

PLANNING JUSTIFICATION REPORT

Grand Niagara Redevelopment
City of Niagara Falls, ON

Prepared on Behalf of:

Empire (Grand Niagara) Project GP Inc.

February 2023

armstrong
planning | project management

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1.0 INTRODUCTION

The enclosed submission is made on behalf of Empire (Grand Niagara) Project GP Inc. (“Empire”). The subject lands comprise the existing Grand Niagara Golf Course, south of the Welland River on the west side of Montrose Road, City of Niagara Falls. See **Figure 1**.

The Grand Niagara Secondary Plan was approved in 2018, and envisions a complete community with a range of housing types, schools, commercial, employment, the Regional hospital and a network of parks and open spaces. The proposed master-planned community has been designed to meet the goals and vision of the Secondary Plan.

The development comprising various forms of detached, semi-detached, townhouses and apartment units. Provisions are also proposed to encourage second/accessory dwelling units. The residential mix is skewed towards smaller lots and dwelling types to attract a wide demographic of residents. While the Draft Plan of Subdivision includes a minimum and maximum yield of 3,558 to 5,387 units, the anticipated yield approximately 4,500 units. The lotless blocks on the Draft Plan, discussed later in this report, provides flexibility in lot sizes to adjust market conditions.

The plan also incorporates two school blocks, a comprehensive park and trail system, mixed-use/commercial areas, hospital employment blocks and potential hospice and/or acute care site.

The development is consistent with the Provincial Policy Statement, 2020. It represents a logical extension of development, making use of existing and planned infrastructure. Development will avoid all hazard lands and protect natural areas. A mix of uses is contemplated to create a complete community.

The proposal is also consistent with the Growth Plan for the Greater Golden Horseshoe, 2019. The subject lands are located entirely within the urban area. The proposed density is appropriate for the subject lands.

The development meets the overall goals and intent of municipal planning policies, including the Region of Niagara Official Plan, City of Niagara Falls Official Plan and the Grand Niagara Secondary Plan. The developable portions of the lands are designated for urban residential development. Due to an increase in height to permit taller apartments on certain sections of the plan, an Official Plan Amendment will be required.

The lands proposed for development will require site-specific zoning to allow for the type of compact urban residential uses envisioned in Provincial and municipal policies.

We look forward to continue working with the City, Region and Niagara Peninsula Conservation Authority staff on the development of the subject lands.

2.0 BACKGROUND AND HISTORY

2.1 Grand Niagara Secondary Plan

The previous owners of the Grand Niagara Golf Club led the Secondary Plan process for the subject lands and the surrounding area. Numerous technical studies were prepared in support, including draft policies, Environmental Impact Study (including an Ecological Restoration Plan), Traffic Impact Study and Servicing and Stormwater Management Reports. In addition, numerous public consultation events were held. The Grand Niagara Secondary Plan was approved in 2018.

As discussed in this report, the Secondary Plan speaks to the ultimate land uses, densities, mix of uses, environmental protection and restoration, and the various technical matters to facilitate the development.

2.2 Pre-Consultation Meeting

A Pre-Consultation Meeting with City, Regional and Niagara Peninsula Conservation Authority (NPCA) staff was held on January 26th, 2022. Comments were provided based on the preliminary concept provided, generally focusing on the mix of residential uses including consideration of affordability, park sizes, location and number of stormwater management ponds, and confirmation of environmentally-protected areas. The proposed Draft Plan of Subdivision has responded to these comments.

Staff had asked for additional details with respect to the plan, including medium density and mixed-use blocks. Preliminary concepts were provided to the City. Pre-consultation comments were provided on May 5th, 2022. These blocks will require future Site Plan Approval.

Pursuant to staff review of a revised plan, additional comments were provided on October 19th, 2022. Revisions to the plan are discussed in Sections 2.3 and 5.1 of this report.

In support of the current applications, staff have identified the following plans, reports and studies:

- Draft Plan of Subdivision
- Draft Official Plan Amendment
- Draft Zoning Bylaw Amendment
- Compatibility Study (Air Quality, Dust, Odour and Noise)
- Stage 1 and 2 Archaeological Assessments
- Environmental Impact Study
- Phase 1 and 2 Environmental Site Assessment
- Urban Design and Architectural Brief
- Planning Justification Report, including:
 - Housing Impact Statement
- Function Servicing Report, including
 - Sanitary Servicing Analysis Technical Memorandum
 - Phasing Plan
- Stormwater Management Plan
- Transportation Impact Study

- Tree Inventory and Preservation Plan (as a Draft Plan Condition)

Additional reports provided to support the application, but not identified in the pre-consultation requirements, include:

- Floodplain Mapping Study
- Hydrogeological and Water Balance Study

With respect to the Environmental Impact Study, discussion revolved around the scope required given a comprehensive Environmental Impact Study (and Restoration Plan) was in support of the Secondary Plan process. The existing report was prepared by Savanta in February 2017. As a result of further discussions between the proponent's ecological consultant (Dillon Consulting), Regional staff and NPCA staff, a Terms of Reference was established.

The Terms of Reference details the additional fieldwork being completed in the current field season. This work will confirm and build upon the comprehensive reporting prepared by Savanta in 2017, with an EIS Addendum to be prepared by Dillon in the fall of 2022. Regional and NPCA staff were satisfied that a first submission of the application can be made without the EIS Addendum in order for the review to commence. It was agreed that the EIS Addendum could be submitted with the resubmission.

As discussed during the Pre-Consultation meeting, we are proposing a "lotless block" Draft Plan of Subdivision. The Draft Plan omits the individual lotting, but identifies blocks instead with the specific residential use, minimum permitted frontage, and maximum/minimum yield per block. The lotting would be finalized during the registration process.

The advantage of this process is that it avoids the need for redline revisions in the future should lotting change. This is particularly relevant for the proposed development, which is envisioned to develop in phases over several years. The land use and zoning provisions are established for each block, to which the lotting will need to comply. Further, density considerations could be addressed through the addition of appropriate draft plan conditions to ensure the final lotting is acceptable.

2.3 City Review of Initial Plan

A proposed Draft Plan of Subdivision was provided to staff in August 2022 for review, ahead of the planning submission. The proposed plan was in keeping with the approved Grand Niagara Secondary Plan. Per a meeting with staff on October 19, 2022, and subsequent meeting minutes, staff indicated that the plan be revised to accommodate a greater range and density of development. The City's proposed concept is provided in **Figure 2**.

The recommendations included a reorganization of the school and park layout, several medium density blocks, and the addition of high-rise apartment blocks within the plan. The latter high-density development was not originally contemplated in the Secondary Plan, and thus would require a minor Official Plan Amendment.

The project team has worked towards accommodating the City's changes. A fulsome discussion on the proposed development, and conformity to the City's requests, is provided in Section 5.1 of this report.

3.0 PURPOSE OF THE APPLICATIONS

In the initial Pre-Consultation meeting, it was determined that Draft Plan of Subdivision and Zoning By-law Amendment are required.

A Zoning Bylaw amendment seeks to introduce site-specific zones to permit the range of uses proposed. The site-specific provisions allow for the compact, urban form of development as contemplated and encouraged in Provincial and municipal planning policies. A detailed discussion on the proposed site-specific provisions is provided in this report.

A single Draft Plan of Subdivision is proposed for the entirety of Empire's landholdings. It is intended that registration will occur over several phases.

Pursuant to the City's comments in October 2022, it has been determined that an Official Plan Amendment will also be required. The purpose is to allow an increase in height on certain apartment and mixed-use blocks (up to 10 and 15 storeys, respectively).

4.0 SUBJECT LANDS

4.1 Description

The subject lands are located north-west of Montrose Road and Biggar Road, and totals approximately 184.5 ha. (455.9 ac.). An Aerial Map is provided in **Figure 1**.

The irregularly-shaped lands are bordered by Welland River to the north, Montrose Road to the east, Biggar Road to the south, and Crowland Road to the west. The public portion of Grassy Brook Road bisects the property westward from Montrose Road. Grassy Brook Road continues westward; this portion is privately-owned by the proponent.

It is primarily occupied by the Grand Niagara Golf Club, an 18-hole golf course with associated club house and maintenance buildings. The natural features on the site, including woodlots, watercourses (Lyon's Creek and the Grassy Brook watercourse) and man-made ponds have been incorporated into the design of the golf course.

The subject lands also include agricultural fields, as well as two recently-demolished detached dwellings at 8218 and 8228 Grassy Brook Road. One dwelling at 8264 Grassy Brook is owned by a non-participating owner.

The lands are bisected by an active rail corridor owned by Canadian Pacific (CP).

While not forming part of the application, ecological restoration is proposed on the lands on the west side of Crowland Road. An agreement is in place between Empire and the adjacent landowner (who was the vendor of the subject lands in the sale to Empire), to allow for restoration to occur in accordance with the Restoration Plan within the Grand Niagara Secondary Plan.

4.2 Surrounding Area

The surrounding land uses are described below.

4.2.1 North

The Welland River is located immediately along the north boundary. On the north side of the river are natural heritage lands, a sewage treatment plant and industrial uses. The Solvay facility is located approximately 2 km north-west of the site.

The built-up urban area of the City of Niagara Falls is located north of the subject lands.

4.2.2 South

Lands to the south are primarily agricultural, however, Niagara Region has recently expanded the Urban Boundary immediately south of the Biggar Road. The new Regional Hospital is planned at the adjacent to the subject lands to the south-east.

Detached dwellings abuts the subject lands to the south, fronting onto Biggar Road.

4.2.3 East

Industrial uses are located east of the site. The E.S. Fox Limited and Concentrix facilities about the site, both fronting onto Montrose Road. The Queen Elizabeth Way (QEW) is runs north-south just east of the site. Baden-Powell (Grassy Brook) Park is located just east of the QEW.

4.2.4 West

Lands to the west are primarily agricultural. Ecological restoration is planned for the lands immediately west of Crowland Road.

Detached dwellings are located on Grassy Brook Road, west of Crowland Road.

5.0 PROPOSED DEVELOPMENT

5.1 Proposed Development

In keeping with the Grand Niagara Secondary Plan, the proposed development seeks to create a complete and mixed-use community, protecting natural heritage features and a creating connected system of parks and trails. Per discussions with City staff, there was a desire to increase the range of housing types and overall density in the subdivision, beyond those originally contemplated in the Secondary Plan. As such, the proposed development reflects the change in vision. A Concept Plan is provided in **Figure 3**.

The below table summarizes the changes made to the plan pursuant to staff comments.

City Comment/Concept Plan	Proposed Draft Plan Response
Relocate both schools north of Grassy Brook Road	Revised – Both School Blocks (98 and 99) shown north of Grassy Brook. The draft plan proposes the park (Block 104) be located between the two schools for convenient access to both school sites.
Provide 5% Parkland Dedication	Complies – Total parkland dedication is 5% of developable area
Provide a park near hospital, connected to a linear SWM Pond	A park (Block 108) is provided in the vicinity of the hospital. The SWM pond (Block 103) is proposed west of the location shown on the City concept, as the intent is to retain the existing golf course pond at this location.
Provide extensive trail network and boat launch	Complies – Conceptual Trails Plan provided consistent with City Concept. A boat launch is provided.
Mixed-Use Blocks proposed for 10 to 15-storey buildings	Revised – Zoning Bylaw Amendment reflects this maximum height, and allows for non-residential uses.
Introduction of 5 to 10-storey apartment blocks	Revised – 5 to 10-storey apartments are shown consistent with City Concept
Introduction of 4-storey apartment blocks and stacked townhouse blocks	Four Medium Density Blocks (85 to 88) are shown. Blocks 85 and 87 are proposed to be zoned for low-rise apartments and stacked townhouses. Blocks 86 and 88 is the same, except townhouses and back-to-back townhouses are also permitted. Freehold Standard Townhouses (at 4.7m wide lots) and Back-to-Back Townhouses are proposed elsewhere throughout the plan to provide additional density and diversify mix.
Introduction of Small Lot Dwellings	Revised – a section of plan has been designed to accommodate cottage-style detached dwellings on small lots
Consolidate SWM Blocks	A reduction in the number of SWM blocks was not recommended as part of the overall stormwater management strategy.
Hospice	Block 96 (1 ha.) identified as a potential hospice site.

Further discussion on specific elements of the development is provided below.

5.1.1 Residential Uses

As discussed in the following section, our Draft Plan of Subdivision is based on a lotless block approach, whereby a minimum and maximum yield is provided. However, the anticipated yield based on Empire's previous experience is expected to be approximately 4,500 units.

A wider range of residential offerings are proposed than has historically been provided in the City. The following residential uses are envisioned:

- Single and Semi-detached dwellings;
- Detached dwellings with rear "coach house" containing accessory dwelling unit (certain lots also to include a second accessory unit in basement of primary dwelling);
- Dual Frontage Detached dwellings;
- Small Lot Cottage-Style Detached Dwellings;
- On-Street Townhouses;
- Back-to-Back Townhouses;
- Medium Density Residential blocks – to include a range of low-rise apartments, stacked townhouses, group townhouses etc.;
- Apartment blocks – between 5 to 10 storeys;
- Residential Mixed-Use blocks – between 10 to 15 storeys.

The diverse range of residential types is aimed to attract a wide demographic of residents, and provide a range of affordability.

The residential units within the respective Medium Density Residential, Apartment and Mixed-Use blocks, which account for ~70% of the total yield, will consist primarily of apartments, townhouses and other similarly-sized dwellings. As such, these units would be financially-attainable for a greater share of future residents. The intention would be to include an appropriate mix of units ranging from studios to family-sized units. These blocks would be subject to future site plan approval.

Medium Density Residential Blocks 85 and 87 are envisioned to permit low-rise apartments and stacked townhouses, but exclude townhouse dwellings. Medium Density Blocks 86 and 88 are permitted to include the same, except townhouse dwellings and back-to-back townhouse dwellings may be permitted. These uses are reflected in the proposed site-specific zones, detailed in Section 7.2 of this report.

As recommended by staff, the plan also provides for small lot detached dwellings; approximately 142 to 184 dwellings are to be provided. While the designs for these units are to be further refined, it is anticipated these cottage-style dwellings will be ~900-1,200 sq. ft. total over two storeys. Correspondingly, the typical lot is narrower and shallower (i.e. 7.0m x 20.m) than for a standard detached dwelling. A parking pad is provided in lieu of a garage. Preliminary plans of these units are provided in **Appendix A**.

The City of Niagara Falls' Housing Strategy, discussed later in this report, and the recent legislative changes under Bill 23 by the Province of Ontario supports the provision of accessory units within primary dwellings. The proposed development includes blocks envisioned for detached dwellings with a rear "coach house" accessed via a public laneway. An accessory dwelling unit is located on the second

floor of the coach house. A parking space is provided for the accessory unit, also accessed by the lane. These units have been located to front onto collector roads, thereby improving functionality by eliminating driveways onto the collector roads. A preliminary typology for these units is provided in **Appendix B**.

For the “Coach House” units fronting local roads, an additional accessory unit will be incorporated into the basement of the primary dwelling. Thus, these lots would have a primary dwelling plus 2 accessory units. For these lots (which have a depth of 36.0 m.), the primary dwelling would contain an attached garage at the front of the lot. The detached garage and parking space accessed by the rear lane would provide parking for the accessory units. A preliminary typology for these units is provided in **Appendix C**.

The other ground-related residential uses, e.g. standard detached, dual frontage detached, semi-detached, on-street townhouse and back-to-back townhouse dwellings offer a range of dwelling types to suit different needs. The diversity of residential offerings caters to a wide demographic of residents.

5.1.2 Institutional, Commercial and Hospital Employment Uses

Commercial uses are proposed along the ground floor of buildings fronting collector or arterial roads (e.g. Street A, Grassy Brook Road, Biggar Road and Montrose Road) of the Mixed-Use Blocks (93-95) and Apartment Blocks (89-90). While the ultimate build-out of these blocks will be determined in the future, it is estimated that a maximum of 1,500 sq. m. of non-residential uses could be accommodated on the Apartment Blocks, and 7,250 sq. m. can be accommodated in the Mixed-Use Blocks. This results in a total of 8,750 sq. m. Future Site Plan Approval will be required for these blocks.

Immediately north of the future hospital are two blocks proposed for hospital employment (96 and 97). Staff have requested a potential site for a future hospice. The plan identifies the one-hectare Block 96 as a potential hospice site. A preliminary site plan for the hospice, based on the Carpenter Hospice in Burlington, is provided in **Appendix D**. The location provides convenient access to the hospital. The block also backs onto an environmentally-protected area, thus providing privacy and added seclusion. A parkette is located opposite to the south side of the south. Other hospital-supportive uses and/or commercial uses are permitted on the other hospital employment block (97).

Two school blocks are provided north of Grassy Brook Road, and bisected by a park. The District School Board of Niagara (DSBN) has indicated their preference for the school site fronting on Grassy Brook Road (Block 99). The Niagara Catholic District School Board (NCDS) has also expressed interest in a site in that vicinity. In addition to a park, both school sites abut natural heritage space (woodlot).

5.1.3 Parks, Trails, Stormwater Management Ponds

The plan is served by two neighbourhood parks (Blocks 104 and 108). The former is located between the two school sites and provides opportunity for playfields. The latter is located towards the south-east portion of the plan, near the hospital. Both parks are adjacent to natural heritage areas.

In addition, smaller parkettes (Blocks 105-107, 109) are interspersed through the plan for passive uses, such as rest areas or playgrounds. The programming within the parks and parkettes would be subject to City approval.

The natural features within the site have been incorporated into the design of the subdivision. Approximately 40% of the gross area of site is to be environmentally-protected. The above-mentioned park and parkettes abut natural heritage spaces, providing opportunity for trails and linkages. The open space area along the north boundary of the site will provide exceptional views and vistas to the Welland River.

A comprehensive trail and multi-use path network will connect users within the subdivision and will link to potential trails in the wider community, refer to **Figure 4**. The trails extend through parks, natural heritage areas, stormwater management ponds, connecting the various components of the plan, from Welland River to the north to the hospital to the south. An on-road multi-use path and bike lanes are proposed on most of the collector roads, being Grassy Brook Road, Street A and Street HH, respectively. These elements are being incorporated into the design of each right-of-way.

The system of stormwater management ponds will also offer opportunities for rest, lookouts and passive enjoyment. The ponds will be landscaped to create an attractive feature.

5.1.4 Road Network

The collector road system is generally consistent with the Grand Niagara Secondary Plan schedules. The existing Grassy Brook Road provides the primary connection to Montrose Road. Per request from City and Regional staff, a second connection to Montrose Road (Street HH) has been relocated southward (from the Secondary Plan schedules) to align with Reixinger Road. The re-aligned road would also facilitate an additional connection to the future hospital.

The main north-south spine road (Street A) follows the Welland River and travels south to connect to Biggar Road. Street A is proposed to cross the CP rail corridor.

Beyond the west limit of the property is the Crowland Road right-of-way. Crowland Road was conveyed to the City by the previous owner in late 2021. While the subdivision incorporates a section of it for public and vehicular use, the majority would be closed to vehicular traffic (except for emergency access).

The proposal has been thoughtfully designed to create an attractive, master-planned community, taking advantage of natural features, while also providing a range of residential and community uses tailored to a wide demographic of residents.

5.1.5 Reixinger Road Extension (Street HH)

As discussed above, City and Regional staff have expressed a preference to align a collector road with Reixinger Road (located on the east side of Montrose Road).

An agreement between Empire and the City has been executed to convey a section of the collector road (Street HH) and Street KK to the City, as well as the road widenings on Montrose Road. As part of this agreement, the lands at the south-west corner of Street HH and Montrose Road (Block 109) are to be conveyed as parkland dedication.

An agreement between Empire and Niagara Region is also being finalized for the terms of construction, whereby the Region would be responsible for the construction of Streets HH and KK and signalization at Montrose Road. The agreement also confirms the widening required by the Region on Montrose Road.

5.2 Draft Plan of Subdivision

Draft Plan Approval is being sought for the entire subdivision. As discussed with staff, the Draft Plan of Subdivision (**Figure 5**) employs a lotless block approach. Each residential block identifies the proposed use, minimum and maximum lot yield, and the minimum permitted lot frontage per lot (as proposed in the accompanying Zoning Bylaw Amendment).

The proposed minimum frontage for the residential uses (that are not subject to future site plan approval) are:

- Detached and Semi-Detached – 8.2 m. for singles; 7.5 m. for semis
- Detached with rear “Coach House” – 9.5 m.
- Dual-frontage Detached – 8.2 m.
- Small Lot Detached Dwellings – 7.0 m.
- Street Townhouses – 4.7 m. per unit
- Back-to-Back Townhouses – 6.5 m. per unit

The maximum yield in each block is based on the calculation of the entire block being lotted at the minimum frontage. Across the entire plan, a minimum and maximum yield of 3,558 to 5,387 units is shown. However, as discussed in the next section, the actual build-out will incorporate a mix of lot frontages and sizes.

The advantage of the lotless block approach is that it avoids the need for redline revisions to the Draft Plan in the future. This is particularly relevant to a proposal of this size, where the full build-out is expected to be realized over 10+ years. In the later phases, it is very likely any lotting prepared at the time of this submission will change. This form of Draft Plan of Subdivision has been extensively used in other municipalities, including Thorold, Welland, Brantford and Haldimand County. Our office has provided previous examples to staff.

The lotless block approach avoids the need to bring an application to revise the Draft Plan, which would further burden staff. The lotting in any particular phase of the development would be finalized at the time of detailed design and prior to final approval. Staff will have an opportunity to review the lotting (through a draft Mplan) to ensure an appropriate mix of lots are provided, e.g. to meet an appropriate density.

For the Medium Density Blocks, a density range of 50 to 75 units per hectare is used, consistent with the density range in the Grand Niagara Secondary Plan (discussed later in this report). For the Apartment

Blocks (89-92), a density range of 75-150 units per hectare is estimated. Lastly, the Mixed-Use Blocks are estimated at 150-200 units per hectare. The ultimate build-out of these blocks is to be finalized through future site plan approval.

The two Hospital Employment blocks total 1.35 ha. These blocks front onto Street HH and are adjacent the future hospital. As discussed in the previous section, Block 96 is proposed for a potential hospice.

The 2 km Cytec (Solvay) line and the 2 km + 200 m. Cytec (Solvay) buffer lines are shown on the Draft Plan. No residential uses or parks are shown within the 2 km line. Within the 200 m. buffer, building heights are limited to 8.0 metres or 2.5 storeys. Only detached and semi-detached units are proposed within the buffer, and will comply with the height limit.

The non-developable areas (totaling 79.38 ha.), due to natural heritage areas with associated buffers and floodplain, are identified as Environmental Protection Area blocks. The development limit respects the buffer recommendations from Savanta Environmental Impact Study (2017) and the EIS Addendum from Dillon Consulting. In addition, the developable limits is defined by the post-development floodplain in areas where it is more restrictive than the natural heritage buffer.

The Park blocks total 5.23 hectares across the subdivision. The two neighbourhood parks are 2 ha. or greater. Additional parkettes are distributed across the plan. The total parkland dedication represents 5% of the net developable area. The future trail system is proposed within the Environmental Protection Areas, Parks, and Stormwater Management blocks.

The collector roads are 20.0m in width, except Street A, south of Grassy Brook Road, is 23.0 m. in width as it acts as the main north-south spine. The existing public Grassy Brook Road right-of-way is 26.0 m.; Grassy Brook Road is extended via Street Q. However, Grassy Brook is not proposed to connect to Crowland Road. The majority of Crowland Road is not intended to be upgraded to urban standards or used for public vehicular travel. The exception is the portion between Streets BB and GG.

The local roads are 18.0 m. in width. Public lanes are proposed at the rear of the detached blocks with “Coach Houses” and the dual-frontage detached blocks, respectively. The public lanes are proposed to be 10.0 m.

Street A crosses the CP rail corridor at grade to connect the north and south portions of the subdivision. Where residential uses are adjacent to the rail corridor, a 15.0m building setback line is shown, as anticipated to be required by CP.

A 2.94 m. widening is shown on Biggar Road per City staff comments. A non-uniform widening is shown on Montrose Road, in accordance with the Region’s design of the future Montrose Road upgrade.

5.3 Minimum, Maximum and Anticipated Unit Yield

While the Draft Plan shows a maximum and minimum unit count, the actual build-out will incorporate a range of lot sizes and types. That is, not all of the lots would develop at the minimum lot frontage. For instance, while the minimum frontage permitted for single detached dwellings would be 8.2 m., it is

anticipated a mix of single detached dwellings between 8.2 m. to 12.8 m. will be incorporated into the plan. The specific lotting would be determined through the Mplan preparation of each phase.

The below table compares the minimum and maximum yields (from the Draft Plan) with the anticipated yield based on Empire’s previous experience and typical lot patterns.

Dwelling Type	Minimum Yield		Maximum Yield		Anticipated Yield	
	Units	% Total	Units	% Total	Units	% Total
Detached and Semi-Detached	348	10%	678	13%	542	12%
Dual Frontage Detached	27	1%	29	1%	28	1%
Detached with Coach House	98	3%	128	2%	115	3%
Small Lot Detached	142	4%	184	3%	166	4%
On-Street Townhouses	374	11%	455	8%	410	9%
Back-to-Back Townhouses	57	2%	74	1%	66	1%
Sub-Total (Freehold Units)	1,046	29%	1,548	29%	1,327	29%
Medium Density Blocks (85-88)	403	11%	605	11%	504*	11%
Apartment Blocks (89-92)	633	18%	1,266	24%	950*	21%
Mixed Use Blocks (93-95)	1,476	41%	1,968	37%	1,722*	38%
Sub-Total (Medium Density/Apt/MU Blocks)	2,512	71%	3,839	71%	3,176*	71%
Total	3,558	100%	5,387	100%	4,502	100%

*Assumes median between min/max yield

Where the Draft Plan provides a range between 3,558 and 5,387 units, we anticipate the actual yield upon final build-out would be closer to about 4,500 units. This is based on varying lot widths for the freehold detached, semi-detached, and townhouses fronting public roads. The ultimate design of the Medium Density, Apartment and Mixed-Use Blocks will also affect the yield.

The above minimum, maximum and anticipated yields also exclude the accessory dwelling units for the detached lots with a Coach House. Some of these lots are also designed to accommodate an accessory dwelling in the basement of the primary dwelling, resulting in two accessory units on the lot. An additional 146 to 190 accessory units may be made available within these lots. This would be subject to the individual homeowner, who can choose whether to rent out the accessory unit(s).

In other municipalities where a lotless block Draft Plan has been used, a draft plan condition is often included requiring that the final lotting meet the targeted minimum density.

5.4 Phasing

Given the size of the proposal, development will proceed in phases. The phasing generally proceeds from north to south. A preliminary Phasing Plan is provided in **Figure 6 – Phasing Plan**. This is in keeping with the Development Phasing Plan contemplated in the Grand Niagara Secondary Plan.

The ultimate phasing of registration will be based on servicing capacity considerations, stormwater catchment boundaries as well as yield within each phase. The subdivision has been designed such that a mix of housing types are dispersed throughout the plan; each phase will contain a mix of housing choice. Further discussion on the housing provision in each phase is provided later in this report.

6.0 PLANNING FRAMEWORK

The proposed development of the subject lands must be reviewed in accordance with the Planning Act, RSO 1990, Provincial Policy Statement, 2020, Growth Plan for the Greater Golden Horseshoe, Region of Niagara Official Plan, City of Niagara Falls Official Plan, and Grand Niagara Secondary Plan, respectively. The following sections speak to the proposal in relation to these planning policies.

Further, documents such as the City's Housing Directions Strategy, the City's Recreation, Culture and Parks Plan (Draft), and the Grand Niagara Urban Design Guidelines (not Council-approved) are discussed in this report.

Lastly, the development proposal is reviewed against the City's Comprehensive Zoning Bylaw 79-200.

6.1 Planning Act, RSO 1990

The Draft Plan is submitted pursuant to Section 51 of the Planning Act. Section 51(24) lists specific criteria in evaluation a draft plan of subdivision. The criteria are listed below, as well as comments as to how the proposed development meets each criterion.

Criteria

(24) In considering a draft plan of subdivision, regard shall be had, among other matters, to the health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality and to,

- *the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;*
- The proposed development is consistent with various matters of provincial interest as expressed through the Provincial Policy Statement (2020), Growth Plan for the Greater Golden Horseshoe (2019) and through the municipal Official Plans. Further discussion is provided in the following sections of this report.

- *whether the proposed subdivision is premature or in the public interest;*
- Proposed development is within the delineated urban area, and as envisioned in the City of Niagara Falls Official Plan and Grand Niagara Secondary Plan. It provides a range of housing, employment and recreation options to the community. Key infrastructure is being upgraded in an efficient manner to support the development.

- *whether the plan conforms to the official plan and adjacent plans of subdivision, if any;*
- The development conforms to the Official Plan; no amendment is necessary.

- The subdivision is planned in conjunction with existing community and adjacent development, including Regional hospital.
- *the suitability of the land for the purposes for which it is to be subdivided;*
- The proposed residential uses are permitted within the planning framework, and includes a range of housing types. An interconnected park and open system has been designed to ensure sufficient amenity space is available to residents. The environmentally-sensitive lands are being protected with appropriate buffers and enhancement plantings. Non-residential uses are proposed in appropriate locations.
- *(d.1) if any affordable housing units are being proposed, the suitability of the proposed units for affordable housing;*
- A range of smaller dwelling types, including apartments, stacked townhouses and back-to-back townhouses are proposed to provide a range of housing choices. In addition, detached dwellings with accessory dwelling units are proposed. These offer attainably-priced housing choices. There may be opportunity for affordable units in accordance with the recommendations and incentives discussed in the City's Housing Directions Strategy.
- *the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;*
- The transportation network is sufficient to support the proposed development, subject to the recommendations of the Transportation Impact Study.
- *the dimensions and shapes of the proposed lots;*
- Lot fabric is compact to meet Provincial and City policies.
- *the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;*
- Restrictions related to natural and hazard lands will be respected.
- Build-out to proceed with sufficient servicing capacity and infrastructure in place.
- Development avoids areas where utility easements are in place. Gas easement in favour of Enbridge is proposed to be relocated to run along the Grassy Brook Road right-of-way.
- Petroleum gas pipeline easements are located at the south-west corner of the property; no development is proposed in these areas.
- Hydro corridor easement, running parallel with north side of rail corridor, is respected.
- *conservation of natural resources and flood control;*
- Development is generally proposed away from natural and floodplain areas, with appropriate buffers; with the exceptions being the two proposed road crossings over watercourses.
- A restoration plan on adjacent lands is proposed to compensate for the removal of non-significant features.
- *the adequacy of utilities and municipal services;*

- Certain infrastructure improvements external to the subdivision are proposed to support the subdivision, as discussed in this report.
- *the adequacy of school sites;*
- Two school blocks are proposed on the draft plan of subdivision.
- *the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;*
- Park and Open Space blocks are proposed to be dedicated to the City.
- *the extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy; and*
- Development is compact and within the built-up area.
- *the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41 (2) of this Act or subsection 114 (2) of the City of Toronto Act, 2006. 1994, c. 23, s. 30; 2001, c. 32, s. 31 (2); 2006, c. 23, s. 22 (3, 4); 2016, c. 25, Sched. 4, s. 8 (2).*
- The Medium Density, Apartment and Mixed-Use blocks will be subject to future site plan approval.

In summary, the proposal is consistent with, and adheres to, the criteria under Section 51(24) of the Planning Act.

6.2 Provincial Policy Statement, 2020 ('PPS')

The Provincial Policy Statement provides direction on matters of provincial interest related to land use planning and development. Proposed developments must be consistent with the policies of the PPS.

The aim of the PPS is to focus growth within settlement areas and away from significant or sensitive resources and areas which may pose a risk to public health and safety. Development is to proceed in an efficient manner to optimize the use of land, resources, public infrastructure and public service facilities. Communities are to be designed to promote a mix of housing, employment, parks and open spaces and transportation choices. The planning policies of the PPS are divided into three categories: Building Strong Healthy Communities, Wise Use and Management of Resources, and Protecting Public Health and Safety.

The proposed development is consistent with the policies and objectives of the Provincial Policy Statement. The following sections specifically review the relevant policies within the PPS that support our conclusions.

6.2.1 Efficient and Resilient Land Use Patterns in Settlement Areas

Section 1.1.1 of the PPS states that healthy, liveable and safe communities are sustained by:

- *promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- *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 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;*
- *avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- *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 areas;*
- *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;*
- *improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;*
- *ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*
- *promoting development and land use patterns that conserve biodiversity; and*
- *preparing for the regional and local impacts of a changing climate.*

Growth shall be focused in settlement areas. Land use patterns shall be based on *densities and a mix of land uses which* (Sec. 1.1.3.2):

- a) *efficiently use land and resources;*
- b) *are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- c) *minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- d) *prepare for the impacts of a changing climate;*
- e) *support active transportation;*
- f) *are transit-supportive, where transit is planned, exists or may be developed; and*
- g) *are freight-supportive.*

Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.

1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing

options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

Further, Section 1.1.3.6 states that “*new development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities*”.

The proposed development is consistent with these policies. The development is within a settlement area, and represents the redevelopment of a site within the built boundary. The development utilizes existing and planned servicing infrastructure to accommodate the growth in the area. The intensification of the site will optimize the use of infrastructure and support transit.

The development includes a mix of uses, including various forms of dwelling types to attract a wide demographic. Various Park blocks are included, and are proposed to be connected through a trail system throughout the neighbourhood to promote active transportation. Non-residential and commercial uses are envisioned within the community, providing services that are nearby to residents.

6.2.2 Land Use Compatibility

Section 1.2.6.1 requires that major facilities and sensitive uses “*should be planned to ensure they are appropriately designed, buffered and/or separated from each other to prevent or mitigate adverse effects*”. A Compatibility Study has been prepared to support the proposal. The report recommended certain design features and warning clauses to mitigate noise impacts from the traffic and the rail corridor. These measures ensure Ministry of Environment, Conservation and Parks (MECP) D6 guidelines are met. No mitigation is required with respect to air quality or vibration.

The Compatibility Study is discussed later in this report; however, it does conclude that the Project is:

- Unlikely to result in increased risk of complaint and nuisance claims;
- Unlikely to result in operational constraints for the major facilities;
- Unlikely to result in constraints on major facilities to reasonably expand, intensify or introduce changes to their operations.

6.2.3 Housing

Housing policies of the PPS are set out in Section 1.4. In order to meet the projected requirements for current and future residents of the regional market area, planning authorities shall (Sec. 1.4.1):

a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and

b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through

lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.

Being within the City's built-up area, the subject lands are contemplated to develop in the short term to meet needs of the municipality in the next 15 years. Given the servicing improvements in place and planned, the subdivision represents a logical area for growth.

Section 1.4.3 of the PPS speaks to providing an *"appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs"*. As discussed throughout this report, a range of housing choices, suitable for the market, are being provided to support a wide demographic. The proposed density and compact form will meet the goals established in Provincial and municipal policies.

6.2.4 Infrastructure and Public Service Facilities

Section 1.6.1 states that *"Infrastructure and public services shall be provided in an efficient manner that prepares for the impacts of a changing climate while accommodating projected needs."*

Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they are:

- a) financially viable over their life cycle, which may be demonstrated through asset management planning; and*
- b) available to meet current and projected needs".*

Niagara Region has prepared a Water and Wastewater Master Servicing Plan Update (2016), which discusses the infrastructure requirements for lands including the subject site. In addition, preliminary servicing plans were prepared in support of the Grand Niagara Secondary Plan. A number of infrastructure improvements have been planned to accommodate the anticipated growth. Refer to the supporting Functional Servicing Report for discussion on strategies to meet capacity needs.

Section 1.6.6.7 states that *"planning for stormwater management shall:*

- a) minimize, or, where possible, prevent increases in contaminant loads;*
- b) minimize changes in water balance and erosion;*
- c) not increase risks to human health and safety and property damage;*
- d) maximize the extent and function of vegetative and pervious surfaces; and*
- e) promote stormwater management best practices, including stormwater attenuation and re-use, and low impact development."*

The proposed stormwater management approach includes wet SWM pond facilities, a grassed swale, and the use of oil grit separators for certain blocks. Lot level controls and limited low impact development measures are also proposed.

6.2.5 Natural Heritage

Section 2.1.1 states that “natural features and areas shall be protected for the long term”. Section 2.1.2 states that *“the diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.”*

Significant Natural features on the site will be protected and/or enhanced. This includes maintaining the diversity and connectivity of natural features, ecological function and biodiversity of the natural heritage system. Development is prohibited in significant woodlands, valleylands, and significant wildlife habitat, unless it can be demonstrated that there will be no negative impacts on these features or their ecological function (Sec. 2.1.5).

