitary laterals are to be located, capped and abandoned as required at the municipal sanitary sewer. A new sanitary lateral shall be proposed to connect to the existing 525mm diameter municipal sanitary sewer at McLeod Road.

The building development is currently in the concept phase; therefore, the following assumptions based on the architectural drawings are made in carrying out the calculations:

- The 18-unit stacked townhouse development consists of 12 one-bedroom townhouse units and 6 two-bedroom townhouse units. Each townhouse is assumed to have a maximum of 2 persons per bedroom.
- The existing fixtures and the number of existing plumbing fixtures indicated in Exhibit #3 were provided by the owner and must be field verified prior to construction.
- The plumbing fixtures and the number of plumbing fixtures indicated in Exhibit #4 are assumed and may not represent the final building plumbing design.

The peak pre-development drainage rate for the existing residential dwelling is determined to be 95.6 L/min based on the existing fixtures and fixture units shown in Exhibit #3 attached. Table 7.4.10.5 in the Ontario Building Code is used to determine probable peak drainage rates for the total fixture units. The wastewater generation for the existing residential dwelling is determined to be 1600 L/day using Table 8.2.1.3A of the Ontario Building Code as shown in Exhibit #3, attached.

The peak post-development drainage rate for the proposed 18-unit stacked townhouse development is determined to be 325.9 L/min based on the fixtures and fixture units shown in Exhibit #4 attached. Table 7.4.10.5 in the Ontario Building Code is used to determine probable peak drainage rates for the total fixture units. The wastewater generation for the proposed 18-unit stacked townhouse development is determined to be 13200 L/day using Table 8.2.1.3A of the Ontario Building Code as shown in Exhibit #4, attached.

Based on the above, Hallex recommends a minimum 200mm diameter sanitary sewer @ 1.0% in order to service the townhouse block complete with a minimum 100 diameter sanitary lateral @ 2.0% to service each stack of townhouse units. The proposed 200mm diameter sanitary sewer shall convey flows from the subject site to the existing 525mm diameter municipal sanitary sewer at McLeod Road.

5. WATER DISTRIBUTION SYSTEM

Given the site is to be completely redeveloped for the proposed 18-unit stacked townhouse development, all existing water services are to be located, capped and abandoned as required at the municipal watermain. A new water service shall be proposed to connect to the existing 300mm diameter municipal watermain at McLeod Road.

The building development is currently in the concept phase; therefore, the following assumptions based on the architectural drawings are made in carrying out the calculations:

- The 18-unit stacked townhouse development consists of 12 one-bedroom townhouse units and 6 two-bedroom townhouse units.
- The existing fixtures and the number of existing plumbing fixtures indicated in Exhibit #5 were provided by the owner and must be field verified prior to construction.
- The plumbing fixtures and the number of plumbing fixtures indicated in Exhibit #6 are assumed and may not represent the final building plumbing design.
- The Townhouse block is assumed to be of wood-frame construction and will not have sprinklers installed throughout the building.

The pre-development domestic water demand for the existing residential dwelling is determined to be 80.3 L/min based on the existing fixtures and fixture units shown in Exhibit #5 attached. Table 7.4.10.5 in the Ontario Building Code is used to determine water demands for the total fixture units.

The post-development domestic water demand for the proposed development is determined to be 292.7 L/min based on the fixtures and fixture units shown in Exhibit #6 attached. Table 7.4.10.5 in the Ontario Building Code is used to determine water demands for the total fixture units.

Using the calculations provided in the Fire Underwriters Survey – 1999 Water Supply for Public Fire Protection, the minimum water supply flow rate for fire protection is determined to be 10000 L/min for the building based on the above assumptions as shown in Exhibit #7, attached. There is one existing municipal fire hydrants located near the site. The hydrant is located approximately 20 meters from the Southwest corner of the site on the South side of McLeod Road.

Based on the above, Hallex recommends a minimum 50mm diameter water service to be installed to provide water supply from the proposed townhouse block to the existing 300mm diameter municipal watermain at McLeod Road.

6. CONCLUSION

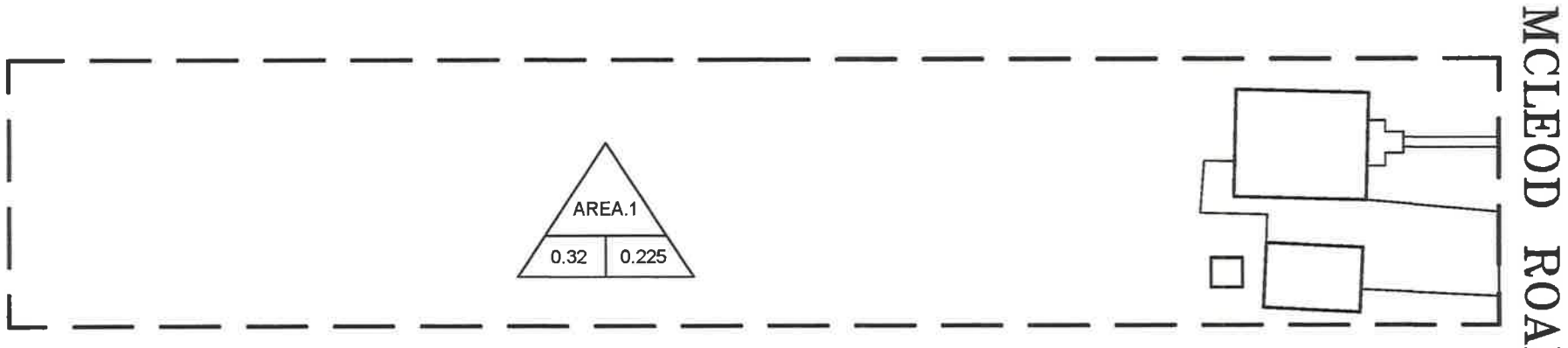
The aforementioned calculations and recommendations for the storm, sanitary and water services are based on the current design for the site as of writing this report. A final sealed report, complete with updates to the recommendations made in this report, may be required based on the final site design.

We trust this report meets your approval. Please contact the undersigned should you have any questions or comments.

Yours truly,
HALLEX ENGINEERING LTD

Jim Halucha P.Eng
Civil/Structural Engineer

Anthony Infurna, C.Tech, rcji
Civil Designer/Project Coordinator



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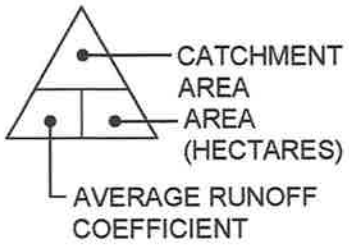


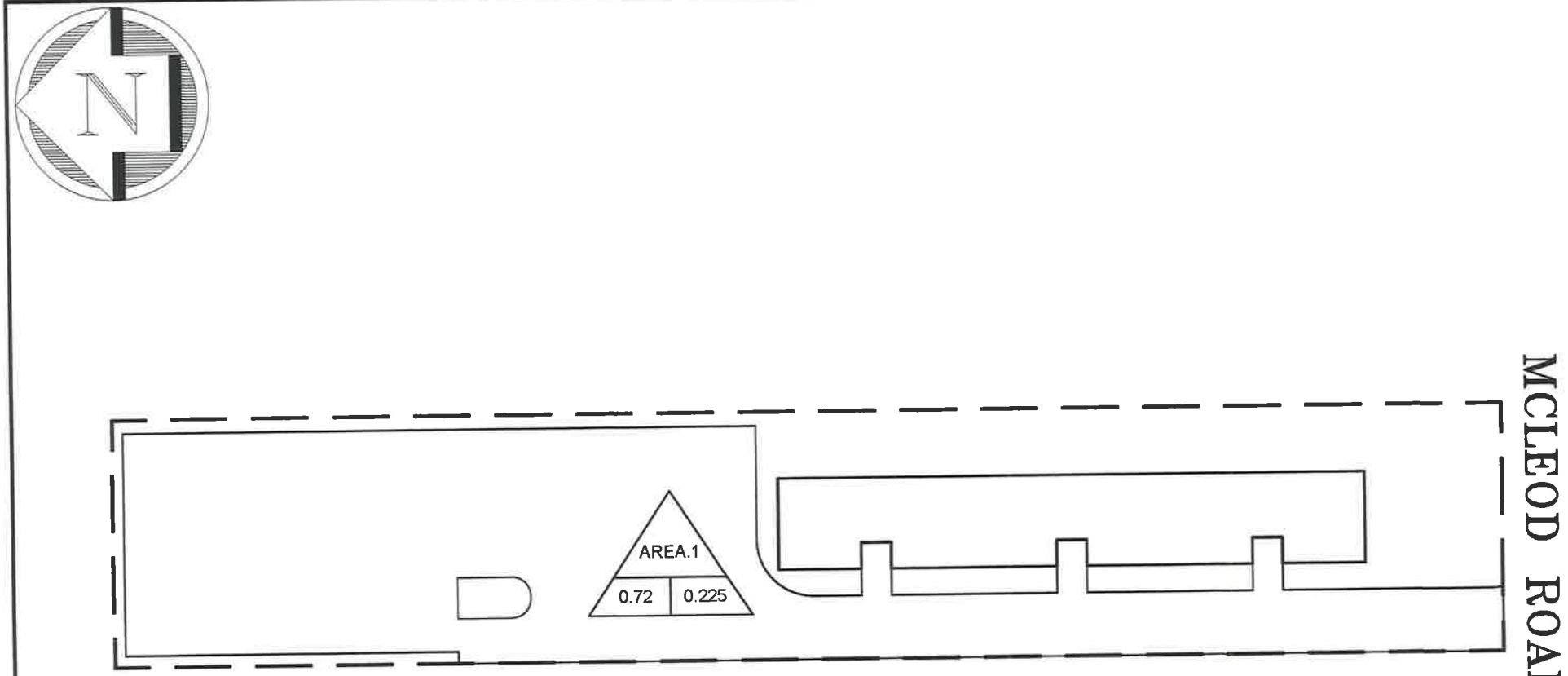
HALLEX ENGINEERING LTD.
4999 Victoria Avenue, Niagara Falls, ON L2E 4C9
Tel: 905-357-4015 Fax: 905-353-1105
745 South Service Rd. Unit 205, Stoney Creek, ON L8E 5Z2
Tel: 905-561-4016 Fax: 905-561-1105

PROJECT:
MCLEOD ROAD STACKED TOWNHOUSES
6633 MCLEOD ROAD, NIAGARA FALLS, ON.

SHEET TITLE:
PRE-DEVELOPMENT CATCHMENT AREA PLAN

DATE: 2022/08/17
SCALE: 1:500
DR. BY: AI
CH. BY: JS/JH

JOB No.: 220326
DWG. CSK1
REV. 0



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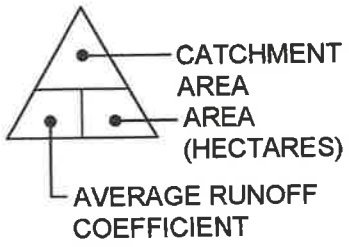

HALLEX ENGINEERING LTD.
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Tel: 905-357-4015 Fax: 905-353-1105
745 South Service Rd. Unit 205, Stoney Creek, ON L8E 5Z2
Tel: 905-561-4016 Fax: 905-561-1105

PROJECT:
MCLEOD ROAD STACKED TOWNHOUSES
6633 MCLEOD ROAD, NIAGARA FALLS, ON.

SHEET TITLE:
POST-DEVELOPMENT CATCHMENT AREA PLAN

DATE: 2022/08/17
SCALE: 1:500
DR. BY: AI
CH. BY: JS/JH

JOB No.: 220326
DWG. CSK2
REV. 0

HALLEX ENGINEERING LTD.

6633 McLeod Road - Stacked Townhouses
Exhibit #1 - 5 Year Pre - Development Calculations

2022-08-16
Job: 220326

MUNICIPALITY: **Niagara Falls**

manning's n = 0.013 Conc Pipe
0.013 PVC Pipe
0.024 Corr. Stl Pipe

Rainfall Intensity Values = A= 719.500
B= 6.340
C= 0.769

Location			Length of Pipe	Area		Flow Time		Rainfall Intensity	Unit rate of Runoff	Design Flows	
Pipe	From Node	To Node		Incre-ment	Cum Total	To Upper	In Sectio			Cum Flow	Cum Flow
			(m)	(ha)	(ha)	(min)	(min)	mm/hr	m^3/ha*day	(m^3/d)	(m^3/s)
1	**Area.1**	**Street**	**N/A**	**0.225**	**0.225**	**10.00**	**N/A**	**84**	**60497**	**1461.0**	**0.0169**
Roof	-	-	-	0.012	-	-	-	-	19157.5	229.9	-
Paved	-	-	-	0.012	-	-	-	-	18149.2	217.8	-
Grass	-	-	-	0.201	-	-	-	-	5041.4	1013.3	-

Run-off Coefficients Used:

Roof Structure	C =	0.95
Paved Surface	C =	0.90
Gravel Surface	C =	0.60
Perm. Paver	C =	0.30
Grass Surface	C =	0.25

Velocity Range:

Minimum Velocity = 0.80 m/s
Maximum Velocity = 6.00 m/s

Time of Concentration = 10 min

4999 Victoria Avenue
Niagara Falls, ON L2E 4C9

745 South Service Road, Unit 205
Stoney Creek, ON L8E 5Z2

HALLEX ENGINEERING LTD.

