

# PLANNING RATIONALE REPORT

3151 Montrose Road, Niagara Falls

Prepared For: 1000441695 Ontario Inc.



Description

PROJECT No.:

DATE:



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SCALE:

CHECKED BY:

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**DP-001**

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# 1.0

## Introduction

The Biglieri Group Ltd. (“TBG”) has been retained by 1000441695 Ontario Inc. to prepare a Planning Rationale Report and planning applications in support of the redevelopment of the lands municipally identified as 3151 Montrose Road as well as vacant properties to the north and west in the City of Niagara Falls (“The Subject Site”). The Subject Site is legally described as 59R-13324 PT 02, 03, 05, & 06 PT LOT 46, Stamford.

The proposed development of a mix of single detached and townhouse dwellings is located fronting onto Montrose Road, which is a two-lane Regional roadway, and just north of Matthews Drive. The Queen Elizabeth Way Highway (QEW) is approximately 150 metres west of the proposed development. The lands are 0.56 hectares in size and are currently occupied by a single-detached dwelling.

This Planning Rationale Report has been prepared in support of applications for Zoning By-law Amendment and future Draft Plan of Condominium. The proposed development consists of nine (9) townhouses, two (2) single-detached dwellings and the maintenance of the existing single-detached dwelling, for a total of twelve (12) units. A total of 29 parking spaces will be provided, with five (5) visitor parking spaces located at grade. More parking details will be provided during the Site Plan Application stage. In building townhomes, the proposed development will provide for a more attainable type of dwelling in an area dominated by single-detached dwellings.

Per Niagara Region’s Official Plan (the “Region OP”), the Site is designated as being within the

*Delineated Built-Up Area* of the City of Niagara Falls and is within the *Urban Area*. The Subject Site is designated as *Residential* in the City of Niagara Falls Official Plan (2019 office consolidation) (the “Niagara Falls OP”). Zoning By-law 79-200 zones the site as *Residential 1A & 1C Densities* with special provisions.

Pursuant to TBG’s review of the relevant policy documents, amendments are required to the in-effect Zoning By-law in order to support the redevelopment of the Subject Site with a mix of townhomes and single detached dwellings. This Planning Rationale Report will review the proposed Zoning By-law Amendment, and associated Conceptual Site Plan to establish consistency and/or conformity (as appropriate) with respect to the Provincial Policy Statement (2020), the Growth Plan for the Greater Golden Horseshoe (2019), The Region of Niagara Official Plan (2022), City of Niagara Falls Official Plan (2019), and any other associated City documents and Guidelines.

# 2.0 Site Location & Context

## 2.1 Subject Site

The Subject Site is municipally known as 3151 Montrose Road in the City of Niagara Falls (“The Subject Site”). The Subject Site is legally described as 59R-13324 PT 02, 03, 05, & 06 PT LOT 46, Stamford. The Subject Site fronts onto Montrose Road and is 150 metres west of the QEW, with access provided to the south from Thorold Stone Road or Mountain Road to the north (**Figure 1**).

The Subject Site has approximately 76.19 metres of frontage onto Montrose Road. The Subject Site is 0.56 hectares in size and is currently occupied by a single-detached dwelling as well as vacant land to the north and west of the dwelling. As a result of this development, the existing dwelling will be retained. The proposed development consists of nine (9) townhouses and additional two (2) single-detached dwellings, for a total of twelve (12) dwellings on a private condominium road. The proposal will see a total of twenty-nine (29) parking spaces. Five (5) of these spaces will be for visitors. These spaces will be located at grade in between blocks two (2) and four (4). Additional information on parking spaces, and access to the development will be provided at the Site Plan Application stage.

The proposed development will provide additional housing units and typologies to the existing neighbourhood. The inclusion of more townhomes into the area will provide for a more

attainable housing typology. The proposed development will provide a landscaped area in between blocks two and four.