An Environmental Impact Study was completed by Savanta in 2017 as part of the Secondary Plan process. The report, which built upon previous environmental work since the late 1990s, included a comprehensive assessment of the property, including field surveys in 2015 and 2016. The report established a preliminary development limit as well as a preliminary impact assessment. The report also includes a restoration plan of lands to the west of the Subject Lands, as certain features are proposed to be removed.

To support the current application, Dillon Consulting has engaged with City, Regional and NPCA staff on the preparation of an EIS Addendum. Additional fieldwork and surveys were completed over the 2022 season to confirm and update the findings from the previous EIS.

The proposed subdivision respects the proposed environmental protection buffers. The recommendations of the EIS addendum are to be implemented.

Dillon has also engaged with the relevant agencies on the preparation of a detailed restoration plan. The aim is to enhance the overall ecological function within the area.

6.2.6 Employment

Section 1.3.1 states that *“planning authorities shall promote economic development and competitiveness by:*

- a) providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;*
- b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;*
- c) facilitating the conditions for economic investment by identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment;*
- d) encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities, with consideration of housing policy 1.4; and*

e) ensuring the necessary infrastructure is provided to support current and projected needs.”

While the Grand Niagara Secondary Plan designates Employment lands, the majority are adjacent to the Subject Lands. However, the proposal does include Hospital Employment blocks adjacent the future Regional Hospital. While the blocks are not large enough to accommodate a major industry or user, there is potential for ancillary uses and services supportive to the hospital.

Further, the Mixed-Use blocks offer opportunities for employment such as retail, commercial and/or office uses. Including these uses within the subdivision supports a liveable and resilient community.

6.2.7 Rail Facilities

The PPS speaks to planning for land uses in the vicinity of airports, rail facilities and marine facilities. Section 1.6.9.1 ensures that:

- a) their long-term operation and economic role is protected; and*
- b) airports, rail facilities and marine facilities and sensitive land uses are appropriately designed, buffered and/or separated from each other, in accordance with policy 1.2.6.*

The CP rail line bisects the Subject Lands. A new at-grade road crossing is proposed to connect the north and south portions of the subdivision. The new crossing is proposed as it is deemed preferable over opening Crowland Road for public vehicular use. Currently, the CP rail line cuts diagonally through the Crowland Road and Biggar Road intersection. Should Crowland Road be used for public travel, it would create an awkward, and potentially dangerous intersection.

To mitigate, Crowland Road is proposed to be closed for public, vehicular travel where it meets Biggar Road. Access and egress from Crowland Road, north of Biggar Road will be closed (and blocked with physical barriers). The proposed new crossing will provide for a safer crossing, and will protect the rail use over the long-term.

Where the rail is adjacent to residential land uses, buffers blocks are proposed to allow for adequate setbacks and the construction of safety berms.

6.2.8 Cultural Heritage and Archaeology

The PPS protects significant cultural heritage landscapes. Section 2.6.2 states that *“development and site alteration shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved.”* Further, *“planning authorities shall engage with Indigenous communities and consider their interests when identifying, protecting and managing cultural heritage and archaeological resources”* (Sec. 2.6.5).

Prior to the development of the golf course, the subject lands were subject to archaeological assessments. As these assessments were undertaken in the early 2000’s, prior to the introduction of the Standards and Guidelines for Consultant Archaeologists, and new Stage 1 Assessment has been carried

out to confirm and update the previous findings. Additional assessments are ongoing to ensure all areas of archaeological significance have been either cleared, appropriately excavated, or protected.

The archaeological assessments are being conducted with participation from representatives with the Six Nations Elected Council, Mississaugas of the New Credit, and the Haudenosaunee Development Institute.

6.2.9 Natural Hazards

Section 3.1.1 requires the development be generally directed outside of:

- a) *hazardous lands adjacent to the shorelines of the Great Lakes - St. Lawrence River System and large inland lakes which are impacted by flooding hazards, erosion hazards and/or dynamic beach hazards;*
- b) *hazardous lands adjacent to river, stream and small inland lake systems which are impacted by flooding hazards and/or erosion hazards; and*
- c) *hazardous sites.*

The development is located outside of the flood hazard associated with the Welland River. It is also generally located outside of the floodplain of Lyon's Creek and the Grassy Brook watercourse. There is some minor grading proposed in a few sections of the floodplain, in accordance with municipal and NPCA policies.

In summary, the proposal is consistent with the PPS.

6.3 Growth Plan for the Greater Golden Horseshoe ('Growth Plan'), 2019

The Growth Plan builds on other key provincial initiatives such as the PPS. It aims to create complete communities, revitalize downtowns, expand housing options, curb sprawl and reduce gridlock. The document provides direction on where and how to grow within the region to the year 2051.

The proposed development is consistent with the Growth Plan. The development is within a settlement area and is planned as a compact and complete community that meets the Growth Plan's density target.

6.3.1 Managing Growth

The Growth Plan directs development to "settlement areas", defined as areas where development is concentrated and have a mix of land uses, and lands that have been designated for development in an official plan.

Section 2.2.1.2.a) states that *"the vast majority of growth will be directed to settlement areas that:*

- i. have a delineated built boundary;*
- ii. have existing or planned municipal water and wastewater systems; and*
- iii. can support the achievement of complete communities."*

Further, *“within settlement areas, growth will be focused in:*

- i. delineated built-up areas;*
- ii. strategic growth areas;*
- iii. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and*
- iv. areas with existing or planned public service facilities” (Sec. 2.2.1.2.c)*

The subject lands are within a settlement area that meet these criteria. The lands are within the delineated built-up area. In addition, the south portion of subject site is further identified as a strategic growth area under the Region’s new Official Plan (discussed later in this report).

Water and wastewater servicing are available and/or planned to service the lands. Further, the range of uses envisioned in the neighbourhood contributes to creating a complete community.

The Growth Plan’s policies achieve “complete communities” that (Sec. 2.2.1.4):

- a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
- b) improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;*
- c) provide a diverse range and mix of housing options, including second units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*
- d) expand convenient access to:*
 - i. a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
 - ii. public service facilities, co-located and integrated in community hubs;*
 - iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and*
 - iv. healthy, local, and affordable food options, including through urban agriculture;*
- e) provide for a more compact built form and a vibrant public realm, including public open spaces;*
- f) mitigate and adapt to climate change impacts, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and*
- g) integrate green infrastructure and appropriate low impact development.*

The development has been designed as a “complete community”. The proposed forms of residential uses are diverse, and are aimed to attract various demographic of end users and in different stages of life. Dwelling types such as back-to-back townhouses, stacked townhouses, and apartments will help diversify the housing stock. Some of the dwellings are also proposed to include second units, which provide an opportunity for lower priced housing. The mixed-use and employment areas will provide convenient access to stores, services and other uses to support the community.

The neighbourhood has been designed such that all residents are within a short walk from park space. A trail system has also been designed to connect the park blocks. This will encourage the use of active transportation. A bike route is proposed within the subdivision, connecting to bike routes in the wider community.

Low impact development measures are proposed, where feasible.

6.3.2 Delineated Built-Up Areas

The Growth Plan contains policies for intensification within delineated built-up areas. Section 2.2.2 states that *“a minimum of 50 per cent of all residential development occurring annually within each of the Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will be within the delineated built-up area”*.

As development of the subject lands will contribute to meeting this target.

6.3.3 Housing

Section 2.2.6 speaks to housing policies, requiring that municipalities *“support housing choice through the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan by identifying a diverse range and mix of housing options and densities, including second units and affordable housing to meet projected needs of current and future residents”* (Sec. 2.2.6.1.a).

The proposed development seeks to introduce a range of housing options and types to attract a range of demographics as indicated in the previous section. As discussed in the previous section, the proposal will help to achieve the intensification target.

A discussion on density is provided later in this report. While there is not a specific density target that must be met for these lands, the proposed density exceeds the minimum that is established within greenfield areas.

In summary, the proposal is consistent with the Growth Plan.

6.4 Niagara Region Official Plan (ROP)

The ROP sets out policies for the physical, economic, and social development for the Region. The document aligns with and implements planning objectives from the Province, including the Provincial Policy Statement, Growth Plan, and Greenbelt Plan.

On June 23, 2022, Regional Council adopted the new Regional Official Plan (ROP). The Ministry of Municipal Affairs and Housing approved the ROP, with modifications, on November 4, 2022.

The proposed development is consistent with the policies the ROP, and a Regional Official Plan Amendment is not required.

6.4.1 Managing Growth

The ROP directs forecasted growth to the settlement areas, comprised of built-up areas, designated greenfield areas, and strategic growth areas, with some development to occur in hamlets. Communities shall be compact with a mix of built forms, and shall support the principles of complete communities.

The ROP forecasts the City of Niagara Falls to grow to 141,650 persons by 2051 (Table 2-1). This represents a population increase of 59,450 from 2006. To meet the forecasted growth, Section 2.3.1.3 of the ROP requires:

- a) *the ability to accommodate residential growth for a minimum of 15 years through residential intensification, and lands designated and available for residential development; and*
- b) *where new development is to occur, land with servicing capacity to provide at least a three-year supply of residential units through lands suitably zoned to facilitate residential intensification, and lands in draft approved or registered plans.*

The subject lands are within the City's Urban Area; development is appropriately directed to this area given the availability of servicing. The lands are designated for residential development, and are within the Region's 15-year timeline for residential growth. The proposal would proceed in phases to ensure servicing capacity is available at each phase.

6.4.2 Intensification

Schedule B (Regional Structure) of the ROP identifies the Urban Areas (consisting of Built-Up Areas, Designated Greenfield Areas). The subject lands are identified as a Built-Up Area, see **Figure 7**.

As required through Provincial planning policies, a significant amount of growth is to be achieved through intensification. Intensification generally refers to the development or redevelopment of lands at a higher density than what currently exists. In the subject proposal, intensification is achieved as it redevelops an existing golf course (within a Built-Up Areas) for residential and community uses.

Section 2.2.2.5 requires the Region as a whole to achieve an intensification target of 60%. Further, the City of Niagara Falls shall achieve an intensification target of minimum 50% (Table 2-2).

As the proposed development is considered intensification, it would contribute towards the Region and City meeting these targets.

6.4.3 Strategic Growth Areas

Schedule B (Regional Structure) of the ROP identifies the southern portion of the Subject Lands as a Regional Growth Centre, which is considered a Strategic Growth Area (see **Figure 7**). The area identified generally corresponds with Mixed-Use Blocks 94 and 95, and extending northward to the rail corridor, on the Draft Plan of Subdivision.

Section 2.2.2.1 states that Strategic Growth Areas shall be of particular focus for population growth. Section 2.2.2.12 states that the South Niagara Falls Hospital Regional Growth Centre, which the Subject Lands are partially within, is to achieve a minimum density target of 100 people and jobs per hectare by 2051.

Regional growth centres “*shall be focal points for accommodating significant population and employment growth and other activities to achieve higher densities through a broad mix and range of uses to the horizon of this Plan*” (Sec. 2.2.2.20).

The Mixed-Use Blocks 94 and 95 anticipates a residential yield between ~1,151 to 1,534 residential units, over an area of 7.67 hectares. The minimum yield of 1,151 units translates to a density of 150 persons per hectare. In addition, up to a maximum of 6,250 square metres of non-residential uses may be accommodated. As such, the anticipated density of these two blocks will exceed the target set in the ROP.

6.4.4 Housing

The Region will plan to meet housing needs of residents through all stages of life through the “*development of a range and mix of densities, lot and unit sizes, and housing types, including affordable and attainable housing*” (Sec. 2.3.1.1).

The ROP contains policies encouraging affordable and attainable housing. Section 2.3.2.3 sets minimum affordable housing targets for the Region of:

- a) *20% of all new rental housing is to be affordable; and*
- b) *10% of all new ownership housing is to be affordable.*

However, local municipalities may set higher targets. As discussed later in this report, the City of Niagara Falls has prepared a Housing Strategy and draft policies setting out specific targets.

Section 2.3.3.1 speaks to various tools to support the provision of attainable and affordable housing:

- a) *flexibility in the scale, form, and types of residential uses permitted as-of-right, including additional residential units and other alternative housing forms;*
- b) *streamlining of planning approvals for the development of affordable housing, attainable housing, and community housing, with a priority for developments receiving time-sensitive government funding;*
- c) *financial incentive programs, such as grants, development charge deferrals, and property tax reductions that promote brownfield redevelopment and affordable housing options, including purpose-built rental housing;*
- d) *the inclusion of a mix of unit sizes in multi-unit developments to accommodate a diverse range of household sizes and incomes;*
- e) *site standards that facilitate the development of additional residential units, such as reduced setbacks, narrower lot sizes, and reduced parking standards.*

The development proposes a range of housing types and unit sizes. Most of the units proposed (xxx%) are various forms of apartments or other similar-sized units. Through the future site plan approval of the medium and high-density blocks, an appropriate mix of unit sizes is to be proposed.

To further increase housing options, the plan proposes certain dwellings designed to accommodate accessory dwellings units (either in the basement and/or rear coach house). This provides an opportunity for additional rental apartments.

The proposed Zoning provisions seek reduced setbacks and permission to allow for a more compact form of housing, including small lot cottage-style dwellings. These dwellings provide a more affordable option for residents preferring a detached home.

The development proposes a wide array of housing choice to meet the needs of residents through all stages of life.

6.4.5 Natural Heritage System

The Region's Natural Heritage System is composed of provincially-mapped systems from the Growth Plan and Greenbelt Plan, respectively, as well as additional natural environmental features that extend into the Niagara Escarpment plan area, rural areas and settlement areas. These features are depicted on Schedule C1 and the individual components are shown on Schedule C2 (see **Figure 8**). The system as depicted on Schedule C may be further refined through the submission of an environmental impact study and/or hydrologic evaluation approved by the Region and in consultation with the Conservation Authority (Sec. 3.1.4.1).

The subject lands include significant woodlands and Provincially-significant wetlands, as depicted on Schedule C2.

While there are no minimum buffers from natural heritage features in settlement areas, mandatory buffers are required. Section 3.1.9.9.1 states: *"the width of an ecologically appropriate buffer would be determined through an environmental impact study and/or hydrologic evaluation, the time an application for development."* However, passive recreational uses such as trails are permitted in buffers, *"provided an appropriate buffer width is maintained"* (Sec. 3.1.9.9.4).

The EIS prepared by Savanta established a detailed analysis and assessment of the natural features on the property, the impact of the development and the mitigation/restoration measures. It included a preliminary development limit from which the Secondary Plan is based.

The EIS Addendum prepared by Dillon Consulting further refines the findings, and includes additional wildlife surveys. Feature staking has taken place with the Region and NPCA staff to delineate the features to establish a final development limit. The Addendum recommends the same buffers as the original EIS:

- 30 m. from any Provincially Significant Wetland (PSW);
- 30 m. from Welland River;
- 15 m. from Lyon's Creek and Grassy Brook Watercourses;

- 15 m. from other non-PSW wetlands;
- 10 m. from retained woodlands.

The development limit is established by applying the greater of these buffers (where more than one feature is present) and the floodplain.

Development will not occur within any PSW or within the significant valleyland of the Welland River. The proposal retains most of the significant woodlands on-site. The proposal does include the removal of some of the woodlands, non-significant PSWs, and ponds within the golf course (some of which contain significant wildlife habitat). In addition, the EIS Addendum speaks to the proposed trail system through the natural features and within the buffers.

As established in the Savanta EIS, and subject to the policies of the Grand Niagara Secondary Plan, habitat enhancement and ecological restoration is proposed on lands on the west side of Crowland Road.

The Savanta EIS contained a restoration plan, which has been included in the Schedules of the Secondary Plan. Dillon Consulting is currently preparing the detailed restoration plan for submission to the Region and NPCA for review and approval.

As detailed in the EIS Addendum, no overall net negative impact to the natural heritage system will result from the development through the recommended avoidance, mitigation and compensation measures.

6.4.6 Infrastructure

Within urban areas, water supply and sewage collection shall be provided to meet development needs of the Region. Section 5.2.2.4 indicates *“prior to approval of development, the municipality shall ensure that required water and wastewater services and servicing capacity is available to support the development.”*

There is currently sufficient water capacity to serve the development. However, the construction of the new South Niagara Waste Water Treatment Plant is required to provide sanitary servicing for the full build out of the subdivision. As this new treatment plant is not expected to be operational until 2027, discussions are ongoing with Regional and City staff to allow the first phase(s) of the development to proceed. Several are presented in the Sanitary Servicing Analysis Technical Memorandum, enclosed within the Functional Servicing Report. Further discussion with the Region and City is required to determine the best approach.

6.4.7 Multimodal Transportation

The ROP promotes and supports a multimodal transportation system *“that includes a comprehensive active transportation network, an interconnected public transit system, and an efficient goods movement network”* (Sec. 5.1).

Section 5.1.2.2 recommends measures to support public transit:

- a. *prioritizing transit infrastructure investments to, from and within strategic growth areas to increase the viability of existing and planned transit service levels;*
- b. *providing public transit to areas that have achieved, or will be planned to achieve transit-supportive residential, commercial, institutional and employment densities;*
- c. *considering the use of transit priority corridors within urban areas, including to and from strategic growth areas, employment areas, and other locations with transit-supportive densities;*
- d. *improving linkages from nearby neighbourhoods to major trip generators, such as strategic growth areas, employment areas, local growth centres, employment lands, tourism destinations, public service facilities, and post-secondary institutions;*
- e. *establishing transit service integration between municipal transit agencies via the establishment of a Regional Transit Commission, in collaboration with all transit operators including the Province and Metrolinx, where applicable;*
- f. *permitting infrastructure on lands near settlement areas for uses principle or ancillary to transit-supportive uses that abut higher order transit facilities;*
- g. *providing public transit connections within and between settlement areas.*

Currently, the area is served by Niagara Region Transit Route 60/65, which serves the Morrison/Dorchester hub to Welland. The route runs along Montrose Road with a stop at the Concentrix facility. In addition, Route 22 runs from Niagara Square, south along Montrose Road, and ends in Fort Erie. With higher densities proposed, there is opportunity to expand transit services in the area, particularly as the subject lands is within a strategic growth area.

Further, active transportation shall be integrated into the overall transportation system to:

- a. *enable safe and convenient inter-municipal and intra-municipal travel for active transportation users; and*
- b. *provide continuous linkages from neighbourhoods to strategic growth areas, major trip generators, employment land, tourism destinations, public service facilities, post-secondary institutions and transit stations, including sidewalks and dedicated lane space for cyclists on the major street network, or other safe and convenient alternatives. (Sec. 5.1.3.1)*

A comprehensive trail and cycling network is proposed through the subdivision. The network will link all the major features of the subdivision, including the Welland River, schools, parks, high density and mixed-use areas and the hospital.

In summary, the proposal is consistent with the Niagara Region Official Plan.

6.5 City of Niagara Falls Official Plan ('Official Plan')

The City's Official Plan was originally approved in 1993. The Official Plan forms the basis for managing growth of urban lands, protection of agricultural lands, and the provision of necessary infrastructure. The Official Plan is required under the Planning Act to conform to the Regional Municipality of Niagara's Official Plan.

Contained within the Official Plan are Secondary Plans pertaining to specific areas of the City. The Grand Niagara Secondary Plan pertains to the subject lands.

The below sections assess the proposal against relevant policies of the Official Plan. A further detailed discussion of the Grand Niagara Secondary Plan is provided in Section 6.6 of this report.

The plan proposes high density apartment and mixed-use blocks at heights greater than currently permitted, up to 10 and 15 storeys, respectively. An Official Plan Amendment will be required to facilitate these changes.

The development has otherwise been developed to meet the overall vision and goals of the Official Plan and Secondary Plan.

6.5.1 Residential

Residential lands in the City shall cater to a wide demographic of households; predominant uses shall include: *“single detached and semi-detached dwellings, duplexes, triplexes, quadraplexes, townhouses, apartments, group homes and other forms of residential accommodation.”* (Sec. 1.1)

To further accommodate the changing needs of households, housing choice with respect to type, tenure, cost and location shall be provided. Section 1.2 states that *“the City shall support the following:*

- 1.2.1 Multiple unit developments, smaller lot sizes and innovative housing forms.*
- 1.2.2 Development of vacant land, and more efficient use of under-utilized parcels and existing housing stock.*
- 1.2.3 The full utilization and consolidation of properties to achieve larger scale and more comprehensive residential development.*
- 1.2.4 Development of housing in conjunction with commercial developments in order to create walkable neighbourhoods.”*

Compatible ancillary uses are also permitted where they are compatible with the residential uses and contribute to a complete community. These uses include, schools, churches, nursing homes, open space, parks, community facilities and neighbourhood commercial uses.

The proposed development has been designed as a complete community. A range of housing choices are provided, including multi-unit developments, compact built form and innovative housing forms (e.g. small lot dwellings). The proposed Zoning Amendment seeks to allow a more compact form of development. Further, schools, parks and commercial uses are incorporated into the subdivision to provide convenient, walkable access. Blocks are also reserved for future hospital employment or related uses.

6.5.2 Built-Up Areas

The subject lands are located within the delineated Built-Up Area per Schedule A2 – Urban Structure Plan, see **Figure 9**. However, the lands differ from most of the Built-Up Areas in the rest of the City in

that it is not located within an existing residential neighbourhood or other developed area. The subject lands are predominantly developed for the golf course, and contains few neighbours.

Section 1.15 speaks to the intensification of Built-Up Areas, such that new development shall integrate into the surrounding neighbourhood. This is accomplished through maintaining the character of the neighbourhood, providing a gradation of heights and densities, and providing a harmonious mix of housing types.

Given the subject lands are not located within a typical neighbourhood, these policies generally would not apply. The proposal is measured against the development policies contained within the Grand Niagara Secondary Plan, which is discussed in the next section of this report.

6.6 Grand Niagara Secondary Plan ('Secondary Plan')

The Grand Niagara Secondary Plan was adopted and approved in 2018, and has been incorporated into Official Plan. The Secondary Plan provides a more detailed policy framework with respect to land use, transportation, and servicing for the area. It covers the area bounded by the Welland River to the north, Crowland Road to the west, Biggar Road to the south, and QEW to the east. While the subject lands comprise most of the Secondary Plan area, it also includes the industrial uses along Montrose Road, the future Regional Hospital site, as well as smaller rural residential parcels.

In support of the Secondary Plan at the time of preparation, several technical studies were prepared with respect to the land use planning, natural heritage, transportation, servicing and land use compatibility. Our submission builds upon the previous work completed.

The proposed development is in keeping with the majority of Secondary Plan policies, including those related to community-building, placemaking, and protection of natural heritage. As mentioned, an Official Plan Amendment will be required to permit the heights on the Apartment and Mixed-Use Blocks.

6.6.1 Land Use Designations

Per Schedule A4 – Grand Niagara Secondary Plan (**Figure 10**), the developable portions of the property are predominantly designated "Residential Low/Medium Density". Portions of the site fronting the arterial roads are designated "Mixed-Use." A small section of the site located directly north of the future hospital is designated "Hospital Employment."

The balance of the lands are designated "Environmental Conservation Area" and "Environmental Protection Area", respectively.

The 2km Cytec arc and a further 200 m setback arc infringe upon the north-west corner of the subject lands.

Schedule A4 also shows the preliminary collector road network, and approximate locations for neighbourhood parks.

A discussion of the Secondary Plan policies is provided in the following sections.

6.6.2 Growth Management

“Greenfield Areas” within the Secondary Plan area are to achieve a minimum gross density requirement of 53 people and jobs per hectare, per Section 1.2.1. The calculation of density excludes environmentally-protected lands.

However, as stated, the subject lands are entirely within the “Built-Up Area”. Section 1.2.2 states that “the growth allocation for the Built-up Area is achieved through intensification”. Notwithstanding that there is not a minimum density target, the proposed development does exceed the minimum density target of “Greenfield Areas”. Per Section 6.6.16 of this report, the proposed development equates to a density of 68.6 persons and jobs per hectare in the minimum yield scenario. Under the maximum yield scenario, the density is 103.1 persons and jobs per hectare.

As such, the development will exceed the minimum target for Greenfield Areas, even under the minimum yield scenario.

6.6.3 Residential Neighbourhoods and Housing Range and Mix

The residential portions of the Secondary Plan area is delineated into three neighbourhoods per Schedule A4. The neighbourhoods are generally the area north of Grassy Brook Road, the area between Grassy Brook Road and the CP rail line, and the area immediately south of the CP rail line, respectively.

Section 1.5.1 states that the residential neighbourhoods as well as any residential uses within the Mixed-Use designation are expected to provide 1,350 to 1,800 units and a total population between 3,500 and 4,300 people. However, the expected yield may increase, subject to the final delineation of the natural heritage system, without the need for an amendment.

Section 1.6.1 speaks to housing targets and housing mix in each neighbourhood:

“NEIGHBOURHOOD ONE (N1) - Approximately 400 to 520 dwelling units, including a mixture of Single Detached, Semi Detached, and Duplex units; and 30% Street and Block Townhouses, Stacked Townhouses, as well as Multi-unit buildings and Low-rise Apartments.

NEIGHBOURHOOD TWO (N2) - Approximately 450 to 580 dwelling units including a mixture of Single Detached, Semi Detached, and Duplex units; and 30% Street and Block Townhouses Stacked Townhouses, as well as Multi-unit buildings and Low-rise Apartments.

NEIGHBOURHOOD THREE (N3) - Approximately 220 to 280 dwelling units, including a mixture of Single Detached and Semi-Detached units and 30% Street and Block Townhouses, Stacked Townhouses, as well as Multi-unit buildings and Low-rise Apartments.”

The proposed development exceeds the stated yield as the goal is to create a compact community with various forms of housing. The majority of proposed units (~80%) are in forms other than single or semi-detached dwellings. This includes various forms of townhouses and apartments that cater to different income levels. The medium density forms are dispersed throughout the plan, and will develop in conjunction with lower density forms. The significant increase in density and yield reflects the City's current mandate for additional housing, particularly more affordable options.

Section 1.6.6 states that *"the Secondary Plan shall encourage and support, where appropriate, private, public and non-profit housing developments designed to provide a variety of housing options for seniors including small ownership dwellings, higher density condominium dwellings, building with rental units, as well as developments that facilitate 'aging-in-place'"*. The development will include these housing forms, including small lot cottage-style dwellings, high-density apartment units and accessory units within primary dwellings.

6.6.4 Affordable Housing

The Secondary Plan supports the provision of affordable housing, as defined by the Province of Ontario. This can be achieved by:

- *Promoting higher density housing forms, where housing is more affordable due to reduce per unit land costs;*
- *Building smaller units, where housing is more affordable due to lower development and/or redevelopment costs;*
- *Applying government grants and/or subsidies, including land dedication, that will reduce overall development costs; and,*
- *Encouraging the development of accessory apartments/secondary suites. (Sec. 1.7)*

A detailed discussion on affordable housing is provided in Section 6.7 of this report. Various forms of smaller units are proposed, including apartments. The reduced frontages proposed in the zoning will allow for a more compact form of development, thereby reducing unit land costs. In addition, certain residential blocks are envisioned as detached dwellings with accessory unit(s), providing an opportunity for rental units.

6.6.5 Parks and Open Space System

The development is defined by an integrated system of neighbourhood parks, parkettes, open spaces, and trails. The majority of residences will be located within walking distance to a park. .

Section 1.12.8 describes policies for neighbourhood parks:

- *centrally located and within 400 to 800 metre radius (5 to 10 minute walking distance) of all residential uses within the neighbourhood it is serving;*
- *greater than 0.5 hectares, and preferably 2.0 hectares, in size, except where smaller parkettes, open space, or village greens are approved by the City;*

- *designed for passive and active recreational facilities such as playground equipment and the recreational needs of the neighbourhood residential area(s) as determined through more detailed planning;*
- *integrated with other community facilities such as schools, where deemed appropriate by the City;*
- *located with frontage on a Local and/or Collector Road, with a minimum 60 metres of continuous frontage; and,*
- *connected and/or integrated with the broader Natural Heritage System and active transportation routes shown on the Active Transportation Plan (Appendix IX-C) to this Secondary Plan, where appropriate and feasible.*

There are two neighbourhood parks proposed: one between the two school sites and the second near the hospital. Both are 2.0 hectares or greater. The programming will be determined in tandem with the City, but can accommodate passive or active recreation. Both are adjacent the natural heritage system and have generous frontage on a collector road.

There are also four parkettes distributed through the plan. Section 1.12.9 states that parkettes should be:

- *easily accessible for residents within a 200 to 400 metre radius (3 to 5 minute walking distance);*
- *designed to have significant public exposure and access. Urban design options include surrounding the park with streets or fronting dwellings directly on to the parkette/village square;*
- *a reflection of the needs of surrounding residents including places to sit and socialize, junior play area for children, and a significant tree canopy for shade; and,*
- *designed with 100 percent public frontage, however less frontage is acceptable where other design alternatives achieve public view and access. Public frontage can be a public road, a school, or natural heritage features.*

The parkettes serve areas that are not immediately served by neighbourhood parks. They can be programmed for passive uses, socializing and/or junior play. Each has frontage from a public street and/or natural heritage areas.

In addition to the above public parks, it is anticipated that amenity areas will be incorporated into the Medium Density, Apartment, and Mixed-Use blocks through future site plan approvals. This will provide further opportunities for recreation and enjoyment within the privately-owned areas.

6.6.6 Institutional Uses

The Grand Niagara area is to accommodate two elementary school sites per Section 1.13.1. In consultation with the City, Niagara Catholic District School Board and the District School Board of Niagara, the following shall apply:

- *schools shall be located on sites adjacent to proposed municipal parks, and linked to the broader Natural Heritage System wherever possible;*
- *where appropriate, and subject to the approval of the City and/or Region of Niagara, lay-by lanes may be provided within the design of roads abutting school sites;*

- *Safe and convenient access routes shall be planned between the school and surrounding residential areas; and,*
- *Shared use facilities for joint schools and for joint school and recreation facilities shall be permitted. Shared facilities with other uses may also be considered. (Sec 1.13.3)*

Additional policies regarding size and location of school sites are listed below.

- 1.13.4 *Each school site should be centrally located such that the majority of students are within an 800 metre radius or 10 minute walk.*
- 1.13.5 *School sites should be located adjacent to public parks, integrated with the trail system, and central to the community to promote walking or cycling, enabling most students to walk to school.*
- 1.13.6 *Each school site shall have an area between 1.5 to 2.0 hectares and be located with at least one frontage on a Local Road with a right-of way of up to 20.0 metres.*
- 1.13.8 *School sites should not be located adjacent to:*
- *commercial, industrial, or agricultural uses;*
 - *railway lines, Arterial Roads; and,*
 - *utility transmission corridors, including gas pipelines, and hydro corridors.*

The proposed school sites comply with these policies. They are located abutting neighbourhood parks and the natural heritage system. Each has frontage on at least one local road, and accessible via the trail system and/or bike routes. The school sites are also located away from incompatible uses, such as commercial areas, rail lines and utility corridors.

Pre-consultation comments provided by the District School Board of Niagara requested a 3.3-hectare block, while the Niagara Catholic District School Board requested a 2.4-hectare site. Both have been accommodated and are rectangular in shape.

The sites are proposed to be dual-zoned in the event one, or both, of the school boards deem a school not be required. The zoning would allow the school block(s) to revert to residential. This prevents the need to initiate a future zoning amendment. In addition, it clearly shows potential homebuyers in the area the potential land uses should the school(s) not be required.

6.6.7 Cytex Canada Inc. Setback

The 2 km Cytex arc and a 200-metre setback arc are identified on the Draft Plan of Subdivision. Section 2.3.1 states that within the 200-metre setback, only detached dwellings on larger lots are permitted, and maximum building height shall be 2.5 storeys, or 8 metres, whichever is lesser.

The Draft Plan of Subdivision proposes detached and/or semi-detached dwellings within the setback. Lotting will be finalized prior to registration, however, Provincial and municipal planning policies stipulate a more compact form of development within urban areas. As such, the lotting within these

lands will be consistent with an urban form of development (not large lots as is common in rural areas). The dwellings will be limited by to 8.0 m. in height, and will not exceed 2.5 storeys.

Section 2.3.2 states that uses within the 2km Cytec are to include the Grassy Brook right-of-way, stormwater management ponds and/or passive open space. Our proposal includes a stormwater management pond and open space within the arc. We are proposing not to fully extend Grassy Brook Road as a public right-of-way to Crowland Road. Any open space lands within the arc will not constitute parkland dedication under the Planning Act.

6.6.8 Residential Low/Medium Density Designation

The areas of the plan designated “Residential Low/Medium Density” shall be predominantly low density, including detached, semi-detached and townhouses. Medium Density housing forms are to be integrated throughout the Secondary Plan area, and in proximity to the open space system and commercial areas (Sec. 3.1). The permitted uses are:

- single detached;
- semi-detached;
- duplex;
- street townhouses, block townhouses, and stacked townhouses;
- multi-unit buildings (triplex, fourplex, quadruplex);
- live-work buildings;
- low rise apartments;
- accessory dwelling units;
- home occupations; and,
- neighbourhood commercial (Sec. 3.1.1).

The proposed residential uses in the lands designated “Residential Low/Medium Density” is in keeping with these permitted uses.

The development policies are as follows:

3.1.3 Single and semi-detached dwellings, duplexes, street townhouses, block townhouses, and other compatible housing forms may be developed within a net density range of 20 to 50 units per hectare.

3.1.4 Stacked townhouses, apartments, and other multiple housing forms may be developed to a maximum net density of 75 units per hectare

3.1.5 The building height shall be up to a maximum of 3 storeys, or 10 metres, whichever is less, with the exception of dwelling units located within the approximate 200 metre setback from the 2km Cytec Arc which shall be 2.5 storeys or 8 metres, whichever is less. Stacked Townhouses, apartments, and other multiple housing forms shall be a maximum of 4 storeys, or 14.0 metres, whichever is less.

- 3.1.6 *Back-lotting or reverse lot frontages shall be avoided and not considered unless demonstrated to be the only alternative (i.e. a buffer from industrial uses) and shall be minimized where abutting parks and valleys.*
- 3.1.7 *Dwellings shall address all road frontages and garage doors shall not dominate the view of the streetscape. Front and exterior side yard porches shall be encouraged. The implementing zoning by-law shall include details with respect to permitted encroachment for front and exterior side yards, as well as the maximum percentage of lot frontage permitted to accommodate garage doors.*
- 3.1.8 *Street and block townhouses should be located in proximity to open spaces and neighbourhood commercial uses to allow for walkable to amenity spaces and services.*
- 3.1.9 *Block townhouses shall be designed to integrate the streetscape by facing the street.*

A discussion on the density of development is provided in Section 6.6.16 of this report. Due to a change in mandate since the approval of the Secondary Plan to increase housing supply, the densities proposed in the development exceed the stated policies.

Within the freehold, ground-related, residential areas (e.g. single/semi-detached, townhouses), building heights are a maximum of 3 storeys, except for dwellings within the Cytec + 200m arc, where a maximum of 8.0 m. is permitted. Within the Medium Density Blocks, a maximum of 4 storeys is proposed for apartments and other multiple housing forms. The Medium Density Blocks are estimated to yield a density of 50 to 75 units per hectare.

As previously discussed, an Official Plan Amendment is proposed to permit up to 10-storey apartments within the Apartment blocks. The Apartment blocks are estimated to yield 75-150 units per hectare.

The plan has been designed to avoid any back-lotting. The design of dwellings will ensure garages do not dominate the streetscape, and front and/or exterior side yard porches are proposed on all dwellings. Townhouses and other medium density housing forms are located near open spaces and parks.

Limited neighbourhood commercial uses are also envisioned fronting onto Grassy Brook Road within the Apartment Blocks 89 and 90 to serve the immediate community. It is estimated that a maximum of 750 sq. m. of commercial/non-residential uses may be incorporated into each block.

The final form of development within the Medium Density and Apartment Blocks, respectively, will be subject to future site plan approval.

6.6.9 Second Units

Second Units, or accessory units, are encouraged in the Secondary Plan, and are permitted within residential areas. As discussed in Section 6.7, accessory units are also encouraged in the City's Housing Strategy to offer an additional lower-priced housing forms.

Section 3.1.14 states: “Accessory dwelling units shall be permitted by the Zoning By-law within residential areas in single detached, semi-detached dwellings, street townhouses and accessory buildings thereto. Zoning regulations shall be based on the following:

- Only one second unit per lot is to be permitted.
- Sufficient lot size and configuration to accommodate adequate parking, green space and amenity areas for both the principal dwelling and the second unit.
- All applicable laws are met for the second unit
- The overall appearance and character of the principal dwelling is maintained.
- Accessory structures that have a second unit shall not be severed from the principal dwelling.”