MUNICIPALITY: **Niagara Falls**

6633 McLeod Road - Stacked Townhouses
Exhibit #2 - 5 Year Post - Development Calculations

2022-08-16
Job: 220326

Rainfall Intensity Values =

A= 719.500
B= 6.340
C= 0.769

manning's n =

0.013 PVC Pipe
0.013 Conc Pipe
0.024 Corr. Stl Pipe
0.035 Grass Swale

Location			Length of Pipe	Area		Flow Time		Rainfall Intensity	Unit rate of Runoff	Design Flows		Flow Control	Sewer/Channel Design				Invert Elevations	
Pipe	From Node	To Node		Incre-ment	Cum Total	To Upper	In Section			Cum Flow	Cum Flow		Slope	Capacity Full	Velocity Full	*Dia/ Depth	Up-stream	Down-stream
			(m)	(ha)	(ha)	(min)	(min)	mm/hr	m^3/ha*day	(m^3/d)	(m^3/s)	(m^3/s)	(m/m)	(m^3/s)	(m/s)	(m)	(m)	(m)
1	**Area 1**	**Street 1**	**N/A**	**0.225**	**0.225**	**10.00**	**N/A**	**84**	**42348**	**3264.8**	**0.0378**	**0.0378**	**N/A**	**N/A**	**N/A**	**N/A**	**N/A**	**N/A**
Roof	-	-	-	0.033	-	-	-	-	19157.5	632.2	-	-	-	-	-	-	-	-
Paved	-	-	-	0.127	-	-	-	-	18149.2	2304.9	-	-	-	-	-	-	-	-
Grass	-	-	-	0.065	-	-	-	-	5041.4	327.7	-	-	-	-	-	-	-	-

Run-off Coefficients Used:

Roof Structure	C =	0.95
Paved Surface	C =	0.90
Grass Surface	C =	0.25

Velocity Range:

Minimum Velocity =	0.80 m/s
Maximum Velocity =	6.00 m/s

Time of Concentration:

Time of Concentration = 10 min

HALLEX ENGINEERING LTD.

6633 McLeod Road, Niagara Falls
Exhibit 3 - Pre-Development Wastewater Generation Rate & Peak Drainage Rate

2022-08-16
Job: 220326

WASTEWATER GENERATION ASSESSMENT

Occupancy	# of Units	Development Statistics	Volume (Table 8.2.1.3. A / B)	Total Daily Volume	Notes
3 Bedroom Dwelling	1	1 dwelling	1600 L/dwelling	1600 L/day	
			Total =	1600 L/day	

Therefore the total calculated sanitary flow from the site is determined to be 1600 L/day.

MAXIMUM PROBABLE DRAINAGE RATE

Fixture	# of Units	# of Plumbing Fixtures	Fixture Units (Table 7.4.9.3.)	Total Sanitary Fixture Units
Bathroom group with flush tank	1	1 fixture	6 FUs	6 FUs
Dishwasher (domestic)	1	1 fixture	1 FUs	1 FUs
Clothes washer (private, domestic)	1	1 fixture	1.5 FUs	1.5 FUs
Sink (domestic)	1	1 fixture	1.5 FUs	1.5 FUs
			Total =	10.0 FUs
			Total Flow =	95.6 L/min

* Existing fixtures were provided by the Owner. Fixtures to be field verified.

Therefore the total calculated peak drainage rate is determined to be 95.6L/min.

WASTEWATER GENERATION ASSESSMENT

Occupancy	# of Units	Development Statistics	Volume (Table 8.2.1.3. A / B)	Total Daily Volume	Notes
Apartments	12	2 persons	275 L/person	6600 L/day	
Apartments	6	4 persons	275 L/person	6600 L/day	
			Total =	13200 L/day	

Therefore the total calculated sanitary flow from the site is determined to be 13200 L/day.

MAXIMUM PROBABLE DRAINAGE RATE

Fixture	# of Units	# of Plumbing Fixtures	Fixture Units (Table 7.4.9.3.)	Total Sanitary Fixture Units	
Bathroom group with flush tank	2	4 fixtures	6 FUs	48 FUs	* Type A Units.
Sink (domestic)	2	6 fixtures	1.5 FUs	18 FUs	* Type A Units.
Dishwasher (domestic)	18	1 fixture	1 FUs	18 FUs	* Combined type A and type B units.
Bathroom group with flush tank	4	4 fixtures	6 FUs	96 FUs	* Type B Units.
Sink (domestic)	4	3 fixtures	1.5 FUs	18 FUs	* Type B Units.
			Total =	198.0 FUs	
			Total Flow =	325.9 L/min	

Therefore the total calculated peak drainage rate is determined to be 325.9L/min.

HALLEX ENGINEERING LTD.

6633 McLeod Road, Niagara Falls
Exhibit 5 - Pre-Development Water Demand

2022-08-16
Job: 220326

DOMESTIC WATER SUPPLY

Fixture	# of Units	# of Plumbing Fixtures	Fixture Units (Table 7.6.3.2.A.)	Total Water Fixture Units
Bathroom group with flush tank	1	1 fixture	3.6 FUs	3.6 FUs
Dishwasher (domestic)	1	1 fixture	1.4 FUs	1.4 FUs
Clothes washer (private, domestic)	1	1 fixture	1.4 FUs	1.4 FUs
Sink (domestic)	1	1 fixture	2 FUs	2 FUs
			Total =	8.4 FUs
			Total Flow =	80.3 L/min

* Existing fixtures were provided by the Owner. Fixtures to be field verified.

Therefore the maximum domestic water demand is determined to be 80.3 L/min.

6633 McLeod Road, Niagara Falls
Exhibit 6 - Post- Development Water Demand

2022-08-16
Job: 220326

DOMESTIC WATER SUPPLY

Fixture	# of Units	# of Plumbing Fixtures	Fixture Units (Table 7.6.3.2.A.)	Total Water Fixture Units	
Bathroom group with flush tank	2	4 fixtures	3.6 FUs	28.8 FUs	* Type A Units.
Sink (domestic)	2	6 fixtures	2 FUs	24 FUs	* Type A Units.
Dishwasher (domestic)	18	1 fixture	1.4 FUs	25.2 FUs	* Combined type A and type B units.
Bathroom group with flush tank	4	4 fixtures	3.6 FUs	57.6 FUs	* Type B Units.
Sink (domestic)	4	3 fixtures	2 FUs	24 FUs	* Type B Units.
			Total =	159.6 FUs	
			Total Flow =	292.7 L/min	

Therefore the maximum domestic water demand is determined to be 292.7 L/min.

FIRE WATER SUPPLY

Building Type: No Fire Protection

Floor Area		Reduct.	
First Floor	333.1 m^2	1.00	333.11665 m^2
Second Floor	333.1 m^2	1.00	333.11665 m^2
Third Floor	333.1 m^2	1.00	333.11665 m^2
			999.34995 m^2

Construction Type: Wood Frame Construction

Construction Coefficient: 1.5

1st Preliminary Fire Flow = 10000 L/min

Fire Hazard: Non-Combustible

Fire Hazard Factor: -0.25

Net Decrease = -2500 L/min

2nd Preliminary Fire Flow = 7500 L/min

Sprinkler System: No System

Sprinkler System Factor: 0.0

No Change = 0 L/min

Separation Factor

North	45+ m	0.00
South	40 m	0.05
West	8 m	0.20
East	30 m	0.10
		0.35

Net Increase = 2625 L/min

FINAL FIRE FLOW = 10000.0 L/min

Minimum Water Supply Flow Rate for Fire Protection as determined by the Water Supply For Public Fire Protection, dated 1999, by the Fire Underwriter's Survey

APPENDIX E

NOISE FEASIBILITY STUDY

HGC ENGINEERING

Howe Gastmeier Chapnik Limited
2000 Argentia Road, Plaza One, Suite 203
Mississauga, Ontario, Canada L5N 1P7
t: 905.826.4044

Noise Feasibility Study
Proposed Residential Development
6633 McLeod Road
Niagara Falls, Ontario

Prepared for:

Stefan Boncore
6-302 Merritt Street
St. Catharines, Ontario, L2T 1J9

Prepared by

Victor Garcia, PEng

Reviewed by

Sheeba Paul, MEng, PEng

November 22, 2022

HGC Project No. 02200233

Table of Contents

1 Introduction and Summary

HGC Engineering was retained by Stefan Boncore to conduct a noise feasibility study for a proposed residential development to be located at 6633 McLeod Road in the City of Niagara Falls, Regional Municipality of Niagara, Ontario. The study has been prepared for submission as part of the approval process by the municipality.

Road traffic data for McLeod Road was obtained from HGC Engineering past project files in the area and originally obtained from the Region of Niagara. The data was used to predict future traffic sound levels at the proposed dwellings. The predicted sound levels were compared to the guidelines of the Ministry of the Environment, Conservation and Parks (MECP) and the Region of Niagara.

The sound level predictions indicate that the future road traffic sound levels will exceed MECP guidelines at the proposed dwellings. An acoustic barrier is recommended for the dwelling closest to the McLeod Road. Forced air ventilation with ducts sized for the future installation of air conditioning by the occupant is required for the proposed townhouse block. Any building constructions meeting the minimum requirements of the Ontario Building Code (OBC) will provide sufficient acoustical insulation for the dwelling units. Warning clauses are recommended to inform future residents of the road traffic noise impacts and to address sound level excesses.

2 Site Description and Sources of Sound

A key plan showing the location of the proposed site is indicated in Figure 1. The development is located at 6633 McLeod Road in the City of Niagara Falls, Ontario. The concept plans prepared by Matthew Schmid Architecture dated January 11, 2022 is attached as Figure 2, also showing the prediction locations. Option 2 was used for the purposes of this analysis. The proposed development will consist of one 3-storey townhouse block along with an associated roadway and parking.

A site visit was performed by HGC Engineering personnel in April 2022. The primary source of noise is road traffic on McLeod Road. The surrounding lands are primarily existing residential. Niagara Falls Gospel Hall is located to the northwest of the site. Further to the southwest of the stie and across the road is a small commercial plaza. There are existing residences backing onto this commercial plaza. During the site visit sounds from these stationary sources were not audible at the subject site above road traffic noise. There were no other significant stationary sources of sound within 500 m of the subject site.

3 Criteria for Acceptable Sound Levels

3.1 Road Traffic Noise Criteria

Guidelines for acceptable levels of road traffic noise impacting residential developments are given in the MECP publication NPC-300, "Environmental Noise Guideline Stationary and Transportation Sources – Approval and Planning", Part C release date October 21, 2013 and are listed in Table 1 below. The values in Table 1 are energy equivalent (average) sound levels [L_{EQ}] in units of A weighted decibels [dBA]. These criteria have generally been adopted by the Regional Municipality of Niagara.

Table 1: Road Traffic Noise Criteria

	Daytime $L_{EQ(16\ hour)}$ Road	Nighttime $L_{EQ(8\ hour)}$ Road
Outdoor Living Areas	55 dBA	--
Inside Living/Dining Rooms	45 dBA	45 dBA
Inside Bedrooms	45 dBA	40 dBA

Daytime refers to the period between 07:00 and 23:00, while nighttime refers to the period between 23:00 and 07:00. The term "Outdoor Living Area" (OLA) is used in reference to an outdoor patio, a backyard, a terrace or other area where passive recreation is expected to occur. Balconies that are less than 4 m in depth are not considered to be outdoor living areas under MECP guidelines.

The guidelines in the MECP publication allow the sound level in an OLA to be exceeded by up to 5 dBA, without mitigation, if warning clauses are placed in the purchase and rental agreements and offers of purchase and sale for the property. When OLA sound levels exceed 60 dBA, physical mitigation is required to reduce the OLA sound level to below 60 dBA and as close to 55 dBA as technically, economically and administratively feasible.

A central air conditioning system as an alternative means of ventilation to open windows is required for dwellings where nighttime sound levels at the façade exceed 60 dBA or daytime sound levels exceed 65 dBA at the façade. A forced air ventilation system with ducts sized for the future provision of air conditioning by the occupant, or some other alternative form of mechanical ventilation, is required where nighttime sound levels at the façade are in the range of 51 – 60 dBA or daytime sound levels are in the range of 56 - 65 dBA.

Building components such as walls, windows and doors must be designed to achieve indoor sound level criteria sound level at the façade is greater than 60 dBA or the daytime sound level is greater than 65 dBA due to road traffic noise.

Warning clauses are required to notify future residents of possible excesses when nighttime sound levels exceed 50 dBA at the façade and daytime sound levels exceed 55 dBA in the outdoor living area and at the plane of the bedroom/living/dining room window due to road traffic.

4 Traffic Sound Level Assessment

4.1 Road Traffic Data

Road traffic data for McLeod Road was obtained from HGC Engineering past project files in the area and originally obtained from the Region of Niagara in the form of annual summer average daily traffic (SADT) for the year 2018 and is included in Appendix A. The data was projected to the year 2042 using a 2.5%/year growth rate as per Region of Niagara guidelines. A calculated commercial

vehicle percentage of 1.9% was split into 1.1% heavy trucks and 0.8% medium trucks. A day/night split of 90%/10% was used. A posted speed limit of 50 km/h was used in the analysis. Table 2 summarizes the traffic data.

Table 2: Projected Road Traffic Data to 2042

Road Name		Cars	Medium Trucks	Heavy Trucks	Total
McLeod Road	Daytime	25 870	210	290	26 370
	Nighttime	2 874	24	32	2 930
	Total	**28 744**	**234**	**322**	**29 300**

4.2 Road Traffic Noise Predictions

To assess the levels of road traffic noise which would impact the site in the future, road traffic predictions were made using STAMSON version 5.04, a computer algorithm developed by the MECP. Sample STAMSON output is included in Appendix B.

Predictions of the traffic sound levels were made at the various façades with exposure to the roadway and in rear yard outdoor living areas. The predictions were performed at the third storey windows during the daytime hours and nighttime hours to investigate ventilation requirements. The results of these predictions are summarized in Table 3. The acoustic requirements may be subject to modifications if the site plan is changed significantly.

Table 3: Future Road Traffic Sound Levels, [dBA], Without Mitigation

Prediction Location	Description	Daytime in OLA $L_{EQ-16\,hr}$	Daytime at Façade $L_{EQ-16\,hr}$	Nighttime at Façade $L_{EQ-8\,hr}$
[A]	South façade of townhouse block	60	63	57
[B]	2nd southerly unit of townhouse block	57	58	52
[C]	4th southerly unit of townhouse block	<55	56	<50

5 Traffic Noise Recommendations

The predictions indicate that the future traffic sound levels will exceed MECP guidelines at the proposed residential development. Recommendations to address these excesses are discussed below.

5.1 Outdoor Living Areas

The predicted sound level in the OLA of southern unit with exposure to McLeod Road (prediction location [A]) will be up to 60 dBA, 5 dBA in excess of the MECP limit of 55 dBA. A 2.0 m acoustic barrier is recommended for this rear yard. With a 2.0 m acoustic barrier the sound level in the rear yard will be reduced to less than 55 dBA.

The predicted sound level in the OLA of southern unit with exposure to McLeod Road (prediction location [B]) will be up to 57 dBA, 2 dBA in excess of the MECP limit of 55 dBA. With a 2.0 m acoustic barrier located for the unit at prediction location [A], the sound level in this rear yard will be reduced to less than 55 dBA.