## 2.2 Surrounding Context

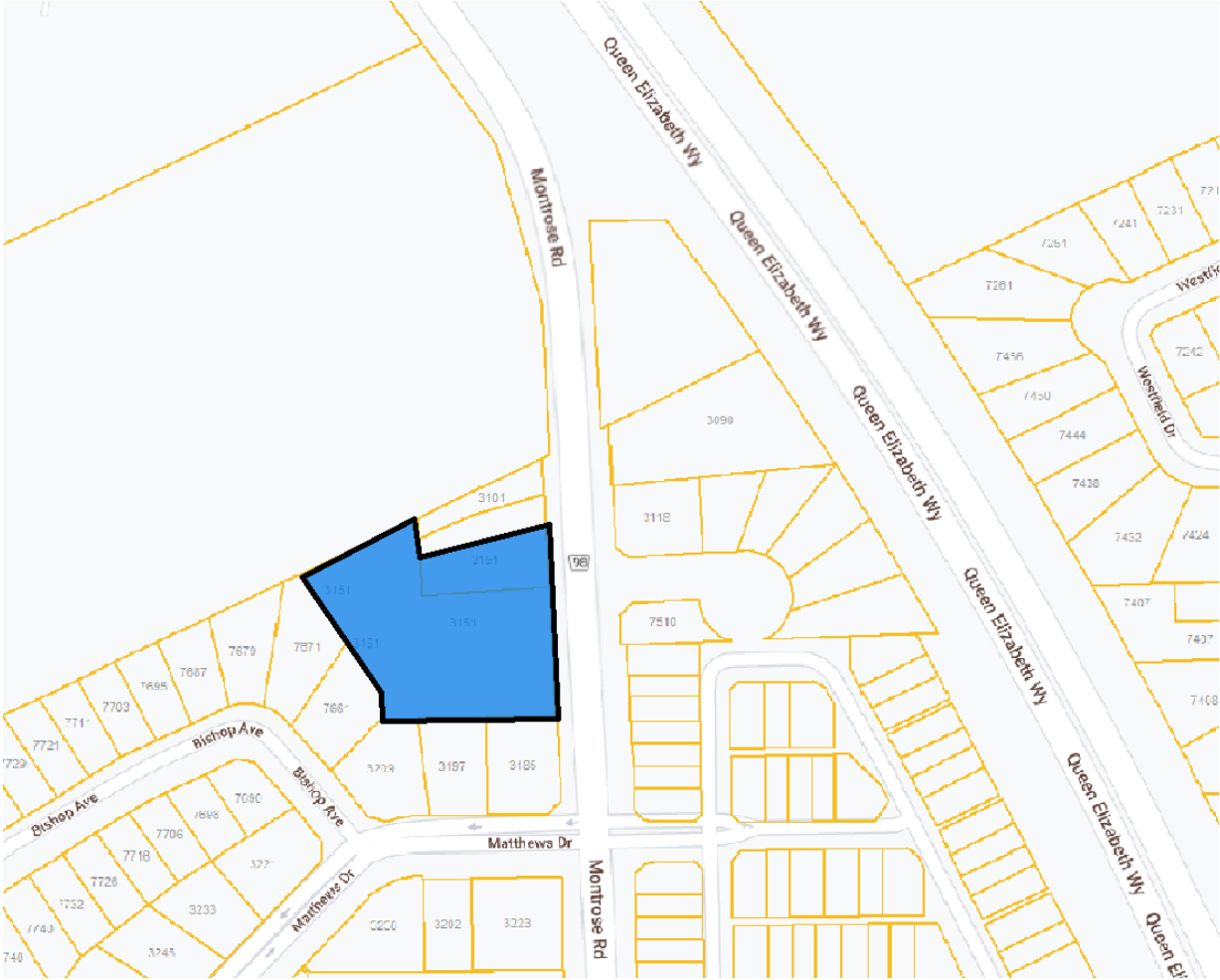
**North:** Montrose Road contains of single-detached dwellings. There is a church located just north of the Subject Site, as well as Beach Volleyball courts and the Club Italia event centre. A Hydro One transmission corridor runs directly north of the property. (**Figure 3**).

**East:** A cluster of townhomes are located directly east of the Subject Site at 3232 Montrose Road (**Figure 4**). Further east is the QEW followed by additional single-detached dwellings and the LB Pearson Park. Downtown Niagara Falls is located approximately 4.3 kilometers to the east.

**West:** Single-detached dwellings populate the neighbourhood west of the Subject Site. There are two large parks located south west of 3151 Montrose Road (Shriner's Woodlot Park and Mount Carmel Park) (**Figure 5**).

**South:** South of the Subject Site are single-detached dwellings along Montrose Road. There is also a low-rise residential building located at 3364 Montrose Road. Mt. Carmel Centre is located at the corner of Montrose Road and Thorold Stone Road. There are a multitude of restaurants, automotive services, and retail stores, as well as a grocery store located in the plaza (**Figure 6**).

**Figure 1. The Subject Site**





**Figure 2. Aerial View of Subject Site**



**Figure 3: Single-Detached Dwellings (North)**



Source: Google Maps, 2023

**Figure 4: Townhomes (East)**



Source: Google Maps, 2023

**Figure 5: Shriner's Woodlot Community Park (West)**



Source: Google Maps, 2023

**Figure 6. Mt. Carmel Centre (East)**



Source: Google Maps, 2021

### 2.2.1 Road Network

The Subject Site has approximately 76.19 metres of frontage on Montrose Road, which is north/south Regional Road. Queen Elizabeth Way (QEW) is a provincial highway located ~150 meters away from the Subject Site, with access via Thorold Stone Road to the south or Mountain Road to the north.

### 2.2.2 Public Transit Network

The Subject Site is well serviced by the Regional public transportation network. A bust stop is located ~600 meters away from the Subject Site (**Figure 7**). The Subject Site is serviced by the 105, 209 and 213 routes. These routes provide residents with access to areas south of the Subject Site and throughout the City.