The proposal includes the residential blocks consisting of detached dwellings with a rear “coach house” or “carriage house”. The coach house is detached from the main dwelling, and includes a garage for principal residence, and a Second Unit located above. The accessory unit will be approximately 550-600 square feet. Each lot will maintain a private rear amenity space. The coach houses are located on a rear public lane. A preliminary plan for these units is provided in **Appendix B**. Appropriate site-specific zoning provisions are proposed to facilitate this built form.

In addition, some lots are proposed to include an additional accessory unit in the basement. These lots would have two accessory units in addition to the primary dwelling. The primary dwelling would have an attached garage at the front of the lot, in addition to the coach house at the rear. A preliminary plan for these units is provided in **Appendix C**.

While the Secondary Plan currently permits one Second Unit per lot, recent legislative changes under Bill 23 permit up to two accessory units as-of-right on any lot.

The introduction of these lots into the plan further diversifies the housing mix and provides lower-priced options.

6.6.10 Mixed Use Centre Designation

Lands designated “Mixed-Use Centre” provide opportunity for retail and commercial uses that benefit from arterial road frontage, and provide a transition to the interior portions of the plan by permitting residential uses as well. Section 3.4.1 lists the permitted uses:

- Retail and service commercial uses;
- Restaurants;
- Offices;
- Recreational uses;
- Cultural uses;
- Residential uses in the form of stacked townhouses, apartments or other multi-unit buildings;
- Institutional uses;
- Public or private medical clinics; and
- Daycare centres, day nurseries.

The Mixed-Use Blocks (93 to 95), located abutting Biggar Road and Montrose Road, respectively, are envisioned as apartment buildings with ground-related townhouses and opportunity for commercial or

other non-residential uses incorporated into the development. Various forms of townhouses may also be included as part of the overall development of a Mixed-Use Block.

The development policies are as follows:

3.4.2 *The Mixed Use Centre Designation is expected to accommodate approximately 475 to 710 people and 780 jobs, at a minimum, based on development assumptions of this Secondary Plan. The achievement of substantially greater population and/or employment yields shall be permitted without Amendment to this Secondary Plan.*

3.4.3 *Buildings may be developed as stand-alone commercial or residential uses, or in combination. However, it is the intention of this Plan to require that the lands located in the southwest quadrant, north of Biggar Road, and south of the rail line and lands on Montrose Road be developed as a mixed commercial/residential use.*

3.4.4 *Building heights shall not exceed 6 storeys, or 25 metres, whichever is less. Minimum building heights shall be 2 storeys, or 7.5 metres whichever is greater.*

3.4.5 *Individual stand alone or mixed use buildings may be developed at an average Floor Space Index (FSI) of 3.0. The FSI generally refers to the ratio of the gross floor area of all buildings on a lot divided by the area of the lot on which the buildings are being developed.*

3.4.6 *Commercial uses may be developed as follows:*

- *Stand alone and ground floor commercial uses permitted in 3.4.1 that would benefit from exposure along an Arterial Road frontage are encouraged along Biggar Road and Montrose Road;*
- *Parking areas shall be located at the rear of the building, away from the public street frontage. Parking areas shall be designed to incorporate vegetative islands.*

3.4.7 *Residential uses may be developed as follows:*

- *Parking areas shall be located in the rear or interior side yards. Where a rear or exterior lot line, or rear or side building façade abuts a public road, enhanced landscaping and building treatments should be employed to ensure that building facades are attractive and parking areas are appropriately screened from view;*
- *Where residential uses are proposed in mixed use buildings, they must be located above the ground floor;*
- *Shared parking arrangements within mixed use buildings may be permitted on a site-specific basis, subject to a Parking Demand Analysis being submitted, as part of an application to amend the Zoning By-law, to the satisfaction of the Director of Transportation Services; and*
- *Amenity areas should be located adjacent to natural heritage features in order to assist in mitigation of the development and to integrate built and natural environments, where appropriate.*

Due to the desire for additional housing, particularly apartments, the height and density proposed on the Mixed-Use blocks is substantially higher than currently permitted in the Secondary Plan. It is

proposed that maximum heights of 15 storeys be permitted. The Mixed-Use blocks are estimated to yield 150-200 units per hectare.

In addition, it is estimated that the following maximum commercial/non-residential GFA may be incorporated:

- Block 93 – 1,000 sq. m.
- Block 94 – 3,750 sq. m.
- Block 95 – 2,500 sq. m.

The final form of development of the Mixed-Use blocks will be subject to future site plan approval. The site plan approval process will also an attractive urban design standard is met.

6.6.11 Hospital Employment

The subject lands include an area north of the hospital that is designated “Hospital Employment”. In discussion with Niagara Region and City staff, the new east-west collector road in the subdivision has been relocated from the Secondary Plan schedule. The road, being Street HH on the Draft Plan, now intersects with Montrose Road further south, directly opposite Reixinger Road. This provides a convenient access to the future hospital site. Respective agreements of purchase and sale have been entered into with the City of Niagara Falls and Niagara Region to convey the widening on Montrose Road to the Region, and the road system internal to the subdivision (Street HH and KK) to the City to provide access to the hospital.

As a result of this change, the area designated “Hospital Employment” has been divided into three blocks. Two blocks, being 0.99 ha. and 0.36 ha. in size respectively, are intended to remain for hospital employment uses. The third block is shown as a park and to be conveyed to the City as parkland contribution, as stipulated in the Agreement of Purchase and Sale between the proponent and the City, dated July 11th, 2022.

In addition to the Regional Hospital, other supportive uses are permitted per Section 3.3.2:

- *Large scale institutional uses, medical clinics, laboratories uses that serve or support the hospital function;*
- *Prestige employment uses including research, innovation, and development facilities, and business and administrative office buildings;*
- *Community infrastructure including indoor recreation facilities and fire and emergency services; and,*
- *Complimentary employment, office, retail, small scale commercial, hotels, restaurants, structured parking, assisted living for special needs groups and long term care facilities for seniors.*

Section 3.3.3 speaks to gross density across the entire “Hospital Employment” designation to be approximately 30 jobs per hectare, and that maximum height shall be 6 storeys, or 25 metres, whichever is lesser.

The two blocks are proposed to be zoned to permit the hospital supportive uses. Staff have indicated a need for a potential hospice site on the subject lands. Block 96 (0.99 ha.) has been identified for either a hospice or for hospital employment uses. The block is well-positioned due to its proximity to the hospital and neighbourhood park, and adjacent to natural heritage space. A preliminary site plan for the hospice block is provided in **Appendix D**.

Other uses contemplated in the hospital employment block include complimentary retail/commercial uses, health-related institutional uses or community infrastructure.

6.6.12 Environmental Protection and Conservation Areas

The subject site includes an extensive natural heritage system, whereby the development proposal aims to protect the biodiversity, ecological function and connectivity of the environment. Over 40% of the gross land area is environmentally-protected. The natural heritage features on the site are designated as Environmental Protection Area (EPA) and Environmental Conservation Area (ECA), respectively, on Appendix IX-D of the Official Plan (and subject to refinement through an EIS). Refer to **Figure 11**.

The Savanta Environmental Impact Study (2017) prepared in support of the Secondary Plan, and the Addendum prepared by Dillon Consulting to support this application provide an extensive assessment of the features on-site and recommend appropriate mitigation measures to support the development. While the Savanta report provided extensive background information, the Dillon Addendum includes additional field surveys and feature staking with agencies (in accordance with the approved Terms of Reference). Through the fieldwork completed by Dillon, the limits of the features have been refined and reflected in the Draft Plan. Schedule

The recommended buffers are consistent with the Savanta EIS:

- Provincially Significant Wetlands (30 m buffer);
- Welland River (30 m buffer);
- Lyon's Creek and Grassy Brook watercourses (15 m buffer);
- Certain retained other, non-PSW wetlands (15 m buffer); and
- Retained woodlands (10 m buffer).

The development limits incorporate these recommended buffers. Where more than one feature overlap, the larger buffer is applied. These environmentally-protected areas are incorporated fully within the Open Space blocks on the Draft Plan.

Per Section 3.5.8, "*permitted uses, subject to the results of an Environmental Impact Study, on lands designated Natural Heritage System, may include:*

- *Conservation uses;*
- *Trails and other associated passive recreational opportunities and facilities that do not require substantial site alterations; and,*
- *Existing lawful uses, restricted to their geographic location as of the date of the passing of this Plan."*

The only uses envisioned within the Open Space blocks are conservation and ecological enhancement, and passive recreational trails. A conceptual trails plan is provided in the Urban Design Brief and included in **Figure 4**.

Notwithstanding the above, Section 3.6.4 permits essential public uses, such as utilities, communication facilities and transportation routes to extend through lands designated EPA or ECA where an EIS has been approved. An existing hydro corridor (parallel with the rail line) and gas pipeline easement (south-west corner of the property) traverse through environmentally-protected lands; these will remain unchanged.

Two road crossings are proposed over Lyons Creek via Street A and Street HH. The Street A crossing is consistent with Schedule A4 of the Secondary Plan. The Street HH crossing is not shown on the schedule, however, is proposed at the request of the City and Regional staff in order to align with Reixinger Road on the east side of Montrose Road. The EIS Addendum speaks to the mitigation measures associated with these crossings.

6.6.13 Restoration Plan and Removal of Non-Significant Features

The Natural Heritage System defined in the Secondary Plan contemplates removal of some non-significant features. The features being removed are generally shown in Appendix IX-C of the Official Plan (**Figure 12**) and further refined in the EIS Addendum. However, compensatory mitigation is required for these removals, to the satisfaction of the City, Region and NPCA.

Section 3.5.18 states *“the compensation program will be confirmed through the execution of a restoration and compensation agreement between the City and the landowner. The agreement shall address the following:*

- *Provision for the removal of certain natural heritage features within the Secondary Plan Area consistent with Schedule A-4(a) Natural Heritage Removal Plan and the Ecological Restoration Plan Savanta, February, 2017;*
- *Provision for the compensation of these features either on land within or outside of the Secondary Plan Area;*
- *Compensation permitted in a manner that is consistent with Schedule A-4(b) Natural Heritage Rehabilitation Plan and Ecological Restoration Plan Savanta, February, 2017;*
- *The identification of compensation lands;*
- *The preparation of a detailed restoration/enhancement plan;*
- *A description of works related to environmental restoration and/or enhancements and the timing of these works;*
- *The completion and establishment of restoration works prior to the removal of any existing natural heritage features;*
- *The requirement for a Work Permit regarding the compensation of any feature regulated by the Niagara Peninsula Conservation Authority;*
- *A detailed, multi-year monitoring plan of the compensation/ restoration works; and*
- *The securing of compensation through the provision of a Letter of Credit submitted to the City.”*

The proposed Restoration Plan, as prepared by Savanta and approved through the Secondary Plan process, is provided in **Figure 13**.

A discussion on the proposed restoration is provided in the EIS Addendum. Detailed restoration and enhancement plans are being prepared by Dillon consistent with Schedule A-4(b), and is expected to be provided to City, Region and NPCA staff in early 2023. It is our intention to obtain approval for the restoration plan and enter into the required agreement(s) in order to start the works as soon as possible.

The restoration works are being completed on the adjacent lands to the west of the subject site. An executed agreement has been entered into between the proponent and the adjacent landowner to allow the restoration works to occur.

6.6.14 Infrastructure – Roads and Active Transportation

The Secondary Plan requires that the road network be developed as “complete streets” by incorporating facilities for pedestrians, cyclists, transit and vehicles.

Section 4.1.5 provides policies related to arterial roads. Appropriate widenings are provided on the plan for Montrose Road and Biggar Road respectively. No back-lotting is proposed. The development blocks adjacent the arterial roads will be subject to future site plan approval, and will be designed with appropriate landscaping and buffering.

The collector road system shown in Appendix IX-E - Active Transportation Plan (**Figure 14**) are schematic and may be adjusted without amendment to the plan (Sec. 4.1.6.1). Section 4.1.6 further states that collector roads are to be maximum 20.0 m. in width, avoid back-lotting and reverse lot frontages and should include bicycle lanes.

The proposed collector roads are in keeping with the Active Transportation Plan. The collector roads are shown as:

- Grassy Brook Road and Street Q extension – 26.0 m. width
- Street A (south of Grassy Brook Road/Street Q) – 23.0 m. width
- Street A (north of Grassy Brook Road/Street Q) – 20.0 m. width
- Street HH – 20.0 m. width
- Street I – 20.0 m. width

Bicycle lanes are provided within the Grassy Brook Road and the 23.0 m.-wide portion of Street A right-of-way. A multi-use path is incorporated within the right-of-way of Street A, north of Grassy Brook Road. Shared bicycle routes are envisioned along Street HH to allow for street parking. No back-lotting is proposed on the collector roads.

Section 4.1.6.2 states that Grassy Brook Road is to extend to Morris Road as a collector road and as an alternate emergency exit. While our plan shows Grassy Brook Road terminating at the west limits of our property, an emergency access through SWM Pond (Block 101) can be incorporated into its design.

The local road policies under Section 4.1.7 state that maximum widths are to be 20.m. These roads are to include parking, sidewalks on both sides and landscaping in boulevards. Our local roads are designed to 18.0 m. width, including parking and sidewalks on one side.

Residential lanes are encouraged for lots fronting collector roads and parks, as it provides safer pedestrian environments without the driveways (Sec. 4.1.8). Residential lanes shall be a maximum of 8.5 m. width, with a paved width of 6.0 m. The proposed lanes, located behind the dwellings with the Coach Houses, are proposed to be 10.0 m. to accommodate utilities.

The proposed road cross sections are provided in the Urban Design Brief and Functional Servicing Report, respectively. While some of the designs differ from the Secondary Plan policies, the design requirements for each type of road will be confirmed and implemented through subsequent development approval such as the current applications (per Sections 4.1.6.4, 4.1.7.3 and 4.1.8.2).

With respect to active transportation, Section 4.1.11 states: *“pedestrian and bicycle path systems shall serve the entire Secondary Plan community and be linked with other pathway systems in the City. Pedestrians and cyclists shall be appropriately accommodated within the entire road network, and within the trails network, conceptually identified on the Active Transportation Plan (Appendix IX-E).”* The trail system may be located within *“natural features, stormwater management facilities, open spaces, parks, and the road system”* (Sec. 4.1.11.3).

As stated above, on-road bicycle routes/lanes and/or a multi-use path are proposed on all collector roads. In addition, a trail network is provided through subdivision to encourage additional connectivity. The trails are proposed within open space blocks (natural heritage buffers), parks and SWM facilities. A Conceptual Trails Plan is provided in **Figure 4**, and is also contained within the Urban Design Brief. It is generally consistent with Appendix IX-E of the Official Plan.

6.6.15 Infrastructure – Servicing

The Functional Servicing Report and Stormwater Management Report provided in support of the applications detail the proposed servicing strategy to facilitate the development.

Water servicing will be extending from the existing watermains on Grassy Brook Road and Montrose Road, respectively. Proposed watermains on Street HH and Biggar Road are logical extensions of infrastructure already designed by Parsons on behalf of the Region. Further a network of watermains within the site will establish a looped system to all areas of the proposed development. The existing Niagara Falls Water Treatment Plant and reservoir have sufficient capacity to accommodate the development.

Wastewater from the site is currently conveyed to the Grassy Brook Sewage Pumping Station (SPS), and ultimately outlets to the Niagara Falls Wastewater Treatment Plant. However, Section 4.2.1 of the Secondary Plan states: *“the Niagara Region 2016 Water and Wastewater Master Servicing Plan (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 estimated to be under construction by 2025, pending budget approval.”* The new WWTP and an accompanying trunk sewer

along Montrose Road are required to accommodate the full build out of the subdivision, as well as the Regional Hospital.

However, there are options to allow the initial phase(s) of the proposed development to proceed until those external works are completed. A Technical Memorandum (Sanitary Servicing Analysis) has been prepared to investigate options. There is existing capacity to accommodate a portion of the development, given that the hospital has not been constructed yet. Additional alternatives to upgrade the existing Grassy Brook SPS, forcemain or to install a new pumping station will facilitate additional development until such time as the new WWTP is operational. These options are key to ensuring housing is delivered in a timely manner. The project team has initiated discussions with City and Regional engineering staff to further explore these options.

Stormwater management facilities will be located outside of EPA areas. A combination of piped storm sewers and overland drainage systems will be used to control stormwater (Sec. 4.3.2). The SWM strategy includes four wet SWM ponds, a grassed swale and oil grit separators (for the medium density, apartment, mixed-use and hospital employment blocks).

Further, stormwater management facilities will contribute to the appearance and ambiance of the community, and shall blend into the natural landscape (Sec. 4.3.4 and 4.3.5). The proposal includes plans to integrate the facilities into the wider trail and open space network, and to create an attractive landscape design to enhance the community.

6.6.16 Overall Density of Development

As the subject lands are within the Built-Up Area, there is no specific density target. Notwithstanding, it is helpful to determine the overall density of the development in relation to Greenfield Areas elsewhere in the City. Within the Grand Niagara Secondary Plan area, Greenfield Areas are to achieve a density of 53 persons and jobs per hectare.

The following two tables show the density under the minimum and maximum yield scenarios, respectively.

Density - Minimum Yield Scenario					
Land Use	# of Units	PPU¹	Persons	Jobs	Persons and Jobs
Detached and Semi-Detached	348	3.27	1138		1138
Dual Frontage Detached	27	3.27	88		88
Detached with Coach House	98	3.27	320		320
Small Lot Detached	142	2.05	291		291
On-Street Townhouses	374	2.05	767		767
Back-to-Back Townhouses	57	2.05	117		117
Medium Density Blocks (85-88)	403	2.05	826	43 ²	869
Apartment Blocks (89-92)	633	1.55	981		981
Mixed Use Blocks (93-95)	1476	1.55	2288	207 ²	2495
Total Yield	3558				
Schools				100 ³	100
Hospital Employment				41 ⁴	41
Total Person and Jobs			6816	391	7207
Net Area in ha. (Gross Area - Environmental Protection Area)					105.1
Density (Persons and Jobs per Hectare)					68.6

1. PPU obtained from City of Niagara Falls Development Charges Background Study, Hemson Consulting, March 29, 2019

2. Assumes 1 job per 35 m2 of Commercial GFA per Grand Niagara Secondary Plan Report (May 5, 2017), Appendix B. Max Commercial GFA for Medium Density Blocks is 1,500 m2; and for Mixed-Use Blocks is 7,250 m2

3. School - assumes 100 staff over the two schools

4. Hospital Employment assumes 30 jobs per hectare per Section 3.3.3 of the Secondary Plan

Density - Maximum Yield Scenario					
Land Use	# of Units	PPU¹	Persons	Jobs	Persons and Jobs
Detached and Semi-Detached	678	3.27	2217		2217
Dual Frontage Detached	29	3.27	95		95
Detached with Coach House	128	3.27	419		419
Small Lot Detached	184	2.05	377		377
On-Street Townhouses	455	2.05	933		933
Back-to-Back Townhouses	74	2.05	152		152
Medium Density Blocks (85-88)	605	2.05	1240	43 ²	1283
Apartment Blocks (89-92)	1266	1.55	1962		1962
Mixed Use Blocks (93-95)	1968	1.55	3050	207 ²	3258
Total Yield	5387				
Schools				100 ³	100
Hospital Employment				41 ⁴	41
Total Person and Jobs			10445	391	10836
Net Area in ha. (Gross Area - Environmental Protection Area)					105.1
Density (Persons and Jobs per Hectare)					103.1

1. PPU obtained from City of Niagara Falls Development Charges Background Study, Hemson Consulting, March 29, 2019
2. Assumes 1 job per 35 m2 of Commercial GFA per Grand Niagara Secondary Plan Report (May 5, 2017), Appendix B. Max Commercial GFA for Medium Density Blocks is 1,500 m2; and for Mixed-Use Blocks is 7,250 m2
3. School - assumes 100 staff over the two schools
4. Hospital Employment assumes 30 jobs per hectare per Section 3.3.3 of the Secondary Plan

The minimum and maximum scenarios equate to a density of 68.6 and 103.1 persons and jobs per hectare, respectively. Both of these scenarios exceed the Greenfield Area density target.

As discussed, the actual yield is anticipated to be closer to 4,500 units (subject to change). This would result in a density of 86.8 persons and jobs per hectare.

Density - Anticipated Yield Scenario					
Land Use	# of Units	PPU¹	Persons	Jobs	Persons and Jobs
Detached and Semi-Detached	542	3.27	1774		1774
Dual Frontage Detached	28	3.27	92		92
Detached with Coach House	115	3.27	377		377
Small Lot Detached	166	2.05	339		339
On-Street Townhouses	410	2.05	839		839
Back-to-Back Townhouses	66	2.05	135		135
Medium Density Blocks (85-88)	504	2.05	1033	43 ²	1076
Apartment Blocks (89-92)	950	1.55	1472		1472
Mixed Use Blocks (93-95)	1722	1.55	2669	207 ²	2876
Total Yield	4502				
Schools				100 ³	100
Hospital Employment				41 ⁴	41
Total Person and Jobs			8730	43²	9120
Net Area in ha. (Gross Area - Environmental Protection Area)					105.1
Density (Persons and Jobs per Hectare)					86.8

1. PPU obtained from City of Niagara Falls Development Charges Background Study, Hemson Consulting, March 29, 2019
2. Assumes 1 job per 35 m² of Commercial GFA per Grand Niagara Secondary Plan Report (May 5, 2017), Appendix B. Max Commercial GFA for Medium Density Blocks is 1,500 m²; and for Mixed-Use Blocks is 7,250 m²
3. School - assumes 100 staff over the two schools
4. Hospital Employment assumes 30 jobs per hectare per Section 3.3.3 of the Secondary Plan

In summary, the development is consistent with the goals and objectives of the City of Niagara Falls Official Plan and Grand Niagara Secondary Plan. An Official Plan Amendment is required to permit increased heights of apartment buildings within specific blocks of the plan. This contributes to the housing goals under the Official Plan and Secondary Plan.

6.7 City of Niagara Falls Housing Directions Strategy and OPA

To address affordable housing, the City of Niagara Falls has prepared a Housing Directions Strategy. The process commenced with the preparation of the Housing Directions Study – Housing Needs and Supply Report, prepared by Dillon Consultation in June 2021. This report reviewed the availability and suitability of housing in the City, and serves as the guide for the creation of a Housing Strategy.

The subsequent Housing Strategy was prepared by Dillon Consulting in January 2022 and approved by Council. The strategy details 21 recommendations to promote diversity of housing and increase affordability. Official Plan Amendment 149 was approved by Council on January 17th, 2023 to

implement the applicable recommendations from the Housing Strategy Report. The following policies have been incorporated into the Official Plan through OPA 149.

Section 4.1 reiterates the themes from the Housing Strategy report:

The City supports a range of housing uses and built form types, including housing that is affordable. To achieve this the City shall:

- *Provide opportunities for the development of affordable housing across the municipality*
- *Establish targets for affordable housing*
- *Promote a greater diversity of housing types*
- *Ensure a healthy supply of rental units*
- *Increase public awareness about housing and provide advocacy for partnerships*
- *Provide a variety of financial incentives to promote and facilitate the development of affordable and rental housing*
- *Monitor and report on an ongoing basis to measure the efficacy of implementation of the City's Housing Strategy, address emerging housing needs and ensure actions are met within the stated timeframes.*

A choice of housing, including type, tenure, cost and location shall be encouraged through the support of:

- 4.3.1 *Multiple unit developments, smaller lot sizes and innovative housing forms.*
- 4.3.2 *Development of vacant land, and more efficient use of under-utilized parcels and existing housing stock.*
- 4.3.3 *The full utilization and consolidation of properties to achieve larger scale and more comprehensive residential development.*
- 4.3.4 *Development of housing in conjunction with commercial developments in order to create walkable neighbourhoods.*
- 4.3.5 *Accessory dwelling units in single-detached, semi-detached and townhouse dwellings in accordance with the legislation set out in the Planning Act and as further regulated through the policies of this Plan and the Zoning By-law*

Further, Section 4.6 states that the City will “encourage provision of varying lot sizes, housing form and unit size in order to contribute to affordability” in the review of subdivision/zoning applications.

Accessory units are also encouraged per Section 4.12.1; whereby an additional dwelling in the principal building and an additional dwelling in an ancillary building will be permitted on the same lot (three residential dwellings total).

The proposed development supports these policies by:

- Proposing ~70% of dwelling units within multiple unit developments, such as apartment units, stacked townhouses units or other forms with smaller dwelling sizes;
- Introduction of small cottage houses, which will be priced lower due to the smaller lot size and unit size;
- Introduction of detached dwellings that are designed to include 1 or 2 accessory units on the lot, increasing the rental supply;
- Include mixed-use developments with housing in close proximity to commercial uses;

- Providing for a compact form of development, including narrower lot frontages than currently permitted in the Zoning Bylaw.

The tenure of the Medium Density, Apartment and Mixed-Use blocks may include rental units in the future.

There may also be opportunity for discussions in the future with respect to financial incentives and other measures to further increase affordable housing within the multi-unit developments. It is our understanding a Community Improvement Plan will be required to implement these types of measures.

The housing strategy aims to introduce a target of 40% of all new housing annually to be affordable. Based on growth projections, this translates to 270 units per year to be built as affordable. Section 4.8 sets the target as:

- 135 units per year to be built with a purchase price or rental price at or below the identified threshold for affordable in accordance with the Niagara Region's definition of affordable;
- 135 units per year to be built as rental units that would be affordable to rental households in the 30th income percentile or lower based on income deciles presented in the City's annual housing monitoring report. Rental unit support provided by Regional Housing Services shall be in alignment with the Region's Consolidated Housing Master Plan and dependent on available resources.

In the Housing Strategy Report, the affordable purchase price was estimated to be \$499,440 and affordable rent at \$2,400/month, based on 2021 dollars. The deeply affordable rent (30th income percentile) was estimated to be \$968/month.

It is expected that the purchase price for the small lot cottage-style dwellings will meet the definition of affordable based on the above estimates. The remaining dwellings units are expected to exceed the definition for affordable ownership. While the tenure of the future medium-density, apartment and mixed-use blocks are not known at this time, it is possible some development may be rental. If rental, it is expected that some of the smaller units would meet the definition of affordable rent.

Section 4.4 states that a Housing Impact Statement is required as part of a complete application. A Housing Impact Statement is provided in **Appendix E**.

7.0 PROPOSED OFFICIAL PLAN AND ZONING BYLAW AMENDMENTS

7.1 Official Plan Amendment

A Draft Official Plan Amendment is enclosed with this submission, and provided in **Appendix F**. The Amendment seeks to permit:

- A maximum height of 10 storeys on the Apartment Blocks
- A maximum height of 15 storeys on the Mixed-Use Blocks

The Official Plan Amendment will facilitate the uses envisioned on the Draft Plan. **Figure 15** shows the lands subject to the Amendment.

7.2 Zoning Bylaw Amendment to By-law 79-200

The subject lands are subject to Comprehensive Zoning By-law 79-200, and are currently zoned Open Space (OS), subject to exceptions 774, 775 and 776, and Environmental Protection Area (EPA), subject to exception 777. The Open Space zones facilitate the golf course, as well as allowed for other associated uses such as a conference centre, spa, vacation dwelling units and apartment hotel. The Environmental Protection Area zones pertain to the areas adjacent the Welland River, Lyon's Creek, the Grassy Brook watercourse, and other environmentally-protected features.

A Zoning Bylaw Amendment is required in order to facilitate the proposed development. A Draft Zoning Bylaw Amendment is enclosed with this submission, and provided in **Appendix G**. The amendment seeks to establish the following site-specific exception zones (the letters in the suffix represent future exceptions under Section 19 of Zoning By-law 79-200):

- Residential Two Zone (R2-AAA) - Detached and Semi-Detached Dwellings
- Residential 1F Density Zone (R1F-BBB) – Detached Dwellings with Detached Garage (Coach House) and Accessory Units
- Residential 1F Density Zone (R1F-CCC) – Small Lot Detached Dwellings
- Residential 1F Density Zone (R1F-DDD) – Dual Frontage Detached Dwellings
- Residential Mixed Zone (R3-EEE) – On-Street Townhouses
- Residential Mixed Zone (R3-FFF) – Back-to-Back Townhouses
- Residential Low Density, Grouped Multiple Dwellings Zone (R4-GGG) – Medium Density Blocks (85 and 87) for low-rise apartments and stacked townhouses
- Residential Low Density, Grouped Multiple Dwellings Zone (R4-HHH) – Medium Density Blocks (86 and 88) for low-rise apartments, stacked townhouses, group townhouses
- Residential Apartment 5E Density Zone (R5E-III) – Apartment Blocks
- Residential Apartment 5F Density Zone (R5F-JJJ) – Mixed-Use Blocks
- Institutional Zone (I-KKK) – Hospital Employment Blocks
- Institutional Zone (I-LLL) – School Blocks
- Environmental Protection Area Zone (EPA-MMM) – Environmental Protection Area Blocks
- Open Space (OS-NNN) – Stormwater Management Blocks

Comparison tables between the parent by-law provisions and the proposed modified standards are provided in **Appendix H**. The proposed modifications reflect the compact, urban developments that are encouraged in Provincial and municipal policies, as well as implement the urban design principles guiding the development. Many of the site-specific exceptions facilitate a compact form of development, e.g. reduced frontages, setbacks, and lot areas and relief from landscaped open space and lot coverage provisions. These are required to facilitate both smaller lots and/or dwellings.

A summary of the relief sought is described below.

Detached and Semi-Detached Dwellings (R2-AAA)

This site-specific zone is proposed for the blocks with detached or semi-detached dwellings. The Draft Plan is prepared as lotless blocks, with the intention that final lotting would be determined at the time

of registration of each phase. The intention is to incorporate a mix of both detached and semi-detached dwellings throughout the plan.

The proposed revisions relate to lot frontage, area, setbacks, lot coverage and height. The performance standards for the detached dwellings are similar to those previously-approved by the City (e.g. Zones R1F-1009, R1F-1035, R1F-1041) in the “Warren Woods” subdivision, of which Empire was the homebuilder. It permits a minimum frontage of 8.2 metres (interior) and 10.0 metres (corner), and a height of 12.5 metres. Side and rear yards are the same as those approved previously, as well as no maximum lot coverage.

Semi-detached units are proposed for a minimum frontage of 15.0 metres (interior) and 18.0 metres (corner) and a height of 12.5 metres. Similar yard setbacks are proposed for the semi-detached units.

Notwithstanding the maximum height of 12.5 metres proposed, lots within the Cytec + 200m arc are limited to a maximum height of 8.0 metres.

The maximum encroachment for a one or two storey porch or balcony is proposed to be 1.5 m. into the front yard or exterior yard; same as approved in the “Warren Woods” Subdivision. A maximum two-step parking encroachment into a garage parking space is also requested, to account for potential grading considerations. These changes, as well as setback reductions, are similarly proposed in the other site-specific zones for the ground-related product types below.

Detached Dwellings with Detached Garage (Coach House) and Accessory Units (R1F-BBB)

The zone allows for lots with a minimum frontage of 9.5 metres (interior) and 12.0 metres (corner). The exceptions also propose specific standards for the garage at the rear, with an accessory unit on the second floor. While the garage, or coach house, is detached from primary dwelling, they are proposed to be semi-detached to the garage/coach house on the neighbouring property. Refer to the plans provided in **Appendices B and C**.

This zone also applies to the units with a basement accessory unit as well as a coach house. The floor area maximum of 40% of the primary dwelling is proposed to be omitted. This would allow flexibility to design an appealing accessory unit of sufficient size.

The provision requiring either the primary dwelling or one of the accessory dwellings to be occupied by the owner is also proposed to be not applicable.

Small Lot Detached Dwellings (R1F-CCC)

The zone allows for lots with a minimum frontage of 7.0 metres (interior) and 9.0 metres (corner). The typical lots are 20.0m deep. To accommodate the small dwelling, a rear yard of 4.0 metres is proposed. Front and side yards to the dwelling are the same as standard detached dwellings in the plan. No maximum lot coverage or minimum landscaped open space is proposed to reflect the small lots.

A maximum height of 8.0 metres is proposed as these lots are within the Cytec + 200 m. arc.

The road allowance requirements per Section 4.27 are proposed not to apply for the lots adjacent Grassy Brook Road. The small lot dwellings are located at the western terminus of Grassy Brook Road, west of the collector road, Street A. As such, a road allowance of 23.0 m. (11.5 m. from centreline) would not be required on this section of Grassy Brook Road.

Dual Frontage Detached Dwellings (R1F-DDD)

This zone applies to Blocks 8 and 12 on the north portion of the plan. These detached dwellings are dual frontage, with the garage located at the rear, accessible via a public lane.

On-Street Townhouses (R3-EEE)

A compact form of on-street townhouses is proposed, with a minimum frontage of 4.7 metres is proposed, instead of the typical 6.0 metres. A height of 12.5 metres is proposed.

The lot coverage and landscaped open space provisions are proposed to not apply. The maximum driveway width is proposed to be 65%, increased from 60%, reflecting the narrower lot frontages.

Back-to-Back Townhouses (R3-FFF)

A definition for Back-to-Back Townhouses is added to mean “a building containing four or more dwelling units divided by vertical common walls above grade with a common rear wall.” These townhouses do not have a rear yard.

The minimum lot area is proposed to be reduced to reflect the absence of the rear yard. The proposed height is 14.5 metres.

Medium Density Blocks (R4-GGG for Blocks 85 and 87) and (R4-HHH for Blocks 86 and 88)

Medium Density Blocks 85 and 87 are intended to permit low-rise apartments and stacked townhouses located on the same lot within a condominium. Standard group townhouses are not permitted.

Medium Density Blocks 86 and 88 is the same, except standard group townhouses and back-to-back townhouses may be permitted.

A maximum building height of 4 storeys is proposed.

As the proposed density for these blocks is a maximum of 75 units per hectare, the minimum lot area would equate to 133 square metres per unit.

Reduction in a front yard setback is proposed to allow dwellings to be located closer to the street line to create an attractive streetscape.

The City recently updated the Zoning Bylaw to require an amenity area of 20 square metres for apartment or stacked townhouse units. However, the parent R4 zone requires 45 square metres of

landscape open space, which is inconsistent with the amenity space requirement. As such, landscape open space is proposed to be revised to 25% of lot area.

Apartment Blocks (R5E-III)

The zone permits apartments up to 10 storeys in height. In addition, townhouses may be permitted as part of an apartment development, up to 3 storeys. Neighbourhood commercial uses are proposed to be permitted on the ground floor, fronting onto Grassy Brook Road.

A reduced minimum landscaped open space requirement of 35% of lot area is proposed. Notwithstanding, amenity area shall be required at the standard minimum 20 square metres per dwelling unit (apartment and stacked townhouses).

Mixed-Use Blocks (R5F-JJJ)

The zone permits apartments up to 15 storeys in height. In addition, townhouses may be permitted as part of an apartment development, up to 3 storeys. Neighbourhood commercial uses are also permitted within a residential building or as a stand-alone building on the lot.

A reduced minimum landscaped open space requirement of 35% of lot area is proposed. Notwithstanding, amenity area shall be required at the standard minimum 20 square metres per dwelling unit (apartment and stacked townhouses).

Hospital Employment Blocks (I-KKK)

In addition to the permitted uses under the Institutional (I) Zone, additional uses such as hospice, clinic and commercial uses are also added. These uses are related to, or supportive of, the hospital.

A maximum height of 3 storeys is proposed.

School Blocks (I-LLL)

The zone allows residential uses, in accordance with the provisions under R2-AAA, in case either of the school blocks are determined not to be required by the school boards.

Environmental Protection Area Blocks (EPA-MMM)

The zone would permit trails to be located in the EPA blocks.

Stormwater Management Blocks (OS-NNN)

The zone would permit stormwater management facilities and trails to be located within these blocks.

The proposed amendment to the Zoning Schedule is provided in **Figure 16**.

8.0 SUPPORTING MATERIALS

8.1 Land Use Compatibility Study (SLR Consulting Ltd.)

The report assesses air quality, odour, dust, noise and vibration impacts for the development. Impacts to/from industrial uses and transportation (road and rail) have been considered. The assessment concludes that the proposed development is compatible with the surrounding land uses. The development will not affect neighbouring industrial uses in accordance with MECP policies, regulations, approvals and guidelines.

The requirements of the MECP D-6 guidelines are met with respect to air quality, dust and odour.

Further, noise and vibration guidelines in accordance with the Federation of Canadian Municipalities and the Railway Association of Canada have been met, subject to façade upgrades, mandatory and/or provision of air conditioning units for certain lots, and the addition of appropriate warning clauses.

The report concludes the project is:

- Unlikely to result in increased risk of complaint and nuisance claims;
- Unlikely to result in operational constraints for the major facilities; and
- Unlikely to result in constraints on major facilities to reasonably expand, intensify or introduce changes to their operations.