For the rear yards of the remaining townhouse units, the predicted sound level in the rear yards will be less than 55 dBA. No further mitigation is required.

Figure 3 shows the barrier recommendations for the proposed site. As a general note, acoustic barriers may be a combination of an acoustic wall and an earth berm. All noise barriers must return back to the dwelling units so that the rear yards are entirely shielded from the roadway. The wall component of the barrier should be of a solid construction with a surface density of no less than 20 kg/m^2.

5.2 Indoor Living Areas

Provision for the Future Installation of Air Conditioning

The predicted sound levels of the proposed townhouse block will be between 51 and 60 dBA during the nighttime hours and/or between 56 to 65 dBA during the daytime hours. To address these excesses, the MECP guidelines recommend that these dwelling units be equipped with forced air ventilation systems with ducts sized to accommodate the future installation of air conditioning by the

occupant. The guidelines also recommend warning clauses for these dwellings. Figure 3 shows the ventilation requirements for the proposed site.

Window or through-the-wall air conditioning units are not recommended for any residential units because of the noise they produce and because the units penetrate through the exterior wall which degrades the overall noise insulating properties of the envelope. The location, installation and sound ratings of the outdoor air conditioning devices should minimize noise impacts and comply with criteria of MECP publication NPC-300, as applicable.

5.3 Building Façade Constructions

Road traffic noise does not sufficiently impact the proposed development to require upgraded glazing constructions since the nighttime sound levels are less than 60 dBA and the daytime sound levels are less than 65 dBA. Any double-glazed window, building constructions and any insulated metal exterior door meeting the minimum requirements of the Ontario Building Code (OBC) will provide sufficient acoustic insulation for the indoor spaces.

5.4 Warning Clauses

The MECP guidelines recommend that warning clauses be included in the property and tenancy agreements and offers of purchase and sale for all units with anticipated traffic sound level excesses. Examples are provided below.

Suggested wording for buildings with sound level excesses the MECP criteria is given below:

Type A:

> Purchasers/tenants are advised that despite the inclusion of noise control features in the development and within the building units, sound levels due to increasing road traffic may occasionally interfere with some activities of the dwelling occupants as the sound levels exceed the noise criteria of the Municipality and the Ministry of the Environment, Conservation and Parks.

Suggested wording for future dwellings for which physical mitigation has been provided is given below.

Type B:

> Purchasers/tenants are advised that despite the inclusion of noise control features in the development and within the building units, sound levels due to increasing road traffic may on occasion interfere with some activities of the dwelling occupants as the sound levels exceed the sound level limits of the Municipality and the Ministry of the Environment, Conservation and Parks. The acoustical barrier as installed shall be maintained, repaired or replaced by the owner. Any maintenance, repair or replacement shall be with the same material, to the same standards and having the same colour and appearance of the original.

Suggested wording for future dwellings requiring forced air ventilation systems is given below.

Type C:

> This dwelling unit has been designed with the provision for adding central air conditioning at the occupant's discretion. Installation of central air conditioning by the occupant in low and medium density developments will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the Municipality and the Ministry of the Environment, Conservation and Parks.

This sample clause is provided by the MECP as examples and can be modified by the Municipality as required.

6 Discussion and Recommendations

We have the following recommendations with regard to noise control. Please refer to previous sections of this report where these recommendations are discussed in more detail.

1. An acoustic barrier is recommended for the OLA of the dwelling closest to McLeod Road. When final grading information is available for this dwellings, acoustic barrier requirements should be refined.
2. Forced air ventilation systems with ducts sized for the future installation of air conditioning by the occupant is required for the proposed townhouse block. The location, installation and sound ratings of the air conditioning devices should comply with NPC-300.

3. Any exterior building façade and window glazing constructions meeting the minimum requirements of the OBC will provide sufficient acoustical insulation for the indoor spaces of the proposed dwellings.

4. Warning clauses should be used to inform future residents of the traffic noise and presence of the nearby commercial facilities.

These recommendations are summarized in Table 4 below.

Table 4: Summary of Noise Control Requirements and Noise Warning Clauses

Prediction Locations	Unit	Acoustic Barrier	Ventilation Requirements	Type of Warning Clause	Required STC
[A]	Townhouse 1	✓	Forced Air	B, C	OBC
[B], [C]	Townhouse 2 – 4	--	Forced Air	A, C	OBC
--	Remaining dwellings	--	--	--	OBC

Notes:
-- no specific requirement
OBC – meeting the minimum requirements of the Ontario Building Code

6.1 Implementation

To ensure that the noise control recommendations outlined above are properly implemented, it is recommended that:

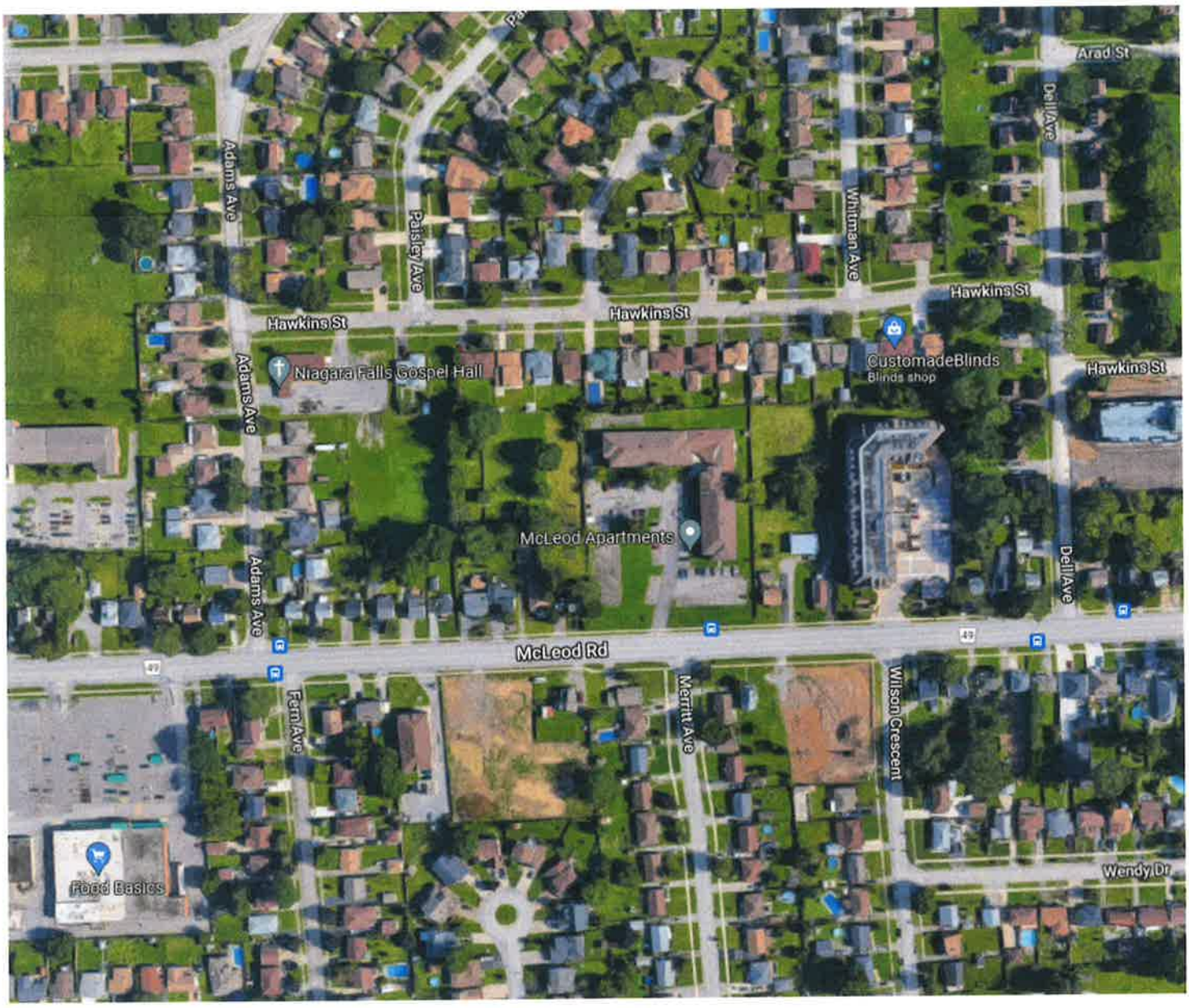
1. When final grading information is available, a Professional Engineer qualified to perform acoustical engineering services in the Province of Ontario shall review the drawings for the residential dwellings to certify the required noise barriers and refine the height as necessary.

2. Prior to occupancy, a Professional Engineer qualified to perform acoustical services in the province of Ontario or the Municipal Building Department shall conduct a site inspection to confirm that the sound control measures have been incorporated, installed and constructed in their entirety.

Limitations

This document was prepared solely for the addressed party and titled project or named part thereof, and should not be relied upon or used for any other project without obtaining prior written authorization from HGC Engineering. HGC Engineering accepts no responsibility or liability for any consequence of this document being used for a purpose other than for which it was commissioned. Any person or party using or relying on the document for such other purpose agrees, and will by such use or reliance be taken to confirm their agreement to indemnify HGC Engineering for all loss or damage resulting therefrom. HGC Engineering accepts no responsibility or liability for this document to any person or party other than the party by whom it was commissioned.

Any conclusions and/or recommendations herein reflect the judgment of HGC Engineering based on information available at the time of preparation, and were developed in good faith on information provided by others, as noted in the report, which has been assumed to be factual and accurate. Changed conditions or information occurring or becoming known after the date of this report could affect the results and conclusions presented.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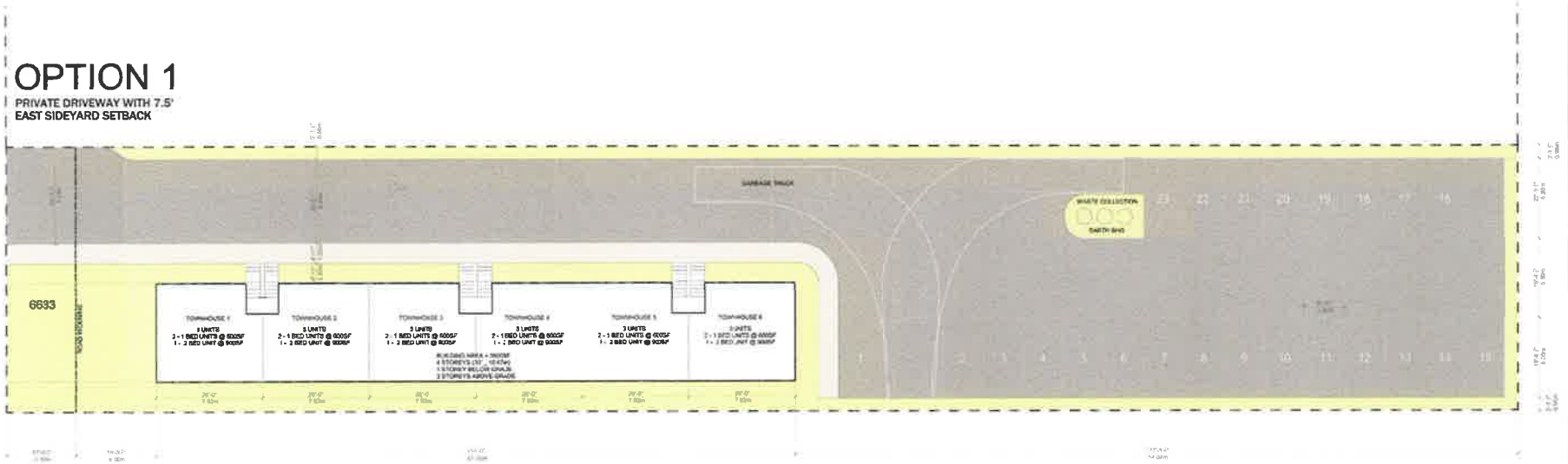
Whitman Ave
Paisley Ave
Adams Ave
Hawkins St
Hawkins St
Hawkins St
Hawkins St
Niagara Falls Gospel Hall
CustomadeBlinds
Blinds shop
McLeod Apartments
Adams Ave
Dell Ave
McLeod Rd
49
49
Fern Ave
Merritt Ave
Wilson Crescent
Food Basics
Wendy Dr