The 209 Bus is a short loop, that provides residents with access to Mt. Carmel Plaza with a stop located 650m away from the Subject Site. The 105 Bus runs southbound from Mt. Carmel Plaza. The 213 Bus is the longest route out of the three, with the service terminating at the Canadian Drive Hub. The Canadian Drive Hub is a terminal station which provides access to an additional ten (10) Niagara Falls Transit Routes and three (3) Niagara Region Transit Routes. The

Canadian Drive Hub is located 7.5 kilometers south of the Subject Site.

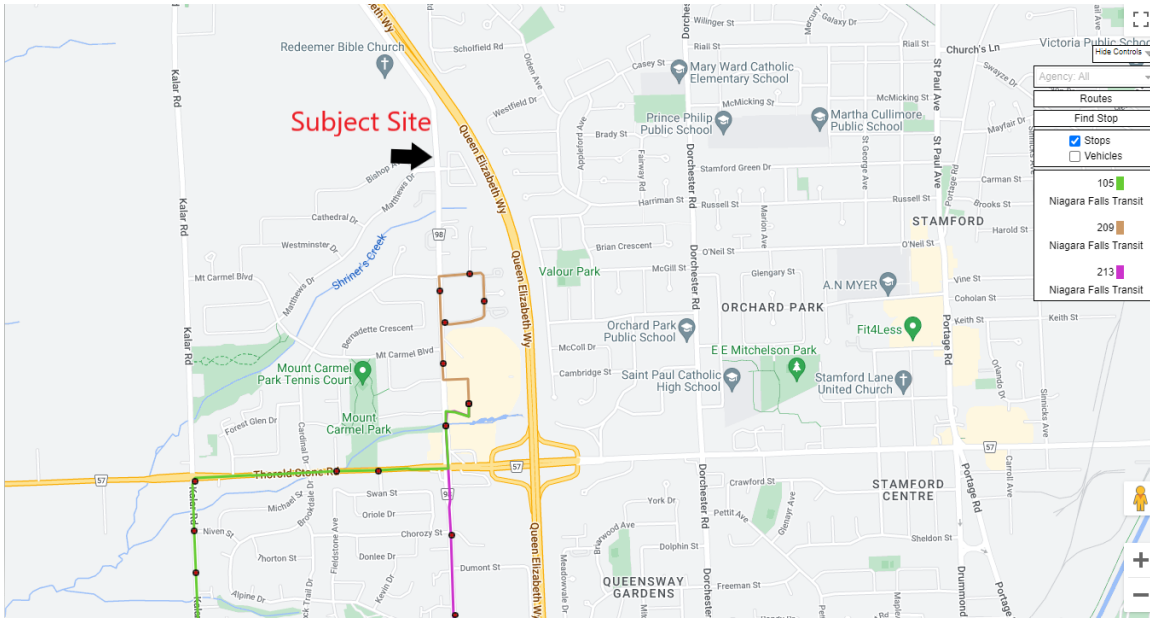
In terms of planned transit improvements, the Region's Transportation Master Plan indicates that the Subject Site is within an existing area served by Local Transit and is additionally marked as an area in which to improve fixed-route transit (Map 4: Conceptual Transit Network). In short, the proposed built form makes use of and supports transit services of the surrounding area.

### 2.2.3 Active Transportation Network

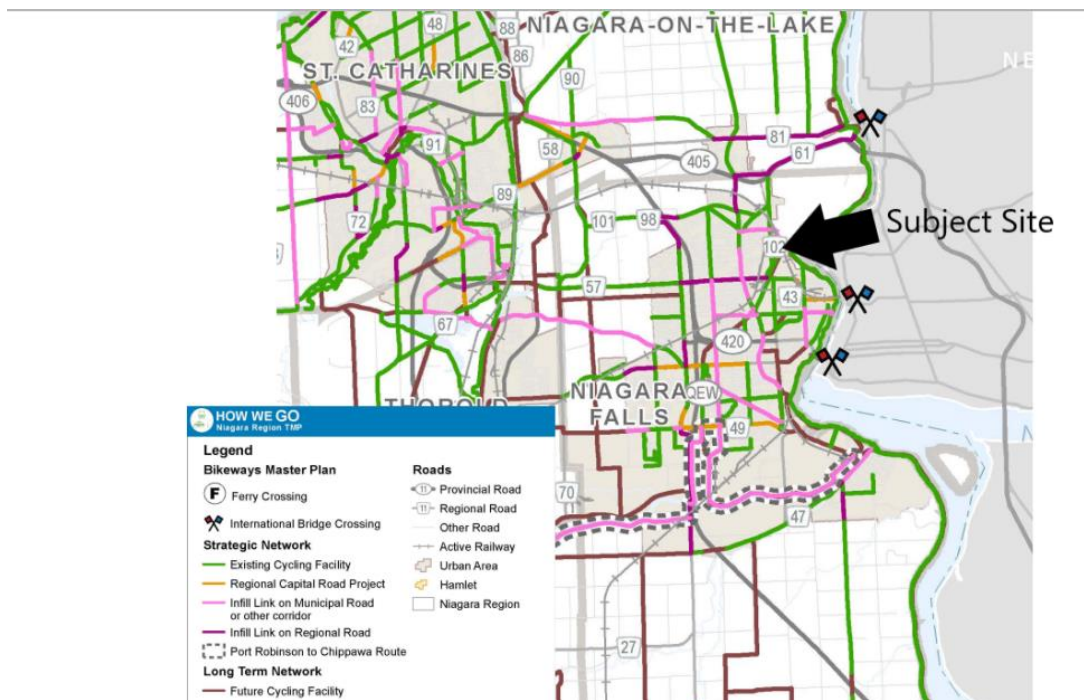
Partial sidewalks are provided on Montrose Road. The western portion of Montrose Road does not have a continuous sidewalk, while the eastern portion close to the Subject Site is not serviced with sidewalks. Matthews Drive and Bishop Avenue to the southwest both have sidewalks to provide for active transportation.