8.2 Archaeological Assessments (Archaeological Research Associates (ARA) Ltd.)

A Stage 1 assessment (ARA Ltd.) was completed for the subject development lands, as well as the future restoration lands on the west side of Crowland Road. As numerous archaeological assessments have taken place, the purpose of the study was to confirm the archaeological context of the lands. This is accomplished through an assessment of the existing conditions, a summary of registered or known archaeological sites, and a description of previous archaeological fieldwork.

The report indicates that the study area comprises a mixture of areas with archaeological potential, areas of with no archaeological potential, previously-assessed areas of further concern, and previously-assessed areas of no further concern, respectively. Additional fieldwork is ongoing to assess the areas with archaeological potential as well as to further assess the areas with further concern. Forthcoming reports, and associated Ministry Clearances, will be provided upon completion.

Ministry of Tourism, Culture and Sport Clearance of the Stage 1 Assessment (ARA Ltd.) was obtained on January 4th, 2023.

For additional background information, the Stage 1 to 3 Archaeological Investigations Report, prepared by Amick Consultants, dated February 2003 is also provided. The report pre-dates the Ministry Registry system. However, as mentioned above, the Stage 1 Assessment by ARA Ltd. has thoroughly reviewed the findings and have incorporated the findings into their report.

8.3 Transportation Impact Study (WSP)

The Transportation Impact Study was prepared in accordance with the Terms of Reference confirmed by the City, Niagara Region and MTO. The objective of the study was to evaluate the level of traffic impact the proposed development would have on the boundary transportation network, and to identify improvements where necessary.

The findings were similar to those indicated in the Montrose/Biggar/Lyons Environmental Assessment prepared by Niagara Region. Based on the maximum density scenario, the intersections at Montrose Rd./Chippawa Creek Rd., Montrose Rd./Grassy Brook Rd., Montrose Rd./Street HH and Biggar Rd./Street A may need to be signalized by the 2036 and 2041 horizons. However, this is conservative as actual build out will be less than the maximum. It is recommended that updated traffic assessments and warrants be conducted at 50% buildout to confirm the improvements required.

8.4 Phase One and Two Environmental Site Assessments (Terrapex)

The Phase One ESA identified areas of potential environmental concern (APEC) on-site and the adjacent lands. The majority of the APECs are associated with the adjacent industrial and rail uses. As such, a Phase Two ESA is required. The subsequent work program included 55 boreholes and 17 new monitoring wells.

As the majority of the site is being used for commercial purposes (golf course), Record of Site Conditions (RSC) will be required to permit the more sensitive uses, such as residential, schools and parks. Due to the size of the subject lands, it is anticipated that several RSC filings will be required for different portions of the lands. As certain portions of the development are near sensitive environmental features, different site condition standards (SCS) will apply.

Additional assessments are ongoing. Due to the large size of the development, the filing of the RSCs will be phased in accordance with the phasing of development.

8.5 Functional Servicing Report and Stormwater Management Report (WSP)

The Functional Servicing Report sets out the conceptual framework for the road network and grading, water distribution, sanitary sewage and storm drainage prior to detailed design being undertaken. The report concludes that there is sufficient water capacity to serve the proposed development. With respect to sanitary servicing, the Region is slated to complete the South Niagara Falls Wastewater Treatment Plant in 2027. In the interim, several options are presented to allow the initial phase(s) of the development to proceed.

The separate Stormwater Management Report speaks to the conceptual stormwater drainage and management for the subdivision. Four wet SWM facilities and one bioswale block is proposed within the draft plan. Further, oil grit separator units are proposed within the hospital employment, medium-density and apartment residential blocks, and mixed-use blocks. Further, certain low impact development measures are recommended.

8.6 Hydrogeological Assessment and Water Balance (Terra-Dynamics Consulting Inc.)

The study provides a preliminary hydrogeological assessment and water balance study of the site. A water balance assessment is required to ensure no negative impacts to the natural heritage system, including to Provincially Significant Wetlands, and to inform the stormwater management of the site. The report was prepared in accordance with the Terms of Reference established with the Niagara Peninsula Conservation Authority.

The report concludes that the development of the site would not negatively impact the hydrology of the wetlands. Recommendations are provided to ensure clean runoff is directed to certain wetlands to maintain pre-development flows. In addition, further monitoring is recommended.

8.7 Floodplain Mapping Study (WSP)

The report reviewed the current NPCA hydraulic modelling and mapping, and updates the model based on the topographic survey to determine the Regulatory floodplain extent. A post-development hydraulic model is proposed, with evaluation of the potential impacts to the existing Regulatory floodplain and examination of floodplain management options. The post-development model was developed based on the proposed draft plan (including the proposed watercourse crossings) and grading plan.

The more restrictive limit between the post-development floodline and the natural heritage buffers defines the development limit that the Draft Plan of Subdivision is based on.

8.8 Urban and Architectural Design Brief (WSP)

The study provides an overview of the community structure, land uses, private realm built form typologies, street network/road types, public realm (e.g. parks and trails) features, and architectural guidelines. It is to be read in conjunction with the draft Grand Niagara Urban Design Guidelines and the Region of Niagara Model Urban Design Guidelines.

The Urban Design Brief sets out a number of design principles that were used in the development of the plan. The development will provide a high quality by:

- Encouraging a pedestrian-oriented environment that support Active Transportation;
- Providing a variety of housing types and forms that contribute to visual interest and aesthetics in a community;
- Providing for a range of park spaces spread throughout the community and integrated, where possible, with open space and stormwater management features;
- Providing for visual and physical connections to the Welland River and the potential for trail and path connections to and from the community;
- Ensuring that road networks and block patterns provide for appropriate orientation of buildings and the leveraging of views and vistas to key park and open spaces;
- Establishing the conditions for the provision of high-quality streetscapes that support pedestrian circulation; and

- Contributing to desirable vistas, within the community and to the surrounding open space.

8.9 Environmental Impact Study Addendum (Dillon Consulting)

The EIS Addendum builds upon the previous investigations of the property, including the Environmental Impact Study prepared by Savanta in 2017 in support of the Secondary Plan. The Addendum provides additional information on the extent of the natural heritage features, presence/absence of Species-at-Risk, and identifies potential development impacts and related mitigation measures. The addendum was prepared in accordance with a Terms of Reference agreed upon with the Region, NPCA and City.

The Addendum establishes the development limits to avoid encroachment into significant natural heritage features. As detailed during the Secondary Plan process, some non-significant features are proposed to be removed. An Ecological Restoration Plan is being created to compensate for these areas. Avoidance, mitigation and compensation measures outlined in this report and to be outlined in the Ecological Restoration Plan are expected to result in no overall net negative impact to the woodlands or wetlands.

9.0 CONCLUSION

The proposed master-planned development for Grand Niagara has been designed to create a complete community with a range of housing types, commercial uses, schools, parks, trails, public boat launch and potential hospice.

The development is consistent with the Provincial Policy Statement, Growth Plan for the Greater Golden Horseshoe and Niagara Region Official Plan. It meets the goals and intent of the City of Niagara Falls Official Plan and Grand Niagara Secondary Plan; an Official Plan Amendment is required to permit greater heights on certain blocks to allow a denser form of development.

A Zoning Amendment is required to facilitate the proposed development in a compact, urban form.

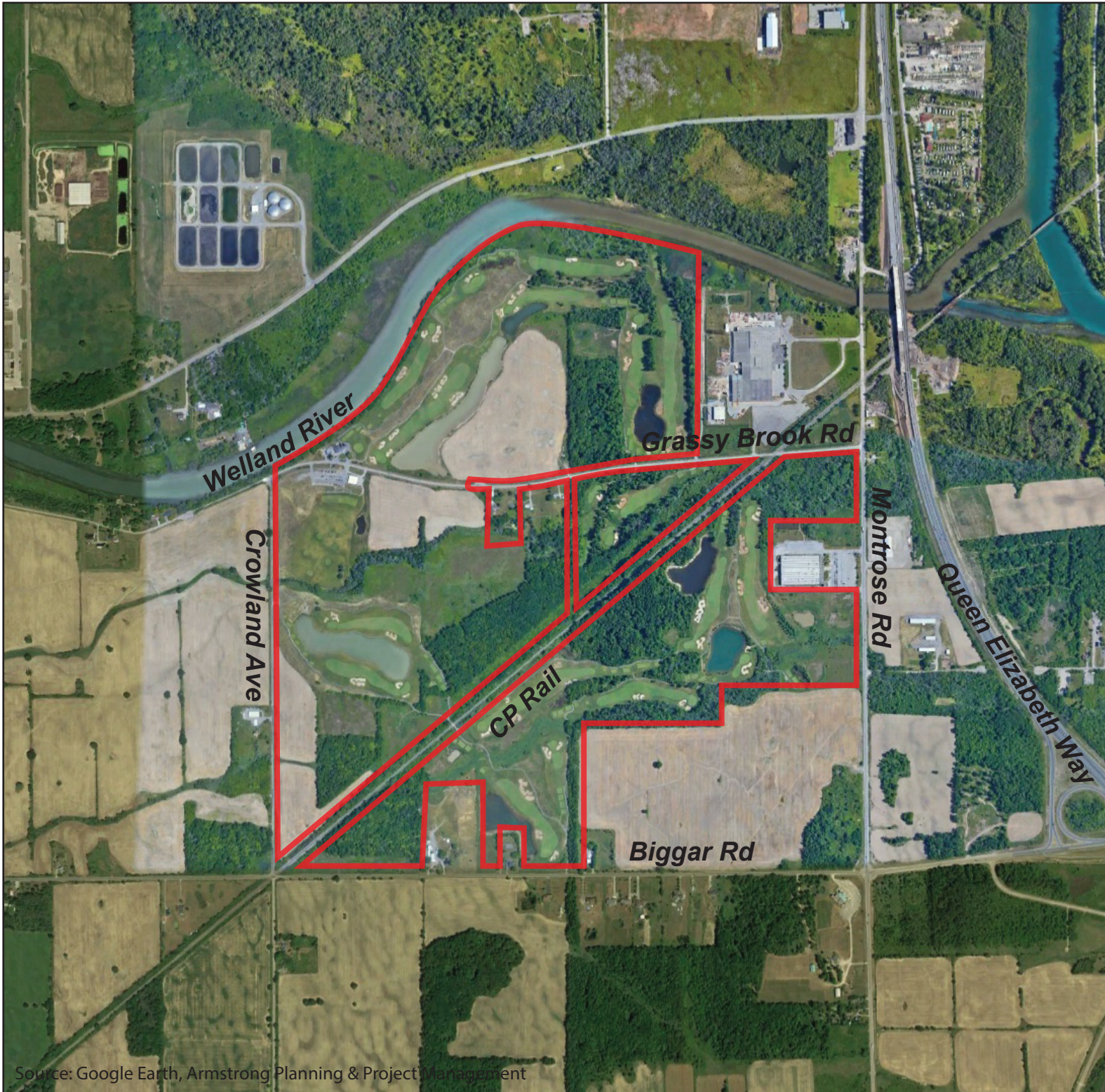
In conclusion, the enclosed development proposal represents good planning and we recommend its approval.

We look forward to working with the municipal staff appropriate agencies throughout the planning process.

Regards,

A handwritten signature in blue ink, appearing to read "M. Auduong", with a large, sweeping flourish underneath.

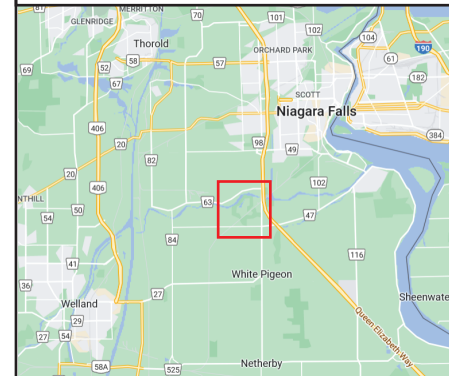
Michael Auduong, RPP
Senior Planner



**Figure 1:
Aerial Plan**

Legend:

 Subject Site



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Date: February 2023

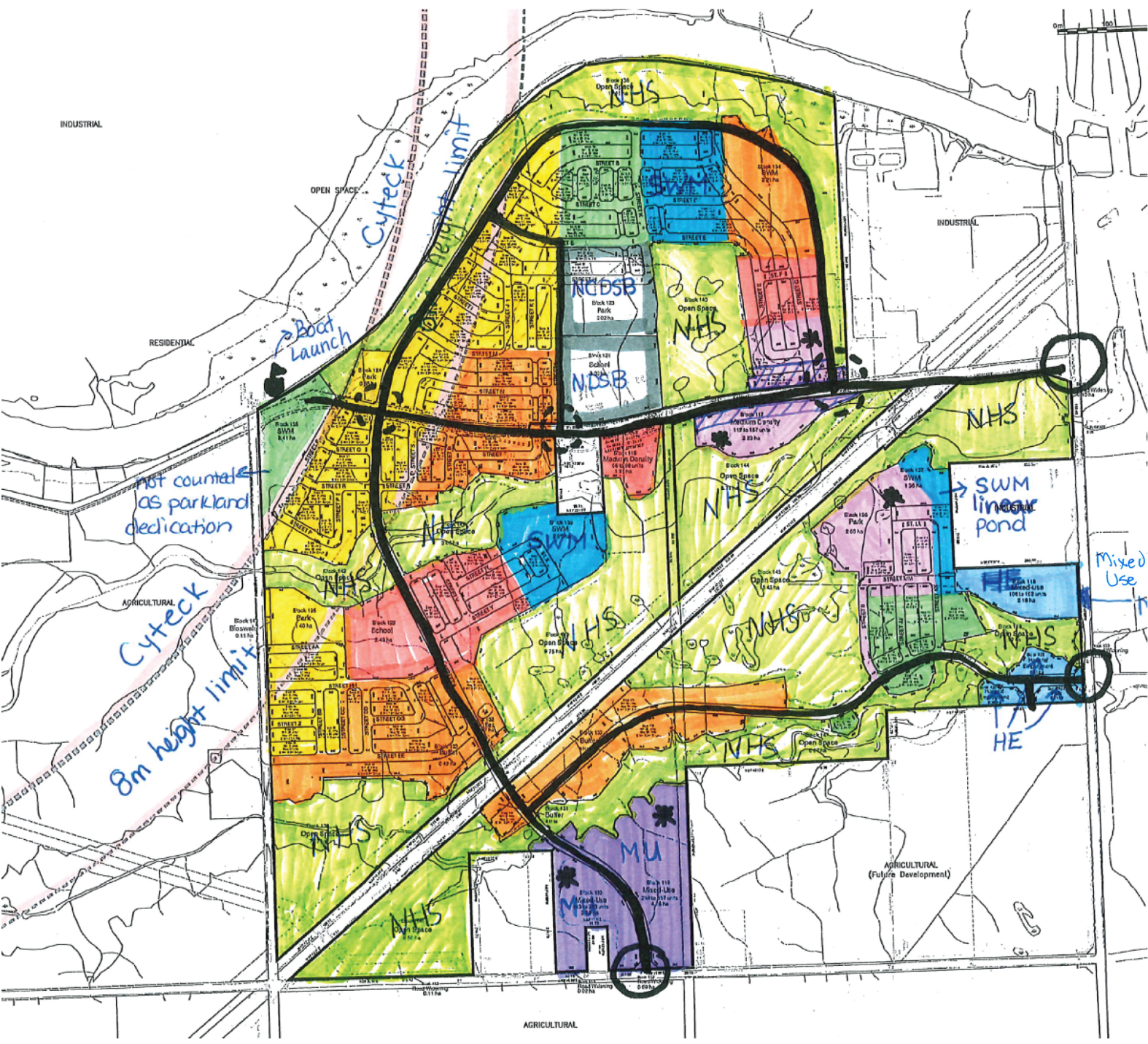
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Source: Google Earth, Armstrong Planning & Project Management

Figure 2: City Concept Plan

Legend:

- 5-10 Storey Apartment
- 4 Storey Apartment
- Stacked Townhomes
- Townhomes, Semies, Singles
- Natural Heritage System
- Park
- Stormwater Management
- Hospital Employment
- Mixed use (10-15 Storeys)
- Collector Rd
- Gateway Entrance
- Enhanced Intersection
- OPA Triggered
- School Sites
- Opportunity for Neighbourhood Commercial Uses



Source: Julie Hannah, Senior Planner, City of Niagara Falls.

0 300 m

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Date: February 2023



Figure 3: Concept Plan

Legend:

Freehold

- Single Detached (Min 8.2m) or Semi-Detached (Min 7.5m)
- Detached with Coach House (Min. 9.5m)
- Detached with Dual Frontage (Min. 8.2m)
- Small Lot Cottage-Style Detached (Min. 7.0m)
- Street Townhouse (Min. 4.7m)
- Back-to-back Townhouse (Min. 6.5m)

Condominium Blocks

- 4 st. Apt.
- 5 st. to 10 st. Apt.
- Medium Density Residential
- Mixed-use (10-15 Storeys)

Other

- Hospital Employment / Hospice
- School
- Park
- Natural Heritage








- 2.0 km to Cytec Property
- 200m buffer to Cytec 2km line



Plan Prepared By: TF
Date: February 2023

Figure 4:
Conceptual Trails and
Open Spaces

Legend:

-  Property Line
-  Open Space
-  Park
-  SWM Pond
-  On and Off Road Trails
-  Boat Launch
-  Open Space Vistas



Plan Prepared By: TF
 Date: February 2023

LAND USE	Block Number	Units	Area (ha)	(ac)
Residential - Single Attached (5 to 10 U/L)	2-4-01	74	0.09	2.5
Residential - Detached (15 to 20 U/L)	5-1-10, 01-01	100	10.13	25.0
Residential - Detached (20 to 25 U/L)	01-02, 01-03	100	1.87	4.6
Residential - Detached (25 to 30 U/L)	01-04, 01-05	100	2.21	5.5
Residential - Detached (30 to 35 U/L)	01-06, 01-07, 01-08, 01-09, 01-10, 01-11, 01-12, 01-13, 01-14, 01-15, 01-16, 01-17, 01-18, 01-19, 01-20, 01-21, 01-22, 01-23, 01-24, 01-25, 01-26, 01-27, 01-28, 01-29, 01-30, 01-31, 01-32, 01-33, 01-34, 01-35, 01-36, 01-37, 01-38, 01-39, 01-40, 01-41, 01-42, 01-43, 01-44, 01-45, 01-46, 01-47, 01-48, 01-49, 01-50, 01-51, 01-52, 01-53, 01-54, 01-55, 01-56, 01-57, 01-58, 01-59, 01-60, 01-61, 01-62, 01-63, 01-64, 01-65, 01-66, 01-67, 01-68, 01-69, 01-70, 01-71, 01-72, 01-73, 01-74, 01-75, 01-76, 01-77, 01-78, 01-79, 01-80, 01-81, 01-82, 01-83, 01-84, 01-85, 01-86, 01-87, 01-88, 01-89, 01-90, 01-91, 01-92, 01-93, 01-94, 01-95, 01-96, 01-97, 01-98, 01-99, 01-100	1539	15.39	38.0
Residential - Detached (35 to 40 U/L)	01-11	100	0.62	1.5
Residential - Attached (40 to 50 U/L)	01-01	100	2.81	6.9
Residential - Medium Density	85-88	403 to 525	8.07	19.9
Residential - Apartments	89-92	633 to 7,268	5.44	20.9
Residential - Mixed Use	93-95	1476 to 1,958	9.84	24.3
Subtotal		3,558 to 5,387	80.36	199.2

LAND USE	Block Number	Units	Area (ha)	(ac)
Hospital Employment/Hospice	96, 97	-	1.35	3.34
Schools	98, 99	-	5.76	14.3
SWM	100-103	-	8.70	21.7
Parks	104-109	-	5.23	12.9
EPA (Environmental Protection Area)	110-120	-	79.38	196.1
Road Widening	121-125	-	0.49	1.2
Bioswale	126	-	0.09	0.2
Roads	Streets A-AN	-	23.00	56.8
Subtotal			124.10	306.7
Subtotal		3,558 to 5,387	80.36	199.2
Total			104.46	265.9

* DENSITY RANGE BASED ON 50/75 UPHM FOR MEDIUM, 75/150 UPHM FOR APARTMENT AND 150/200 UPHM FOR MIXED

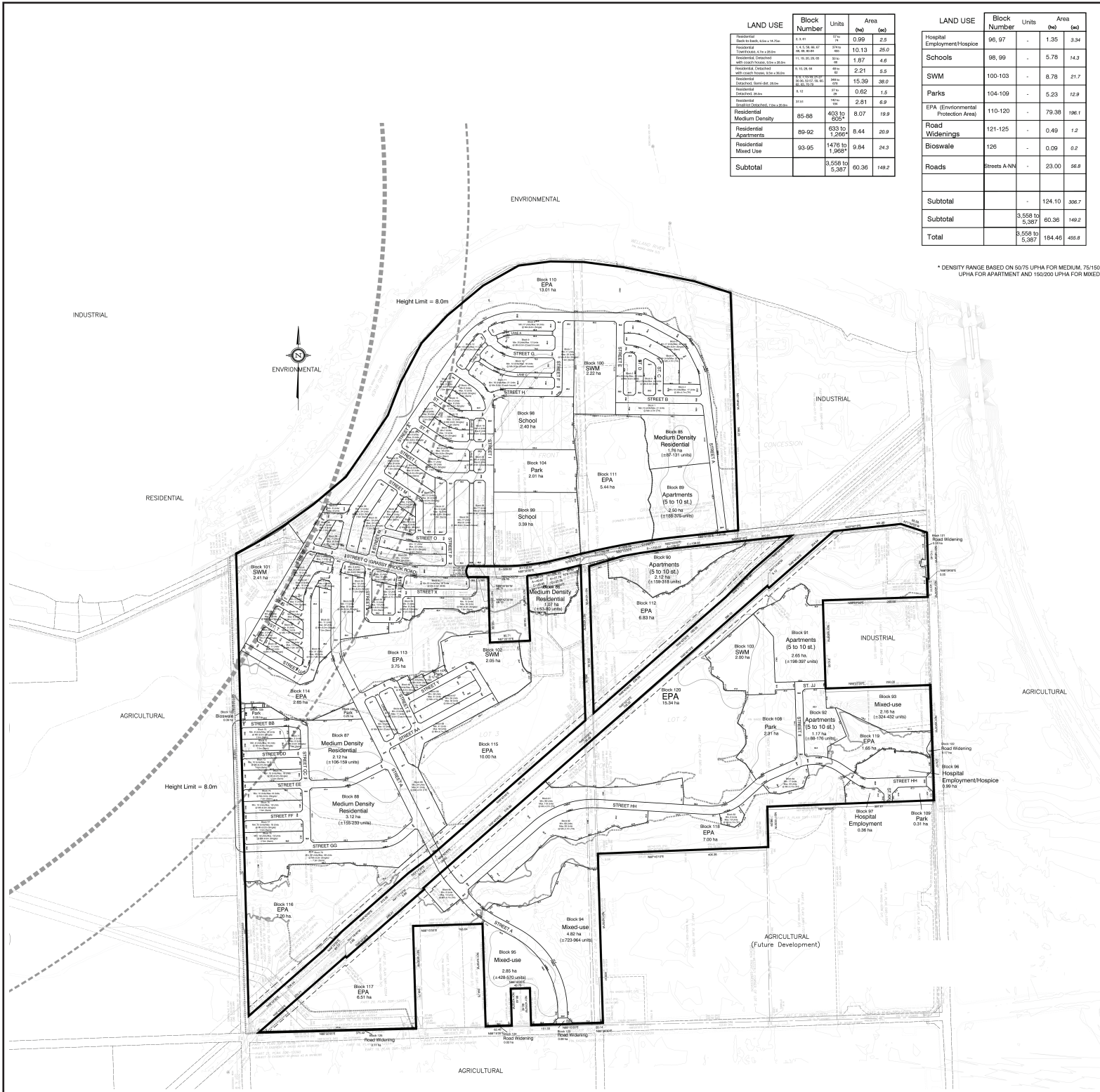


Figure 5: Draft Plan of Subdivision

Legend:









- Development Limit
- 2.0km to Cytec property
- 200m buffer to Cytec 2.0km line
- 15.0m setback from rail line

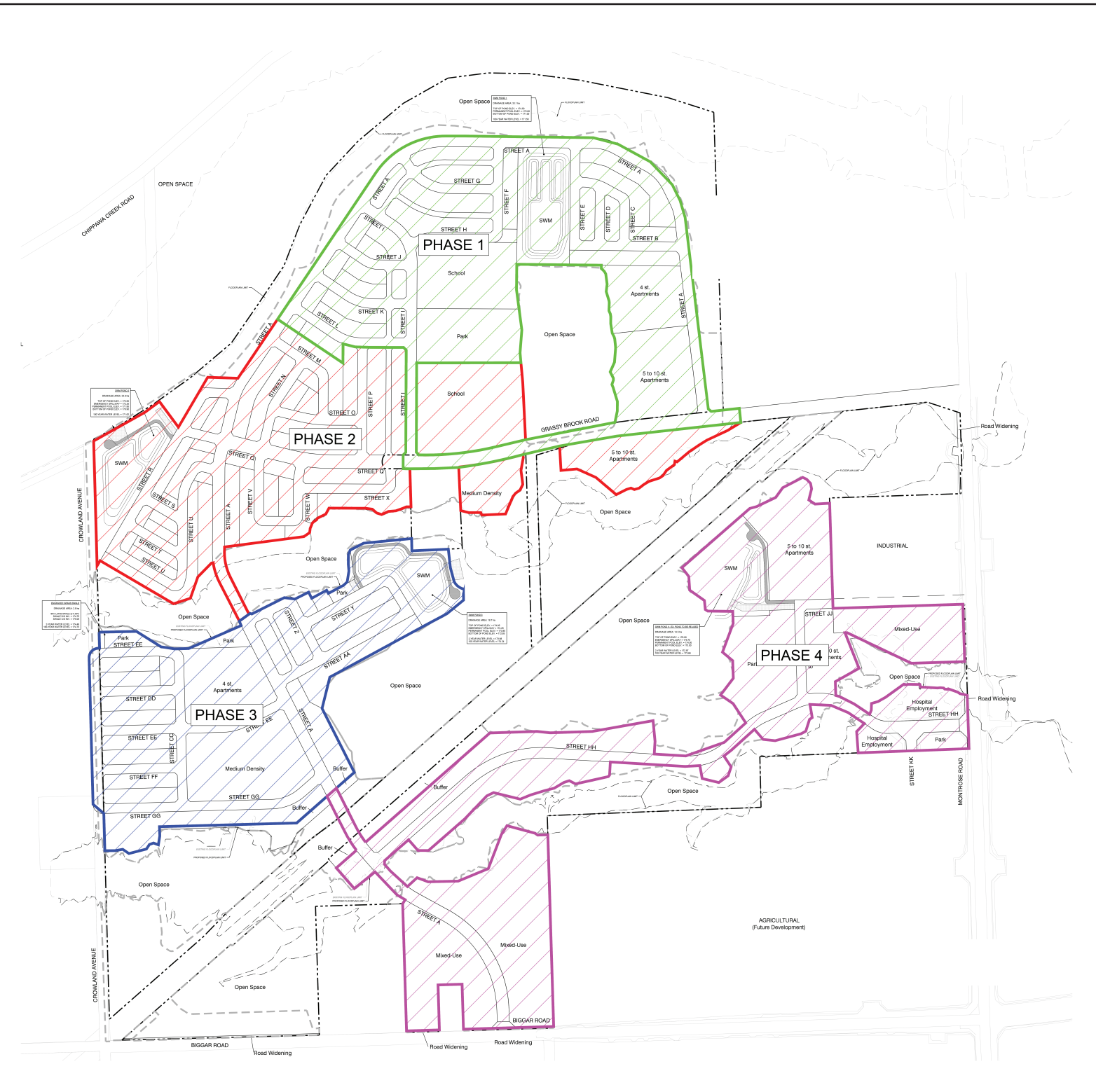


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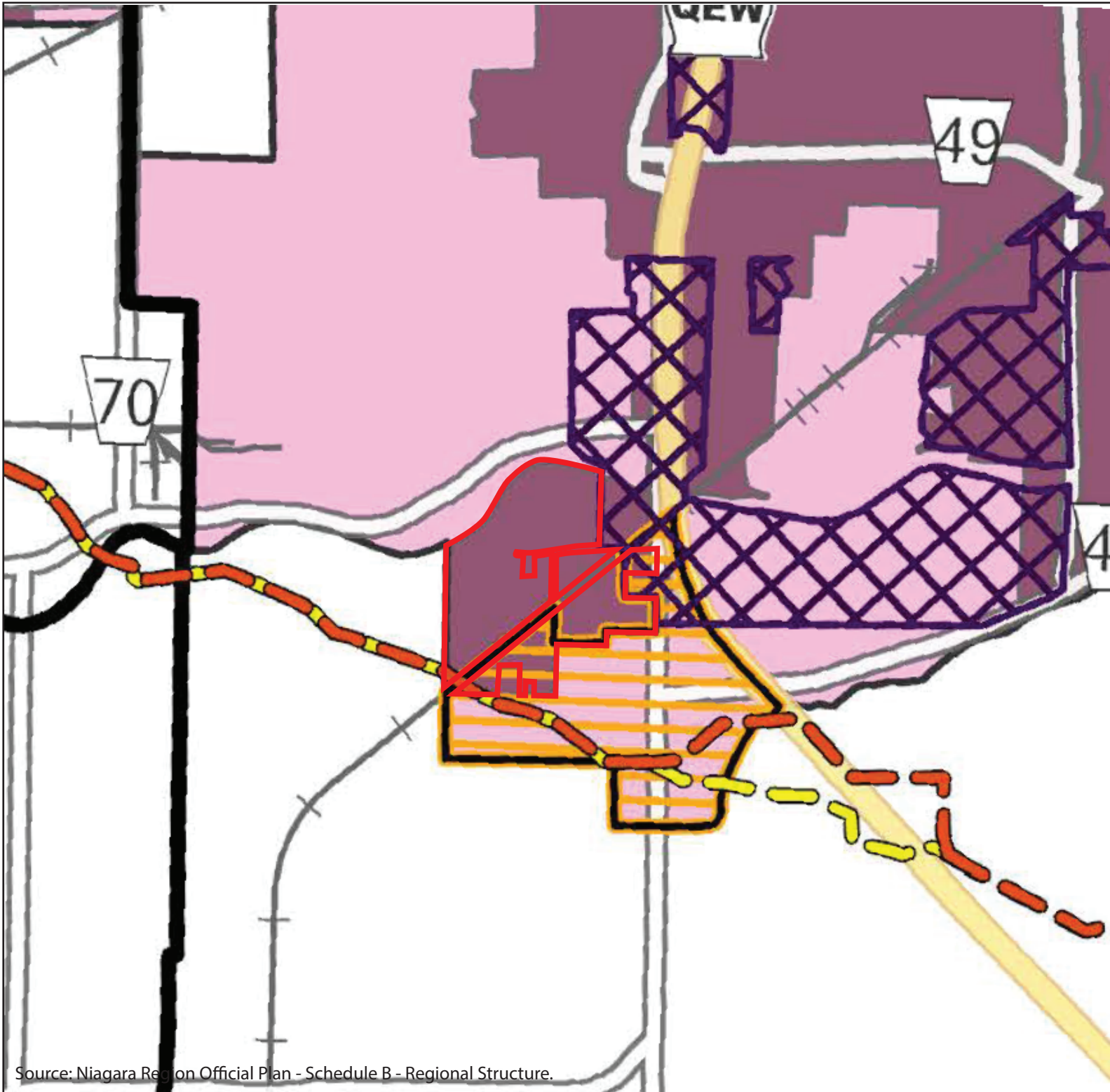
Figure 6: Preliminary Phasing Plan

Legend:

-  LIMIT OF PROPERTY
-  LIMIT OF SUBDIVISION
-  EXISTING FLOODPLAIN
-  PROPOSED FLOODPLAIN (WHERE APPLICABLE)
-  PHASE 1 LIMITS
-  PHASE 2 LIMITS
-  PHASE 3 LIMITS
-  PHASE 4 LIMITS



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Date: February 2023



**Figure 7:
Regional Structure -
Niagara Official Plan**

Legend:

- Subject Site
- Urban Area Designations**
- Delineated Built-Up Area
- Designated Greenfield Area
- Strategic Growth Areas**
- Urban Growth Centre
- Protected Major Transit Station Area
- Regional Growth Centre
- District Plan Area
- Rural Settlements
- Employment Areas
- TransCanada Pipeline
- Enbridge Pipeline
- TransCanada Compressor Station
- Enbridge Facility

0 2 km

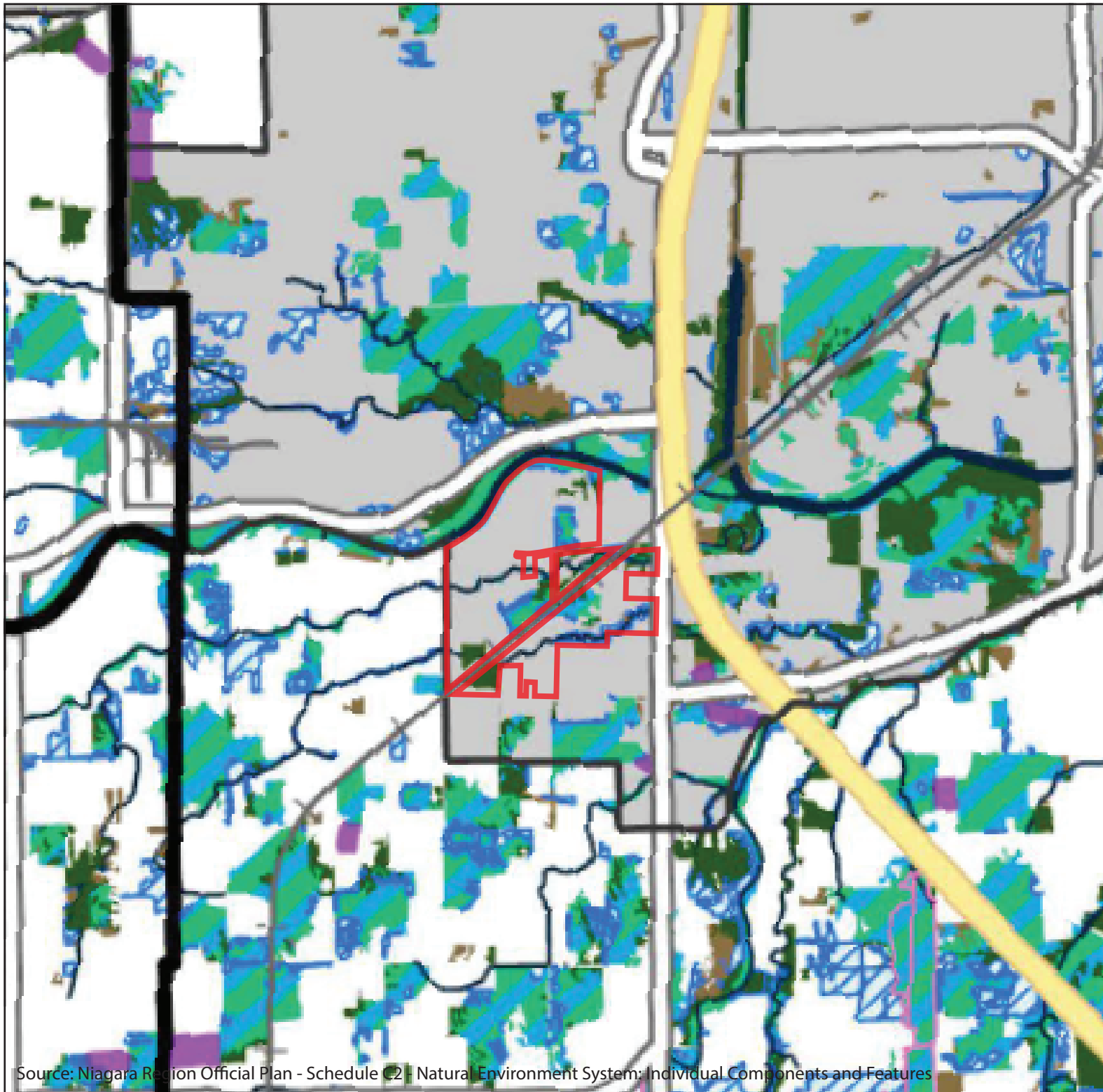


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Source: Niagara Region Official Plan - Schedule B - Regional Structure.