OPTION 1

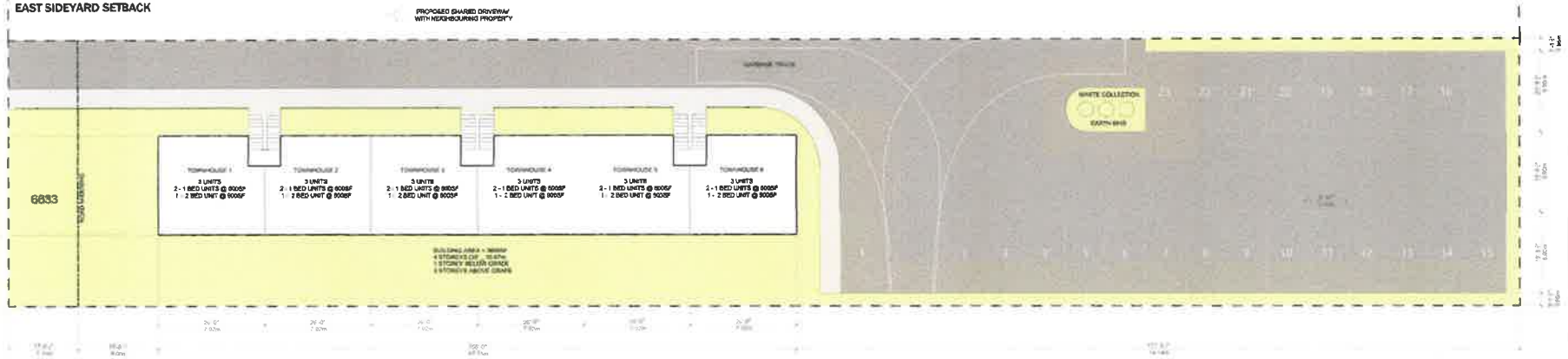
PRIVATE DRIVEWAY WITH 7.5'
EAST SIDEYARD SETBACK



PRIVATE DRIVEWAY WITH 7.5' EAST SIDEYARD SETBACK

OPTION 2

SHARED DRIVEWAY WITH 17.5'
EAST SIDEYARD SETBACK



SHARED DRIVEWAY WITH 17.5' EAST SIDEYARD SETBACK

MATTHEW SCHMID ARCHITECTURE

6633 McLeod Rd
Niagara Falls, ON

McLeod Stacked Townhouses

NOT FOR CONSTRUCTION

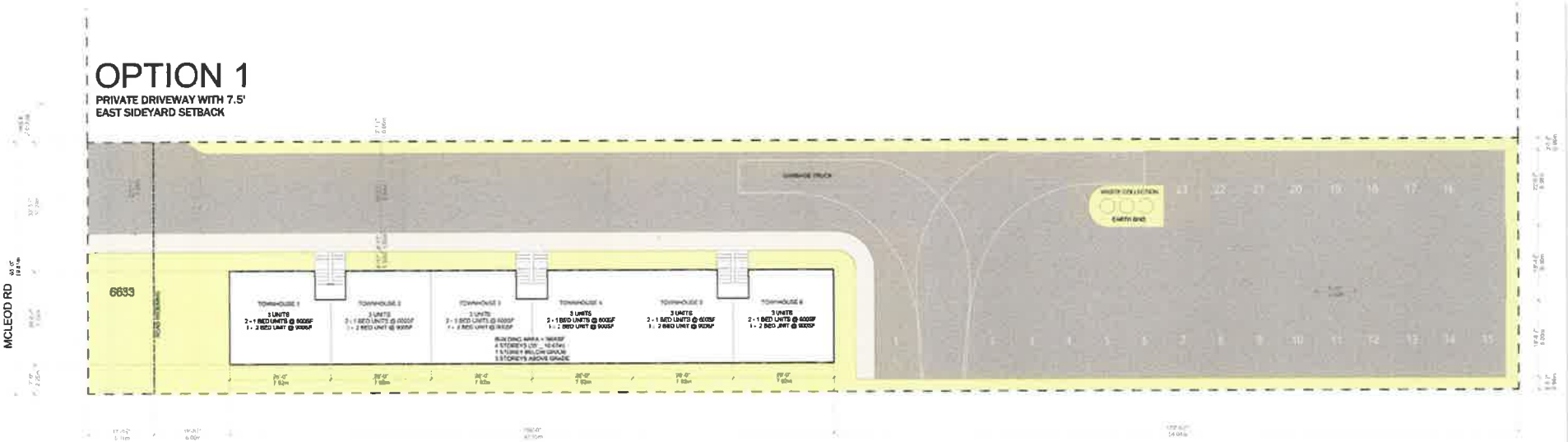
N

CONCEPT SITE PLAN

A001

OPTION 1

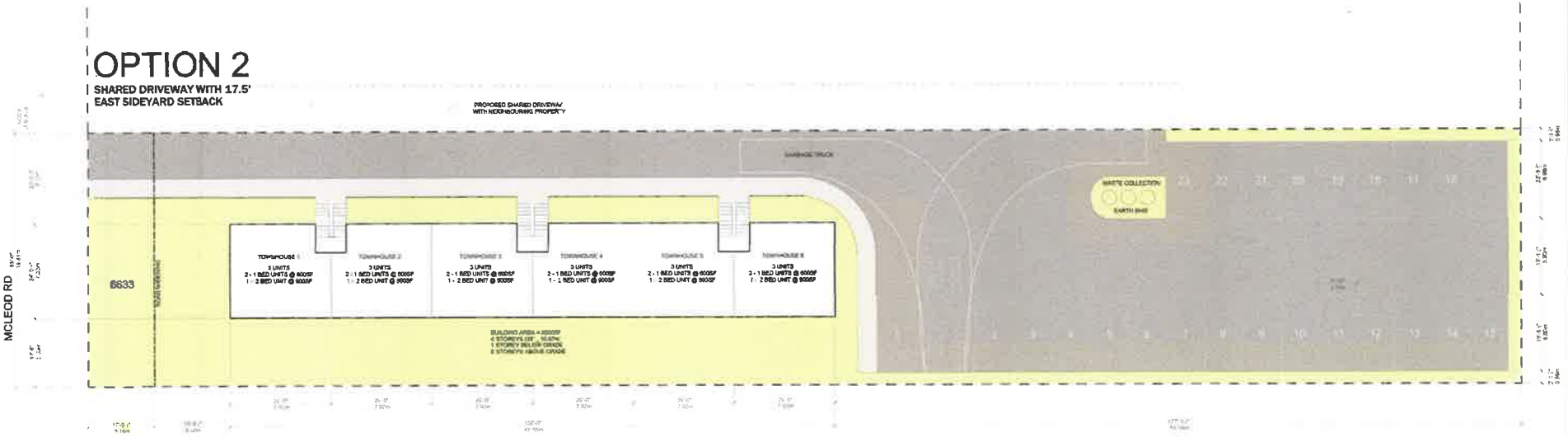
**PRIVATE DRIVEWAY WITH 7.5'
EAST SIDEYARD SETBACK**



1 OPTION 1 - PRIVATE DRIVEWAY WITH 7.5' EAST SIDEYARD SETBACK

OPTION 2

**SHARED DRIVEWAY WITH 17.5'
EAST SIDEYARD SETBACK**



2 OPTION 2 - SHARED DRIVEWAY WITH 17.5' EAST SIDEYARD SETBACK

MATTHEW SCHMID
ARCHITECTURE

CONTRACTOR MUST CHECK & VERIFY ALL DIMENSIONS ON THE JOB

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6633 McLeod Rd
Niagara Falls, ON

PROJECT

McLeod Stacked Townhouses

NIAGARA FALLS, ONTARIO

REVISION	DATE
1	
2	
3	
4	
5	
6	

NOTES:

NOT FOR CONSTRUCTION

N

CONCEPT SITE PLAN

SCALE: 1:150 @ 24x36

A001

DRAWN BY:

APPENDIX A

Road Traffic Data

Victor Garcia

From: Fricke, Britney <Britney.Fricke@niagararegion.ca>
Sent: May 7, 2021 10:49 AM
To: Victor Garcia
Subject: RE: Comments regarding McLeod Road and Alex Avenue

- Count Year

  2018

- AADT

  13900

- AM Peak Hour

  N/A

- PM Peak Hour

  N/A

- SADT

  16200

- WADT

  12700

From: Fricke, Britney
Sent: Friday, May 07, 2021 10:30 AM
To: 'Victor Garcia' <vgarcia@hgcengineering.com>
Subject: RE: Comments regarding McLeod Road and Alex Avenue

Hi Victor,

Here are the comments from the OPA/ZBA stage that provide further details on the updates required to the noise study, to inform our call at 1045.

Thanks,
Britney

From: Victor Garcia <vgarcia@hgcengineering.com>
Sent: Tuesday, May 04, 2021 11:42 AM
To: Fricke, Britney <Britney.Fricke@niagararegion.ca>
Subject: Comments regarding McLeod Road and Alex Avenue

Nu-Metrics Traffic Analyzer Study
Computer Generated Summary Report
City: Niagara Region
Street: 610326 - EB
Location: 6014

A study of vehicle traffic was conducted with HI-STAR unit number 20DD1. The study was done in the EB lane on 610326 - EB in Niagara Region, ON in county. The study began on 2015-07-15 at 12:00 AM and concluded on 2015-07-16 at 12:00 AM, lasting a total of 24 hours. Data was recorded in 15 minute time periods. The total recorded volume of traffic showed 7,653 vehicles passed through the location with a peak volume of 160 on 2015-07-15 at 01:45 PM and a minimum volume of 1 on 2015-07-15 at 04:15 AM. The AADT Count for this study was 7,653.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin.

Chart 1

0 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to 79	80 to 84	85 to 89	90 to 94	95 to 99	100 to 104	105 >
1320	1340	1462	1273	1033	612	286	186	33	32	14	6	0	0	0

At least half of the vehicles were traveling in the 45 - 49 km/h range or a lower speed. The average speed for all classified vehicles was 47 km/h with 45.7 percent exceeding the posted speed of 50 km/h. The mode speed for this traffic study was 45 km/h and the 85th percentile was 60.24 km/h.

CLASSIFICATION

Chart 2 lists the values of the eight classification bins and the total traffic volume accumulated for each bin.

Chart 2

0.0 to 4.5	5.0 to 7.5	8.0 to 9.5	10.0 to 12.5	13.0 to 15.5	16.0 to 18.5	19.0 to 21.5	22.0 >
2913	4315	206	59	34	24	23	23

Most of the vehicles classified during the study were Passenger Cars. The number of Passenger Cars in the study was 7,228 which represents 95.10 percent of the total classified vehicles. The number of Small Trucks in the study was 206 which represents 2.70 percent of the total classified vehicles. The number of Trucks/Buses in the study was 59 which represents 0.80 percent of the total classified vehicles. The number of Tractor Trailers in the study was 104 which represents 1.40 percent of the total classified vehicles.

HEADWAY

During the peak time period, on 2015-07-15 at 01:45 PM the average headway between the vehicles was 5.59 seconds. The slowest traffic period was on 2015-07-15 at 04:15 AM. During this slowest period, the average headway was 450.0 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 23 and 41 degrees Celsius. The HI-STAR determined that the roadway surface was Dry 100.00 percent of the time.

Nu-Metrics Traffic Analyzer Study
Computer Generated Summary Report
City: Niagara Region
Street: 610326 - WB
Location: 6014

A study of vehicle traffic was conducted with HI-STAR unit number 20FFE. The study was done in the WB lane on 610326 - WB in Niagara Region, ON in county. The study began on 2015-07-15 at 12:00 AM and concluded on 2015-07-16 at 12:00 AM, lasting a total of 24 hours. Data was recorded in 15 minute time periods. The total recorded volume of traffic showed 8,272 vehicles passed through the location with a peak volume of 215 on 2015-07-15 at 05:00 PM and a minimum volume of 3 on 2015-07-15 at 03:30 AM. The AADT Count for this study was 8,272.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin.

Chart 1

0 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to 79	80 to 84	85 to 89	90 to 94	95 to 99	100 to 104	105 >
165	297	742	1616	2302	1750	903	370	62	25	16	7	0	0	0

At least half of the vehicles were traveling in the 55 - 59 km/h range or a lower speed. The average speed for all classified vehicles was 57 km/h with 85.4 percent exceeding the posted speed of 50 km/h. The mode speed for this traffic study was 55 km/h and the 85th percentile was 65.80 km/h.

CLASSIFICATION

Chart 2 lists the values of the eight classification bins and the total traffic volume accumulated for each bin.

Chart 2

0.0 to 4.5	5.0 to 7.5	8.0 to 9.5	10.0 to 12.5	13.0 to 15.5	16.0 to 18.5	19.0 to 21.5	22.0 >
3487	4531	105	65	21	20	15	11

Most of the vehicles classified during the study were Passenger Cars. The number of Passenger Cars in the study was 8,018 which represents 97.10 percent of the total classified vehicles. The number of Small Trucks in the study was 105 which represents 1.30 percent of the total classified vehicles. The number of Trucks/Buses in the study was 65 which represents 0.80 percent of the total classified vehicles. The number of Tractor Trailers in the study was 67 which represents 0.80 percent of the total classified vehicles.

HEADWAY

During the peak time period, on 2015-07-15 at 05:00 PM the average headway between the vehicles was 4.17 seconds. The slowest traffic period was on 2015-07-15 at 03:30 AM. During this slowest period, the average headway was 225.0 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 23 and 41 degrees Celsius. The HI-STAR determined that the roadway surface was Dry 100.00 percent of the time.

APPENDIX B

Sample STAMSON 5.04 Output

STAMSON 5.0 NORMAL REPORT Date: 21-11-2022 15:14:15
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: a.te Time Period: Day/Night 16/8 hours

Description: South facade of townhouse block

Road data, segment # 1: McLeod (day/night)

Car traffic volume : 25870/2874 veh/TimePeriod *
Medium truck volume : 211/23 veh/TimePeriod *
Heavy truck volume : 290/32 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 16200
Percentage of Annual Growth : 2.50
Number of Years of Growth : 24.00
Medium Truck % of Total Volume : 0.80
Heavy Truck % of Total Volume : 1.10
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 1: McLeod (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 21.90 / 21.90 m
Receiver height : 7.50 / 7.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: McLeod (day)

Source height = 1.02 m

ROAD (0.00 + 63.17 + 0.00) = 63.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.49	66.79	0.00	-2.46	-1.16	0.00	0.00	0.00	63.17

Segment Leq : 63.17 dBA

Total Leq All Segments: 63.17 dBA
Results segment # 1: McLeod (night)

Source height = 1.02 m

ROAD (0.00 + 56.62 + 0.00) = 56.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.49	60.24	0.00	-2.46	-1.16	0.00	0.00	0.00	56.62

Segment Leq : 56.62 dBA

Total Leq All Segments: 56.62 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.17 dBA
(NIGHT): 56.62 dBA

STAMSON 5.0 NORMAL REPORT Date: 21-11-2022 15:14:20
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: aola.te Time Period: 16 hours

Description: Southeern OLA with 2.0 m acoustic barrier

Road data, segment # 1: McLeod

Car traffic volume : 25870 veh/TimePeriod *
Medium truck volume : 211 veh/TimePeriod *
Heavy truck volume : 290 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: McLeod

Angle1 Angle2 : -90.00 deg 30.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 25.90 m
Receiver height : 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 30.00 deg
Barrier height : 2.00 m
Barrier receiver distance : 2.50 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
Road data, segment # 2: McLeod

Car traffic volume : 25870 veh/TimePeriod *
Medium truck volume : 211 veh/TimePeriod *
Heavy truck volume : 290 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 2: McLeod