Niagara Region's Transportation Master Plan identifies Montrose Road as an existing cycling facility (**Figure 8**; Map 3: Strategic Cycling Network). The cycling network identified in the Master Plan provides connectivity to the surrounding areas within the Region, such as Niagara-on-the-Lake.

**Figure 7. Transit located near the Subject Site**



**Figure 8. Niagara Region Active Transportation Network**



# 3.0

## Proposal & Approvals

### 3.1 Proposal

The proposed development seeks to permit nine (9) townhouses, two (2) single-detached dwellings, and the existing single-detached dwelling, for a total of twelve (12) dwellings on the Subject Site. Five (5) of the townhouses (Block 5) and one (1) of the single-detached dwellings (Block 2) will have frontage onto Montrose Road. The remaining four (4) townhouses (Block 4) and one (1) single-detached dwelling (Block 1) will be situated on the western portion of the Subject Site. The existing dwelling (Block 3), will be retained and the proposed dwellings will be constructed around it. The mix of built form provided the area with an alternative typology of housing in an area that is predominantly occupied by single-detached dwellings. This additional typology will provide for a more attainable housing style in an area populated by mostly single-detached dwellings. Additional dwellings will also allow for more individuals to live in the Mt. Carmel neighbourhood. A total of 29 parking spaces will be provided. Five (5) visitor spaces will be located at grade. Additional parking and access discussions will be provided via the Site Plan Application stage. Building occupancy is anticipated to occur by 2027.

Vehicular access is proposed by a private driveway to Montrose Road. The proposed driveway is to be located on the northeast side of the Subject Site and is approximately 150 meters north of Matthews Drive. During the Site Plan stage, the associated reports will review and

asses the feasibility of aligning the entrance with the driveway located on the opposite side of Montrose Road.

### 3.2 Required Approvals

In order to support the proposed development, amendments are required to the in-effect Zoning By-law. A draft plan of condominium and Site Plan Application are also required and will be provided at a future date.

In order to permit the development of the property with a mix of townhouses and single detached dwellings, the property will need to be rezoned to a site specific Residential Mixed Use (R3) Zone.

The City of Niagara Falls Zoning By-law 79-200 zones the Subject Lands as R1A-383 (Residential 1A Density Zone) & R1C-384 (Residential 1C Density Zone). The current special provisions on the Subject Site, indicate that only single-detached dwellings must be built on the Subject Site.

Both Residential 1A & Residential 1C Density Zone do not permit townhomes. In order to permit the proposed development, the Subject Site must be rezoned to a Site-Specific Residential Low Density, Grouped Multiple Dwelling Zone (R4). Under this zone, one or more of on-street townhomes and single-detached dwellings are permitted.

A Site-Specific provision is needed due to the depth of the townhouse dwellings, depth of the private yards from townhouse dwellings to the exterior rear wall and lot coverage maximum being 4% higher than required for the R4 zone.

Following this application, Draft Plan of Condominium and Site Plan Approval will also be required.

Figure 9. Conceptual Site Plan



# 4.0

## Policy Context & Planning Analysis

### 4.1 Provincial Policy Statement (2020)

The Provincial Policy Statement (“PPS”) provides overall direction on matters of provincial interest related to municipal planning decisions. The PPS was issued under Section 3 of the *Planning Act, 1990* and provides Provincial direction in terms of land use planning and development in Ontario. The current PPS came into effect on May 1<sup>st</sup>, 2020. Decisions related to planning matters, including Official Plan and Zoning By-law Amendments made under the *Planning Act*, shall be consistent with the PPS.

The PPS encourages efficient land use and development patterns to support healthy, livable and safe communities by promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term (Policy 1.1.1). It also requires that municipalities accommodate an appropriate and market-based range and mix of residential types (Policy 1.1.1). The PPS that directs opportunities for transit supportive development that accommodate a significant supply and range of housing options through intensification and redevelopment be promoted where appropriate (Policy 1.1.3.3).