**Figure 8:
Natural Environment
System: Individual
Components and
Features**



Legend:

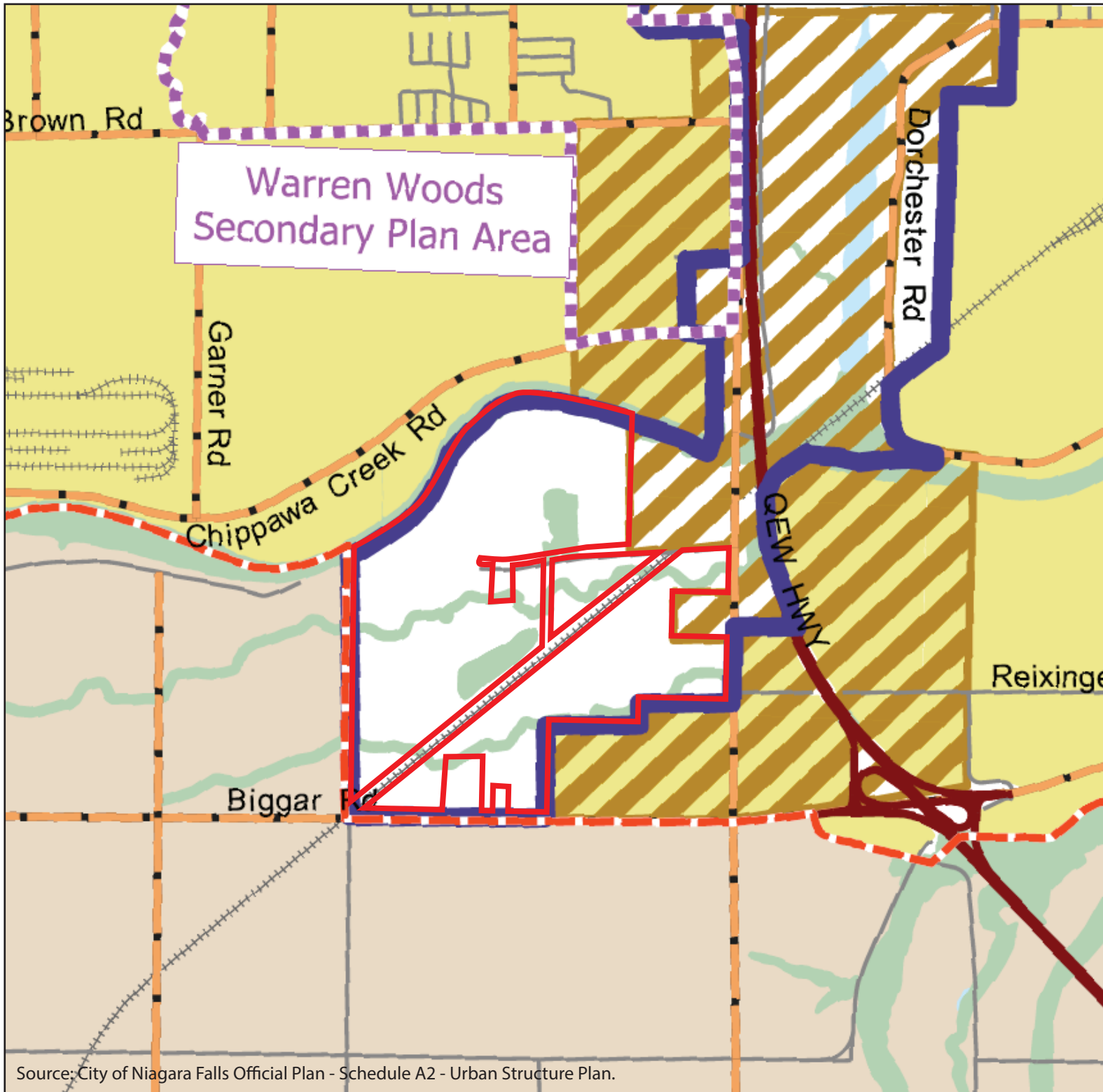
-  Subject Site
-  Linkages
-  Life Science ANSI
-  Earth Science ANSI
-  Significant Woodlands
-  Other Woodlands
-  Other Wetlands and Non Provincially Significant Wetlands
-  Provincially Significant Wetlands
-  Permanent and Intermittent Streams
-  Inland Lakes
-  Urban Areas
-  Rural Settlements



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Date: February 2023



**Figure 9:
Urban Structure Plan
(City of Niagara Falls
Official Plan)**



Legend:

- Subject Site
- Urban Area Boundary
- Built Area Boundary
- Protected Natural Heritage Area
*Includes lands designated EPA only
- Transportation Corridor**
 - Arterial Roads
 - Highway
 - Rail
 - International Bridge
- Urban Area**
 - Built Up Area
 - Transit Area
 - Node
 - Corridor
 - Brownfield Pilot Project Area
 - Greenfield Area
 - QEW Employment Corridor
 - Warren Woods Secondary Plan Area
- Rural Area

0 500 m
















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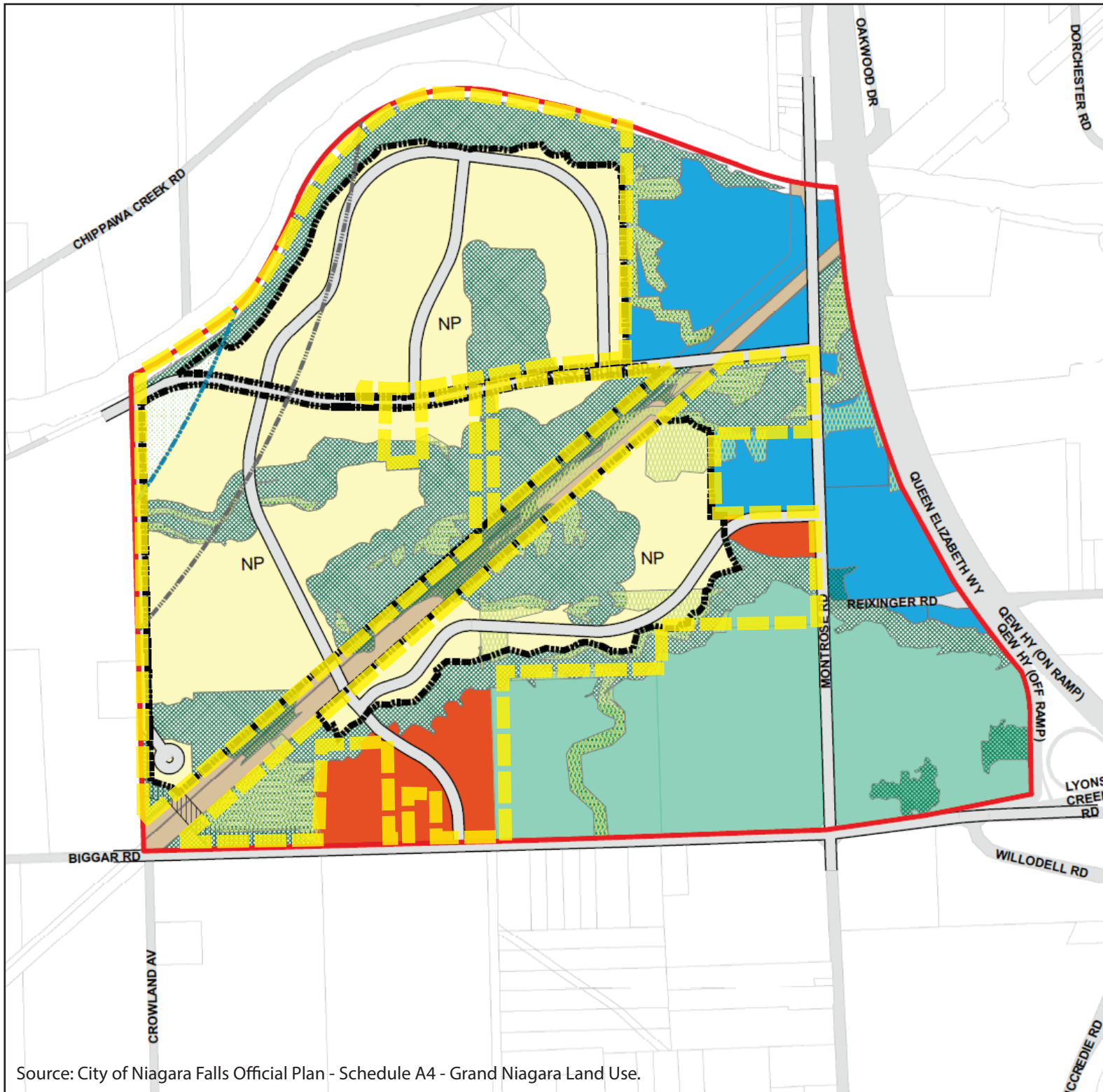
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Source: City of Niagara Falls Official Plan - Schedule A2 - Urban Structure Plan.

**Figure 10:
Grand Niagara Land
Use (City of Niagara
Falls Official Plan)**

Legend:

-  Subject Site
-  Grand Niagara Secondary Plan
-  Neighbourhoods
-  Proposed Collector Roads
-  Cytec Arc (2 Km)
-  200m Setback Arc
- Schedule A-4 Land Use**
-  Hospital Employment
-  Residential Low/Medium Density
-  Mixed Use
-  Prestige Employment
-  Environmental Conservation Area
-  Environmental Protection Area
-  Open Space
- NP Neighbourhood Park




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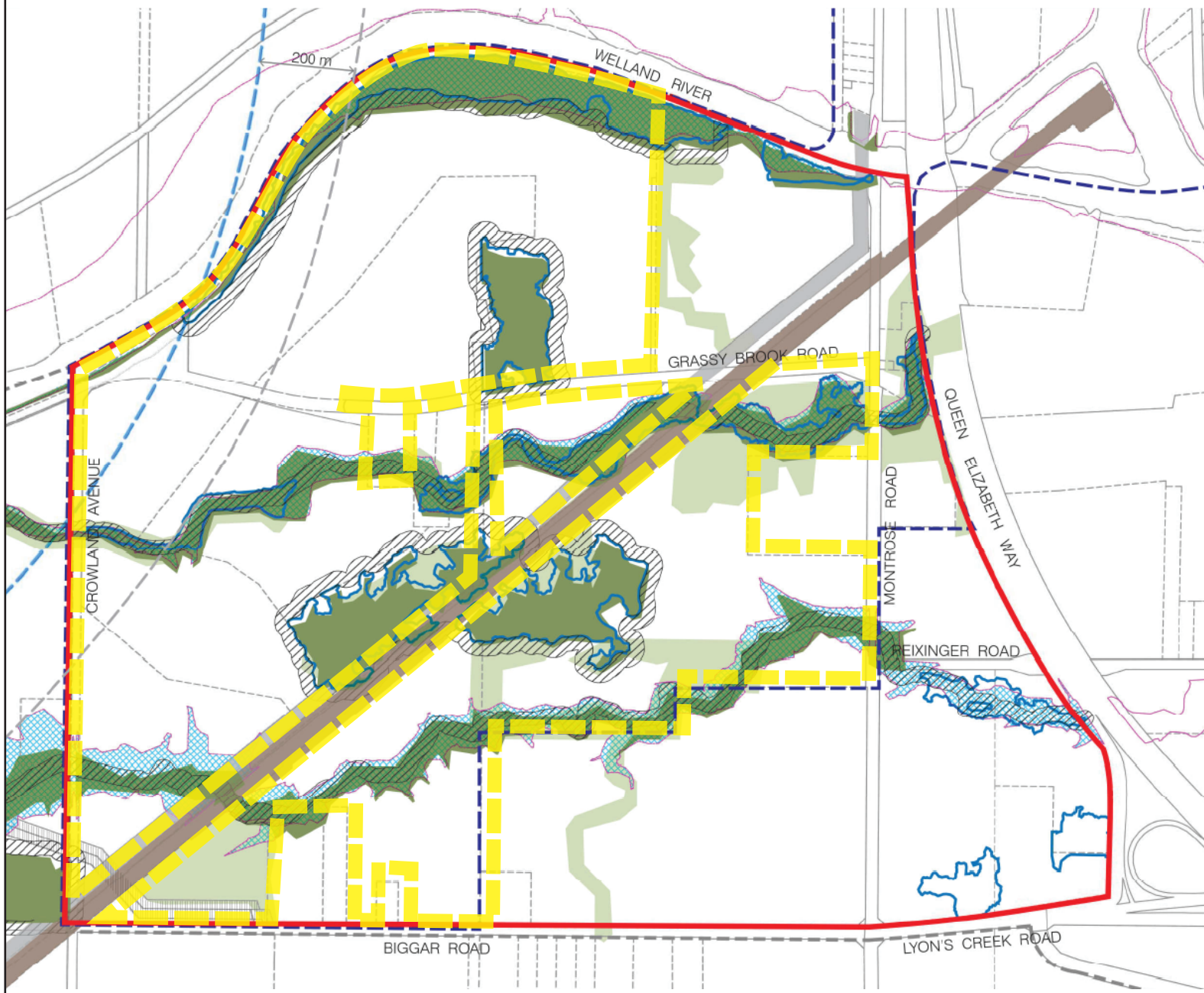


Source: City of Niagara Falls Official Plan - Schedule A4 - Grand Niagara Land Use.

**Figure 11:
Grand Niagara Natural
Heritage System (City
of Niagara Falls Official
Plan)**

Legend:

-  Subject Site
-  Grand Niagara Secondary Plan
-  Environmental Protection Area (EPA)
-  Environmental Conservation Area (ECA)
-  Evaluated Provincially Significant Wetland
-  Floodplain (100 year)
-  30m Wetland Buffer
-  rail line
-  utility corridor
-  pipeline easement
-  Cytec Canada Inc. - 2km setback



0  300 m



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Figure 12: Grand Niagara Defined Natural Heritage System (City of Niagara Falls Official Plan)

ELC Legend

- FOREST**
- FOD Deciduous Forest
 - FOD2-4 Dry-Fresh Oak-Hardwood Deciduous Forest
 - FOD6-5 Fresh-Moist Sugar Maple-Hardwood Deciduous Forest
 - FOD7-2 Fresh-Moist Ash Lowland Deciduous Forest
 - FOD7-6* Fresh-Moist Red Maple Lowland Deciduous Forest
 - FOD7-7* Fresh-Moist Ash-Elm Lowland Deciduous Forest
 - FOD7-8* Fresh-Moist Walnut-Ash-Willow Lowland Deciduous Forest
 - FOD7-9* Fresh-Moist Pin Oak-Green Ash Lowland Deciduous Forest
 - FOD9 Fresh-Moist Oak-Maple-Hickory Deciduous Forest

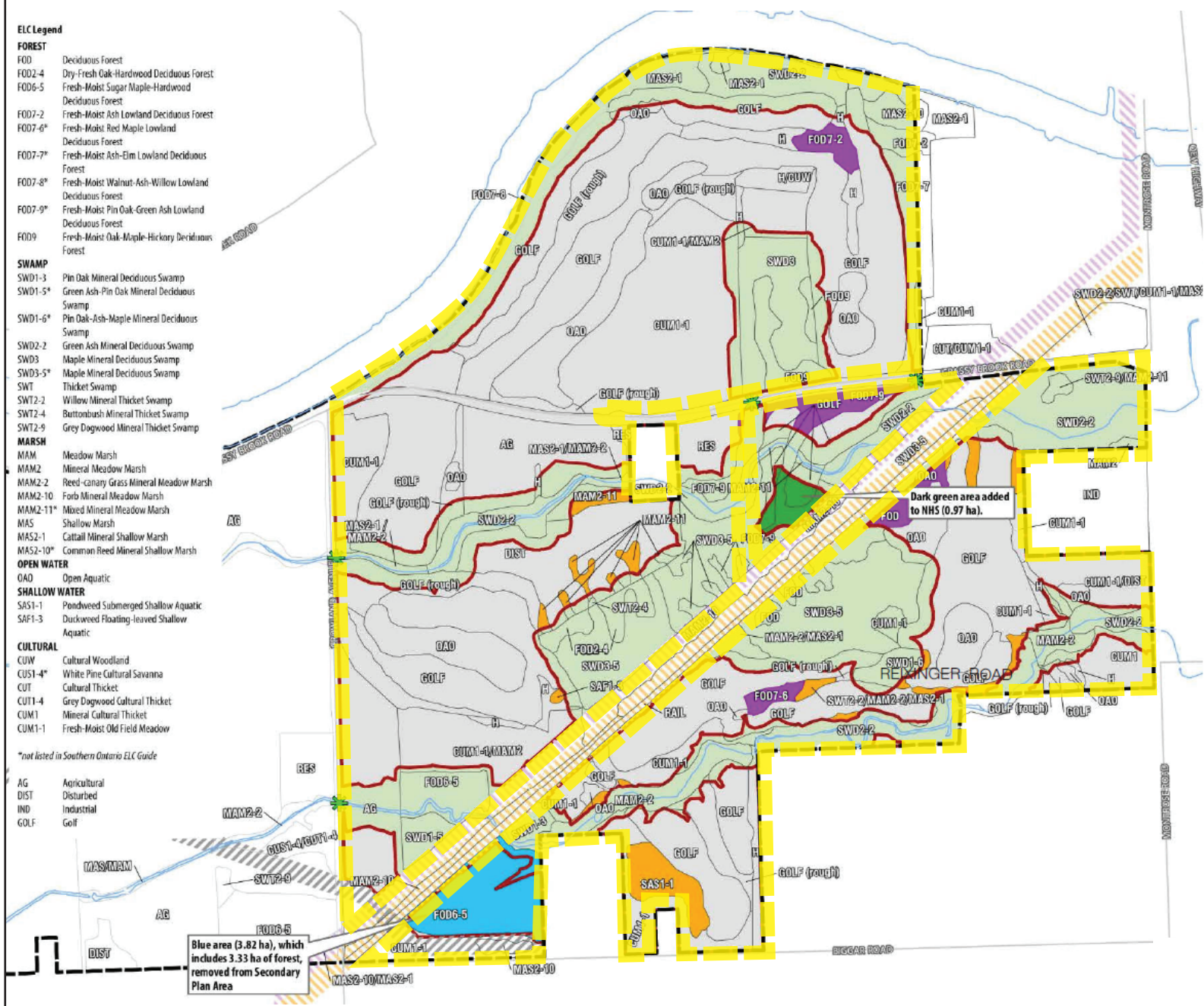
- SWAMP**
- SWD1-3 Pin Oak Mineral Deciduous Swamp
 - SWD1-5* Green Ash-Pin Oak Mineral Deciduous Swamp
 - SWD1-6* Pin Oak-Ash-Maple Mineral Deciduous Swamp
 - SWD2-2 Green Ash Mineral Deciduous Swamp
 - SWD3 Maple Mineral Deciduous Swamp
 - SWD3-5* Maple Mineral Deciduous Swamp
 - SWT Thicket Swamp
 - SWT2-2 Willow Mineral Thicket Swamp
 - SWT2-4 Buttonbush Mineral Thicket Swamp
 - SWT2-9 Grey Dogwood Mineral Thicket Swamp

- MARSH**
- MAM Meadow Marsh
 - MAM2 Mineral Meadow Marsh
 - MAM2-2 Reed-canary Grass Mineral Meadow Marsh
 - MAM2-10 Forb Mineral Meadow Marsh
 - MAM2-11* Mixed Mineral Meadow Marsh
 - MAS Shallow Marsh
 - MAS2-1 Cattail Mineral Shallow Marsh
 - MAS2-10* Common Reed Mineral Shallow Marsh

- OPEN WATER**
- OAD Open Aquatic
- SHALLOW WATER**
- SAS1-1 Pondweed Submerged Shallow Aquatic
 - SAF1-3 Duckweed Floating-leaved Shallow Aquatic

- CULTURAL**
- CUW Cultural Woodland
 - CU1-4* White Pine Cultural Savanna
 - CUT Cultural Thicket
 - CUT1-4 Grey Dogwood Cultural Thicket
 - CUM1 Mineral Cultural Thicket
 - CUM1-1 Fresh-Moist Old Field Meadow

- *not listed in Southern Ontario ELC Guide*
- AG Agricultural
 - DIST Disturbed
 - IND Industrial
 - GOLF Golf



Blue area (3.82 ha), which includes 3.33 ha of forest, removed from Secondary Plan Area

Dark green area added to NHS (0.97 ha).

Legend:

- Subject Site
- Study Area
- Ecological Land Classification
- Pipeline Easement
- Rail Line
- Utility Corridor
- Woodlands proposed for removal
- Unevaluated wetlands (non-PSW) proposed for removal approved by MNRF Vineland

Preliminary Natural Heritage System

- Preliminary NHS (includes greater of wetland, watercourse and woodland buffers and 100 year floodline) 64.6 ha
- Preliminary Development Area
- Enhanced Wildlife Crossing

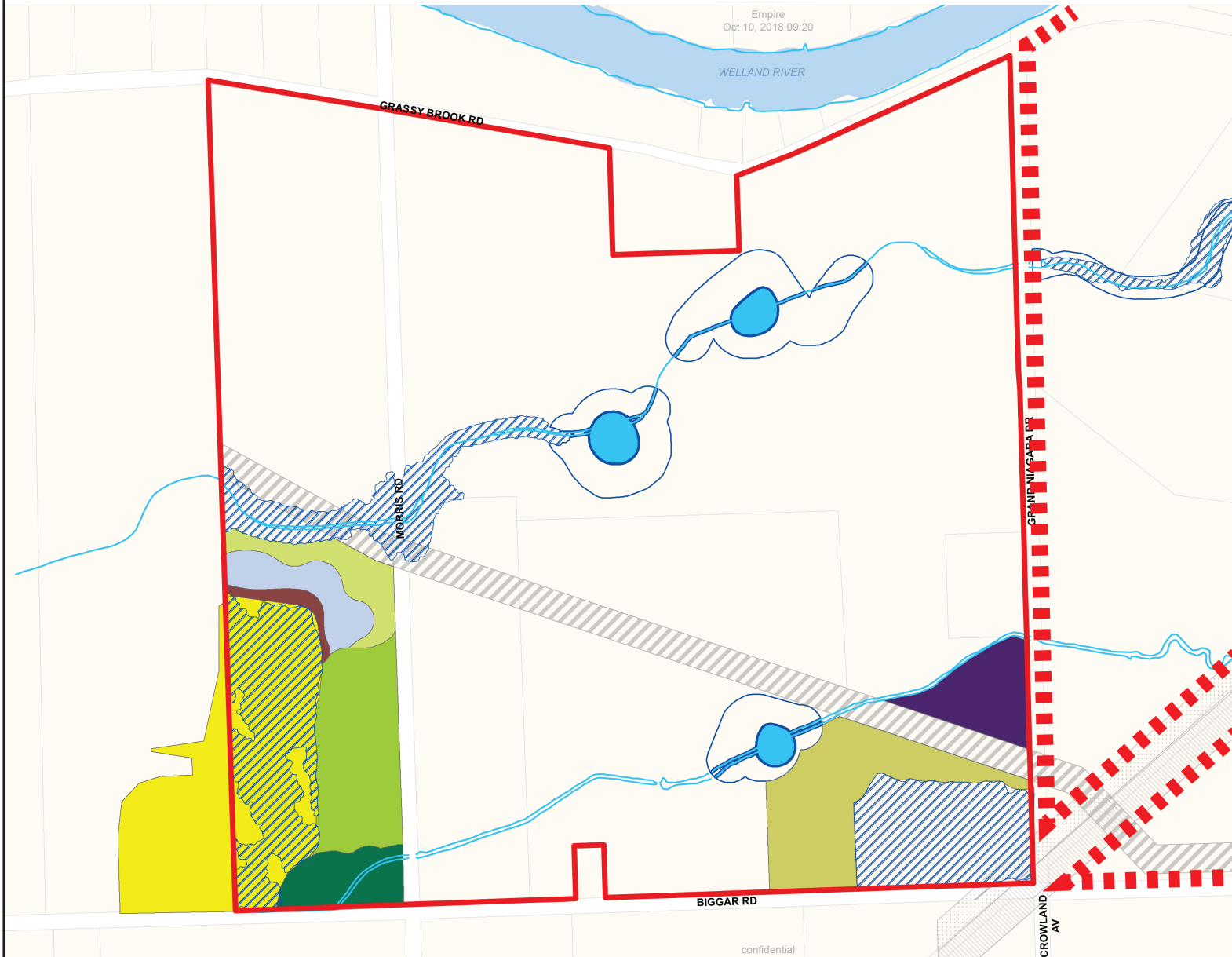
Note:
All provincially significant wetlands within the Study Area are retained with a 30 m buffer.



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Figure 13: Natural Heritage Rehabilitation Plan



Legend:

- Subject Site
 - Affected Area
 - Watercourse
 - Pipeline Easement
 - Rail Line
 - Utility Corridor
 - Environmental Protection Area
 - Provincially Significant Wetlands
- ### Ecological Restoration Areas
- Slough Forest
 - Deciduous Swamp
 - Upland Hardwood Forest
 - Shrub Thicket
 - Open Wetland Restoration Area
 - Cultural Savannah Thicket
 - Open Wetland Restoration Area
 - Floodplain Spawning Fish Habitat Marsh
 - Riparian Marsh Restoration Area

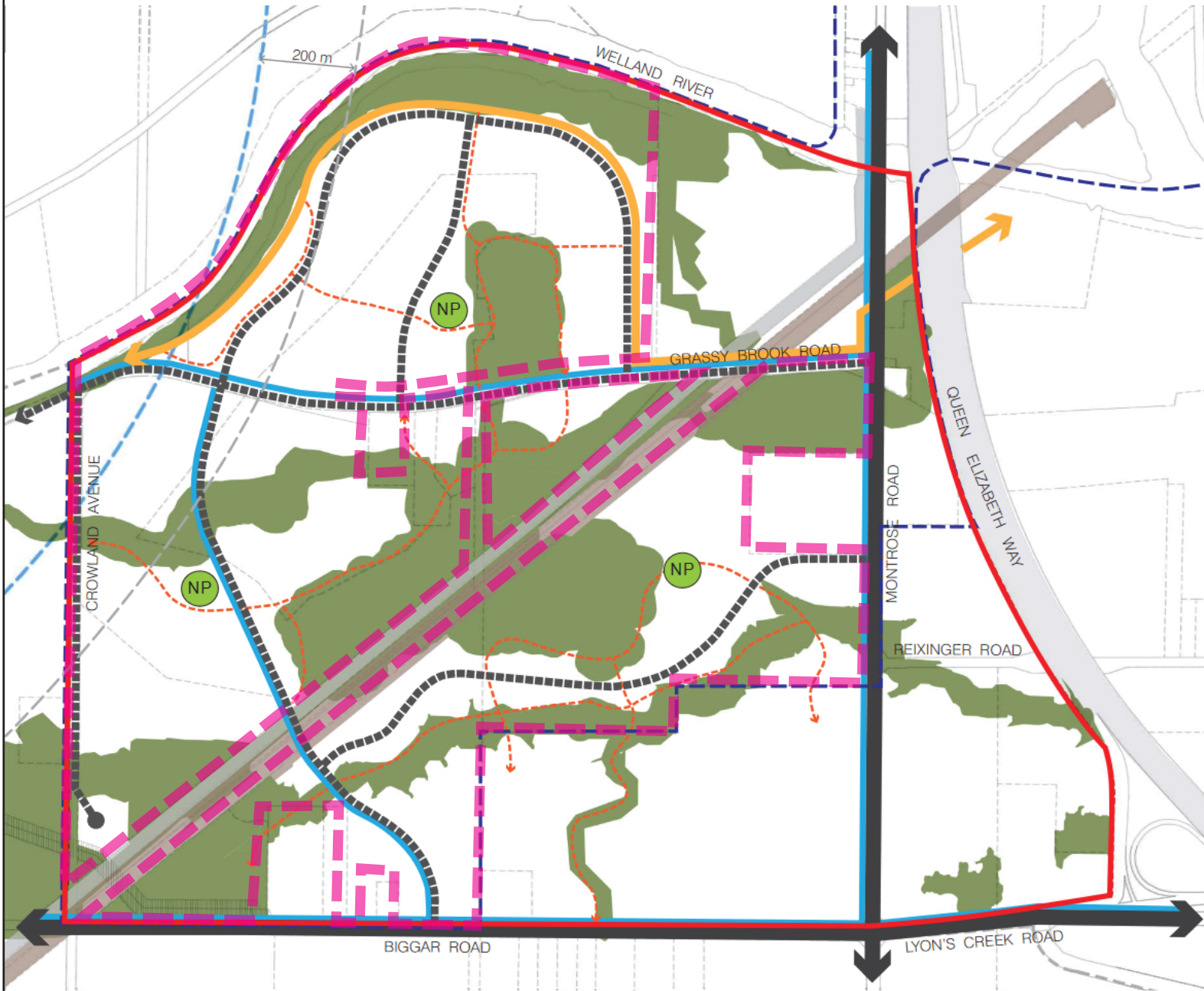
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Figure 14:
Grand Niagara Active Transportation Plan
(City of Niagara Falls Official Plan)



Legend:

- Subject Site
- Grand Niagara Secondary Plan
- Urban Area Boundary
- Built-up Area
- natural heritage system
- neighbourhood park
- proposed multi-use trail
- proposed trail network
- proposed cycling network
- Provincial highway
- arterial
- collector
- roads
- rail line
- utility corridor
- pipeline easement
- Cytec Canada Inc. - 2km setback
- Cytec Canada Inc. - 200m setback from 2.0km arc (see Policy 3.2)

0 400 m



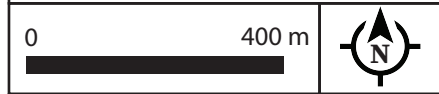
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Figure 15:
Proposed Official Plan
Amendment

Legend:

- Special Policy Area XX
- 2.0 km to Cytec Property
- 200m buffer to Cytec 2km line



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 Date: February 2023

Figure 16:
Proposed Zoning
Bylaw Amendment



Legend:

Freehold

- R2-AAA ZONE
- R1F-BBB ZONE
- R1F-DDD ZONE
- R1F-CCC ZONE
- R3-EEE ZONE
- R3-FFF ZONE

Condominium Blocks

- R4-GGG Zone
- R5E-III ZONE
- R4-HHH ZONE
- R5F-JJJ ZONE

Other

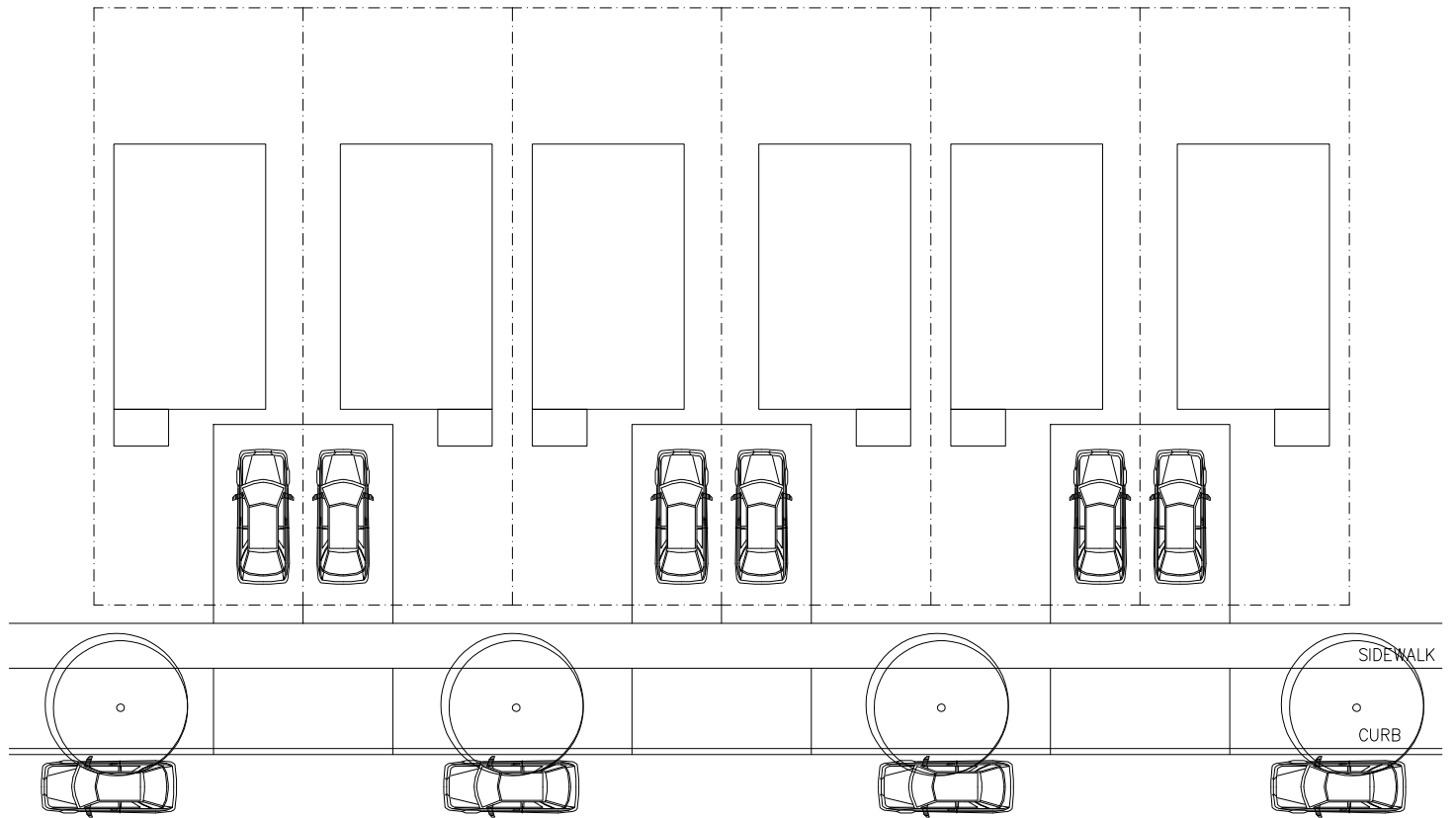
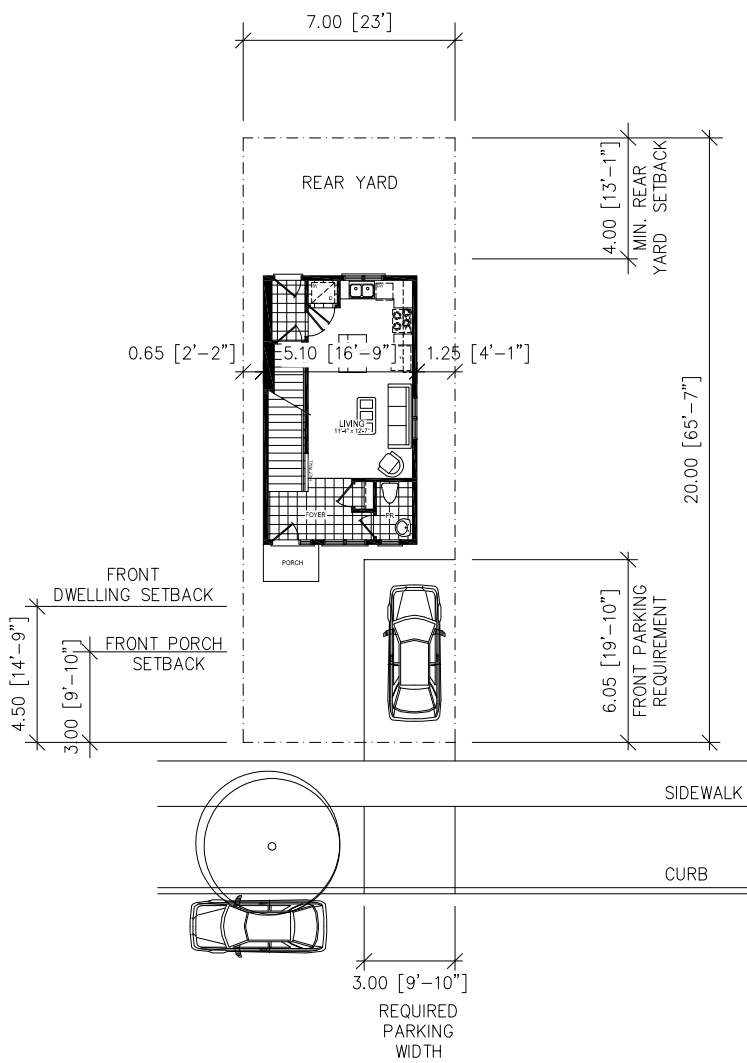
- I-KKK ZONE
- I-LLL ZONE
- OS-NNN ZONE
- EPA-MMM ZONE

- 2.0 km to Cytec Property
- 200m buffer to Cytec 2km line



Plan Prepared By: TF
 Date: February 2023

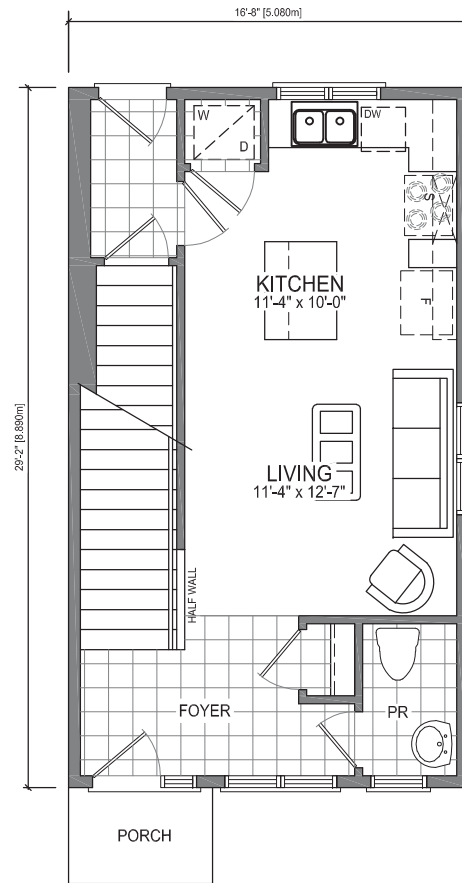
**Appendix A –
Small Lot Detached Dwelling Plans**



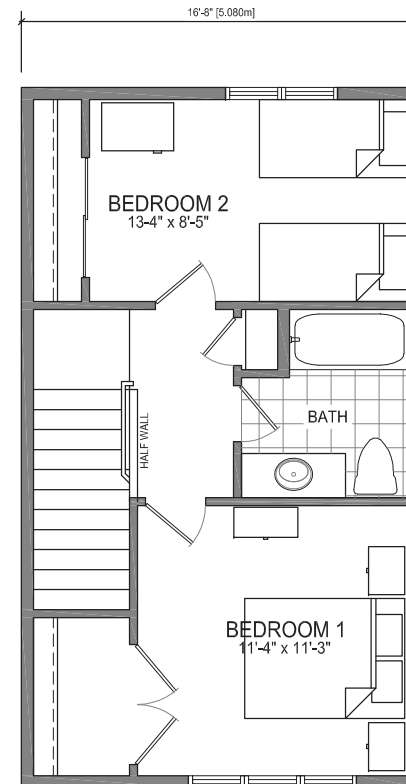
**SMALL LOT SINGLE DETACHED UNIT
DWELLINGS ~900 TO 1000 SQ FT.
FRONT PARKING PAD SINGLE DETACHED UNIT
ZONING STANDARDS**



Small-Lot Detached Dwellings Preliminary Floorplans



MAIN FLOOR
MAIN FLOOR AREA = 486 sq. ft.