Angle1 Angle2 : 30.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 25.90 m
Receiver height : 1.50 m

```
Topography                  :      2        (Flat/gentle slope; with barrier)
Barrier angle1              :  30.00 deg    Angle2 : 90.00 deg
Barrier height              :  10.00 m
Barrier receiver distance   :   2.50 m
Source elevation            :   0.00 m
Receiver elevation          :   0.00 m
Barrier elevation           :   0.00 m
Reference angle             :   0.00

Results segment # 1: McLeod
---------------------------

Source height = 1.02 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.02 !        1.50 !        1.45 !         1.45

ROAD (0.00 + 53.43 + 0.00) = 53.43 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -90     30   0.55  66.79   0.00  -3.69  -2.71   0.00   0.00  -6.96  53.43
-------------------------------------------------------------------------------

Segment Leq : 53.43 dBA

Results segment # 2: McLeod
---------------------------

Source height = 1.02 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.02 !        1.50 !        1.45 !         1.45

ROAD (0.00 + 41.17 + 0.00) = 41.17 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
    30     90   0.07  66.79   0.00  -2.55  -5.09   0.00   0.00 -17.98  41.17
-------------------------------------------------------------------------------

Segment Leq : 41.17 dBA

Total Leq All Segments: 53.68 dBA
```

TOTAL Leq FROM ALL SOURCES: 53.68 dBA

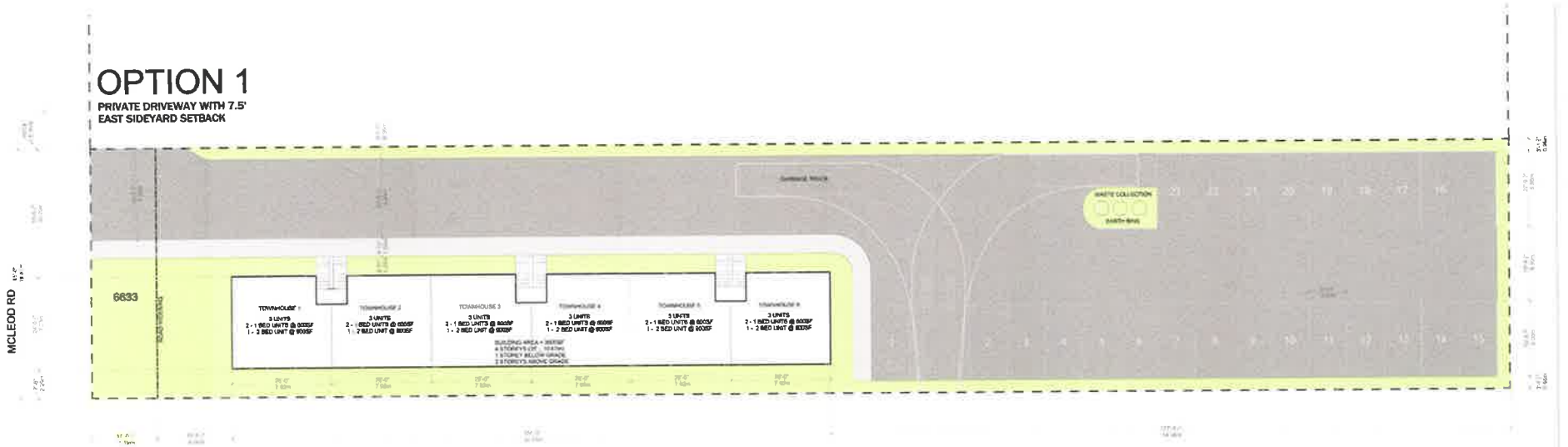
APPENDIX C

Supporting Drawings

SITE LAYOUT OPTIONS

OPTION 1

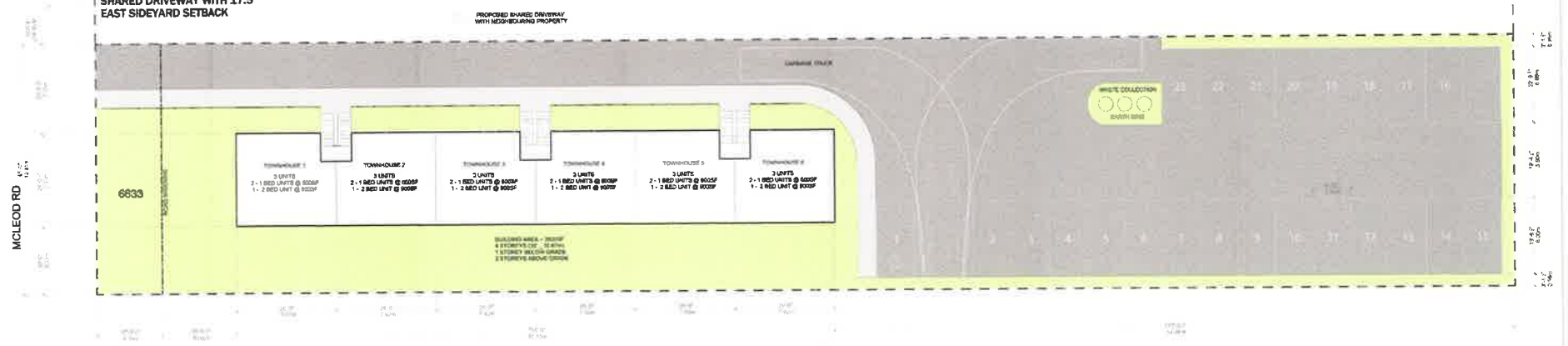
PRIVATE DRIVEWAY WITH 7.5'
EAST SIDEYARD SETBACK