With respect to housing, Section 1.4 requires provisions to be made for an appropriate range

and mix of housing types and densities to meet the projected requirements of future residents by:

- permitting and facilitating all housing options and residential intensification;
- directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available;
- promoting densities which efficiently use land and resources and support active transportation and transit in areas where it exists or is to be developed;
- requiring transit-supportive development and prioritizing intensification, and;
- establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form.

The proposed development is consistent with the policies of the PPS. In terms of housing mix and uses, the proposed development provides for additional homes in an area where the residential housing stock is predominantly composed of single-detached dwellings. The proposal will increase housing supply and housing choice available in the area by providing for eleven additional dwelling units, which includes a mix of single-detached and townhouse dwellings. The proposed development will make use of existing municipal infrastructure and transit, as well as is in close proximity to public services, parks, and commercial areas.

### 4.2 Growth Plan for the Greater Golden Horseshoe (2020)

The Growth Plan for the Greater Golden Horseshoe (2006) (the “Growth Plan”) was approved under the authority of the *Places to Grow Act, 2005* by the Lieutenant Governor in Council of the Province of Ontario, and came into full force and effect on June 16<sup>th</sup>, 2006. The Growth Plan was further updated in July 2017, May 2019, and again on August 28<sup>th</sup>, 2020. The in-force Growth Plan provides a framework for

managing growth in the Greater Golden Horseshoe and carries forward many of the principles and policies of the PPS.

The Growth Plan introduced the concept of “complete communities” into a policy document which encouraged developments to provide a range of housing types within close proximity to commercial and institutional uses which provide for daily needs of residents and reduce dependency on car trips. Per Section 2.2.1.4 a key component of the creation of complete communities is that they provide a diverse range and mix of housing options that accommodate people at all stages of life and accommodate the needs of all household sizes and incomes. Further to this, Section 2.2.6 directs municipalities to support housing choice through the achievement of the minimum density targets in the Growth Plan by identifying a diverse range and mix of housing options and densities to meet the projected needs of current and future residents.

Per Section 2.2.2.1a. of the Growth Plan, Niagara Region’s minimum intensification target is 50%; meaning that 50% of all new residential development must be within the *delineated built-up area*. The Region has identified intensification targets for individual municipalities within the Region, Niagara Falls being given an intensification target of 50%. This means that 50% of all new growth within Niagara Falls will be required to be located within the built-up area. Building upon establishing minimum intensification targets, municipalities are directed to develop a strategy to achieve their targets that identify *strategic growth areas* that are a key focus for development, identifying the appropriate type and scale of development in *strategic growth areas* and the transition of built form to adjacent areas. (Section 2.2.2.3a-b).

In accordance with the direction of the Growth Plan, the proposed development will help achieve the intensification target by providing additional residential uses while also maintaining the community character. In terms of housing mix and uses, the proposed development provides for a nine additional townhomes and two

additional single-detached homes in an area well serviced by transit. The proposal will increase the supply and housing choice and supply available in the area by providing for 11 new dwelling units. The proposal is able to accommodate the needs of various household sizes, which is an essential component of complete communities.

The subject lands are also within walking distance to commercial, medical, institutional, and recreational facilities, thereby reducing the reliance on cars for transportation. Grocery stores, medical offices, elementary schools, and restaurants are all within walking distance of the subject lands. The property is in a location that can support the increased density as there are services within walking distance, creating a complete community through this proposed redevelopment.

### **4.3 Niagara Regional Official Plan (2022 Provincial Approved)**

The Subject Site is subject to the Niagara Region Official Plan (the “Regional OP”) as amended. The Niagara Regional Official Plan was adopted by Regional Council in November 1991. The Regional Official Plan was modified and approved by the Minister of Municipal Affairs in December 1994. The Region recently completed their Municipal Comprehensive Review Process to bring their plan into conformity with current Provincial Policy and to include growth projections to the year 2051. This updated plan was approved by the Ministry of Municipal Affairs and Housing on November 4, 2022.

The Niagara Regional Official Plan is consistent with the policies of the Province, and sets the land use and planning framework for local Official Plans. The policies of the Niagara Regional Official Plan guide the physical, economic and social development of the Region to manage growth and economic development, to protect the natural environment, resources and agricultural lands, and to provide long-term goals for infrastructure investment. The policies in the Official Plan are meant to help co-ordinate more



detailed planning by local municipalities. The Niagara Regional Official Plan dictates regional land use policies that have been adopted at the local level by the City of Niagara Falls.

#### **4.3.1 Urban Built-Up Area and Intensification**

The Regional Official Plan designates the subject site as *Built-Up Area* under the *Urban Area* designation. Per Policy 2.2.2 Built-up Areas will be the focus of residential intensification and redevelopment within the Region over the long term. The Region has several growth management policies related to the Built-up Area, including:

- Direct a significant portion of Niagara's future growth to the *Built-up Area* through *intensification*. (Policy 2.2.2.1); and
- Build compact, mixed use, *transit-supportive, active transportation friendly* communities in the *Built-up Area* (Policy 2.2.1.1).