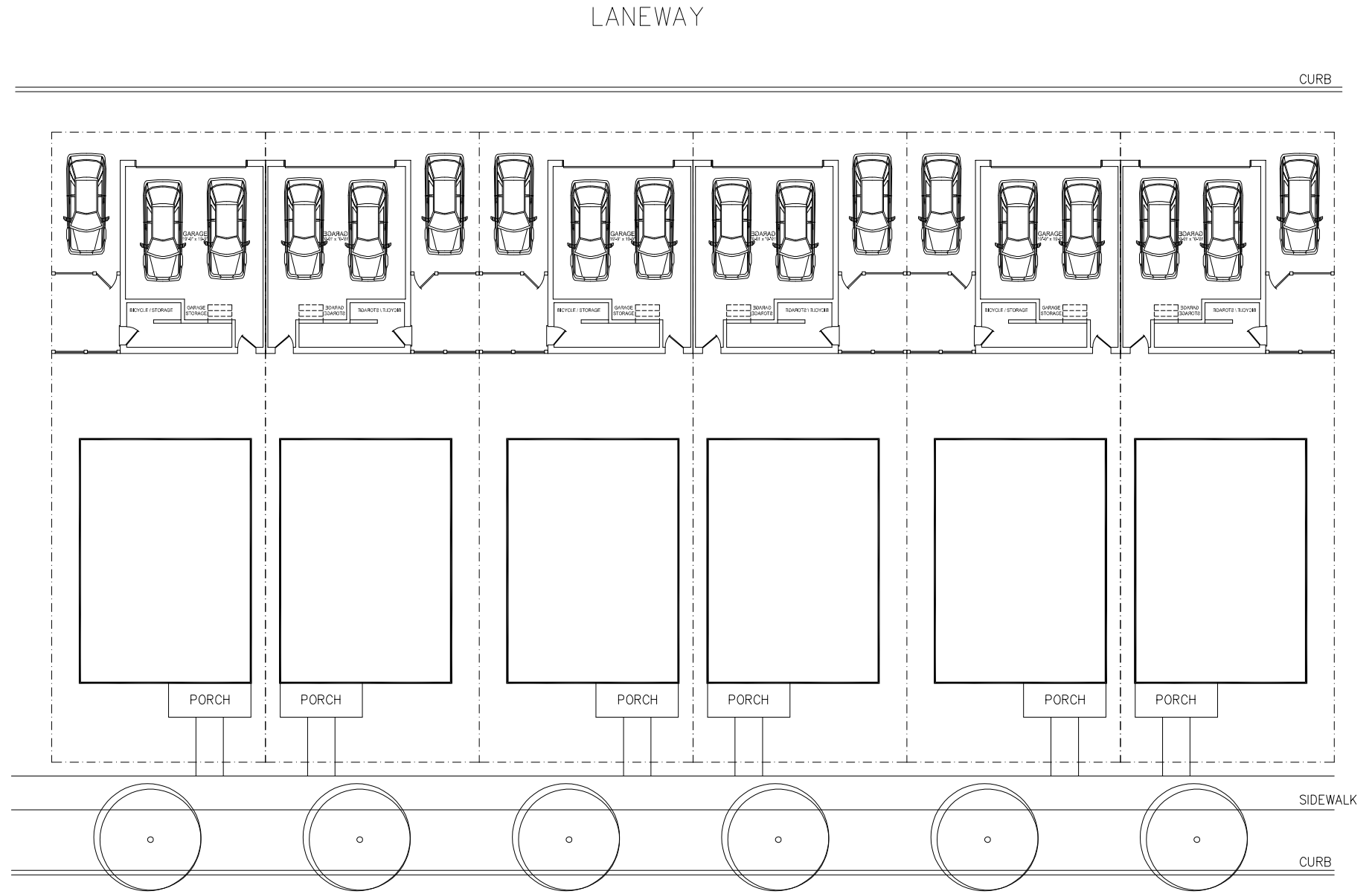
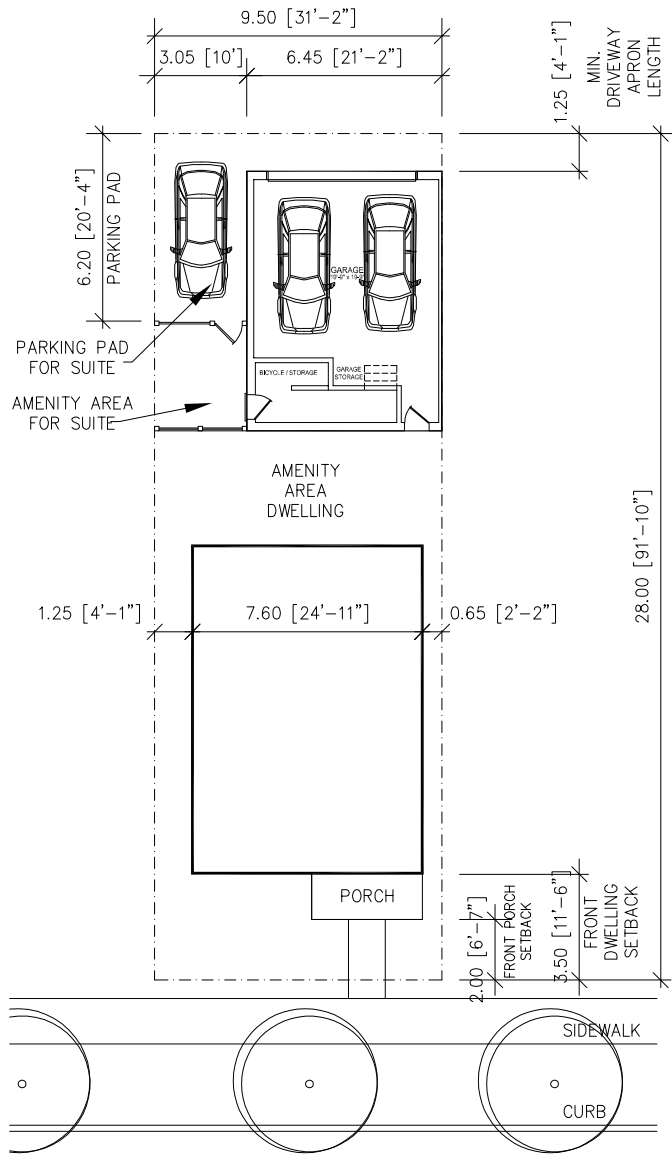


SECOND FLOOR
SECOND FLOOR AREA = 486 sq. ft.

MAIN FLOOR AREA = 486 sq. ft.
SECOND FLOOR AREA = 486 sq. ft.

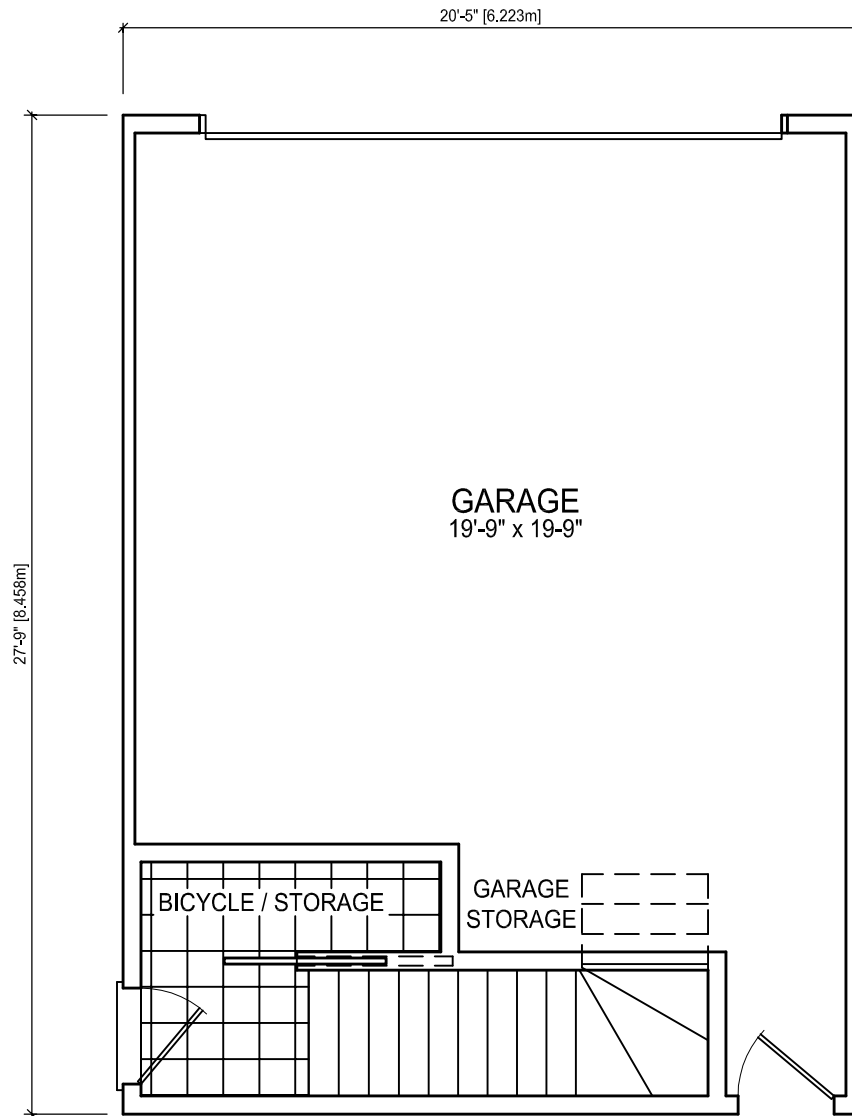
TOTAL AREA = 972 sq. ft.

**Appendix B –
Detached Dwellings with Coach House Plans**

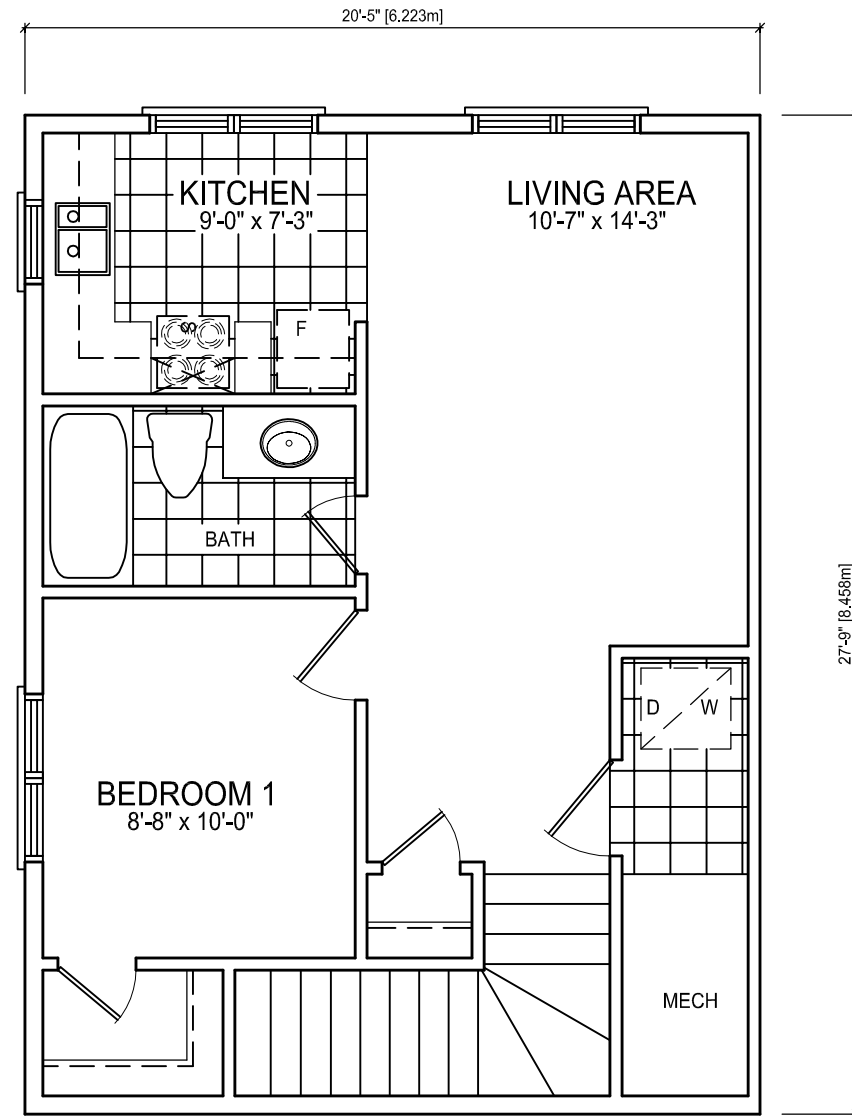


**28.0M (91'-10") LOT DEPTH
 REAR ACCESSED DETACHED 2 CAR GARAGE W/ SUITE ABOVE
 ZONING STANDARDS**





GARAGE PLAN AND SUITE ENTRANCE
AREA = 40 SQ FT

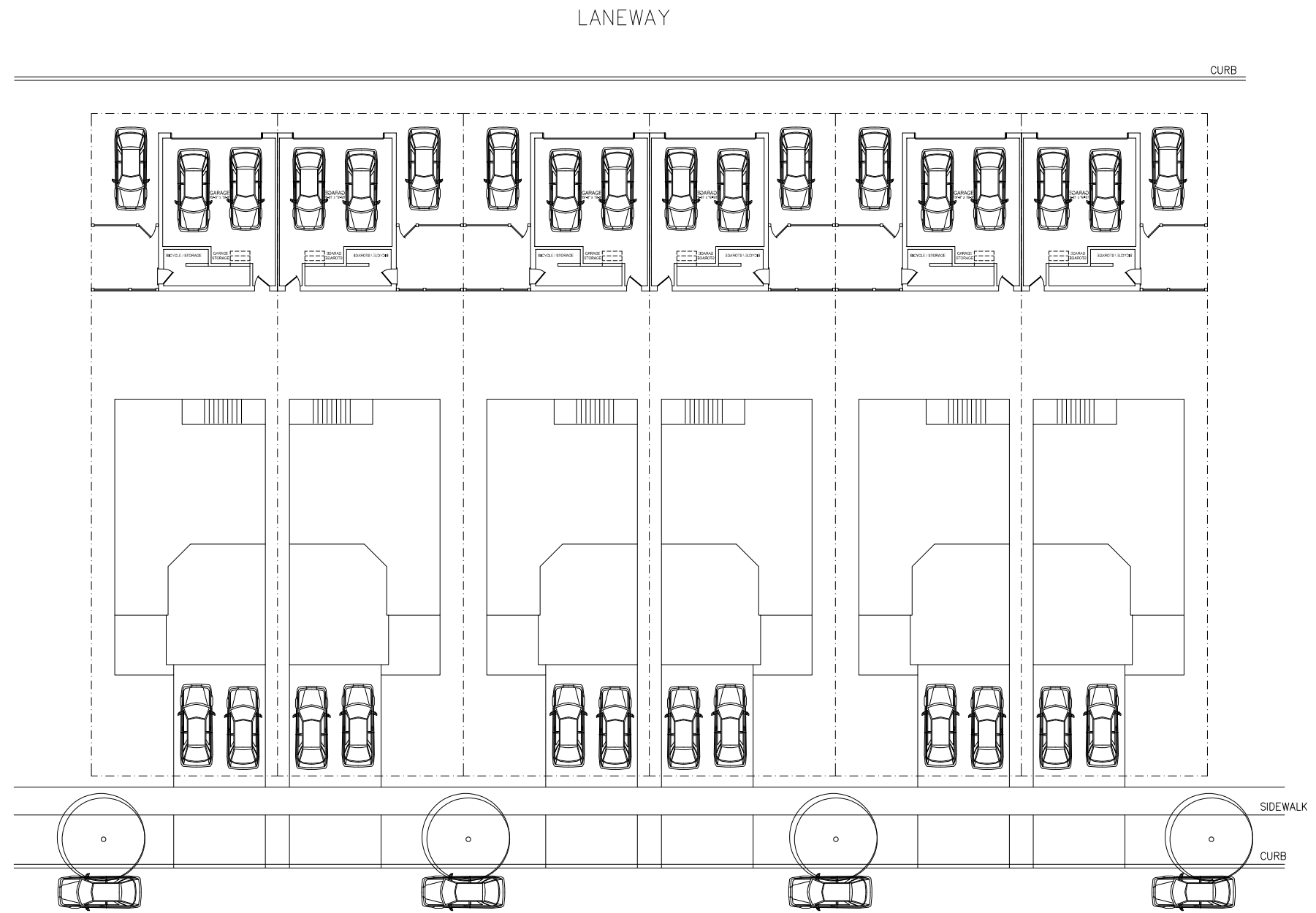
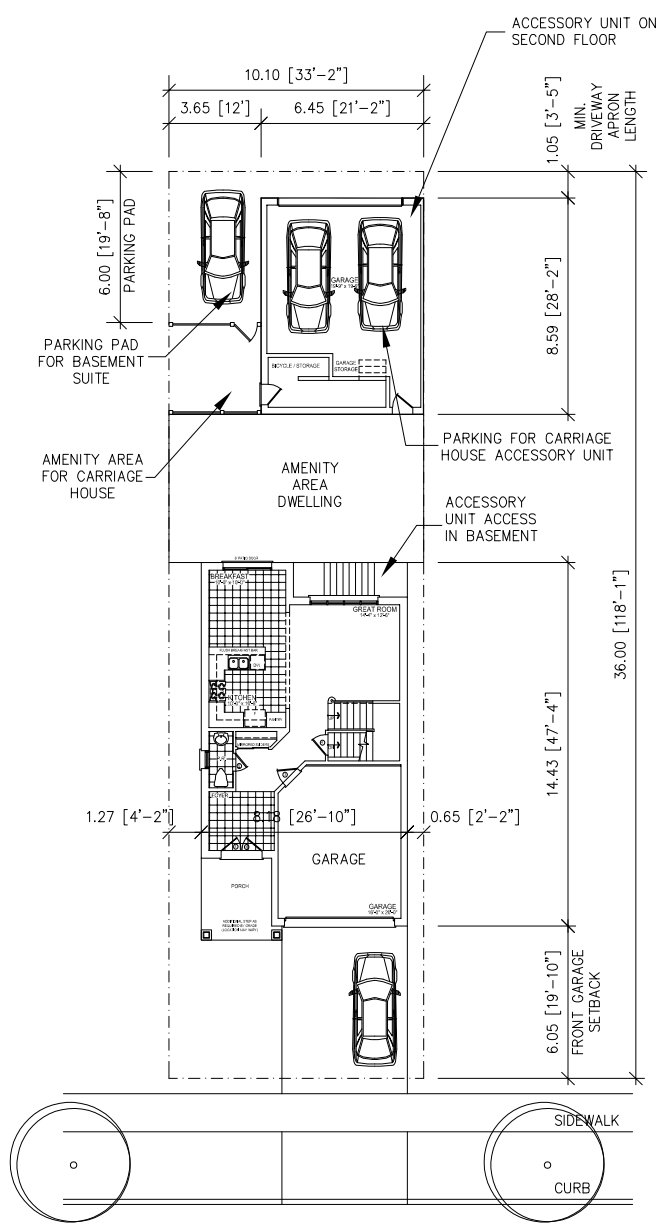


2ND FLOOR SUITE
AREA = 566 SQ FT

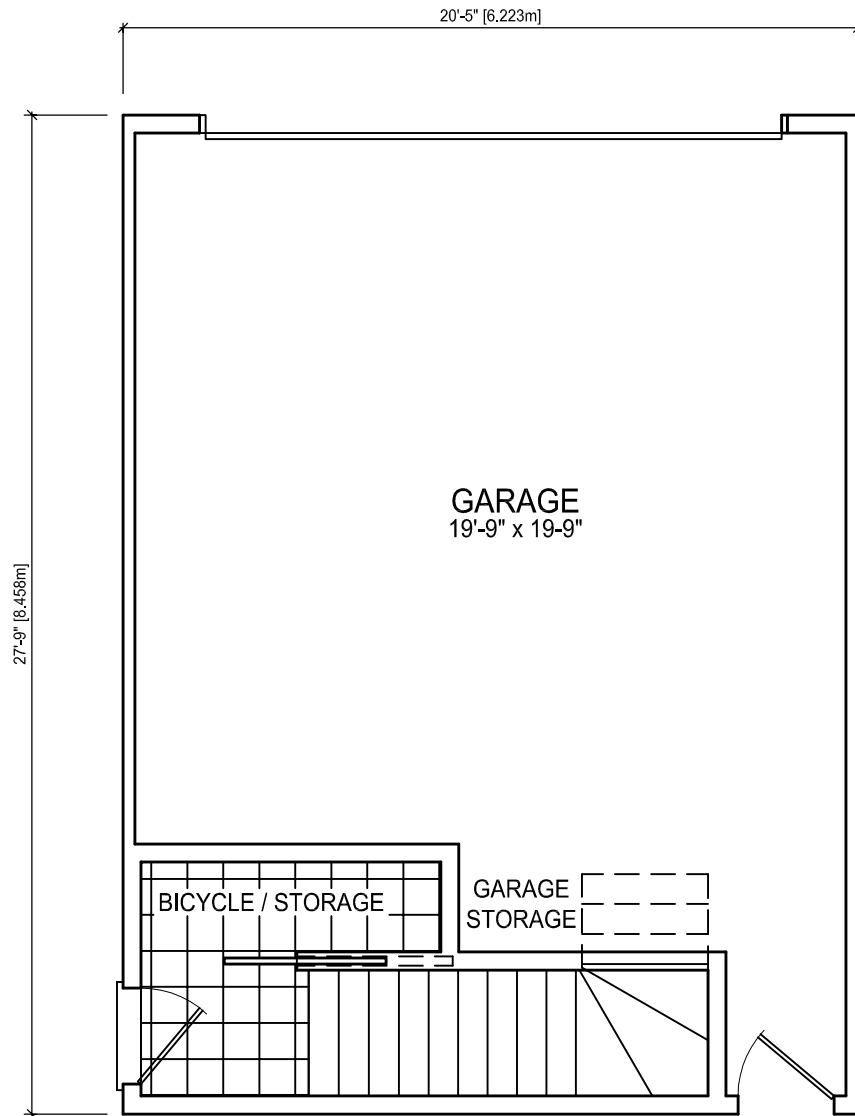
GARDEN SUITE
606 SQ FT



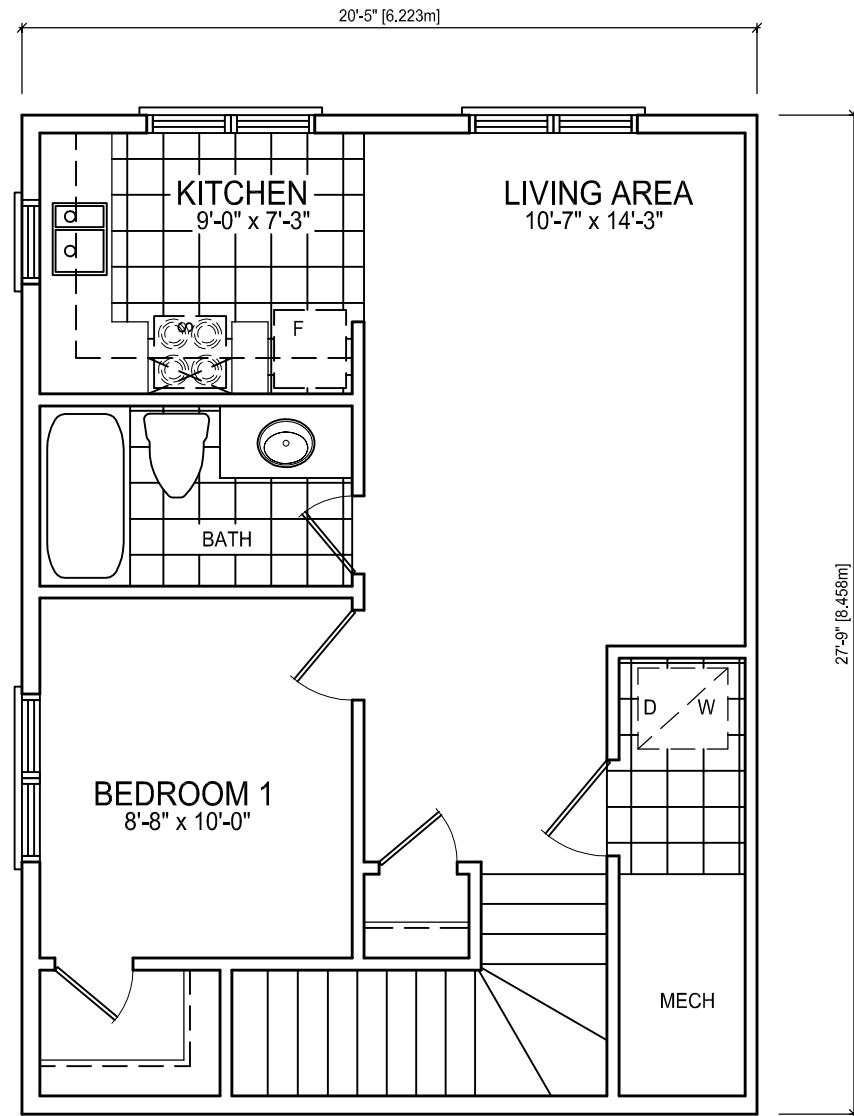
**Appendix C –
Detached Dwellings with Coach House and Basement Unit Plans**



**SINGLE DETACHED DWELLING W/ ACCESSORY BASEMENT UNIT
 & REAR CARRIAGE HOUSE (W/ ACCESSORY UNIT ABOVE)
 ZONING STANDARDS**



GARAGE PLAN AND SUITE ENTRANCE
AREA = 40 SQ FT



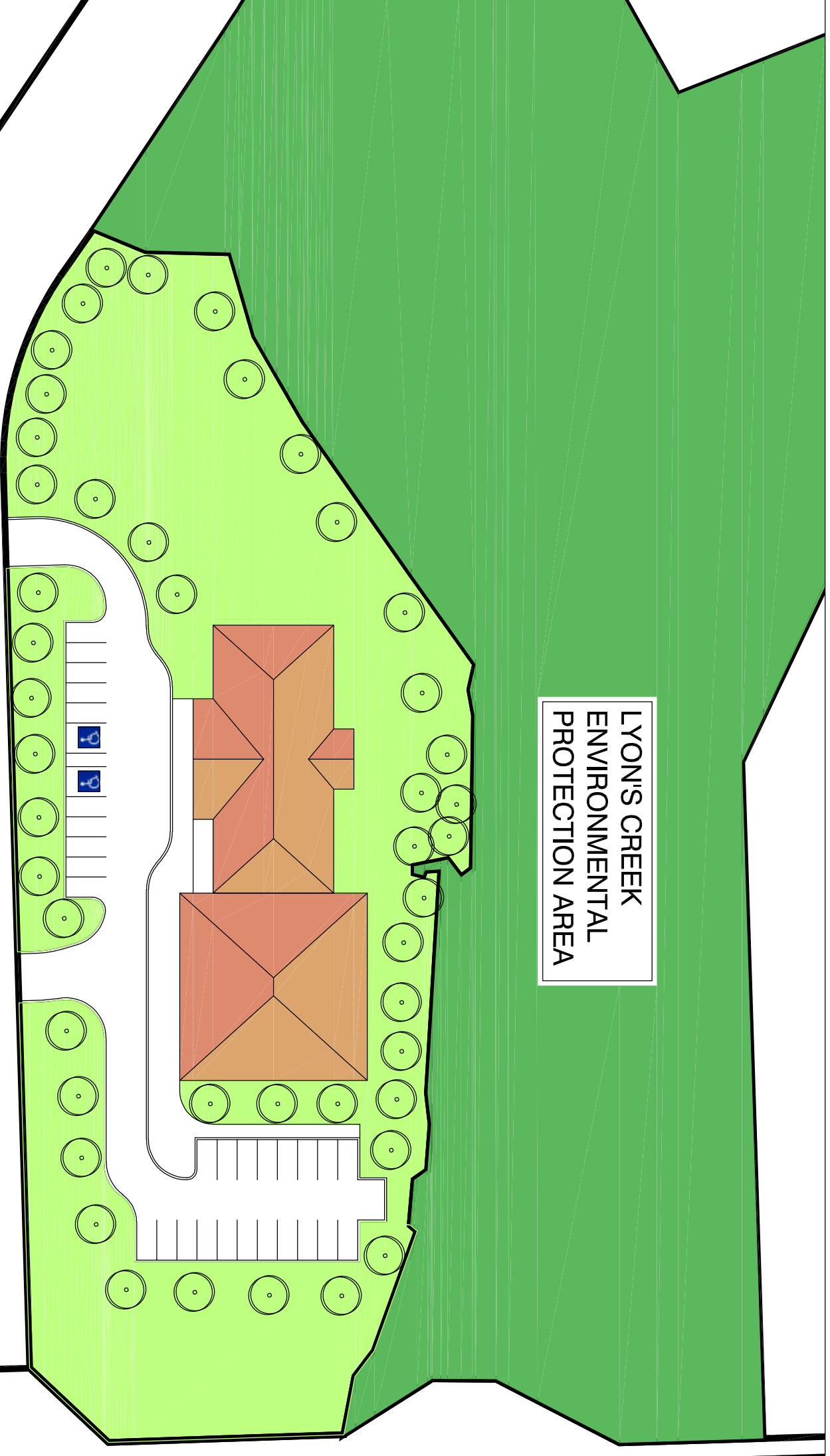
2ND FLOOR SUITE
AREA = 566 SQ FT

GARDEN SUITE
606 SQ FT



**Appendix D –
Preliminary Hospice Site Plan**

LYON'S CREEK
ENVIRONMENTAL
PROTECTION AREA



BLOCK SIZE : 1 HECTARE
BUILDING: ~ 20,000 SQ FT GFA
W/ 11 BEDROOMS (BASED ON
10 BED CARPENTER HOSPICE IN
BURLINGTON)

STREET HH

STREET HH

PRELIMINARY HOSPICE SITE PLAN CONCEPT
GRAND NIAGARA

SCALE 1:750
2023-01-26



**Appendix E –
Housing Impact Statement**

**HOUSING IMPACT STATEMENT
EMPIRE (GRAND NIAGARA) PROJECT GP INC.**

In accordance with Section 4.4 of the City of Niagara Falls Official Plan, a housing impact statement is required as part of a complete application for Official Plan Amendment, Zoning Bylaw Amendment and Draft Plan of Subdivision/Condominium applications. The housing impact statement shall include the following:

- a) The proposed housing mix by dwelling type and number of bedrooms, as applicable;
- b) How the proposal contributes to achieving the City's annual housing targets as outlined in Part 1, Section 4, Policy 4.8 a) and b);
- c) The estimated rents and/or sales prices of the development, indicating where they are either above or below the threshold for affordable as defined by Niagara Region;
- d) Where construction of the units is expected to occur in phases, information regarding the number of housing units that would meet Niagara Region's definition of affordable to be provided per phase, where applicable; and,
- e) The proposed legal and/or financial mechanisms to ensure the delivery of any proposed new affordable housing commitments, and mechanisms to retain the long-term affordability of units, where applicable.

A discussion on each component is provided in the following sections.

Housing Mix

As discussed in the Planning Justification Report, the Draft Plan of Subdivision is based on a lotless block approach. It provides for a minimum and maximum yield (3,558 to 5,387 units), as provided in the below table. As the actual buildout of the subdivision will include a mix of dwelling and lot sizes, the final yield will be between the minimum and maximum. Based on the proponent's experience, we anticipate actual buildout of ~4,500 units.

The majority of dwellings (70%) are anticipated to be apartment, stacked townhouse or other similar multi-unit developments within the Medium Density, Apartment and Mixed-Use Blocks, respectively. The development of these blocks will be subject to future Site Plan Approval, at which time the final form of development will be determined. As such, the specific bedroom mix is not known at this time. However, through the future Site Plan Approval, an appropriate mix of smaller studio units up to family-sized units will be provided.

The proposal also includes lots designed to include one or two accessory units, either in a Coach House or in the basement of the primary dwelling. The Draft Plan shows a range between 98 to 128 of these lots; this would result in between 146 to 190 accessory units. The homeowner would have the opportunity to rent out these units to tenants, thereby increasing the housing mix.

To promote affordability, cottage-style detached dwellings on small lots are proposed (between 142 to 184 units). These dwellings are anticipated to be approximately 900-1,200 sq. ft. in size.

The housing mix is rounded out by a compact form of single-detached, semi-detached, standard townhouses and back-to-back townhouses.

Dwelling Type	Minimum Yield		Maximum Yield		Anticipated Yield	
	Units	% Total	Units	% Total	Units	% Total
Single and Semi-Detached	348	10%	678	13%	542	12%
Dual Frontage Single-Detached	27	1%	29	1%	28	1%
Single-Detached with Coach House	98	3%	128	2%	115	3%
Small Lot Detached	142	4%	184	3%	166	4%
On-Street Townhouses	374	11%	455	8%	410	9%
Back-to-Back Townhouses	57	2%	74	1%	66	1%
Sub-Total (Freehold Units)	1,046	29%	1,548	29%	1,327	29%
Medium Density Blocks (85-88)	403	11%	605	11%	504*	11%
Apartment Blocks (89-92)	633	18%	1,266	24%	950*	21%
Mixed Use Blocks (93-95)	1,476	41%	1,968	37%	1,722*	38%
Sub-Total (Medium Density/Apt/MU Blocks)	2,512	71%	3,839	71%	3,176*	71%
Total	3,558	100%	5,387	100%	4,502	100%

*Assumes median between min/max yield

Annual Housing Targets and Estimated Rents and Sale Prices

Section 4.8 of the Grand Niagara Secondary Plan sets an annual target of 40% of all new units (city-wide) meet the definition of “affordable”. Based on growth projections, this translates to 270 units per year to be built as affordable. This translates to:

- a) 135 units per year to be built with a purchase price or rental price at or below the identified threshold for affordable in accordance with the Niagara Region’s definition of affordable;
- b) 135 units per year to be built as rental units that would be affordable to rental households in the 30th income percentile or lower based on income deciles presented in the City’s annual housing monitoring report. Rental unit support provided by Regional Housing Services shall be in alignment with the Region’s Consolidated Housing Master Plan and dependent on available resources.