1 OPTION 1 - PRIVATE DRIVEWAY WITH 7.5' EAST SIDEYARD SETBACK

OPTION 2

SHARED DRIVEWAY WITH 17.5'
EAST SIDEYARD SETBACK



1 OPTION 2 - SHARED DRIVEWAY WITH 17.5' EAST SIDEYARD SETBACK

MATTHEW SCHMID ARCHITECTURE

6633 McLeod Rd
Niagara Falls, ON

McLeod Stacked Townhouses

NOT FOR CONSTRUCTION

N

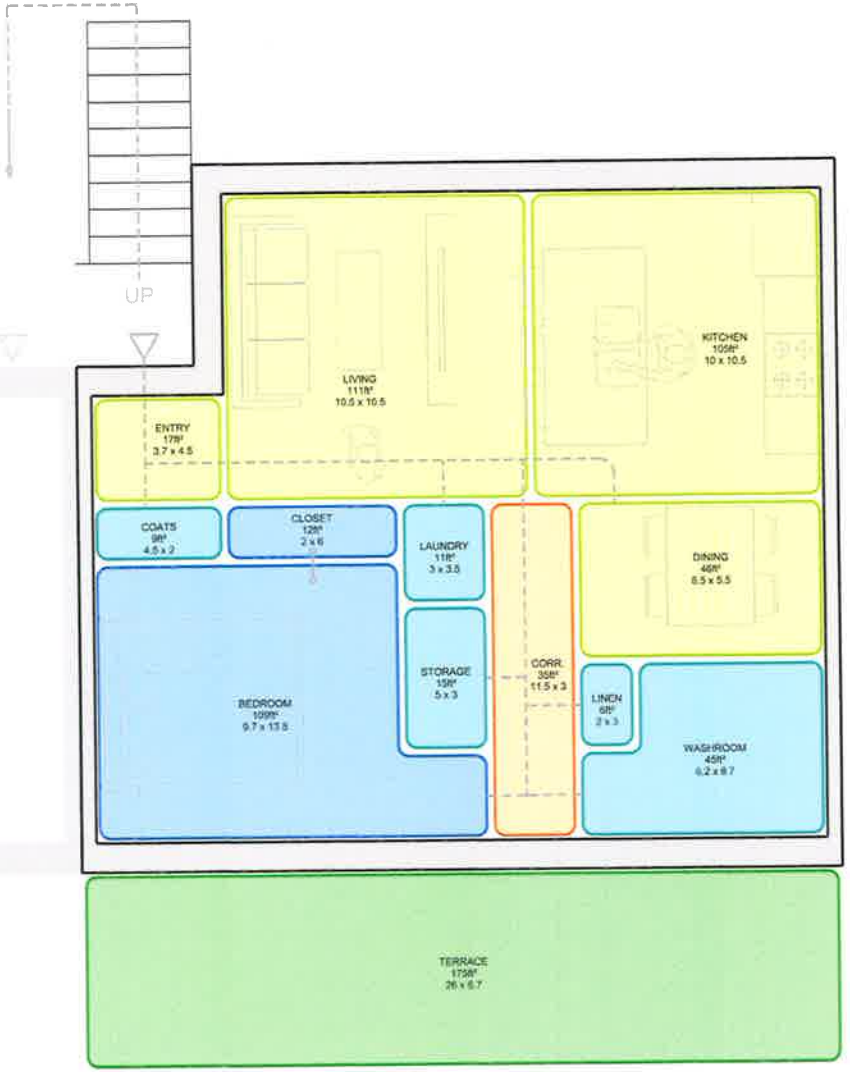
CONCEPT SITE PLAN

A001

UNIT LAYOUT DIAGRAMS

LOWER LEVEL

Unit A



UNIT A AREA = 598 ft²

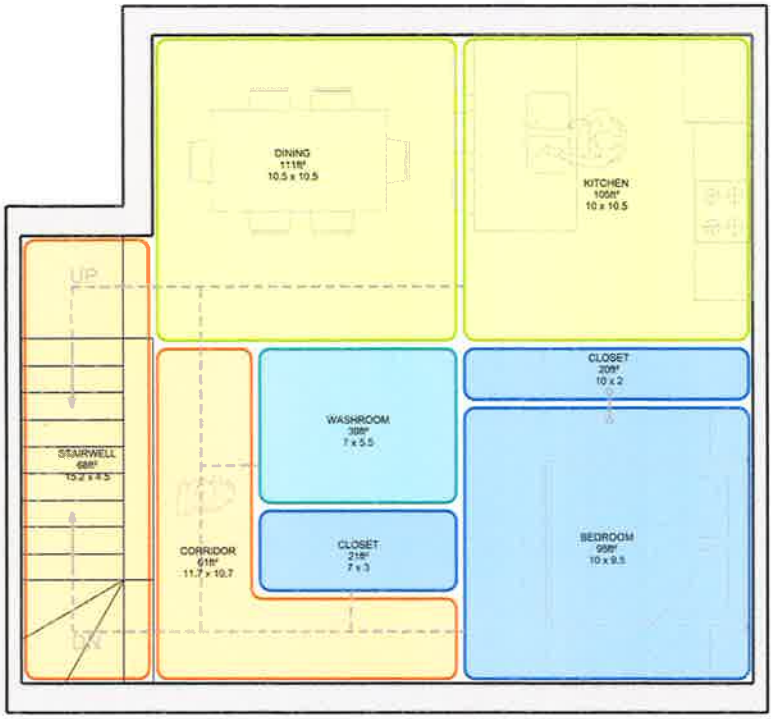
GROUND LEVEL

Unit B

UNIT B AREA = 564 ft²

LEVEL 2

Unit C Lower



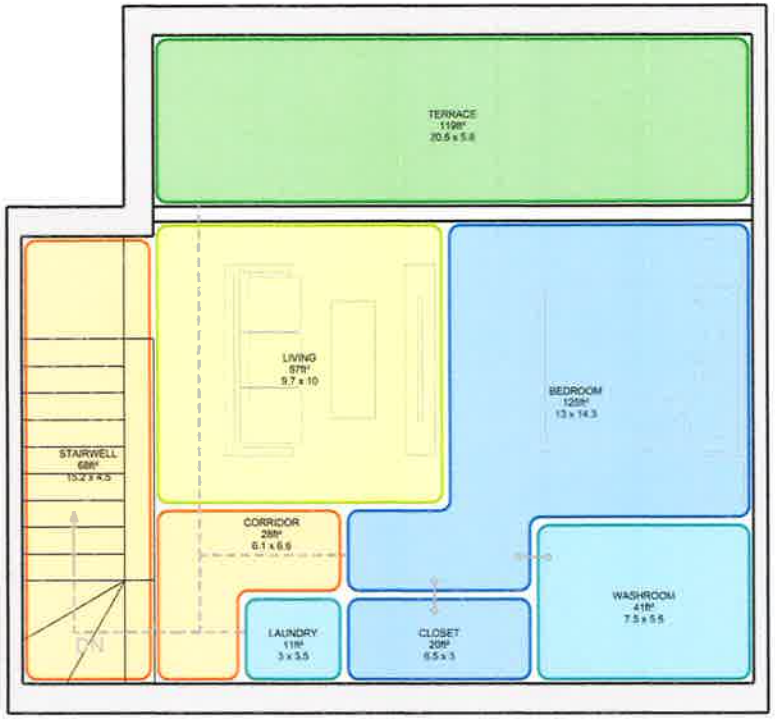
UNIT C UPPER AREA = 447 ft²

UNIT C LOWER AREA = 598 ft²

UNIT C AREA = 1045 ft²

LEVEL 3

Unit C Upper



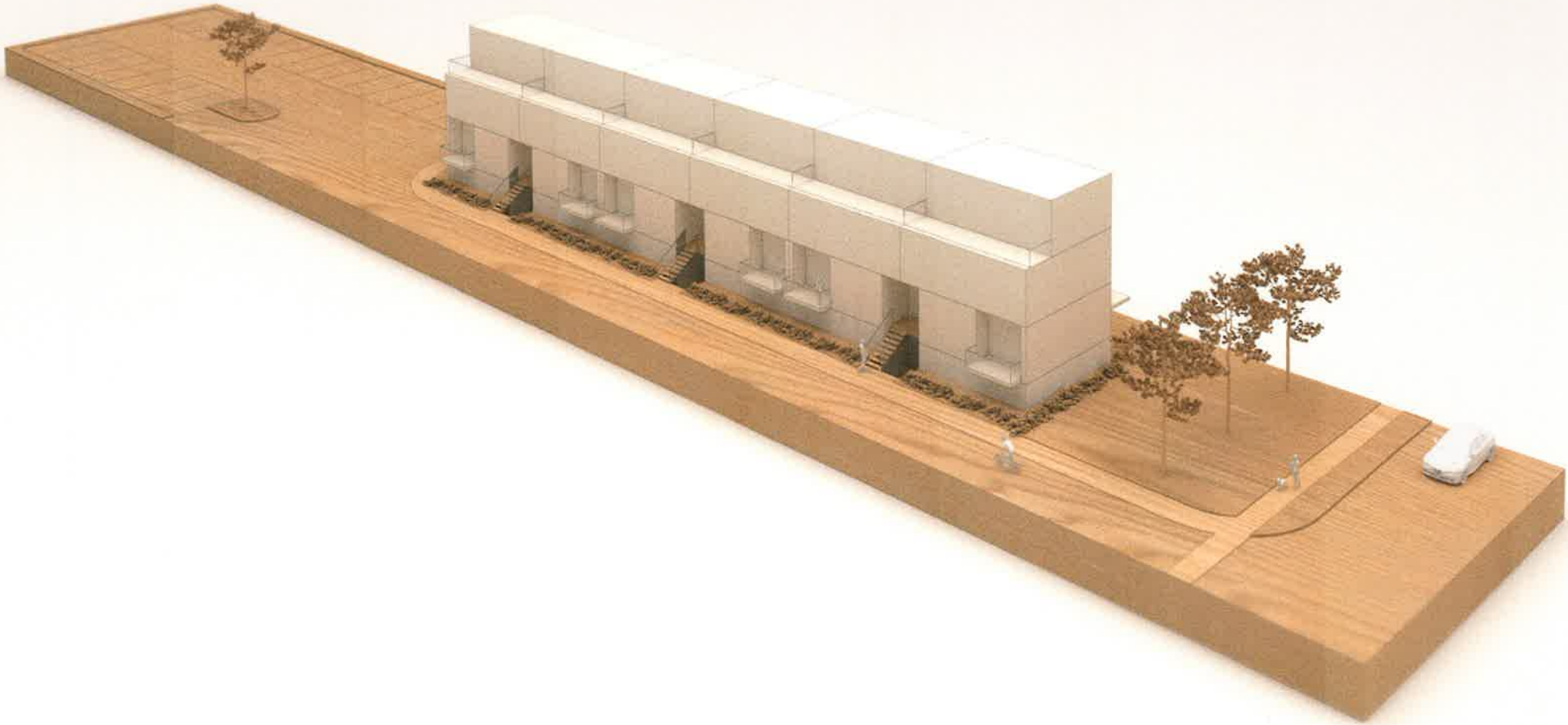
UNIT C UPPER AREA = 447 ft²

UNIT C LOWER AREA = 598 ft²

UNIT C AREA = 1045 ft²

MASSING MODEL

MASSING MODEL



SITE DATA

MATTHEW SCHMID
ARCHITECTURE

WWW.MATTHEWSCHMID.CA
647.992.7158

APPENDIX F

SURVEY

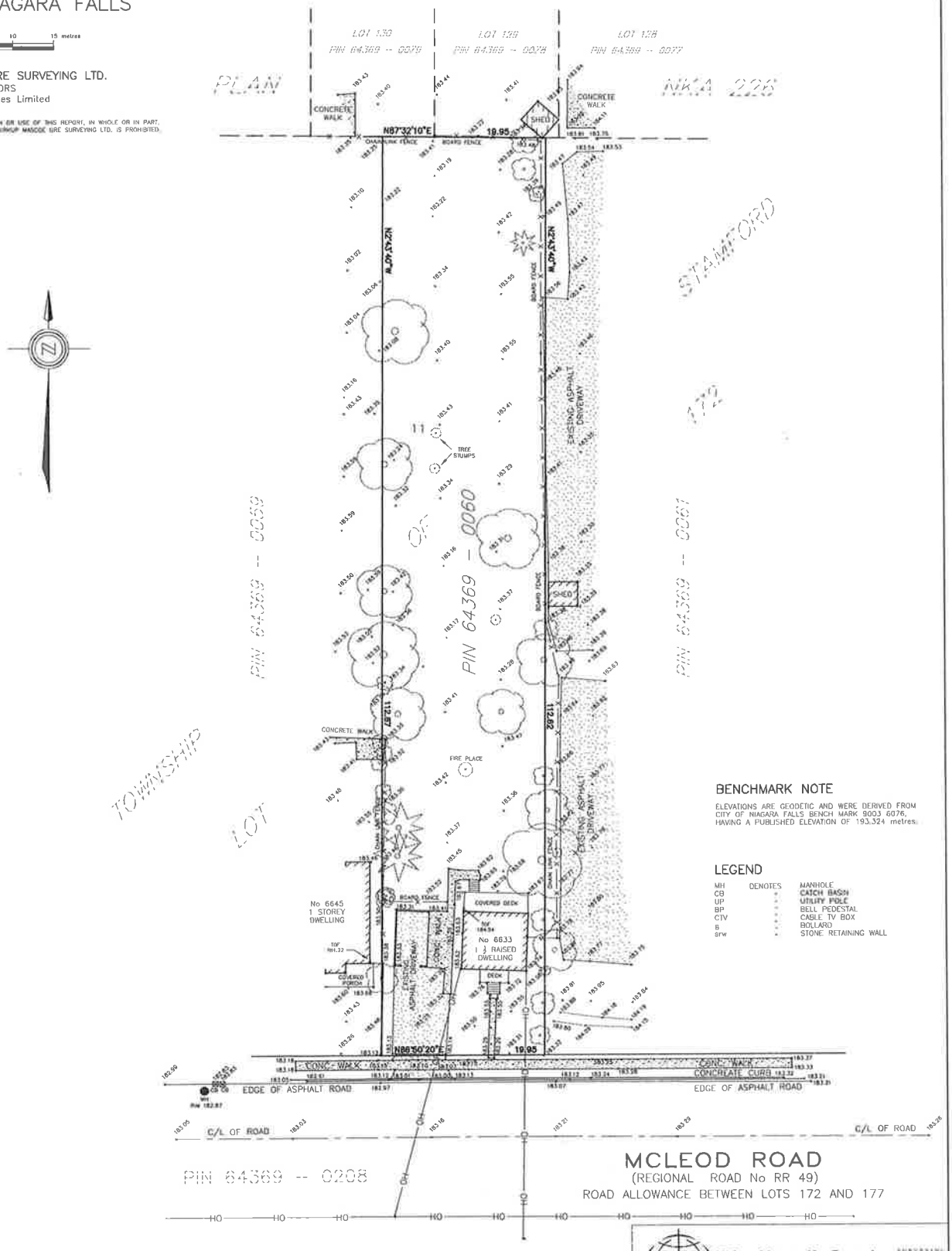
JD BARNES LIMITED

SITE CONDITION SKETCH

6633 MCLEOD ROAD
CITY OF NIAGARA FALLS

SCALE 1 : 300
5 0 5 10 15 metres

KIRKUP MASCOE URE SURVEYING LTD.
ONTARIO LAND SURVEYORS
A Division of J.D. Barnes Limited



BENCHMARK NOTE

ELEVATIONS ARE GEODETIC AND WERE DERIVED FROM CITY OF NIAGARA FALLS BENCH MARK 9003 6076, HAVING A PUBLISHED ELEVATION OF 193.324 metres.

LEGEND

MH	DENOTES	MANHOLE
CB		CATCH BASIN
UP		UTILITY POLE
BP		BELL PEDESTAL
CTV		CABLE TV BOX
B		BOLLARD
srw		STONE RETAINING WALL

MCLEOD ROAD
(REGIONAL ROAD No RR 49)
ROAD ALLOWANCE BETWEEN LOTS 172 AND 177

JAN 26, 2022
DATE

ROY S. KIRKUP
ONTARIO LAND SURVEYOR

METRIC
DISTANCES AND COORDINATES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048

REVISION	DATE	REMARKS
	JAN/26/22	INITIAL RELEASE

Kirkup Mascoe Ure Surveying
A Division of J.D. Barnes Limited
SURVEYING MAPPING GIS
4318 PORTAGE ROAD, UNIT 2, NIAGARA FALLS, ON L2E6A4
T (905) 371-1007 F (905) 641-4424 www.jdbarnes.com

DRAWN BY:	CHECKED BY:	REFERENCE NO:
AC	RSK	21-49-064-00
PLOTTED: 2022 JAN 26		DATED: 01/26/2022

FILE: S:\Shore\Survey Files\2020-2029\2021\21-49-064-00\Drawing\21-49-064-CDPS-SITE PLAN.DWG

APPENDIX G

PRE CONSULTATION MEETING MINUTES

MARCH 10, 2022

City of Niagara Falls
Pre-Consultation Checklist

(Revised: January 2018)

Persons intending to make an application for a proposed development are required to consult with planning staff prior to submitting an application. A pre-consultation meeting will identify what is required to be submitted for a complete application and will provide the opportunity to discuss:

- the nature of the application;
- development and planning issues;
- fees;
- the need for information and/or reports to be submitted with the application;
- the planning approval process;
- other matters, as determined.

Pre-consultation Meeting

Date: September 2, 2021 via Zoom original meeting March 3, 2022 circulated for updated comments based on revised plan		Time: 1:30 pm
Attendance:		
Municipal Staff	Owner/Agent	Other
Julie Hannah jhannah@niagarafalls.ca		Amy Shanks (Region) Amy.Shanks@niagararegion.ca
Sue Scerbo - email sscerbo@niagarafalls.ca		
Ben Trendle-email btrendle@niagarafalls.ca		
Josiah Jordan- email jjordan@niagarafalls.ca		
John Grubich- email jgrubich@niagarafalls.ca		
David Antonsen- email dantonsen@niagarafalls.ca		

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: MARCH 14 2022

Signature: Greg A Hyndman

Property Details

Location of property:	(address) 6633 McLeod Rd
	(legal description) Pt Twp Lt 172 Stamford as in RO223992 NF
Area (ha): 0.2379 ha	Frontage (m): 20.04 m
Site Drawing Attached X	
Municipal land involved: No X Yes (legal description)	

Proposal

Brief description of proposal:

2 options proposed (1 with shared driveway). Both propose 18 stacked townhouse dwelling units with 23 parking spaces.

	1st Phase	2nd Phase	Other
gross floor area			
building height	3 storeys		
# of dwelling/hotel/commercial units	18		

Location					
Brownfield	Greenfield	Built-up	X	NEP	Outside Urban Boundary

Designations		
Regional Policy Plan	Urban Area- Built-up Area	Yes X No
Niagara Escarpment Plan	n/a	Yes No
Official Plan Designation	Residential; McLeod Rd Intensification Corridor McLeod- arterial classification (see comment about parking in front yard)	Yes X No
Secondary Plan	n/a	Yes No
Zoning	R4	Yes No X

Proposed Application(s) (check all applicable)		
Regional Policy Plan Amendment	Zoning By-law Amendment X	Land Division X for easement for shared driveway
Niagara Escarpment Commission Amendment Development Permit	Subdivision Approval	Condominium Approval Vacant Land Common Element Conversion
Official Plan Amendment	Site Plan Approval X	

Required Information and Studies to be submitted with the Application(s). Studies identified with an asterisk* will likely require a peer review at the cost of the developer.

Local	Region	NPCA	Reports, Studies, Plans (See notes for additional details)	Number of Copies Digital	 Paper	Notes
			Agricultural Impact Assessment			
			Air Quality			
			Archaeology Assessment			
X	X		Conceptual Site Plan, Subdivision Plan	X X	10 14	Zoning By-law Site Plan and Elevations. Submit CAD dwg file or survey plan (dwg file) to City projection standards. *Note Regional plan requirements -Comprehensive development plan with abutting property Site Plan- refer to application for number of plans required. Site Plan, Elevations (including floor plans), Landscape Plan (by OALA), Grading Plan, SWM Plan, Servicing Plan, STANDA, STWMDA, Photometric, Zoning Chart.
			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			
			Geotechnical			
			Hydrogeological Study and Private Servicing Plans			
			Land Use/Market Needs*			
			Mineral Aggregate Resources			
			Minimum Distance Separation 1 & 11			
X	X		Municipal Servicing Study	X	2	To review services and demonstrate capacity. Infrastructure modelling may be required—if required, at applicant's cost
	X		Noise & Vibration Study		1	Noise study, may need to be peer reviewed at applicant's cost.
			Other			
			Phasing Plan			
X	X		Planning Justification Report	X	1	Review and analyse applicable Provincial, Regional, and City policies. Provide discussion on Affordability of units and proposed rental prices. Provide draft Zoning By-law amendment.
			Risk Management Study			
	X		Road Widenings			approximately 5.19 metres
			Sensitive Land Use Report			
			Shadow Analysis			
			Shoreline Study			
			Slope Stability Report			
			Soil Report			
X	X		Stormwater Management Plan	X	1	Pre- to post, 5 year storm
			Transportation Impact Study/Parking Impact Analysis			
X			Tree inventory Preservation Plan	X	2	
			Urban Design Brief/Architectural Brief			
			Urban Design/Landscape Plans			
			Wind Study			

Public Consultation		
Is a neighbourhood pre-consultation meeting planned? (Note: One is required to be held by the City prior to the public meeting required by the Planning Act for subdivisions, condo conversions, official plan amendments and zoning by-law amendments.)	Yes No Unknown	

Other Issues

1) Proposed residential use permitted. Land is at the western end of the McLeod Rd Intensification Corridor—max. 4 storeys permitted and min. net density of 65 units/hectare allowed. Proposed development is 3 storeys and density is 85 units/ha. Supportive of rental housing.
2) Planning staff as well as Regional staff prefer Option 2 (with shared driveway) for shared driveway access—an easement will be required-- as well as providing acceptable southerly side yard setbacks and amenity space for residents. Option 1 is not supported with the proposed southerly interior yard setback.
3) A comprehensive development plan (showing building, parking, and driveway locations) with the abutting western property (that would have the shared driveway) is to be submitted with the Zoning By-law Amendment application.
4) Sidewalk should be provided to McLeod Road.
5) Ensure that there is a suitable amount of landscaping and open space for aesthetics and tenant use.
6) Cash in lieu of parkland dedication required.
7) Zoning- refer to attached comments. Please illustrate balcony projection for zoning review on site plan.
8) Building- no comments provided. Demolition and Building permits will be required. Review will occur during site plan/building permit stage. Development charges will be calculated upon building permit application.
9) Fire-
   Fire has no comments or concerns with the consent & zoning by-law.
   - With regards to site plan:
   o should Option 2 (shared driveway) be decided, Fire would require that an encroachment agreement be entered into by both property owners to ensure the minimum width of the fire access route requirements are maintained at all times.
   o The Fire Department would be reviewing the site plan for conformance to the requirements of the Ontario Building Code for access for firefighting including minimum width, turning radii and the location of any new/existing fire hydrants.
   o The fire access route will be required to be designated as 'no parking' under the municipal by-law. The site plan shall indicate the locations of 'no parking' signs in accordance with the municipal by-law. There is a $150.00 fee for the designation of the fire access route.
10) Transportation- Please review attached comments. Transportation Staff prefers option 2.
11) Engineering- Please review attached comments.
12) Landscape: will require a tree inventory report prepared by a qualified professional. The inventory shall include an examination of trees for preservation. The grading plan shall have regard for potential tree preservation. A landscape plan will be required and shall be prepared by an Ontario Licensed Landscape Architect. The site shall be fenced with wood privacy fencing. Outdoor living areas shall be screened for resident privacy. 5% parkland dedication shall be provided in the form of Cash-in-Lieu in conformance with City By-laws.
13) $500 pre-consultation fee to be applied to future City planning application on proposal (within 1 year)

City fees (2022)

Zoning By-law Amendment	$5,800
Site Plan	$4,100
Consent- easement	$3,500

***less $500 for one application is made within 1 year

Niagara Region- Amy

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

Site Visit			
Is a site visit necessary to assess the proposal?	Yes X No	Does the owner consent to a site visit?	Yes X No
Incentive Program			
Are there any incentive programs?	Yes No X	What are the details?	