The Region implements several policies to promote intensification within the *Built-Up Area* and directs for local municipalities to generally encourage *intensification* throughout the *Built-up Area* (Policy 2.2.2.9 and 2.2.2.10.).

The Regional OP provides an intensification target of 10,100 units to be built in Niagara Falls by 2051, and that 50% of all new residential growth annually should be within the delineated built-up area. The proposed development will support intensification efforts through the provision of eleven (11) additional units within the *Built-Up Area* that supports the existing transit routes and active transportation infrastructure.

#### **4.3.2 Residential Areas and Housing**

Section 2.3 provides the Region's direction on housing. Policy 2.3.1, states that the Region encourages the provision of a variety of housing types within urban communities and neighbourhoods to serve a variety of people as they age through the life cycle. Policy 2.3.2 states

that the Region encourages the development of both affordable and attainable housing. Minimum targets are set.

Further, Policy 6.2 states the Region's desire for attractive, well designed residential development that: provides for active transportation that encourages a variety of connections to surrounding land uses; contributes to a sense of safety within the public realm; and, enhances an aesthetically pleasing and functional neighbourhood.

The proposed development will add additional, attainable housing options and units to serve those throughout different stages of the life cycle. This will be done through the provision of both single-detached dwellings and townhomes that complement the surrounding lower density neighbourhoods and local businesses. The introduction of additional townhomes in the neighbourhood will provide for more attainable forms of housing while providing an under represented form of housing in the neighbourhood. The transition in scale and density will support the overall design character and consistency of the neighbourhood.

## **4.4 City of Niagara Falls Official Plan (Office Consolidation, 2019)**

The City of Niagara Falls Official Plan (the "City OP") was approved by the Region of Niagara in October of 1993. The current office consolidation is dated April 2019. One main purposes of the Official Plan is to create a long-term vision for the City to guide local growth and development by designating land for various land uses and providing policies that will guide development and use of land City-wide. The Subject Site is designated as *Residential*, within the *Built-up Area* of the City OP.

Under the City OP, the Subject Site is designated as a *Residential*. There is no Natural Heritage designation for the Subject Site under Schedule A-1 of the City OP. Both Montrose Road and Thorold Stone Road are classified as Arterial Roads per Schedule C. The Subject Site does not fall under the purview of a Secondary Plan. Schedule D indicated that the Subject Site are in the North-West community of Niagara Falls.

#### 4.4.1 Growth Objectives

The Growth Objectives of the Niagara Falls Official Plan are stated in Section 2, under the heading of *Strategic Policy Direction*. Objectives that are relevant to the proposal are as follows:

- To direct growth to the urban area and away from non-urban areas (Objective 1)
- To protect Natural Heritage Areas and their functions (Objective 2)
- To support increased densities, where appropriate, and the efficient use of infrastructure within the Built-Up section of the urban area (Objective 3)
- To meet the targets as established by the Province through the Greater Golden Horseshoe Growth Plan and through the Region of Niagara Comprehensive Review (Objective 5)
- To accommodate growth in accordance with the household, population and employment forecasts of the Region's Comprehensive Review (Objective 6)
- To encourage alternative forms of transportation such as walking, cycling and public transit (Objective 9)
- To develop a transit and pedestrian friendly, sustainable and livable City through the use of urban design criteria and guidelines (Objective 13)

The proposed development aligns with the objectives set forth by the City OP. The Subject Site is located within an urban, Built-Up area with no Natural Heritage implications. Due to this location, the Subject Site is located in a suitable area for development. As previously mentioned, the proposed development meets the targets established by the Province outlined in the

Greater Golden Horseshoe Growth Plan and the Region of Niagara Official Plan.

Furthermore, the proposed development would allow for additional housing types and densities while encouraging alternative forms of transportation due to its proximity to public transportation.

#### 4.4.2 Land Use Policies

Policy 1.1 of the City OP indicates that land uses designated as *Residential* shall be used for dwelling units of all types that cater to a wide range of households. Both townhouses and single-detached dwellings are referenced in this Policy.

Further, Policy 1,2 discusses the City would support multiple unit developments, smaller lot sizes and innovative housing forms in order to diversify the housing typology and cost within the *Built-Up Area*. The development of vacant land and more efficient uses of under-utilized parcels is also noted in this Policy.

Policy 1.8 states that, "All residential development shall require proper and adequate municipal services".

A Functional Servicing Design Brief was prepared by Robert E. Dale LTD, dated June 2023, and is provided under a separate cover. The reports indicate that the site is currently served with a 200mm diameter sanitary service along Montrose Road, which the Subject Site proposes connecting to. There is also an existing 300mm diameter water main provided within Montrose Road. The report concludes that this connection would satisfy servicing design standards.