In the Housing Strategy Report prepared by Dillon Consulting, the affordable purchase price was estimated to be \$499,440 and affordable rent at \$2,400/month, based on 2021 dollars. The deeply affordable rent (30th income percentile) was estimated to be \$968/month.

It is anticipated the small lot detached dwellings (between 142 to 184 units on the plan) will satisfy the definition of affordable ownership. These lots are expected to sell for \$400-450k, based on estimates at the time of writing.

The provision of rental units will also contribute to affordability. For the lots with accessory dwelling units either within the Coach House or in the basement of the primary dwelling, the units are anticipated to ~600 sq. ft. While it is at the discretion of the homeowner if they wish to rent these units and at what price, it is expected that rents will be less than \$2,400/month.

There may also be opportunity for rental tenure dwellings in the Medium Density, Apartment and/or Mixed-Use blocks. Based on current market estimates, townhouses in Niagara Falls and the surrounding area can rent for ~\$2,000-2,200/month. Apartments may rent for \$1,500-\$2,000/month. These would qualify for affordable rental. At this time, it has not been determined if any of the future multi-unit blocks will be of rental tenure.

Phasing

Given the size of the proposal, development will proceed in phases. Phasing will be determined based on civil servicing considerations, stormwater management catchment areas and lot yield/mix.

Phase 1 generally consists of the areas north of the Grassy Brook Road. The first phase includes a Medium Density and Apartment Block, respectively. These are anticipated to yield between 275-506 units. As discussed above, should any of these units be rental, it is expected to meet the affordable rental rate.

Further, the Coach House lots with accessory units are predominantly in the first phase. There is opportunity for between 70 to 93 accessory units within these lots for potential rental.

Phase 2 would incorporate all of the small lot detached dwellings (between 142 to 184 units). As mentioned above, these are expected to meet the affordable ownership criteria. In addition, between 212 to 398 units are contemplated in the Medium Density and Apartment Blocks in Phase 2. The are Coach House lots in Phase 2 as well; with the potential for 51 to 63 accessory units.

Phase 3 comprises the area south of Phase 2. It includes Coach House lots, equating to between 25 to 34 potential rental accessory units. There are also Medium Density and Apartment Blocks, yielding between 261 to 392 units.

Lastly, Phase 4 comprises the south portion of the plan, including the Mixed-Use areas. This portion of the plan contemplates the highest density, with apartments up to 15 storeys in the Mixed-Use Blocks. A yield of between 1,761 to 2,539 is to be provided within the Mixed-Use and Apartment Blocks in this phase.

Legal and Financial Mechanism to Deliver/Maintain Affordable Units

Financial incentives or other mechanisms for affordable units has not been discussed at this time. It is our understanding that a Community Improvement Plan would be required to be approved to permit incentives or other mechanisms as a tool to encourage affordable housing. Should these be an option in the future, there may be potential for further affordable housing within the higher density blocks.

**Appendix F –
Draft Official Plan Amendment**

OFFICIAL PLAN AMENDMENT NO. XX

PART 1 – PREAMBLE

(i) Purpose of the Amendment

The purpose of this amendment is to allow additional building heights on the Apartment Blocks and Mixed-Use Blocks within the Grand Niagara development, north-west of Montrose Road and Biggar Road.

(ii) Location of the Amendment

The amendment applies to the land shown on Map 1

(iii) Details of the Amendment

Map Changes

- Schedule A4 – Grand Niagara Secondary Plan has been amended to show a new “Special Policy Area XX”.

Text Changes

PART 2, SECTION 13 – SPECIAL POLICY AREAS, is amended by the addition of Subsection 13.XX.

(iv) Basis of the Amendment

The applicant (“Empire (Grand Niagara) Project GP Inc.”) proposes a master-planned community on the Grand Niagara Golf Course Lands. The lands are envisioned for development in accordance with the Grand Niagara Secondary Plan policies.

The Amendment seeks to increase the permitted height on the Apartment Blocks and Mixed-Use Blocks within the Draft Plan of Subdivision. The Amendment meets the intent of the Official Plan as the area is suitable for development, and will diversify the housing stock in the City.

PART 2 – BODY OF THE AMENDMENT

All of this part of the document entitled PART 2 – BODY OF THE AMENDMENT, consisting of the following text and attached maps, constitute Amendment No. XXX to the Official Plan of the City of Niagara Falls.

DETAILS OF THE AMENDMENT

The Official Plan of the City of Niagara Falls is hereby amended as follows:

1) MAP CHANGES

The “Area Affected by this Amendment”, shown on the map attached hereto, entitled “Map 1 to Amendment 152”, shall be identified as Special Policy Area XX on Schedule A4 – Grand Niagara Secondary Plan.

2) TEXT CHANGES

PART 2, SECTION 13 – SPECIAL POLICY AREAS, is hereby amended by adding the following subsection:

- 13.XX Special Policy Area XX applies to lands within the Grand Niagara Golf Course redevelopment. Notwithstanding the height permitted within Policy 3.1.5 of the Grand Niagara Secondary Plan, the Apartment Blocks within the Draft Plan of Subdivision may be permitted to a maximum height of 10 storeys.
- Notwithstanding the height permitted within Policy 3.4.4 of the Grand Niagara Secondary Plan, the Mixed-Use Blocks within the Draft Plan of Subdivision may be permitted to a maximum height of 15 storeys.

**Appendix G –
Draft Zoning Bylaw Amendment**

CITY OF NIAGARA FALLS

By-law No. 2023-___

A by-law to amend By-law No. 79-200, to permit mixed-use development on the Lands.

THE COUNCIL OF THE CORPORATION OF THE CITY OF NIAGARA FALLS, IN ACCORDANCE WITH THE PLANNING ACT, 1990, AND THE REGIONAL MUNICIPALITY OF NIAGARA ACT, HEREBY ENACT AS FOLLOWS:

1. The Subject Lands that are the subject of and affected by the provisions of this by-law are described in Schedule 1 of this by-law and shall be referred to in this by-law as the “Subject Lands”. Schedule 1 forms part of this by-law.
2. The Subject Lands shall be identified, and be zoned as, Parcels R2-AAA, R1F-BBB, R1F-CCC, R1F-DDD, R3-EEE, R3-FFF, R4-GGG, R4-HHH, R5E-III, R5F-JJJ, I-KKK, I-LLL, EPA-MMM, and OS-NNN, respectively, all in accordance with Schedule 1.
3. The purpose of this by-law is to amend the provisions of By-law No. 79-200, to permit the use of the Subject Lands in a manner that would otherwise be prohibited by that by-law. In the case of any conflict between a specific provision of this by-law and any existing provision of By-law No. 79-200, the provisions of this by-law are to prevail.
4. Notwithstanding any provision of By-law No. 79-200 to the contrary, the following uses and regulations shall govern the Subject Lands.
5. The uses and regulations on all those portions of the Subject Lands zoned R2-AAA shall be:

Permitted Uses	As per the uses permitted in the R2 Zone
Min. Lot Area	225 m ² per Detached Dwelling 415 m ² per Semi-Detached Dwelling
Min. Lot Frontage	8.0 m interior and 10.0 m corner (Detached Dwelling) 15.0 m interior and 18.0 m corner (Semi-Detached)
Min. Front yard	3 m. to dwelling, plus 6 m. for a private garage with driveway access from front yard, subject to 4.27.1
Min. Exterior Side Yard	2.4 m. to dwelling, plus 6 m. for a private garage with driveway access from exterior side yard, subject to 4.27.1
Min. Interior Side Yard	1.2 metres on one side and 0.6 metres on the other side (Detached Dwelling) 1.2 m. and 0.0m on a mutual side lot line (Semi-Detached)
Min. Rear Yard	7.0 m.
Setback from Daylight Triangle	The front, rear and exterior side yards shall be measured as if the Daylight Triangle does not exist.
Max. Building Height (m)	12.5 m.

	Except 8.0m for any dwellings located within the Cytec + 200m arc.
Max. Lot Coverage	Not Applicable
Maximum projection of a one or two storey porch or balcony into a required front or exterior yard	1.5 m, subject to Section 4.27.1
Parking Space	A maximum two-step encroachment into a parking space in a garage may be permitted.
Except as modified above, the balance of the regulations in the R2 zone shall apply.	

6. The uses and regulations on all those portions of the Subject Lands zoned R1F-BBB shall be:

Permitted Uses	As per the uses permitted in the R1F Zone. In addition, accessory units may be provided in an accessory building and within the primary dwelling on the same lot.
Min. Lot Area	260 m ²
Min. Lot Frontage	9.5 m for an interior lot and 12.0 m for a corner lot
Min. Exterior Side Yard	2.4 m. to dwelling, plus 6 m. for a private garage with driveway access from exterior side yard, subject to 4.27.1
Min. Interior Side Yard	1.2 metres on one side and 0.6 metres on the other side of the main dwelling.
Min. Rear Yard	13.0 m. to the main dwelling.
Setback from Daylight Triangle	The front, rear and exterior side yards shall be measured as if the Daylight Triangle does not exist.
Max. Lot Coverage	Not Applicable
Max. Building Height (m)	12.5 m.
Min. Landscaped Open Space	25%
Second Units Interior to the Primary Dwelling	Notwithstanding Section 5.13, the following shall apply for Second Units interior to the Primary Dwelling: a) The primary dwelling unit or second unit is occupied by the owner of the lot: Not Applicable

	<p>b) The floor area of the second unit shall not exceed 40% of the floor area of the primary dwelling unit, excluding any attached garage: Not Applicable</p> <p>c) One parking space shall be provided for the occupant of the second unit in addition to the parking space required for the primary dwelling</p>
<p>Accessory Buildings and Second Units within Accessory Buildings</p>	<p>Notwithstanding Sections 4.13 and 5.13, the following shall apply:</p> <p><u>Exterior Side Yard Setback:</u> 4.5 m, save and except for unsupported canopies, eaves or gutters which may project a distance of not more than 0.45 metres into this setback.</p> <p><u>Interior Side Yard Setback:</u> No side yard setback is required where the accessory building shares a common lot line with a similar accessory building on the abutting lot.</p> <p>Otherwise, an interior side yard setback of 0.6 m is required.</p> <p><u>Rear Yard Setback:</u> 1.2 m, save and except for unsupported canopies, eaves or gutters which may project a distance of not more than 0.45 metres into this setback.</p> <p><u>Maximum Height:</u> 8.5 m. (to a maximum of two storeys).</p> <p><u>Max. Lot Coverage:</u> Not Applicable</p> <p><u>Owner Occupancy:</u> The owner of the lot may or may not live in the primary dwelling or the second unit.</p> <p><u>Parking Space:</u> One parking space shall be provided in addition to the parking space required for the primary dwelling. The parking space for second unit shall not be required to be located in an accessory building.</p> <p><u>Porch/Deck:</u> No roofed-over porch or deck shall be closer than 1.2 metres from the rear lot line.</p>
<p>Maximum projection of a one or two storey porch or balcony into a required front or exterior yard</p>	<p>1.5 m, subject to Section 4.27.1</p>

Parking Space	A maximum two-step encroachment into a parking space in a garage may be permitted.
Maximum area of a rear yard which can be used as a parking area	Notwithstanding Section 4.19.4(b)(iii), there shall be no maximum area of a rear yard which can be used as a parking area.
Except as modified above, the balance of the regulations of the R1F zone shall apply.	

7. The uses and regulations on all those portions of the Subject Lands zoned R1F-CCC shall be:

Permitted Uses	As per the uses permitted in the R1F Zone.
Min. Lot Area	130 m ²
Min. Lot Frontage	7.0 m interior and 9.0 m corner
Min. Exterior side yard	2.4 m. to dwelling
Min. Interior Side yard	1.2 metres on one side and 0.6 metres on the other side
Min. Rear Yard	4.0 m.
Setback from Daylight Triangle	The front, rear and exterior side yards shall be measured as if the Daylight Triangle does not exist.
Max. Building Height (m)	8.0m
Max. Lot Coverage	Not Applicable
Min. Landscaped Open Space	Not Applicable
Maximum projection of a one or two storey porch or balcony into a required front or exterior yard	1.5 m
Grassy Brook Road - Road Allowance Requirements under Section 4.27	Not Applicable
Except as modified above, the balance of the regulations of the R1F zone shall apply.	

8. The uses and regulations on all those portions of the Subject Lands zoned R1F-DDD shall be:

Permitted Uses	As per the uses permitted in the R1F Zone.
Min. Lot Area	190 m ²
Min. Lot Frontage	8.0 m for an interior lot and 10.0 m for a corner lot
Min. Front yard	3 m. for a detached dwelling, subject to 4.27.1.

	The front yard shall be deemed the yard adjacent to the non-garage side of the dwelling.
Min. Exterior Side Yard	2.4 m. to dwelling, plus 6 m. for a private garage with driveway access from exterior side yard, subject to 4.27.1
Min. Interior Side Yard	1.2 metres on one side and 0.6 metres on the other side.
Min. Rear Yard	6.0 m to the garage face and 3 m. to the dwelling, subject to 4.27.1. The rear yard shall be deemed the yard adjacent the garage.
Setback from Daylight Triangle	The front, rear and exterior side yards shall be measured as if the Daylight Triangle does not exist.
Max. Lot Coverage	Not Applicable
Max. Building Height (m)	12.5 m.
Min. Landscaped Open Space	Not Applicable
Maximum projection of a one or two storey porch or balcony into a required front or exterior yard	1.5 m, subject to Section 4.27.1
Parking Space	A maximum two-step encroachment into a parking space in a garage may be permitted.
Except as modified above, the balance of the regulations of the R1F zone shall apply.	

9. The uses and regulations on all those portions of the Subject Lands zoned R3-EEE shall be:

Permitted Uses	Notwithstanding the uses permitted in the R3 Zone, only On-Street Townhouse Dwellings, Home Occupation, Accessory Buildings/Structures shall be permitted.
Min. Lot Area	120 m ²
Min. Lot Frontage	4.7 m
Min. Exterior Side Yard	2.4 m. to dwelling, plus 6 m. for a private garage with driveway access from exterior side yard, subject to 4.27.1
Min. Rear Yard	7.0 m, subject to 4.27.1
Setback from Daylight Triangle	The front, rear and exterior side yards shall be measured as if the Daylight Triangle does not exist.
Max. Building Height (m)	12.5 m.

Maximum projection of a one or two storey porch or balcony into a required front or exterior yard	1.5 m, subject to Section 4.27.1
Parking Space	A maximum two-step encroachment into a parking space in a garage may be permitted.
Maximum Width of a Driveway in the front yard of a lot	65%
Except as modified above, the balance of the regulations of the R3 zone shall apply.	

10. The permitted uses and regulations on all those portions of the Subject Lands zoned R3-FFF shall be:

Permitted Uses	Notwithstanding the uses permitted in the R3 Zone, only Back-to-Back Townhouse Dwellings shall be permitted.
Definition of “Back-to-Back Townhouse”	“DWELLING, BACK-TO-BACK TOWNHOUSE” means a building containing four or more dwelling units divided by vertical common walls above grade with a common rear wall.
Min. Lot Area	85 m ²
Min. Lot Frontage	6.0 m
Min. Exterior Side Yard	2.4 m. to dwelling, plus 6 m. for a private garage with driveway access from exterior side yard, subject to 4.27.1
Min. Rear Yard	0.0 m
Setback from Daylight Triangle	The front, rear and exterior side yards shall be measured as if the Daylight Triangle does not exist.
Max. Building Height (m)	14.5 m.
Maximum projection of a one or two storey porch or balcony into a required front or exterior yard	1.5 m, subject to Section 4.27.1
Parking Space	A maximum two-step encroachment into a parking space in a garage may be permitted.
Except as modified above, the balance of the regulations of the R3 zone shall apply.	

11. The uses and regulations on all those portions of the Subject Lands zoned R4-GGG shall be:

Permitted Uses	Notwithstanding the uses permitted in the R4 Zone, only Apartment Dwellings, Group Dwellings, Accessory building/Structures, Home Occupation, Stacked Townhouse Dwellings shall be permitted.
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	Townhouses Dwellings, other than Stacked Townhouse Dwellings, shall not be permitted.
Min. Lot Area	133 m2 per dwelling unit of any type
Max. Building Height (m)	4 Storeys
Min. Landscaped Open Space	25% of Lot Area
Maximum projection of a one or two storey porch or balcony	Subject to Section 4.27.1: Maximum projection of a one or two storey porch or balcony of a townhouse into a required front or exterior side yard – 1.5 m Maximum projection of a one or two storey porch or balcony into a privacy yard of a townhouse– 2.5 m
Parking Space	A maximum two-step encroachment into a parking space in a garage may be permitted.
Except as modified above, the balance of the regulations in the R4 zone shall apply.	

12. The uses and regulations on all those portions of the Subject Lands zoned R4-HHH shall be:

Permitted Uses	As per the uses permitted in the R4 Zone. In addition, Back-to-Back Townhouse Dwelling shall also be permitted.
Definition of “Back-to-Back Townhouse Dwelling”	“DWELLING, BACK-TO-BACK TOWNHOUSE” means a building containing four or more dwelling units divided by vertical common walls above grade with a common rear wall.
Min. Lot Area	133 m2 per dwelling unit of any type
Min. Front yard	Apartment Dwellings – 7.5m, subject to 4.27.1 All other permitted residential uses – 4.5 m to dwelling and 6.0m to garage, subject to 4.27.1
Max. Building Height (m)	4 Storeys
Min. Landscaped Open Space	25% of Lot Area
Min. Privacy Yard	Same, except 0.0m for Back-to-Back Townhouse Dwellings

Maximum projection of a one or two storey porch or balcony	<p>Subject to Section 4.27.1:</p> <p>Maximum projection of a one or two storey porch or balcony of a townhouse into a required front or exterior side yard – 1.5 m</p> <p>Maximum projection of a one or two storey porch or balcony into a privacy yard of a townhouse – 2.5 m</p>
Parking Space	A maximum two-step encroachment into a parking space in a garage may be permitted.
Except as modified above, the balance of the regulations in the R4 zone shall apply.	

13. The uses and regulations on all those portions of the Subject Lands zoned R5E-III shall be:

Permitted Uses	<p>As per the uses permitted in the R5E Zone. In addition, the following shall be permitted:</p> <ul style="list-style-type: none"> • Townhouse Dwellings, and Back-to-Back Townhouse Dwellings may be permitted as part of an Apartment Building development • Non-Residential Uses as permitted in the Neighbourhood Commercial (NC) Zone, may be permitted on the ground floor fronting onto Grassy Brook Road
Definition of “Back-to-Back Townhouse Dwelling”	“DWELLING, BACK-TO-BACK TOWNHOUSE” means a building containing four or more dwelling units divided by vertical common walls above grade with a common rear wall.
Min. Front yard	<p>Apartment Dwellings – 7.5m, subject to 4.27.1</p> <p>All other permitted residential uses – 4.5 m to dwelling and 6.0m to garage, subject to 4.27.1</p>
Min. Rear Yard	<p>Apartment Dwellings and Stacked Townhouse Dwellings – one-half the height of the building or 10 metres whichever is greater plus any applicable distance specified in section 4.27.1</p> <p>All other permitted residential uses – 7.0 m, subject to 4.27.1</p>
Max. Building Height (m)	<p>10 Storeys for Apartment Building;</p> <p>4 Storeys for a Stacked Townhouse Dwellings;</p> <p>3 Storeys for Townhouse or Back-to-Back Townhouse Dwellings</p>
Maximum Number of Apartment Buildings Per Lot	Not Applicable
Min. Landscaped Open Space	35%

Maximum projection of a one or two storey porch or balcony	<p>Subject to Section 4.27.1:</p> <p>Maximum projection of a one or two storey porch or balcony of a townhouse into a required front or exterior side yard – 1.5 m</p> <p>Maximum projection of a one or two storey porch or balcony into a privacy yard of a townhouse– 2.5 m</p>
Parking Space	A maximum two-step encroachment into a parking space in a garage may be permitted.
Except as modified above, the balance of the regulations of the R5E zone shall apply.	

14. The uses and regulations on all those portions of the Subject Lands zoned R5F-JJJ shall be:

Permitted Uses	<p>As per the uses permitted in the R5F Zone. In addition, the following shall be permitted:</p> <ul style="list-style-type: none"> • Townhouse Dwellings, and Back-to-Back Townhouse Dwellings may be permitted as part of an Apartment Building development • Non-Residential Uses as permitted in the Neighbourhood Commercial (NC) Zone, may be permitted within a residential building as part of a mixed-use development, or as stand-alone buildings.
Definition of “Back-to-Back Townhouse Dwelling”	“DWELLING, BACK-TO-BACK TOWNHOUSE” means a building containing four or more dwelling units divided by vertical common walls above grade with a common rear wall.
Min. Lot Area	50 m2 for each dwelling unit
Min. Front yard	<p>Apartment Dwellings and Stacked Townhouse Dwellings – NO CHANGE</p> <p>All other permitted residential uses – 4.5 m to dwelling and 6.0m to garage, subject to 4.27.1</p>
Min. Rear Yard	<p>Apartment Dwellings and Stacked Townhouse Dwellings – NO CHANGE</p> <p>All other permitted residential uses – 7.0 m, subject to 4.27.1</p>
Max. Building Height (m)	<p>15 Storeys for Apartment Building;</p> <p>4 Storeys for Stacked Townhouse Dwellings;</p> <p>3 Storeys for Townhouse or Back-to-Back Townhouse Dwellings</p>
Maximum Number of Apartment Buildings Per Lot	Not Applicable
Min. Landscaped Open Space	35%
	Subject to Section 4.27.1:

Maximum projection of a one or two storey porch or balcony	Maximum projection of a one or two storey porch or balcony of a townhouse into a required front or exterior side yard – 1.5 m Maximum projection of a one or two storey porch or balcony into a privacy yard of a townhouse– 2.5 m
Parking Space	A maximum two-step encroachment into a parking space in a garage may be permitted.
Except as modified above, the balance of the regulations of the R5F zone shall apply.	

15. The uses and regulations on all those portions of the Subject Lands zoned I-KKK shall be:

Permitted Uses	As per the uses permitted in the Institutional (I) Zone. In addition, the following shall be permitted: <ul style="list-style-type: none"> • Hospice • Clinic • Animal Clinic • Office • Retail Store • Restaurant • Personal Service Shop
Max. Building Height (m)	3 Storeys
Except as modified above, the balance of the regulations of the Institutional (I) zone shall apply.	

16. The uses and regulations on all those portions of the Subject Lands zoned I-LLL shall be:

Permitted Uses	As per the uses permitted in the Institutional (I) Zone. In addition: <ul style="list-style-type: none"> • Residential uses in accordance with the provisions of the R2-AAA zone are permitted should a school block not be required for the purpose of a school
Except as modified above, the balance of the regulations of the Institutional (I) zone shall apply.	

17. The uses and regulations on all those portions of the Subject Lands zoned EPA-MMM shall be:

Permitted Uses	As per the uses permitted in the EPA Zone. In addition, the following shall be permitted: <ul style="list-style-type: none"> • Trails
Except as modified above, the balance of regulations of the EPA zone shall apply.	

18. The uses and regulations on all those portions of the Subject Lands zoned OS-NNN shall be:

Permitted Uses	As per the uses permitted in the OS Zone. In addition, the following shall be permitted: <ul style="list-style-type: none">• Trails• Stormwater Management Facilities
Except as modified above, the balance of the regulations of the OS zone shall apply.	

19. The provisions of this by-law shall be shown on Sheets B7 and B8 of Schedule “A” of By-law No. 79 - 200 redesignating the Lands from OS and numbered 774, 774 and 776 and EPA and numbered 777, to R2 and numbered AAA, R1F and numbered BBB, R1F and numbered CCC, R1F and numbered DDD, R3 and numbered EEE, R3 and numbered FFF, R4 and numbered GGG, R4 and numbered HHH, R5E and numbered III, R5F and numbered JJJ, I and numbered KKK, I and numbered LLL, EPA and numbered MMM, and OS and numbered NNN.

20. Section 19 - Exceptions and Special Provisions of By-law 79-200 is amended by adding thereto:

- 19.1.AAA Refer to By-law No. 2023-XX
- 19.1.BBB Refer to By-law No. 2023-XX
- 19.1.CCC Refer to By-law No. 2023-XX
- 19.1.DDD Refer to By-law No. 2023-XX
- 19.1.EEE Refer to By-law No. 2023-XX
- 19.1.FFF Refer to By-law No. 2023-XX
- 19.1.GGG Refer to By-law No. 2023-XX
- 19.1.HHH Refer to By-law No. 2023-XX
- 19.1.III Refer to By-law No. 2023-XX
- 19.1.JJJ Refer to By-law No. 2023-XX
- 19.1.KKK Refer to By-law No. 2023-XX
- 19.1.LLL Refer to By-law No. 2023-XX
- 19.1.MMM Refer to By-law No. 2023-XX
- 19.1.NNN Refer to By-law No. 2023-XX

Passed this ___ day of ____, 20XX

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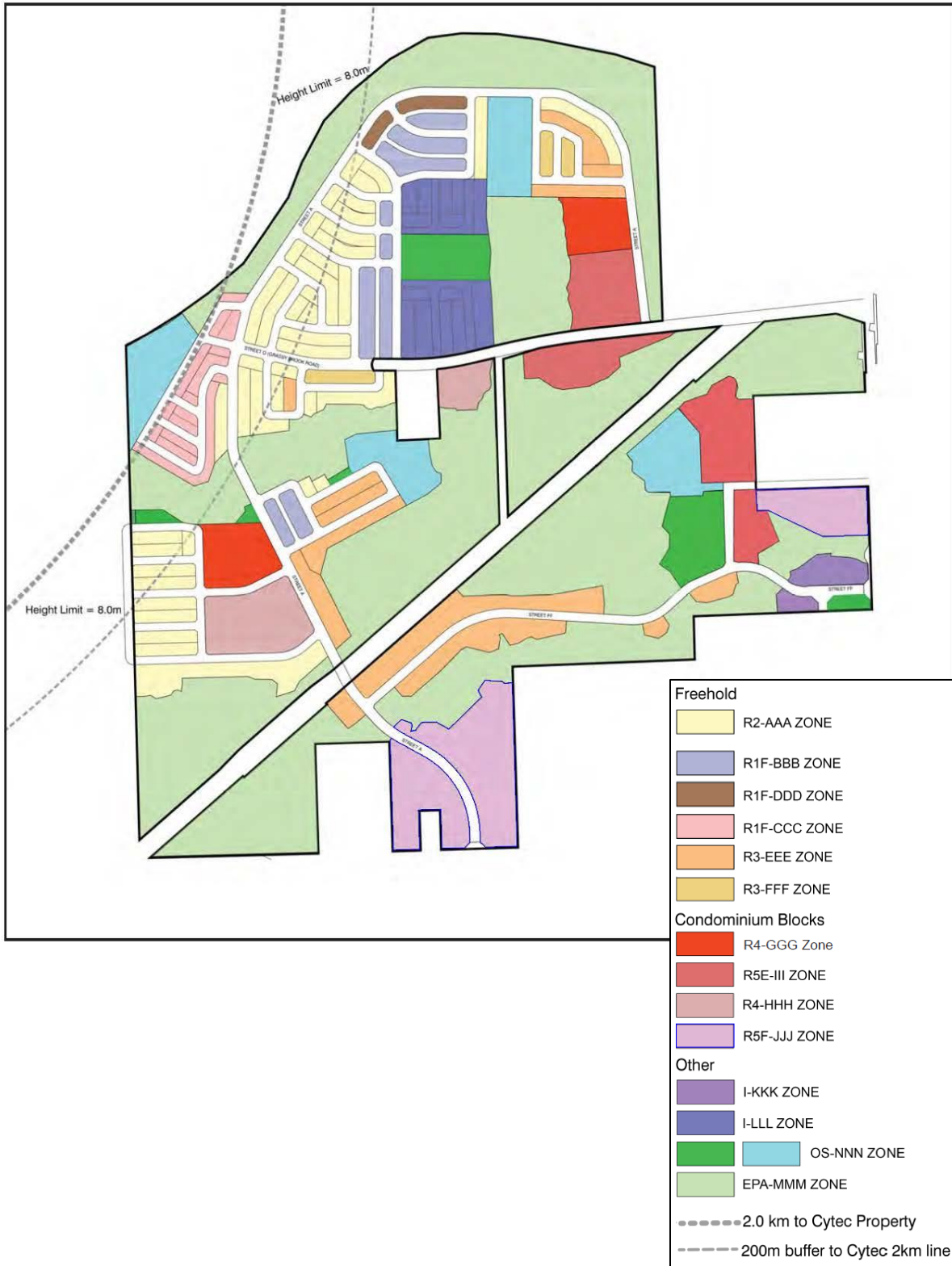
WILLIAM G. MATSON, ACTING CITY CLERK

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JAMES M. DIODATI, MAYOR

First Reading: ____, 20XX Second Reading: ____, 20XX Third Reading: ____, 20XX

Schedule 1 to Bylaw No. 2023-XX



**Appendix H –
Zoning Comparison Tables**

R2-AAA Zone – Single-Detached and Semi-Detached Dwellings

	Parent Zoning Bylaw 79-200	Proposed Amendments
Provisions	Section 7.7 – R2 Zone	R2 Zone Exception (for Single and Semi-Detached Dwellings)
Permitted Uses	Detached Dwelling, Semi-detached dwelling, Duplex Dwelling, Home Occupation, Accessory Buildings/Structures, Group Home	Same
Min. Lot Area	370 m2 for Detached dwelling 600 m2 for Semi-Detached Dwellings	225 m2 per Detached Dwelling 415 m2 per Semi-Detached Dwelling
Min. Lot Frontage	12.0 m interior and 15.0m corner (Detached Dwelling) 18.0 m interior and 20.0m corner (Semi-Detached Dwelling)	8.0 m interior and 10.0 m corner (Detached Dwelling) 15.0 m interior and 18.0 m corner (Semi-Detached)
Min. Front yard	6.0 m, subject to 4.27.1	3 m. to dwelling, plus 6 m. for a private garage with driveway access from front yard, subject to 4.27.1
Min. Exterior Side Yard	4.5 m, subject to 4.27.1	2.4 m. to dwelling, plus 6 m. for a private garage with driveway access from exterior side yard, subject to 4.27.1
Min. Interior Side Yard	1.2 m subject to 5.1.a) and b)	1.2 metres on one side and 0.6 metres on the other side (Detached Dwelling) 1.2 m.and 0.0m on a mutual side lot line (Semi-Detached)
Min. Rear Yard	7.5 m, subject to 4.27.1	7.0 m.
Setback from Daylight Triangle		The front, rear and exterior side yards shall be measured as if the Daylight Triangle does not exist.
Max. Building Height (m)	10.0 m	12.5 m. Except 8.0m for any dwellings located within the Cytec + 200m arc.
Max. Lot Coverage	45%	Not Applicable
Min. Landscaped Open Space	30% of Lot Area	NO CHANGE
Max. # of detached dwellings on Lot	1 only	NO CHANGE
Provision	Section 4.14 – General Provisions: Yards	

	<p>(c) open balconies not covered by a roof or canopy may project into any required front yard or rear yard a distance of not more than 1.8 metres and into any required side yard a distance of not more than 0.45 metres;</p> <p>(d) subject to Section 4.27.1, a roofed-over one storey porch may project into a required front yard, rear yard or privacy yard of a block townhouse dwelling unit a distance of not more than 2.5 metres provided however that</p> <p>(i) no enclosure of such porch, other than removable screens and storm sashes or awnings, shall be erected to a height of more than 1.0 metre above the floor of such porch, and</p> <p>(ii) in no event and subject to said Section 4.27.1 shall any part of such porch be closer than 1.5 metres from any street line;</p>	Subject to Section 4.27.1, maximum projection of a one or two storey porch or balcony into a required front or exterior yard – 1.5 m
Provision	Section 4.19 – Parking Areas	
"Parking Space" Definition	means an area of not less than 18 square metres and a perpendicular width of not less than 3 metres throughout, both exclusive of any aisles and access driveways, for the temporary parking or storage of motor vehicles, and may include a private garage;	A maximum two-step encroachment into a parking space in a garage may be permitted.
4.19.4(a)	<p>(i) Maximum lot area which can be used as a surface parking area: 30%</p> <p>(ii) Maximum width of driveway or parking area in the front yard of a lot: 60% of the lot frontage but in no case more than 9 metres for a detached dwelling, duplex dwelling, and semi-detached dwelling, and 60% of the lot frontage for an on-street townhouse dwelling.</p> <p>(iii) Maximum area of a rear yard which can be used as a parking area: 40 square metres</p> <p>(iv) Maximum area of an exterior side yard which can be used as a parking area: 67% of the yard up to a maximum of 50 square metres</p>	NO CHANGE

R1F-BBB Zone – Single-Detached Dwellings with Detached Garage and Accessory Units (Coach House)

	Parent Zoning Bylaw 79-200	Proposed Amendments
Provisions	Section 7.5A - R1F Zone	R1F Zone Exception (for Singles with Detached Garage/Accessory Units)
Permitted Uses	Single Detached Dwelling, Home Occupation, Accessory Building/Structure subject to 4.13 and 4.14, Group Home Type 1	Same, except accessory Second Units may be provided in an accessory building and/or within the primary dwelling on the same lot.
Min. Lot Area	320 m ²	260 m ²
Min. Lot Frontage	10.0 m interior lot; 12.0 m corner lot	9.5 m for an interior lot and 12.0 m for a corner lot
Min. Front yard	3 m. for detached dwelling, plus 6 m. for a private garage with driveway access from front yard, subject to 4.27.1	NO CHANGE
Min. Exterior Side Yard	3 m. for detached dwelling, plus 6 m. for a private garage with driveway access from exterior side yard, subject to 4.27.1	2.4 m. to dwelling, plus 6 m. for a private garage with driveway access from exterior side yard, subject to 4.27.1
Min. Interior Side Yard	0.9 m., subject to 5.1	1.2 metres on one side and 0.6 metres on the other side of the main dwelling.
Min. Rear Yard	7.5 m, subject to 4.27.1	13.0 m. to the main dwelling.
Setback from Daylight Triangle		The front, rear and exterior side yards shall be measured as if the Daylight Triangle does not exist.
Max. Lot Coverage	45%	Not Applicable
Max. Building Height (m)	10.0 m	12.5 m.,
Max. # of detached dwellings on Lot	1 only	NO CHANGE
Accessory Buildings/Structures	In accordance with 4.13 and 4.14	See below
Min. Landscaped Open Space	30 %	25%
Provision	Section 5.13 – Second Units Interior to the Primary Dwelling	

	<p>(a) The primary dwelling unit or second unit is occupied by the owner of the lot;</p> <p>(b) The floor area of the second unit shall not exceed 40% of the floor area of the primary dwelling unit, excluding any attached garage; and</p> <p>(c) One parking space shall be provided for the occupant of the second unit in addition to the parking space required for the primary dwelling.</p>	<p>a) Not Applicable</p> <p>b) Not Applicable</p> <p>c) NO CHANGE</p>
<p>Provision</p>	<p>Section 4.13 – Accessory Buildings</p>	
	<p>(a) Except as otherwise specifically permitted in this By-law, no accessory building or accessory structure shall be erected in a front yard, a rear yard or a side yard.</p> <p>(b) Subject to Section 4.27.1 but notwithstanding any other provisions of this By-law, no accessory building or accessory structure shall be erected on a corner lot closer than 4.5 metres (14.76 ft.) to the side lot line abutting a street line or a reserve.</p> <p>(c) An accessory building or accessory structure may be erected in an interior side yard provided that it is distant not less than 1.2 metres (3.94 ft.) from the side lot line. Notwithstanding the foregoing, common semi-detached private garages may be centred on the mutual lot line if erected simultaneously on two abutting lots and as one building. 2016-03</p> <p>(d) subject to section 4.27.1, an accessory building or accessory structure may be erected in a rear yard of a lot provided that it shall not be less than 0.45 metre from any lot line and no overhanging roof, eaves or gutter shall project more than 0.3 metre into any required yard or be less than 0.15 metre from any lot line. 2016-03</p> <p>(e) An attached private garage or carport which is erected as part of the main building shall not be deemed an accessory building or accessory structure and shall comply with all yard requirements for the main building.</p> <p>(f) except as otherwise specifically permitted in this by-law, no person shall, in any residential zone, DH zone, A zone, R zone, DC zone or DTC zone, erect any accessory building or accessory structure having a greater height than 3 metres, provided that an accessory building with a pitched roof may be erected to a height not exceeding 4.6 metres but in no event shall any part of the walls or supporting posts excluding any gable or dormer exceed 3 metres in height. 82-283, 2016-03</p>	<p>Notwithstanding Sections 4.13 and 5.13, the following shall apply for a detached private garage with a second unit above:</p> <p><u>Exterior Side Yard Setback:</u> 4.5 m, save and except for unsupported canopies, eaves or gutters which may project a distance of not more than 0.45 metres into this setback.</p> <p><u>Interior Side Yard Setback:</u> No side yard setback is required where the accessory building shares a common lot line with a similar accessory building on the abutting lot.</p> <p>Otherwise, an interior side yard setback of 0.6 m is required.</p> <p><u>Rear Yard Setback:</u> 1.2 m, save and except for unsupported canopies, eaves or gutters which may project a distance of not more than 0.45 metres into this setback.</p> <p><u>Maximum Height:</u> 8.5 m. (to a maximum of two storeys).</p> <p><u>Max. Lot Coverage:</u> Not Applicable</p>

	(g) In a R1A, R1B, R1C, R1D, R1E, R1F, R2 or R3 zone, the total lot coverage of all accessory buildings and accessory structures on a lot shall not exceed 15% of the lot area or 93 square metres, whichever is lesser, and in no case shall the total lot coverage of all buildings and structures exceed the maximum lot coverage regulation of the specific zone. 2008-148	<p><u>Owner Occupancy:</u> The owner of the lot may or may not live in the primary dwelling or the second unit.</p> <p><u>Parking Space:</u> One parking space shall be provided in addition to the parking space required for the primary dwelling. The parking space for second unit shall not be required to be located in an accessory building.</p> <p><u>Porch/Deck:</u> No roofed-over porch or deck shall be closer than 1.2 metres from the rear lot line.</p>
Provision	Section 5.13 – Second Units within Accessory Buildings	
5.13	One second unit is permitted within an accessory building, notwithstanding the definition “accessory building”, on any lot zoned R1A, R1B, R1C, R1D, R1E, R1F, R2 AND R3 provided the primary dwelling of a detached dwelling, semi-detached dwelling or an on street townhouse dwelling on the lot does not contain a second unit, and subject to the following provisions:	
	<p>(a) The primary dwelling unit or second unit is occupied by the owner of the lot;</p> <p>(b) The floor area of the second unit shall not exceed 40% of the floor area of the primary dwelling;</p> <p>(c) One parking space shall be provided for the occupant of the second unit within an accessory building in addition to the parking space required for the primary dwelling;</p> <p>(d) The height of an accessory building containing a second unit shall not exceed 7 metres, but in no event shall any part of the walls or supporting posts, excluding any gable or dormer, exceed 5.5 metres in height; and</p> <p>(e) The accessory building containing a second unit shall be a minimum of 1.2 metres from the rear and side lot lines, save and except for unsupported canopies, eaves or gutters which may project a distance of not more than 0.45 metres into this setback.</p> <p>(f) No roofed-over porch or deck shall be closer than 1.2 metres from the rear lot line.</p>	
Provision	Section 4.14 – General Provisions: Yards	
	<p>(c) open balconies not covered by a roof or canopy may project into any required front yard or rear yard a distance of not more than 1.8 metres and into any required side yard a distance of not more than 0.45 metres;</p> <p>(d) subject to Section 4.27.1, a roofed-over one storey porch may project into a required front yard,</p>	Subject to Section 4.27.1, maximum projection of a one or two storey porch or balcony into a required front or exterior yard – 1.5 m

	rear yard or privacy yard of a block townhouse dwelling unit a distance of not more than 2.5 metres provided however that (i) no enclosure of such porch, other than removable screens and storm sashes or awnings, shall be erected to a height of more than 1.0 metre above the floor of such porch, and (ii) in no event and subject to said Section 4.27.1 shall any part of such porch be closer than 1.5 metres from any street line;	
Provision	Section 4.19 – Parking Areas	
“Parking Space” Definition	means an area of not less than 18 square metres and a perpendicular width of not less than 3 metres throughout, both exclusive of any aisles and access driveways, for the temporary parking or storage of motor vehicles, and may include a private garage;	A maximum two-step encroachment into a parking space in a garage may be permitted.
4.19.4(b)	(i) Maximum lot area which can be used as a surface parking area: 25% (ii) Maximum width of driveway or parking area in the front yard of a lot: 55% of the lot frontage (iii) Maximum area of a rear yard which can be used as a parking area: 40 square metres (iv) Maximum area of an exterior side yard which can be used as a parking area: 67% of the yard up to a maximum of 50 square metres	Notwithstanding 4.19.4(b)(iii), the maximum area of a rear yard which can be used as a parking area shall be: Not Applicable.