Summary of Issues

Additional Agencies to be contacted

HYDRO PIPELINES NEC OTHER _____

MTO NPC NPCA CN

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 (180) days 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 Yes

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.

Signatures

Name (print)	Signature	Date
Planning Staff- Andrew Bryce		
Planning Staff- Julie Hannah	Julie Hannah	March 10, 2022
Regional Public Works Staff		
Regional Planning Staff – Amy Shanks	Amy Shanks	March 10, 2022
NPCA Staff		
Agent		
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 Julie Hannah

Engineering Comments:

Infrastructure on McLeod Rd (Regional Road)	300mm Ø PVC Watermain 525mm Ø CONC Sanitary Sewer 1200mm Ø RC Storm Sewer

As Part of Consent and Zoning By-Law Amendment

- Eng. Services requires a FSR where the applicant must ensure that the municipal infrastructure will adequately service the development as proposed. This is to include all necessary supporting documentation
- We will require Stormwater Management Report balancing pre to post for a 5 yr. storm event contained & controlled on site and directed to suitable outlet. Major storm events may be directed overland to an acceptable outlet, pending review by all relevant agencies
- Based on FSR details, the city may require third party infrastructure modelling at applicants' expense (in accordance with City schedule of fees) to verify available infrastructure capacities
- Engineering drawings of existing underground infrastructure available upon request
- Regional requirements shall be addressed in the above studies and reports

As part of Site Plan

- Updated FSR, SWM report
- Plans - Site, Grading, Servicing, STMDA, SANDA, Landscape, Photometric illustrating zero trespass to adjacent properties

Transportation Comments:

McLeod Road abutting the subject lands is a Regional road.

The City does not require a traffic study.

An 18-unit apartment development requires 25 parking spaces, at a rate of 1.4 parking spaces per unit. There are 23 parking spaces proposed, at a rate of 1.28 parking spaces per unit. Staff has no objections to this proposed parking rate, given that the site abuts a transit route that will include on-road bike lanes when reconstructed.

The minimum number of accessible parking spaces is based on the parking lot capacity. A parking area having 23 parking spaces requires a minimum of one (1) accessible parking spaces and this is determined through the following formula for parking lots between 13 and 100 parking spaces: 4% of the total number of parking spaces, rounding up to the nearest whole number, thus 0.04 x 23 = 0.92, rounded up to 1 accessible parking space. There is one accessible space noted.

Each accessible parking space must be signed and marked according to the prevailing by-law requirements, which includes:
a. one authorized disabled parking sign on display;
b. one '$300.00 Fine' sign tab directly beneath the authorized disabled parking sign;
c. 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;
d. be a minimum of 3.9 metres (12 feet, 10 inches) in width and 6 metres (19 feet, 8 inches) in length;
e. 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;
f. shall be marked with appropriate white pavement markings (lines and symbol) when located on a hard surface;
g. located on a level surface; and,
h. placed in a location as to minimize the distance to building entrances

Staff notes that molok bins are proposed for waste collection. At site plan, it will need to be demonstrated that the garbage truck driver can enter the site in a forward direction, make all turns on-site, and exit the site in a forward direction.

A pedestrian connection from the municipal sidewalk to the proposed building is noted and supported.

Transportation Staff prefers option 2, which entails a shared driveway with the abutting land owner to the west.

The neighbouring property has undergone a pre-consultation last year to redevelop the lands with a similar housing form, and one shared access benefits both parties. Easements will be required to enable each property owner access over the other's land within the shared access.

The lands are currently serviced by Niagara Falls Transit route #103 & 112. The closest bus stops are on McLeod Road, east of Merritt Avenue.

Inter-Departmental Memo

To: Julie Hannah Planner 2

From: Sue Scerbo, Senior Zoning Administrator

Date: March 9, 2022

Re: **Proposed Zoning By-law Amendment and Site Plan**
Stepan Boncore
Greg Hynde
6633 McLeod Road
Proposed 3 Storey, 18 Unit Apartment Dwelling

Summary:

The applicant is proposing to construct a 3 storey, 18 unit apartment dwelling on the subject property. The applicant has provided Option 1 and Option 2 for review.

The subject property is zoned Residential Low Density, Group Multiple Dwelling Zone (R4) Zone in accordance with Zoning By-law No. 79-200, as amended.

The following table compares the regulations of the R4 zone with what is proposed for Option 1:

Provision	Requirement	Proposal	Comply
Minimum lot area for a townhouse dwelling	250 square metres for each dwelling unit	n/a	n/a
Minimum lot area for an apartment dwelling	200 square metres for each dwelling unit 200 square metres x 18 dwelling units = 3600 square metres	118.42 square metres for each dwelling unit 118.42 square metrse x 18 dwelling units = 2131.47 square metres	No
Minimum lot frontage for a townhouse dwelling or an apartment dwelling containing more than four dwelling units	30 metres	19.81 metres	No
Minimum lot frontage for a townhouse dwelling or an apartment dwelling containing four dwelling	24 metres	n/a	n/a

units or less on an interior lot			
Minimum lot frontage for a townhouse dwelling or an apartment dwelling containing four dwelling units or less on a corner lot	25.5 metres	n/a	n/a
Minimum front yard depth for a townhouse dwelling	6 metres + 15.25 metres from the original centerline of McLeod Road	n/a	n/a
Minimum front yard depth for an apartment dwelling	7.5 metres + 15.25 metres from the original centerline of McLeod Road	6 metres + 15.25 metres from the original centerline of McLeod Road.	No
Minimum rear yard depth for a townhouse dwelling	7.5 metres	n/a	n/a
Minimum rear yard depth for an apartment dwelling	10 metres	54.04 metres	Yes
Minimum interior side yard width	One-half the height of the building 10.67 m / 2 = 5.34 metres	2.29 metres 10.2 metres	No Yes
Minimum exterior side yard width for a townhouse dwelling	4.5 metres	n/a	n/a
Minimum exterior side yard width for an apartment dwelling	7.5 metres	n/a	n/a
Maximum lot coverage	35%	16%	Yes
Maximum height of building or structure	10 m	10.67 metres	No
Number of dwellings on one lot	[subject to section 7.9.3] More than one dwelling is permitted on one lot	18 dwelling units	Yes

Parking and access requirements	In accordance with section 4.19.1 1.4 parking spaces for each dwelling unit 1.4 x 18 dwelling units = 25.2 parking spaces	1.28 parking spaces for each dwelling unit: 1.28 x 18 = 23 parking spaces	No
Minimum parking stall width	3 metres	3 metres	Yes
Minimum parking stall length	6 metres	6 metres	Yes
Minimum manoeuvring aisle	5.9 metres (for stalls 3 metres wide)	5.9 metres	Yes
Accessory buildings and accessory structures	In accordance with sections 4.13 and 4.14	n/a	n/a
Minimum Landscaped Open Space Area	45 square metres for each dwelling unit	29.47 square metres for each dwelling unit	No
Minimum privacy yard depth for each townhouse dwelling unit, as measured from the exterior rear wall of every dwelling unit	7.5 metres	n/a	n/a

The following table compares the regulations of the R4 zone with what is proposed for Option 2:

Provision	Requirement	Proposal	Comply
Minimum lot area for a townhouse dwelling	250 square metres for each dwelling unit	n/a	n/a
Minimum lot area for an apartment dwelling	200 square metres for each dwelling unit 200 square metres x 18 dwelling units = 3600 square metres	118.42 square metres for each dwelling unit 118.42 square metrse x 18 dwelling units = 2131.47 square metres	No
Minimum lot frontage for a townhouse dwelling or an apartment dwelling	30 metres	19.81 metres	No

containing more than four dwelling units			
Minimum lot frontage for a townhouse dwelling or an apartment dwelling containing four dwelling units or less on an interior lot	24 metres	n/a	n/a
Minimum lot frontage for a townhouse dwelling or an apartment dwelling containing four dwelling units or less on a corner lot	25.5 metres	n/a	n/a
Minimum front yard depth for a townhouse dwelling	6 metres + 15.25 metres from the original centerline of McLeod Road	n/a	n/a
Minimum front yard depth for an apartment dwelling	7.5 metres + 15.25 metres from the original centerline of McLeod Road	6 metres + 15.25 metres from the original centerline of McLeod Road.	No
Minimum rear yard depth for a townhouse dwelling	7.5 metres	n/a	n/a
Minimum rear yard depth for an apartment dwelling	10 metres	54.04 metres	Yes
Minimum interior side yard width	One-half the height of the building 10.67 m / 2 = 5.34 metres	5.33 metres 7.15 metres	No Yes
Minimum exterior side yard width for a townhouse dwelling	4.5 metres	n/a	n/a
Minimum exterior side yard width for an apartment dwelling	7.5 metres	n/a	n/a
Maximum lot coverage	35%	16%	Yes
Maximum height of building or structure	10 m	10.67 metres	No

Number of dwellings on one lot	[subject to section 7.9.3] More than one dwelling is permitted on one lot	18 dwelling units	Yes
Parking and access requirements	In accordance with section 4.19.1 1.4 parking spaces for each dwelling unit 1.4 x 18 dwelling units = 25.2 parking spaces	1.28 parking spaces for each dwelling unit: 1.28 x 18 = 23 parking spaces	No
Minimum parking stall width	3 metres	3 metres	Yes
Minimum parking stall length	6 metres	6 metres	Yes
Minimum manoeuvring aisle	5.9 metres (for stalls 3 metres wide)	5.9 metres	Yes
Accessory buildings and accessory structures	In accordance with sections 4.13 and 4.14	n/a	n/a
Minimum Landscaped Open Space Area	45 square metres for each dwelling unit	37.32 square metres for each dwelling unit	No
Minimum privacy yard depth for each townhouse dwelling unit, as measured from the exterior rear wall of every dwelling unit	7.5 metres	n/a	n/a

The elevation drawings illustrate balconies, however these are not shown on the site plan for either option. Open balconies not covered by a roof or canopy may project into any required side yard a distance of not more than 0.45 metres.

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6633 McLeod Road (Revised)

Niagara Region Pre-consultation Comments

Date: March 3, 2022 (Written comments)

Proposal Description: Proposal for 18 rental units in 6 stacked townhouse dwellings with 23 parking spaces. Option 1 has a private driveway, option 2 has a shared driveway (preferred by City staff).

Local Planner: Julie Hannah

Regional Planner: Amy Shanks

Regional Review Fees (Fees effective January 1, 2022 to December 31, 2022)

ZBA	$1345 + $270 Minor UD Review Fee
Site Plan	$1345

Application Type:

- ☐ Regional Official Plan
- ☐ Local Official Plan Amendment
- ☑ Zoning By-law Amendment
- ☐ Draft Plan of Subdivision
- ☐ Other:
- ☐ Draft Plan of Condominium
- ☑ Consent
- ☑ Site Plan
- ☐ NEC Application
- ☐ Minor Variance

Site Designation:

Provincial Policy Statement (PPS):	Settlement Area
Greenbelt Plan:	NA
Growth Plan:	Delineated Built-Up Area
Niagara Escarpment Plan (NEP):	NA
Regional Official Plan (ROP):	Urban Area (Built-Up)

Reports/Studies Required for Regional Review:

- ☐ Archaeological Assessment
- ☐ Agricultural Impact Assessment
- ☐ Environmental Impact Study
- ☐ Environmental Site Assessment/Record of Site Condition
- ☐ Functional Servicing Report
- ☐ Geotechnical Report
- ☐ Grading Plan / Survey
- ☐ Hydrogeological Study
- ☐ Minimum Distance Separation I & II
- ☑ Noise Study
- ☑ Planning Justification Report
- ☐ Private Sewage System Design/Plan
- ☐ Slope Stability Report
- ☐ Stormwater Management Report
- ☐ Topographical Study/Survey
- ☐ Transportation Impact Study
- ☐ Tree Inventory Preservation Plan
- ☑ Other: Conceptual Site Plan, Conceptual ground floor plan and Conceptual building elevations for any facades that will be visible from the Regional Road. Review Urban Design notes below for site plan requirements.

Revised comments highlighted in yellow

Planning

- The property is located within a Settlement Area under the 2020 Provincial Policy Statement (PPS) and within the Built-Up Area under the 2020 Growth Plan for the Greater Golden Horseshoe (Growth Plan).
- The property is designated Urban Area in the Regional Official Plan. A full range of residential, commercial and industrial uses are permitted generally within the Urban Area designation, subject

to the availability of adequate municipal services and infrastructure, and local Official Plan policies and compatibility concerns.

- The subject lands are located along an Intensification Corridor in the City's Official Plan. Policies that apply within the McLeod Road Intensification Corridor, as directed by the ROP, speak to density, height, built form, scale, massing and character, among other matters. The Region supports the efficient development of lands in Intensification Areas, and defers to the City's Official Plan with respect to specific policies.
- The Region supports the provision of affordable housing per Provincial and Regional policies and in accordance with Regional Council's Strategic Priorities. The Region strongly supports the retention of these new units as rentals.
    - There are various incentives available to assist with the provision of affordable house at different points in the housing continuum (i.e. from assisted/community housing to market ownership). A brochure with additional information is attached. Additional programs are also offered directly by Niagara Regional House, like the rent supplement program and the Homeownership and Niagara Renovates programs. CMHC also has its own suite of grants and loans, which are offered directly to home buyers, non-profit developers, and government agencies. This is generally summarized here (but is missing some initiatives, such as funding for First Nations housing developments).
- The subject lands front onto Regional Road 49 (McLeod Road). 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. Regional staff require that a noise study prepared in accordance with the Ministry of Environment, Conservation and Park (MECP) Noise Guidelines (NPC-300) be submitted with the zoning by-law amendment application to evaluate the impact of the road noise to prevent or minimize future land use problems.