Policy 1.15 specifically discusses the Land Use Policies of *Residential* designated lands within the *Built-up Area*. The maintenance of neighbourhood character through design and housing stock and height are noted, as is the need for the diversification of housing typologies. Policy 1.15.5 indicates the need for additional

housing typologies in residential neighbourhoods within Niagara Falls. Increasing the amount of non single-detached housing is encouraged to promote the growth of complete communities. Policy 1.15.5.i discusses the density that should be directed through single and semi-detached dwellings as well as street townhouses. This Policy reads as follows:

- Single and semi-detached dwellings, street townhouses, block townhouses and other compatible housing forms are to be developed to a maximum net density of 40 units per hectare with a minimum net density of 20 units per hectare and should generally be located on local or collector roads. New housing forms are to be of a height, massing and provide setbacks that are in character with the surrounding neighbourhood.

Policy 2.4 of the City OP states that intensification within the *Built-up Area* shall be directed to areas that make use of available transit.

The proposed development aligns with the policies discussed in the City OP by providing more efficient use of the vacant spaces surrounding the current single-detached dwelling on the Subject Site. Further, the proposal provides additional housing and different typologies to the community in an innovative manner.

Neighbourhood character is maintained as the height and density of the surrounding area and the City OP are respected. The proposed development aligns with the policies of the City OP by providing nine (9) additional non-single-detached dwellings in the neighbourhood to assist with the facilitation of growing complete communities.. The total density is within the recommended density proposed in Policy 1.15.5.i. The gross density of the Subject Site is 21 units per hectare, which falls within the minimum of the range provided.

#### **4.4.3 Urban Design Strategy**

Section 5 of the City OP discusses the importance of Urban Design and its impacts on the quality of life for citizens of Niagara Falls. This section identifies the importance for new developments to maintain the height, massing and architecture of the surrounding buildings to produce a compatible relationship within the community of the development. Moreover, Policy 5.1.2 indicates that development should be designed and orientated with pedestrians in mind. Pedestrians should be able to move freely within buildings and development should be set as close to the street as possible. On this note, parking should be located in the rear or side yard of developments with sufficient landscaping.

#### **4.4.4 Niagara Zoning By-Law 79-200**

The City of Niagara Falls Zoning By-law 79-200 zones the Subject Lands as R1A-383 (Residential 1A Density Zone) & R1C-384 (Residential 1C Density Zone). The current special provisions on the Subject Site, indicate that only single-detached dwellings must be built on the Subject Site.

Per Policy 3.1 of the City OP, residential intensification requires an amendment by the way of a Site-Specific zoning by-law amendment where individual proposals can be properly assessed.

Both Residential 1A & Residential 1C Density Zone allows for detached dwellings, but not townhomes. In order to permit the proposed development, the Subject Site must be rezoned to a Site-Specific Residential Low Density, Grouped Multiple Dwelling Zone (R4). Under this zone, one or more of on-street townhomes and single-detached dwellings are permitted.

A Site-Specific provision is needed due to the depth of the townhouse dwellings, depth of the private yards from townhouse dwellings to the exterior rear wall and lot coverage maximum being 4% higher than required for the R4 zone.

All other requirements of the R4 Zone are met as is illustrated in Table 1 below.

## **4.5 Niagara 10-Year Housing and Homelessness Action Plan**

The Region of Niagara's 10-Year Housing and Homelessness Action Plan provides targets, goals and research aimed to improve local

housing outcomes within the Region. The proposed development aligns with Goals 2 and 3 of the action plan by helping individuals retain homes and increasing the housing options for lower-medium income households. Through the development of nine (9) townhomes, this development can assist medium-income households in finding a home in an area of the Region that is dominated by single-detached dwellings. This point is reiterated by Outcome 7 of the action plan which states, *"Increase the supply of higher-density housing forms, including townhouse and apartments"*.

Table 1. Zone Requirements for R4 Zone

	Required	Proposed
Minimum Lot Area (Townhouse)	250 m <sup>2</sup> or each dwelling.	240 m <sup>2</sup>
Minimum lot frontage for a Townhouse containing more than four dwelling units	30 m	76.34 m
Minimum lot frontage for a Townhouse containing four dwelling units or less on an interior lot	24 m	76.34 m
Minimum Front Yard Depth (Townhouse)	7.5 m	6m
Minimum Interior Side Yard Width	One-half of building height	1.5 meters
Maximum Lot Coverage	35%	39%
Maximum Building Height	10 m	Under 10m
Parking	1.4 spaces per townhouse dwelling	2.0 spaces per dwelling + 5 visitor spaces.
Minimum Landscaped Area	45 m <sup>2</sup> per dwelling	
Minimum Private Yard Depth (Measured from exterior rear wall)	7.5 m	6m for Townhomes and 6.5 m for single-detached dwellings.

# 5.0

## Supporting Documents

### 5.1 Functional Servicing Report

A Functional Servicing Design Brief was prepared by Robert E. Dale LTD, dated June 2023, and is provided under a separate cover.

The reports indicate that the site is currently served with a 200mm diameter sanitary service along Montrose Road, which the Subject Site proposes connecting to. There is also an existing 300mm diameter water main provided within Montrose Road.