R1F-CCC Zone – Small Lot Detached Dwellings

	Parent Zoning Bylaw 79-200	Proposed Amendments
Provisions	Section 7.5A - R1F Zone	R1F Zone Exception (for Small Lot Dwellings)
Permitted Uses	Single Detached Dwelling, Home Occupation, Accessory Building/Structure subject to 4.13 and 4.14, Group Home Type 1	Same
Min. Lot Area	320 m2	130 m2
Min. Lot Frontage	10.0 m interior and 12.0 m corner	7.0 m interior and 9.0 m corner
Min. Front yard	3 m. for detached dwelling, plus 6 m. for a private garage with driveway access from front yard, subject to 4.27.1	NO CHANGE
Min. Exterior Side Yard	3 m. for detached dwelling, plus 6 m. for a private garage with driveway access from exterior side yard, subject to 4.27.1	2.4 m. to dwelling, plus 6 m. for a private garage with driveway access from exterior side yard
Min. Interior Side Yard	0.9 m subject to 5.1	1.2 metres on one side and 0.6 metres on the other side

Min. Rear Yard	7.5 m, subject to 4.27.1	4.0 m.
Setback from Daylight Triangle		The front, rear and exterior side yards shall be measured as if the Daylight Triangle does not exist.
Max. Building Height (m)	10.0 m	8.0m
Max. Lot Coverage	45%	Not Applicable
Min. Landscaped Open Space	30% of Lot Area	Not Applicable
Max. Number of detached dwellings per lot	One only	NO CHANGE
Provision	Section 4.14 – General Provisions: Yards	
	<p>(c) open balconies not covered by a roof or canopy may project into any required front yard or rear yard a distance of not more than 1.8 metres and into any required side yard a distance of not more than 0.45 metres;</p> <p>(d) subject to Section 4.27.1, a roofed-over one storey porch may project into a required front yard, rear yard or privacy yard of a block townhouse dwelling unit a distance of not more than 2.5 metres provided however that</p> <p>(i) no enclosure of such porch, other than removable screens and storm sashes or awnings, shall be erected to a height of more than 1.0 metre above the floor of such porch, and</p> <p>(ii) in no event and subject to said Section 4.27.1 shall any part of such porch be closer than 1.5 metres from any street line;</p>	Maximum projection of a one or two storey porch or balcony into a required front or exterior yard – 1.5 m
Provision	Section 4.19 – Parking Areas	
“Parking Space” Definition	means an area of not less than 18 square metres and a perpendicular width of not less than 3 metres throughout, both exclusive of any aisles and access driveways, for the temporary parking or storage of motor vehicles, and may include a private garage;	NO CHANGE
4.19.4(b)	<p>(i) Maximum lot area which can be used as a surface parking area: 30%</p> <p>(ii) Maximum width of driveway or parking area in the front yard of a lot: 55% of the lot frontage but in no case more than 9 metres for a detached dwelling, duplex dwelling, and semi-detached dwelling, and 60% of the lot frontage for an on-street townhouse dwelling.</p> <p>(iii) Maximum area of a rear yard which can be used as a parking area: 40 square metres</p>	<p>i) NO CHANGE</p> <p>ii) NO CHANGE</p> <p>iii) NO CHANGE</p> <p>iv) NO CHANGE</p>

	(iv) Maximum area of an exterior side yard which can be used as a parking area: 67% of the yard up to a maximum of 50 square metres	
Provision	Section 4.27 – Road Allowance Requirements	
Grassy Brook Road - Road Allowance Requirements	Minimum distance from centreline of original road allowance – 11.5 m.	Not Applicable

R1F-DDD Zone – Dual Frontage Detached Dwellings

	Parent Zoning Bylaw 79-200	Proposed Amendments
Provisions	Section 7.5A - R1F Zone	R1F Zone Exception (for Singles)
Permitted Uses	Single Detached Dwelling, Home Occupation, Accessory Building/Structure, Group Home Type 1	NO CHANGE
Min. Lot Area	320 m ²	190 m ²
Min. Lot Frontage	10.0 m interior lot; 12.0 m corner lot	8.0 m for an interior lot and 10.0 m for a corner lot
Min. Front yard	3 m. for detached dwelling, plus 6 m. for a private garage with driveway access from front yard, subject to 4.27.1	3 m. for a detached dwelling, subject to 4.27.1. The front yard shall be deemed the yard adjacent to the non-garage side of the dwelling.
Min. Exterior Side Yard	3 m. for detached dwelling, plus 6 m. for a private garage with driveway access from exterior side yard, subject to 4.27.1	2.4 m to dwelling, plus 6 m. for a private garage with driveway access from exterior side yard, subject to 4.27.1
Min. Interior Side Yard	0.9 m., subject to 5.1	1.2 metres on one side and 0.6 metres on the other side.
Min. Rear Yard	7.5 m, subject to 4.27.1	6.0 m to the garage face and 3 m. for a detached dwelling, subject to 4.27.1. The rear yard shall be deemed the yard adjacent the garage.
Setback from Daylight Triangle		The front, rear and exterior side yards shall be measured as if the Daylight Triangle does not exist.
Max. Lot Coverage	45%	Not Applicable

Max. Building Height (m)	10.0 m	12.5 m.
Max. # of detached dwellings on Lot	1 only	NO CHANGE
Accessory Buildings/Structures	In accordance with 4.13 and 4.14	See below
Min. Landscaped Open Space	30 %	Not Applicable
Provision	Section 4.14 – General Provisions: Yards	
	<p>(c) open balconies not covered by a roof or canopy may project into any required front yard or rear yard a distance of not more than 1.8 metres and into any required side yard a distance of not more than 0.45 metres;</p> <p>(d) subject to Section 4.27.1, a roofed-over one storey porch may project into a required front yard, rear yard or privacy yard of a block townhouse dwelling unit a distance of not more than 2.5 metres provided however that</p> <p>(i) no enclosure of such porch, other than removable screens and storm sashes or awnings, shall be erected to a height of more than 1.0 metre above the floor of such porch, and</p> <p>(ii) in no event and subject to said Section 4.27.1 shall any part of such porch be closer than 1.5 metres from any street line;</p>	Maximum projection of a one or two storey porch or balcony into a required front or exterior yard – 1.5 m
Provision	Section 4.19 – Parking Areas	
“Parking Space” Definition	means an area of not less than 18 square metres and a perpendicular width of not less than 3 metres throughout, both exclusive of any aisles and access driveways, for the temporary parking or storage of motor vehicles, and may include a private garage;	A maximum two-step encroachment into a parking space in a garage may be permitted.
4.19.4(b)	<p>(i) Maximum lot area which can be used as a surface parking area: 25%</p> <p>(ii) Maximum width of driveway or parking area in the front yard of a lot: 55% of the lot frontage</p> <p>(iii) Maximum area of a rear yard which can be used as a parking area: 40 square metres</p> <p>(iv) Maximum area of an exterior side yard which can be used as a parking area: 67% of the yard up to a maximum of 50 square metres</p>	NO CHANGE

R3-EEE Zone – On-Street Townhouses

	Parent Zoning Bylaw 79-200	Proposed Amendments
Provisions	Section 7.8 – R3 Zone	R3 Zone Exception (for On-Street Townhouses)
Permitted Uses	Detached Dwelling, Semi-detached dwelling, Duplex Dwelling, On-Street Townhouse, Triplex dwelling, Quadruplex Dwelling, Home Occupation, Accessory Buildings/Structures	On-Street Townhouse, Accessory Buildings/Structures
Min. Lot Area	160 m ² per dwelling unit (On-Street Townhouse)	120 m ²
Min. Lot Frontage	6.0m (On-Street Townhouse)	4.7 m
Min. Front yard	3 m. for dwelling, plus 6 m. for a private garage with driveway access from exterior side yard, subject to 4.27.1	NO CHANGE
Min. Exterior Side Yard	3 m to a dwelling and 6 m to a garage, subject to 4.27.1	2.4 m to dwelling, plus 6 m. for a private garage with driveway access from exterior side yard, subject to 4.27.1
Min. Interior Side Yard	1.2 m	NO CHANGE
Min. Rear Yard	7.5 m, subject to 4.27.1	7.0 m, subject to 4.27.1
Setback from Daylight Triangle		The front, rear and exterior side yards shall be measured as if the Daylight Triangle does not exist.
Max. Building Height (m)	10.0 m	12.5 m.
Max. Lot Coverage	55%	NO CHANGE
Min. Landscaped Open Space	25%	NO CHANGE
Provision	Section 4.14 – General Provisions: Yards	

	<p>(c) open balconies not covered by a roof or canopy may project into any required front yard or rear yard a distance of not more than 1.8 metres and into any required side yard a distance of not more than 0.45 metres;</p> <p>(d) subject to Section 4.27.1, a roofed-over one storey porch may project into a required front yard, rear yard or privacy yard of a block townhouse dwelling unit a distance of not more than 2.5 metres provided however that</p> <p>(i) no enclosure of such porch, other than removable screens and storm sashes or awnings, shall be erected to a height of more than 1.0 metre above the floor of such porch, and</p> <p>(ii) in no event and subject to said Section 4.27.1 shall any part of such porch be closer than 1.5 metres from any street line;</p>	<p>Subject to Section 4.27.1, maximum projection of a one or two storey porch or balcony into a required front or exterior yard – 1.5 m</p>
Provision	Section 4.19 – Parking Areas	
"Parking Space" Definition	<p>means an area of not less than 18 square metres and a perpendicular width of not less than 3 metres throughout, both exclusive of any aisles and access driveways, for the temporary parking or storage of motor vehicles, and may include a private garage;</p>	<p>A maximum two-step encroachment into a parking space in a garage may be permitted.</p>
4.19.4(a)	<p>(i) Maximum lot area which can be used as a surface parking area: 30%</p> <p>(ii) Maximum width of driveway or parking area in the front yard of a lot: 60% of the lot frontage but in no case more than 9 metres for a detached dwelling, duplex dwelling, and semi-detached dwelling, and 60% of the lot frontage for an on-street townhouse dwelling.</p> <p>(iii) Maximum area of a rear yard which can be used as a parking area: 40 square metres</p> <p>(iv) Maximum area of an exterior side yard which can be used as a parking area: 67% of the yard up to a maximum of 50 square metres</p>	<p>i) NO CHANGE</p> <p>ii) Maximum width of driveway or parking area in the front yard of a lot: 65% of the lot frontage for an on-street townhouse dwelling.</p> <p>iii) NO CHANGE</p> <p>iv) NO CHANGE</p>

R3-FFF Zone - Back-to-Back Townhouses

	Parent Zoning Bylaw 79-200	Proposed Amendments
Provisions	Section 7.8 – R3 Zone	R3 Zone Exception (for Back-to-Back Townhouses)
Permitted Uses	Detached Dwelling, Semi-detached dwelling, Duplex Dwelling, On-Street Townhouse, Triplex dwelling, Quadruplex Dwelling, Home Occupation, Accessory Buildings/Structures	Back-to-Back Townhouse Dwelling
Definition of “Back-to-Back Townhouse”	N/A	“DWELLING, BACK-TO-BACK TOWNHOUSE” means a building containing four or more dwelling units divided by vertical common walls above grade with a common rear wall.
Min. Lot Area	160 m2 per dwelling unit (On-Street Townhouse)	85 m2
Min. Lot Frontage	6.0 m (On-Street Townhouse)	6.0 m
Min. Front yard	3 m. for dwelling, plus 6 m. for a private garage with driveway access from exterior side yard, subject to 4.27.1	NO CHANGE
Min. Exterior Side Yard	3 m to a dwelling and 6 m to a garage, subject to 4.27.1	2.4 m to dwelling, plus 6 m. for a private garage with driveway access from exterior side yard, subject to 4.27.1
Min. Interior Side Yard	1.2 m	NO CHANGE
Min. Rear Yard	7.5 m, subject to 4.27.1	0.0 m
Setback from Daylight Triangle		The front, rear and exterior side yards shall be measured as if the Daylight Triangle does not exist.
Max. Building Height (m)	10.0 m	14.5 m.
Max. Lot Coverage	55%	Not Applicable
Min. Landscaped Open Space	25%	Not Applicable
Provision	Section 4.14 – General Provisions: Yards	

	<p>(c) open balconies not covered by a roof or canopy may project into any required front yard or rear yard a distance of not more than 1.8 metres and into any required side yard a distance of not more than 0.45 metres;</p> <p>(d) subject to Section 4.27.1, a roofed-over one storey porch may project into a required front yard, rear yard or privacy yard of a block townhouse dwelling unit a distance of not more than 2.5 metres provided however that</p> <p>(i) no enclosure of such porch, other than removable screens and storm sashes or awnings, shall be erected to a height of more than 1.0 metre above the floor of such porch, and</p> <p>(ii) in no event and subject to said Section 4.27.1 shall any part of such porch be closer than 1.5 metres from any street line;</p>	Subject to Section 4.27.1, the maximum projection of a one or two storey porch or balcony into a required front or exterior yard – 1.5 m
Provision	Section 4.19 – Parking Areas	
"Parking Space" Definition	means an area of not less than 18 square metres and a perpendicular width of not less than 3 metres throughout, both exclusive of any aisles and access driveways, for the temporary parking or storage of motor vehicles, and may include a private garage;	A maximum two-step encroachment into a parking space in a garage may be permitted.
4.19.4(a)	<p>(i) Maximum lot area which can be used as a surface parking area: 30%</p> <p>(ii) Maximum width of driveway or parking area in the front yard of a lot: 60% of the lot frontage but in no case more than 9 metres for a detached dwelling, duplex dwelling, and semi-detached dwelling, and 60% of the lot frontage for an on-street townhouse dwelling.</p> <p>(iii) Maximum area of a rear yard which can be used as a parking area: 40 square metres</p> <p>(iv) Maximum area of an exterior side yard which can be used as a parking area: 67% of the yard up to a maximum of 50 square metres</p>	NO CHANGE

R4-GGG Zone – Medium Density Blocks (85 and 87)

	Parent Zoning Bylaw 79-200	Proposed Amendments
Provisions	Section 7.9 – R4 Zone	R4 Zone Exception (for Medium Density Blocks)
Permitted Uses	Townhouse Dwelling containing not more than 8 units, Apartment Dwelling, Group Dwellings, Accessory building/Structures, Home Occupation, Stacked Townhouse Dwellings	Apartment Dwelling, Group Dwellings, Accessory building/Structures, Home Occupation, Stacked Townhouse Dwellings. Townhouses Dwellings, other than Stacked Townhouse Dwellings, shall not be permitted.
Min. Lot Area	250 m ² for each dwelling unit (Townhouse) 200m ² per dwelling unit (Apartment/Stacked Townhouse)	133 m ² per dwelling unit
Min. Lot Frontage	i) for a townhouse dwelling or an apartment dwelling containing more than four dwelling units – 30 m. ii) for a townhouse dwelling or an apartment dwelling containing four dwelling units or less on an interior lot – 24 m. iii) for a townhouse dwelling or an apartment dwelling containing four dwelling units or less on a corner lot – 25.5 m	NO CHANGE
Min. Front yard	Townhouse - 6.0 m, subject to 4.27.1 Apartment/Stacked Townhouse – 7.5 m., subject to 4.27.1	NO CHANGE
Min. Exterior Side Yard	Townhouse – 4.5 m, subject to 4.27.1 Apartment/Stacked Townhouse – 7.5 m., subject to 4.27.1	NO CHANGE
Min. Interior Side Yard	one-half the height of the building	NO CHANGE
Min. Rear Yard	Townhouse – 7.5 m, subject to 4.27.1 Apartment/Stacked Townhouse – 10.0 m., subject to 4.27.1	NO CHANGE
Max. Building Height (m)	10.0 m	4 Storeys
Max. Lot Coverage	35%	NO CHANGE
Number of Dwellings Per Lot	subject to compliance with section 7.9.3, more than one dwelling is permitted on one lot	NO CHANGE
Min. Landscaped Open Space	45 m ² /unit	25% of Lot Area
Min. Privacy Yard	7.5m Minimum privacy yard depth for each townhouse dwelling unit, as measured from the exterior rear wall of every dwelling unit	NO CHANGE

Min. Amenity Space for an apartment dwelling	20 m2 per apartment dwelling unit	NO CHANGE
Provision	Section 4.14 – General Provisions: Yards	
	<p>(c) open balconies not covered by a roof or canopy may project into any required front yard or rear yard a distance of not more than 1.8 metres and into any required side yard a distance of not more than 0.45 metres;</p> <p>(d) subject to Section 4.27.1, a roofed-over one storey porch may project into a required front yard, rear yard or privacy yard of a block townhouse dwelling unit a distance of not more than 2.5 metres provided however that</p> <p>(i) no enclosure of such porch, other than removable screens and storm sashes or awnings, shall be erected to a height of more than 1.0 metre above the floor of such porch, and</p> <p>(ii) in no event and subject to said Section 4.27.1 shall any part of such porch be closer than 1.5 metres from any street line;</p>	<p>Subject to Section 4.27.1:</p> <p>Maximum projection of a one or two storey porch or balcony of a townhouse into a required front or exterior side yard – 1.5 m</p> <p>Maximum projection of a one or two storey porch or balcony into a privacy yard of a townhouse– 2.5 m</p>
Provision	Section 4.19 – Parking Areas	
“Parking Space” Definition	means an area of not less than 18 square metres and a perpendicular width of not less than 3 metres throughout, both exclusive of any aisles and access driveways, for the temporary parking or storage of motor vehicles, and may include a private garage;	A maximum two-step encroachment into a parking space in a garage may be permitted.
Parking Requirements 4.19.1(c)	Dwelling containing 3 or more dwelling units save and except an on-street townhouse dwelling: 1.4 spaces for each dwelling unit	NO CHANGE

R4-HHH Zone – Medium Density Blocks (86 and 88)

	Parent Zoning Bylaw 79-200	Proposed Amendments
Provisions	Section 7.9 – R4 Zone	R4 Zone Exception (for Medium Density Blocks)
Permitted Uses	Townhouse Dwelling containing not more than 8 units, Apartment Dwelling, Group Dwellings, Accessory building/Structures, Home Occupation, Stacked Townhouse Dwellings	Same, including addition of “Back-to-Back Townhouse Dwelling”
Definition of “Back-to-Back Townhouse Dwelling”	N/A	“DWELLING, BACK-TO-BACK TOWNHOUSE” means a building containing four or more dwelling units divided by vertical common walls above grade with a common rear wall.
Min. Lot Area	250 m2 for each dwelling unit (Townhouse) 200m2 per dwelling unit (Apartment/Stacked Townhouse)	133 m2 per dwelling unit
Min. Lot Frontage	i) for a townhouse dwelling or an apartment dwelling containing more than four dwelling units – 30 m. ii) for a townhouse dwelling or an apartment dwelling containing four dwelling units or less on an interior lot – 24 m. iii) for a townhouse dwelling or an apartment dwelling containing four dwelling units or less on a corner lot – 25.5 m	NO CHANGE
Min. Front yard	Townhouse - 6.0 m, subject to 4.27.1 Apartment/Stacked Townhouse – 7.5 m., subject to 4.27.1	Apartment Dwellings – 7.5m, subject to 4.27.1 All other permitted residential uses – 4.5 m to dwelling and 6.0m to garage, subject to 4.27.1
Min. Exterior Side Yard	Townhouse – 4.5 m, subject to 4.27.1 Apartment/Stacked Townhouse – 7.5 m., subject to 4.27.1	NO CHANGE
Min. Interior Side Yard	one-half the height of the building	NO CHANGE
Min. Rear Yard	Townhouse – 7.5 m, subject to 4.27.1 Apartment/Stacked Townhouse – 10.0 m., subject to 4.27.1	NO CHANGE
Max. Building Height (m)	10.0 m	4 Storeys
Max. Lot Coverage	35%	NO CHANGE
Number of Dwellings Per Lot	subject to compliance with section 7.9.3, more than one dwelling is permitted on one lot	NO CHANGE

Min. Landscaped Open Space	45 m2/unit	25% of Lot Area
Min. Privacy Yard	7.5m Minimum privacy yard depth for each townhouse dwelling unit, as measured from the exterior rear wall of every dwelling unit	Same, except 0.0m for Back-to-Back Townhouse Dwellings
Min. Amenity Space for an apartment dwelling	20 m2 per apartment dwelling unit	NO CHANGE
Provision	Section 4.14 – General Provisions: Yards	
	<p>(c) open balconies not covered by a roof or canopy may project into any required front yard or rear yard a distance of not more than 1.8 metres and into any required side yard a distance of not more than 0.45 metres;</p> <p>(d) subject to Section 4.27.1, a roofed-over one storey porch may project into a required front yard, rear yard or privacy yard of a block townhouse dwelling unit a distance of not more than 2.5 metres provided however that</p> <p>(i) no enclosure of such porch, other than removable screens and storm sashes or awnings, shall be erected to a height of more than 1.0 metre above the floor of such porch, and</p> <p>(ii) in no event and subject to said Section 4.27.1 shall any part of such porch be closer than 1.5 metres from any street line;</p>	<p>Subject to Section 4.27.1:</p> <p>Maximum projection of a one or two storey porch or balcony of a townhouse into a required front or exterior side yard – 1.5 m</p> <p>Maximum projection of a one or two storey porch or balcony into a privacy yard of a townhouse– 2.5 m</p>
Provision	Section 4.19 – Parking Areas	
“Parking Space” Definition	means an area of not less than 18 square metres and a perpendicular width of not less than 3 metres throughout, both exclusive of any aisles and access driveways, for the temporary parking or storage of motor vehicles, and may include a private garage;	A maximum two-step encroachment into a parking space in a garage may be permitted.
Parking Requirements 4.19.1(c)	Dwelling containing 3 or more dwelling units save and except an on-street townhouse dwelling: 1.4 spaces for each dwelling unit	NO CHANGE

R5E-III Zone – Apartment Blocks (5 to 10 Storeys)

	Parent Zoning Bylaw 79-200	Proposed Amendments
Provisions	Section 7.14 – R5E Zone	R5E Zone Exception (for Apartment Blocks)
Permitted Uses	Apartment Building, Accessory Buildings and Structures, and Stacked Townhouse Dwellings	Same, including addition of: <ul style="list-style-type: none"> • Townhouse Dwellings, and Back-to-Back Townhouse Dwellings may be permitted as part of an Apartment Building development • Non-Residential Uses as permitted in the Neighbourhood Commercial (NC) Zone, may be permitted on the ground floor fronting onto Grassy Brook Road
Definition of “Back-to-Back Townhouse Dwelling”	N/A	“DWELLING, BACK-TO-BACK TOWNHOUSE” means a building containing four or more dwelling units divided by vertical common walls above grade with a common rear wall.
Min. Lot Area	67 m2 for each dwelling unit	NO CHANGE
Min. Lot Frontage	35 m.	NO CHANGE
Min. Front yard	7.5 m, subject to 4.27.1	Apartment Dwellings – 7.5m, subject to 4.27.1 All other permitted residential uses – 4.5 m to dwelling and 6.0m to garage, subject to 4.27.1
Min. Exterior Side Yard	7.5 m., subject to 4.27.1	NO CHANGE
Min. Interior Side Yard	one-third the height of the building	NO CHANGE
Min. Rear Yard	one-half the height of the building or 10 metres whichever is greater plus any applicable distance specified in section 4.27.1	Apartment Dwellings and Stacked Townhouse Dwellings – NO CHANGE All other permitted residential uses – 7.0 m, subject to 4.27.1
Max. Building Height (m)	25.0 m	10 Storeys for Apartment Building; 4 Storeys for Stacked Townhouse Dwellings; 3 Storeys for Townhouse or Back-to-Back Townhouse Dwellings
Max. Lot Coverage	30%	NO CHANGE
Number of Apartment	One only	Not Applicable

Buildings Per Lot		
Min. Landscaped Open Space	50%	35%
Amenity Area	Minimum amenity area for an apartment dwelling: 20 sq. m. per dwelling unit	NO CHANGE
Provision	Section 4.14 – General Provisions: Yards	
	<p>(c) open balconies not covered by a roof or canopy may project into any required front yard or rear yard a distance of not more than 1.8 metres and into any required side yard a distance of not more than 0.45 metres;</p> <p>(d) subject to Section 4.27.1, a roofed-over one storey porch may project into a required front yard, rear yard or privacy yard of a block townhouse dwelling unit a distance of not more than 2.5 metres provided however that</p> <p>(i) no enclosure of such porch, other than removable screens and storm sashes or awnings, shall be erected to a height of more than 1.0 metre above the floor of such porch, and</p> <p>(ii) in no event and subject to said Section 4.27.1 shall any part of such porch be closer than 1.5 metres from any street line;</p>	<p>Subject to Section 4.27.1:</p> <p>Maximum projection of a one or two storey porch or balcony of a townhouse into a required front or exterior side yard – 1.5 m</p> <p>Maximum projection of a one or two storey porch or balcony into a privacy yard of a townhouse– 2.5 m</p>
Provision	Section 4.19 – Parking Areas	
“Parking Space” Definition	means an area of not less than 18 square metres and a perpendicular width of not less than 3 metres throughout, both exclusive of any aisles and access driveways, for the temporary parking or storage of motor vehicles, and may include a private garage;	A maximum two-step encroachment into a parking space in a garage may be permitted.
Parking Requirements 4.19.1(c)	Dwelling containing 3 or more dwelling units save and except an on street townhouse dwelling: 1.4 spaces for each dwelling unit	NO CHANGE

R5F-JJJ Zone – Mixed Use Blocks (10-15 Storeys)

	Parent Zoning Bylaw 79-200	Proposed Amendments
Provisions	Section 7.15 – R5F Zone	R5F Zone Exception (for Apartment Blocks)
Permitted Uses	Apartment Building, Stacked Townhouse Dwellings, Accessory Buildings and Structures	Same, including addition of: <ul style="list-style-type: none"> • Townhouse Dwellings, and Back-to-Back Townhouse Dwellings may be permitted as part of an Apartment Building development • Non-Residential Uses as permitted in the Neighbourhood Commercial (NC) Zone, may be permitted within a residential building as part of a mixed-use development, or as stand-alone buildings.
Definition of “Back-to-Back Townhouse Dwelling”	N/A	“DWELLING, BACK-TO-BACK TOWNHOUSE” means a building containing four or more dwelling units divided by vertical common walls above grade with a common rear wall.
Min. Lot Area	57 m2 for each dwelling unit	50 m2 for each dwelling unit
Min. Lot Frontage	45 m.	NO CHANGE
Min. Front yard	7.5 m, subject to 4.27.1	Apartment Dwellings and Stacked Townhouse Dwellings – NO CHANGE All other permitted residential uses – 4.5 m to dwelling and 6.0m to garage, subject to 4.27.1
Min. Exterior Side Yard	7.5 m., subject to 4.27.1	NO CHANGE
Min. Interior Side Yard	one-quarter the height of the building	NO CHANGE
Min. Rear Yard	one-half the height of the building or 10 metres whichever is greater plus any applicable distance specified in section 4.27.1	Apartment Dwellings and Stacked Townhouse Dwellings – NO CHANGE All other permitted residential uses – 7.0 m, subject to 4.27.1
Max. Building Height (m)	28.0 m	15 Storeys for Apartment Building; 4 Storeys for Stacked Townhouse Dwellings; 3 Storeys for Townhouse or Back-to-Back Townhouse Dwellings

Max. Lot Coverage	30%	NO CHANGE
Number of Apartment Buildings Per Lot	One only	Not Applicable
Min. Landscaped Open Space	55%	35%
Amenity Area	Minimum amenity area for an apartment dwelling: 20 sq. m. per dwelling unit	NO CHANGE
Provision	Section 4.14 – General Provisions: Yards	
	<p>(c) open balconies not covered by a roof or canopy may project into any required front yard or rear yard a distance of not more than 1.8 metres and into any required side yard a distance of not more than 0.45 metres;</p> <p>(d) subject to Section 4.27.1, a roofed-over one storey porch may project into a required front yard, rear yard or privacy yard of a block townhouse dwelling unit a distance of not more than 2.5 metres provided however that</p> <p>(i) no enclosure of such porch, other than removable screens and storm sashes or awnings, shall be erected to a height of more than 1.0 metre above the floor of such porch, and</p> <p>(ii) in no event and subject to said Section 4.27.1 shall any part of such porch be closer than 1.5 metres from any street line;</p>	<p>Subject to Section 4.27.1:</p> <p>Maximum projection of a one or two storey porch or balcony of a townhouse into a required front or exterior side yard – 1.5 m</p> <p>Maximum projection of a one or two storey porch or balcony into a privacy yard of a townhouse– 2.5 m</p>
Provision	Section 4.19 – Parking Areas	
“Parking Space” Definition	means an area of not less than 18 square metres and a perpendicular width of not less than 3 metres throughout, both exclusive of any aisles and access driveways, for the temporary parking or storage of motor vehicles, and may include a private garage;	A maximum two-step encroachment into a parking space in a garage may be permitted.
Parking Requirements 4.19.1(c)	Dwelling containing 3 or more dwelling units save and except an on street townhouse dwelling: 1.4 spaces for each dwelling unit	NO CHANGE

I-KKK Zone – Hospital Employment Blocks

	Parent Zoning Bylaw 79-200	Proposed Amendments
Provisions	Section 9.1 – I (Institutional) Zone	I Zone Exception (for Hospital Employment)
Permitted Uses	(a) Art gallery or museum (b) Community building (c) Emergency Care Residence 2016-03 (d) Long Term Care Home 2016-03 (e) Hospital (f) Nursing home (g) Place of Worship (h) Private Club (i) Receiving home, within the meaning of The Child Welfare Act (j) Religious institution (k) Sanatorium (l) Retirement home 2008-148 (m) Y.M.C.A, Y.W.C.A, Y.M.H.A (n) Accessory Buildings (o) Day Nursery	Same, including addition of: <ul style="list-style-type: none"> • Hospice • Clinic • Animal Clinic • Office • Retail Store • Restaurant • Personal Service Shop
Min. Lot Area	Hospital or Sanatorium – 2 ha. Any other use – 0.15 ha.	NO CHANGE
Min. Lot Depth	Hospital or Sanatorium – 150 m Any other use – 30 m	NO CHANGE
Min. Front yard Depth	10 m., subject to 4.27.1	NO CHANGE
Min. Exterior Side Yard	7.5 m, subject to 4.27.1	NO CHANGE
Min. Interior Side Yard	5.0 m, subject to 4.27.1	NO CHANGE
Min. Rear Yard	10 m., subject to 4.27.1	NO CHANGE
Max. Building Height (m)	10.0 m	3 Storeys
Max. Lot Coverage	35%	NO CHANGE
Min. Landscaped Open Space	5%	NO CHANGE

I-LLL Zone – School Blocks

	Parent Zoning Bylaw 79-200	Proposed Amendments
Provisions	Section 9.1 – I (Institutional) Zone	I Zone Exception (dual zoned for School and Residential)
Permitted Uses	(a) Art gallery or museum (b) Community building (c) Emergency Care Residence 2016-03 (d) Long Term Care Home 2016-03 (e) Hospital (f) Nursing home (g) Place of Worship (h) Private Club (i) Receiving home, within the meaning of The Child Welfare Act (j) Religious institution (k) Sanatorium (l) Retirement home 2008-148 (m) Y.M.C.A, Y.W.C.A, Y.M.H.A (n) Accessory Buildings (o) Day Nursery	Same, including addition of: <ul style="list-style-type: none"> Residential uses in accordance with the provisions of the R2-AAA zone may be permitted should a school block not be required for the purpose of a school

EPA-MMM Zone – Environmental Protection Area Blocks

	Parent Zoning Bylaw 79-200	Proposed Amendments
Provisions	Section 18A – Environmental Protection Area (EPA) Zone	EPA Zone Exception
Permitted Uses	(a) Conservation use (b) Existing agricultural use (c) Wildlife management (d) Works of a Conservation Authority	Same, including addition of: <ul style="list-style-type: none"> Trails

OS-NNN Zone – Parks and Stormwater Management Blocks

	Parent Zoning Bylaw 79-200	Proposed Amendments
Provisions	Section 14 – Open Space (OS) Zone	OS Zone Exception
Permitted Uses	(a) A use permitted in any one or more of clauses a to d inclusive of section 12.1 (b) Boating club (c) Cemetery (d) Hospital (e) Private club (f) Recreational uses (g) Religious institution (h) Riding stable (i) Sanatorium (j) School (k) Accessory buildings and accessory structures	Same, including addition of: <ul style="list-style-type: none"> Trails Stormwater Management Facilities