Environment

- The subject parcel is outside the Region's Core Natural Heritage System and as such Environmental Planning offers no requirements.

Urban Design

At the re-zoning stage:

- Please submit the following drawings: Conceptual Site Plan, Conceptual ground floor plan and Conceptual building elevations for any facades that will be visible from the Regional Road

At the site plan stage:

- Please submit the following drawings: Site Plan, Landscape/Streetscape Plan, Floor plans and coloured building elevations for any facades that will be visible from the Regional Road
- Streetscape along Regional Road 49 (McLeod Rd)
    - The landscape/streetscape plan should include the following streetscape information: deciduous street trees in a sodded boulevard. Trees should be 50mm caliper and spaced according to their size. Refer to the attached Master Tree Planting List for species. The Landscape plan should include an overlay of survey information and site servicing information, to ensure that proposed street trees will not conflict with services, utilities and drainage structures within the boulevard. Please note that if street trees cannot be accommodated due to existing or proposed utilities, services and drainage features, then an enhanced landscape treatment will be requested on private lands. This includes deciduous trees plus planting beds consisting of shrubs and perennials.
    - Please provide a pedestrian connection from the municipal sidewalk to the front entrance of any buildings fronting the Regional Road Allowance.
- Interface with Regional Road (McLeod Rd)
    - Since Townhouse Unit #1 fronts onto the Regional Street, it is recommended that the side elevation includes enhanced architectural treatments. This includes high quality materials and architectural details, ample glazing, and a front entrance with a wrap around porch. The last 2 items will contribute to the public realm by providing 'eyes on the street'.

Engineering

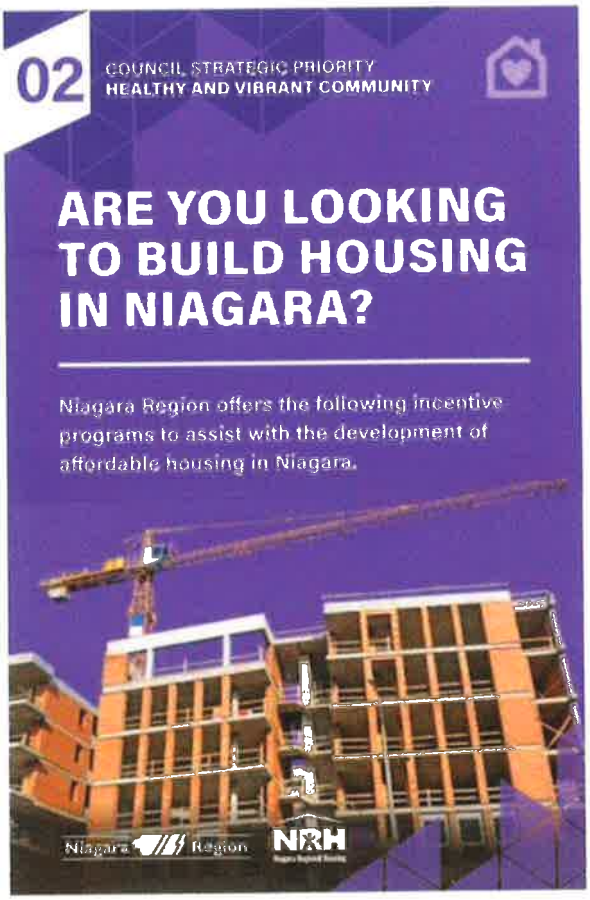
- Roads
  - Regional- McLeod Road (RR 49)
    - The subject property has frontage along Regional Road 49 which is currently deficient of the recommended policy width of 30.5 metres. The Region will require a **road widening** of approximately 5.19 metres to achieve 15.25 metres from the original centreline of the road allowance (see attached survey sketch).
    - Regional Transportation staff would prefer a shared access however we would like to understand how that is going to work - information should be submitted with the ZBA regarding this.
    - The Site Plan will have to show all existing and proposed curb cuts, and any existing access not being used needs to be reinstated with barrier curb, sidewalk and boulevard.
    - Region staff wish to advise the applicant that there are capital projects planned for the reconstruction of Regional Road 49 (McLeod Road), from Sir Adam Beck Power Canal to Wilson Crescent. The project is currently in the design phase with construction anticipated to begin in 2023. Timing of the project cannot be guaranteed until that year's annual budget is approved. The applicant should contact the Region to determine project timing and to coordinate any required construction works for the development with the proposed road reconstruction. Further information regarding the Regional project as well as contact information for the Regional Project Manager can be found on the Region's website using the following link: https://www.niagararegion.ca/projects/regional-road-49/default.aspx
    - Prior to any works taking place within the Regional road allowance the applicant must obtain a Regional Construction Encroachment and Entrance Permit from Niagara Region's Transportation Services Division. Any existing access not being used needs to be restored with barrier curb and boulevard to the satisfaction of Niagara Region.

- Servicing
  - Local municipal servicing available from McLeod Road.
  - No nearby Regional infrastructure.
  - This proposed development is within the South Side High Lift Sewage Pumping Station (SPS). Based on the 2016 Master Servicing Plan (MSP) the Region provides the following comments:
    - This site falls within the South Side High Lift SPS sewershed. This sewershed has been allocated growth out to 2041 in consultation and collaboration with the City of Niagara Falls. The study was completed at a high level and did not allocate capacities to individual properties.

- The current operational firm capacity of the South Side High Lift SPS is 760.0 L/s. The MSP has identified the existing design peak wet weather is close to the capacity of the station and the projected 2041 design peak wet weather flow will exceed the current capacity.
- The MSP did note that the combination of this sewershed and the other SPS sewersheds contributing to the South Side High Lift SPS will develop constraints during wet weather events.
- The MSP has identified the need for a new South Niagara Falls Wastewater Treatment Plant (WWTP) to accommodate anticipated future growth in South Niagara Falls which is anticipated to be in service by 2028. The Environmental Assessment for this new WWTP commenced in 2018.
- Therefore, no upgrades were planned for the South Side High Lift SPS; however, a wet weather flow reduction program for South Niagara Falls was identified in the MSP. The Region and City are working together on a South NFLS Servicing Strategy and wet weather/Inflow & Infiltration reduction program to accommodate some development in the interim before the new South Niagara Falls WWTP is in service.
- The MSP can be found at the following link: http://www.niagararegion.ca/2041/master-servicing-plan/default.aspx

- Stormwater Management
  - No SWM comments for ZBA.
  - Site Plan:
    - The Region will require a stormwater management plan demonstrate the development will not impose negative impacts in terms of storm water quality and quantity. The following comments are provided by information purposes to assist the applicant with the preparation of a detailed site plan:
      - Niagara Region will require that stormwater runoff from the development be collected and treated to a Normal standard as the minimum acceptable standard prior to discharge from the site.
      - Niagara Region will require McLeod Road (Regional Road 49) will not be negatively impacted as a result of the development. The Region normally requires post-development flows be controlled to pre-development level for all storms (up to and including the 100-year storm) if a development will discharge onto a Regional Road.
      - Niagara Region will require that a **stormwater management report** (and the associated $635 fee) be submitted to this office indicating in details how the SWM requirement will be achieved. The Report should include the necessary information with respect to the inspection and maintenance requirements.
      - Prior to construction, Niagara Region will require that detailed grading, storm servicing, stormwater management, and construction sediment control drawings be submitted to this office for review and approval.

- Waste Collection
  - Recycling: No Limit Blue/Grey Carts collected weekly;
  - Organics: No Limit Green Carts collected weekly; and,
  - Garbage: 2 Garbage Bags/Cans per unit to maximum of 24 bags collected every-other-week.
    - Curbside collection only
    - Based on the proposed site layout the development would not be eligible for on-site Regional waste collection services. If the site is unable to accommodate Regional curbside waste collection then waste collection will be the responsibility of the owner through a private contractor and not the Niagara Region.


02
COUNCIL STRATEGIC PRIORITY
HEALTHY AND VIBRANT COMMUNITY
ARE YOU LOOKING TO BUILD HOUSING IN NIAGARA?
Niagara Region offers the following incentive programs to assist with the development of affordable housing in Niagara.
Niagara Region
NRH

NIAGARA REGION: **HOUSING INCENTIVES**

THE HOUSING CONTINUUM	1. RENT GEARED TO INCOME (RGI)	2. AFFORDABLE HOUSING	3. LOW END OF MARKET	4. MARKET RENTAL	5. MARKET OWNERSHIP
	Rent at 30% of household income subsidized through Niagara Regional Housing	Non-profit, Co-operative or in partnership with other	Market rental or ownership below a certain affordability threshold	Market rental above a certain affordability threshold	Market ownership above a certain affordability threshold
NIAGARA REGION INCENTIVES FOR NEW DEVELOPMENT					
COMMUNITY SERVICES AND NIAGARA REGIONAL HOUSING					
Partnership Housing Program			✓	✓	
Tax Increment Financing for Housing	✓				
Affordable Housing Municipal Capital Facility		✓	✓		
CORPORATE SERVICES					
Development Charge Discretionary Exemption	✓	✓	✓		
Development Charge Residential Intensification Exemption			✓	✓	
Development Charge Property Conversions Discretionary Exemption		✓	✓	✓	✓
Development Charge Smart Growth Design Discretionary Exemption		✓	✓	✓	✓
Development Charge Brownfield Remediation		✓	✓	✓	✓
Non-Profit DC Grant		✓	✓	✓	✓
New Multi-Residential Tax Class		✓	✓	✓	
Use of Annual Tax Policy		✓	✓	✓	
PLANNING AND DEVELOPMENT					
Smarter Niagara Incentive Programs			✓	✓	✓
Smarter Niagara Incentive Program Tax Increment Grants		✓	✓	✓	✓

NIAGARA REGION INCENTIVES FOR NEW DEVELOPMENT

Niagara Region strives to foster a high quality of life through safe, inclusive neighbourhoods and delivery of quality, affordable and accessible human services.

COMMUNITY SERVICES AND NIAGARA REGIONAL HOUSING

Partnership Housing Program
Partnership facilitated through a request for proposal whereby the Niagara Region contribution to the capital construction of affordable and market rent units is in exchange for a share of the ownership.

Tax Increment Financing for Housing
Additional funding for affordable housing rent subsidies

Affordable Housing Municipal Capital Facility
Partnership facilitated through a request for proposal whereby the Niagara Region may provide reduction of some or all property taxes and/or development charges to a non-profit agency who constructs purpose built rental units at or below market rents with a proportion allocated by agreement to NRH tenant waitlist.

PLANNING AND DEVELOPMENT

Smarter Niagara Incentive Programs
A suite of development incentives is provided in the planning program which are available to residential/rental developments.

Smarter Niagara Incentive Program Tax Increment Grants
Developments within municipal Community Improvement Plan may be eligible for a refund of taxes based on the increase in assessment created from the new developments.

CORPORATE SERVICES

Development Charge Discretionary Exemption
Affordable housing projects that receive funding through Niagara Regional Housing will receive a rebate of development charges on the number of units in a development which are designated or identified as affordable housing.

Development Charge Residential Intensification Exemption
No development charge is payable if the development is only the enlargement of an existing dwelling unit or the creation of one or two additional dwelling units that meet specified criteria regarding gross floor area.

Development Charge Property Conversions Discretionary Exemption
A development charge credit will be provided for new developments that are converted from a former use including Regional and board of education uses.

Development Charge Smart Growth Design Discretionary Exemption
A rebate is available for new construction that meets specific Smart Growth Design Criteria endorsed by Niagara Regional council and/or any level of LEED certification.

Development Charge Brownfield Remediation
This program refunds development charges paid on brownfield sites up to the cost of cleaning up and redeveloping contaminated and underused industrial and commercial properties.

Non-Profit Development Charge Grant
Residential development constructed by a non-profit may be eligible for a development charge rebate

New Multi-Residential Tax Class
New Multi-residential development pays same tax rate as residential

Use of Annual Tax Policy
Old multi-residential development benefitting from reduced taxation rates due to local policy decision to reduce taxation ratios

LOCAL AREA MUNICIPALITIES INCENTIVES

Niagara Region partners with local municipalities to provide a range of incentives for housing development.

FORT ERIE

Fort Erie Brownfield Community Improvement Plan

Downtown Bridgeburg Core Area Community Improvement Plan

Downtown Stevensville Core Area Community Improvement Plan

Ridgeway Core Area Community Improvement Plan

Southend-Riverwalk CIP

GRIMSBY

Downtown Grimsby Community Improvement Plan

LINCOLN

Beamsville Central Business District and the Ontario Street Commercial Area Community Improvement Plan

Mixed Use and Residential Intensification Community Improvement Plan

Vineland Central Business District Community Improvement Plan

NIAGARA FALLS

Niagara Falls Brownfield Community Improvement Plan

Downtown Community Improvement Plan

Historic Drummondville Community Improvement Plan

Lundy's Lane Community Improvement Plan

NIAGARA-ON-THE-LAKE

Niagara-on-the-Lake does not have any Community Improvement Plans

PELHAM

Town of Pelham Community Improvement Plan

PORT COLBORNE

Downtown Central Business District Community Improvement Plan

Development charges are being waived (ends September 2019)

Old Humberstone Main Street Community Improvement Plan

East Waterfront Community Improvement Plan

Brownfield Strategy Community Improvement Plan

ST. CATHARINES

Community Improvement Plan

No municipal residential development charges

THOROLD

Community Improvement Plan

WELLAND

Local Development Charges Incentives

Downtown and Health and Wellness Community Improvement Plan Area

Brownfield Community Improvement Plan Area

WAINFLEET

Wainfleet does not have any Community Improvement Plans

WEST LINCOLN

West Lincoln Brownfield Community Improvement Plan

Sustainable Downtown Smithville Community Improvement Plan

Learn more about local area municipalities incentives on their websites.
Incentives are up to date as of June 2019, subject to change.