The initial calculations indicate that servicing is available for sixteen residential units of four individuals per household. The design of the development has changed to include twelve (12) dwellings, meaning there is adequate servicing for the proposed development.

The report indicates that the design can store up to and including the 100-year storm. The Functional Servicing Report concludes by indicating that all design Standards have been met or exceeded by the proposed design.

### 5.2 Tree Inventory and Protection Plan

A Tree Inventory and Preservation Plan and Report was prepared by Jackson Arboriculture Inc., dated May 2023, and is provided under a separate cover.

The assessment was conducted by considering tree condition, species, tree diameter at breast height (DBH) and existing site conditions.

The report and associated Plan indicate that a total of 47 trees exist on the Subject Site, on the neighbouring property and within 6 metres of the road allowance. Most of the trees are comprised of landscape plantings, and no rare, threatened, or endangered species were found.

A total of 24 trees will have to be removed to accommodate for the proposed development, with light encroachment within the driplines of an additional four trees. These trees must be pruned to ensure root systems are not damaged. Tree protection fences must be installed per the attached Plan.

### 5.3 Archaeological Assessment

A Stage 1 and 2 Archaeological Assessment was prepared by AMICK Consultants LTD., dated June 2023, and is provided under a separate cover. The report was submitted to the Ontario Ministry of Citizenship and Multiculturalism.

The Stage 1 Background Study determined that the Subject Site had archeological potential due to the proximity to water, historical settlement structures and the location of early historical settlement.

Due to this conclusion, a Stage 2 assessment was undertaken, and no archeological sites or resources were found in the study area. The report concludes that no further archaeological

assessment is warranted and that the Subject Site is clear of any archaeological concerns.

## **5.4 Noise Study**

DbA Acoustical Consultants Inc. prepared a Noise Impact Assessment, dated April 2023, and is provided under a separate cover. The assessment notes the Subject Sites' proximity to Montrose Road and the QEW vehicular traffic that may impact the development.

Through daytime noise level collection, the assessment recommends mitigation of outdoor noise levels is required. Central Air Conditioning is recommended for House 2 as well as Blocks 4 & 5. Provisions for Air Conditioning are also recommended for House 1. Blocks 4 & 5 will require a 2.43 m Noise Barrier. The report goes into detail regarding recommended door, wall and window construction to mitigate noise sensitive locations within the proposed development.

# 6.0

## Conclusions

The Biglieri Group Ltd. (“TBG”) has been retained by 1000441695 Ontario Inc. to prepare a Planning Rationale Report and planning applications in support of the redevelopment of the lands municipally identified as 3151 Montrose Road in the City of Niagara Falls (“The Subject Site”). The Subject Site is legally described as 59R-13324 PT 02, 03, 05, & 06 PT LOT 46, Stamford.

This Planning Rationale Report has been prepared in support of applications for Zoning By-law Amendment and future Draft Plan of Condominium. The proposed development consists of nine (9) townhouses, two (2) single-detached dwellings, in addition to maintaining the existing single-detached dwelling, for a total of twelve (12) units. A total of 29 Parking spaces will be provided, with five (5) visitor parking spaces located at grade. Additional parking and access reports will be provided in the Site Plan Application phase.


This Report demonstrates that Zoning By-law Amendment is consistent with all applicable Provincial and Regional planning policy inclusive of the PPS, Growth Plan, and Regional Official Plan and Official Plan. Further, the proposal conforms to the intent of the City of Niagara Falls Official Plan to provide for additional density within the Built-Up Area through a variety of housing typologies. Sections 4 of this report highlights the multiple benefits of the proposed development to the City of Niagara Falls at large, inclusive of:

- The provision of a mix of residential unit types and sizes;

- The development of additional built-form typologies in the City of Niagara Falls where the residential land uses are dominated by single-detached dwellings;
- The achievement of objectives listed in the City of Niagara Falls Official Plan
- Maintaining the neighbourhood character by abiding by surrounding heights and densities while also facilitating the growth of complete communities
- Abiding by density targets proposed in Policy 1.15.5.i of the City of Niagara Falls Official Plan,
- Achieving transit-supportive development and supporting active transportation through pedestrian-oriented built form.

This Planning Rationale Report has evaluated the merits of the Proposal in the context of all applicable Provincial, Regional, and City policies and concludes that the Proposal is consistent with, or conforms to, the intent of the policy framework articulated in the Provincial Policy Statement (2020), the Growth Plan for the Greater Golden Horseshoe (2020), and the relevant Official Plan documents. In our professional opinion the proposal represents good planning and is appropriate for approval.

Respectfully submitted,  
**THE BIGLIERI GROUP LTD.**

  
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Principal

  
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Senior Associate

  
Adam Dhalla, MPI, BAH  
Planner







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PLAN OF SECTION

OPTUAL SITE  
BACKGROUND  
SCORE VENT

THE BIGLICK

N 2250

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