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Executive Summary

The Biglieri Group Ltd. ('TBG') has been retained by Mario D'Addio/N&J Homes (the 'Applicant' and 'Owner') to prepare planning application and obtain the municipal approvals required to facilitate the construction of a semi-detached dwelling. The proposed development is located on the lands legally known as Plan 226, Lot 133 with a Roll Number of 272508001007700, City of Niagara Falls, Region of Niagara ("Subject Site" or "Site"). The Subject Site is located at the south of Hawkins Street and has an approximate area of 603.87 square metres. The Subject Site is currently vacant and has access from Hawkins Street.

This Planning Rationale Report has been prepared in support of applications for Zoning By-law Amendment ('ZBLA').

From a policy perspective, the Subject Site is designated "Delineated Built-Up Area" as per Niagara Regional Official Plan (2022), is designated "Residential" as per Niagara Falls Official Plan (2019). The Niagara Falls Zoning By-law 79-200 (December 2022 Consolidation) zones the Subject Site Residential 1C Density Zone (R1C) and a small section in the south-east corner of the property as Residential Low Density, Group Multiple Dwelling Zone (R4).

The proposal seeks to rezone the property to allow for the development of a semi-detached dwelling. A subsequent application for severance will be submitted to put each of the units on a separate parcel. The proposed semi-detached will be a two-storey building with an attached garage, covered front porch, uncovered rear-yard deck, and one garage and one driveway parking space for each unit accessed through a 3.82 metre wide driveway.

Revised

The semi-detached will have the following site statistics:

Lot Area	Total	603.87 square metres
	Per Unit	301.94 square metres
Lot Frontage	Total	15.2 metres
	Per Unit	7.61 metres
Building Height		8.91 metres (two storeys)
Rear Yard Setback		14.03 metres
Interior Side Yard Setback		1.2 metres on each side, 0 metres on shared lot line
Front Yard Setback		10.09 metres
Landscaped Area	Total	402.01 square metres
	Per Unit	201.86 square metres
Total Lot Coverage	Total	33.37%
	Per Unit	33.37%

As noted above, a Zoning By-law Amendment ('ZBLA') is required to facilitate the proposed development, and the subject application is proposed to rezone the site as Residential Two (R2 Zone), with an exception to recognize a reduced lot frontage. This Planning Rationale Report has evaluated the merits of the "proposal", inclusive of the draft ZBLA in the context of all applicable Provincial, Regional, and City policies. The Report concludes that the proposal is consistent with the policy framework articulated in the Provincial Policy Statement (2020); and further conforms to the Growth Plan for the Greater Golden Horseshoe (2020), Niagara Regional Official Plan (2022), and the Niagara Falls Official Plan (2019).

1.0 SITE LOCATION AND CONTEXT

1.1 The Subject Site

The Subject Site is located on the south of Hawkins Street and an approximate area of 603.87 square metres (**Figure 1**). The Subject Site is currently vacant and with an access point from Hawkins Street.

1.1.1 Surrounding Area

The immediate land uses surrounding the Subject Site single detached dwellings and apartment buildings (See **Figures 2-5**). These are further described below:

East: Low-density residential dwellings, apartment buildings to the southeast, and directly southeast is a proposed four-storey 18 unit stacked townhouse development (**Figure 2**).

North: Low density residential dwellings consisting predominantly being 1.5 storeys, the Peace Mosque, Weaver Park, Pathways Academy and Early Learning Centre, St. Thomas More Catholic Church and Our Lady of Mount Carmel Catholic School (**Figure 3**).

West: Mix of single detached homes, Niagara Falls Gospel Hall, apartment buildings, a commercial plaza, James Morden Public School and Westfield Park (**Figure 4**).

South: mix of low-density residential and apartment dwellings, retail/commercial plaza, further to the south is Fern Park and beyond is greenspace (**Figure 5**).

Figure 1 – Aerial View of the Subject Site



Source: Microsoft Maps, 2023

Figure 2 – Aerial View Site Context



Source: Google Maps, 2023

Figure 3 – East of Subject Site



Source: Google Maps, 2022

Figure 4 – West of Subject Site



Source: Google Maps, 2022

Figure 5 – North of Subject Site



Source: Google Maps, 2022

Figure 6 – South of Subject Site



Source: Google Maps, 2022

1.1.2 Transportation Network

1.1.2.1 Road Network

The Subject Site is located south of Hawkins Street, approximately 94 metres east of Adams Avenue, approximately 315 metres west of Dell Avenue and approximately 144 metres north of McLeod Road.

Hawkins Street, Adams Avenue and Dell Avenue are identified as Local Roads and McLeod Road is identified as a Highway as per Schedule C – Major Roads Plan in the Niagara Falls Official Plan. McLeod Road is also identified as being a Regional Road.

1.1.2.2 Public Transit

The Subject Site is approximately 200 metres north of McLeod Road, which has access to the Niagara Region Transit bus routes 101 and 112. Bus route 101 begins at 6:32am at Canadian Drive HUB travels eastwards and then northeast towards Main Street Hub. Bus route 112 also departs at Canadian Drive Hub and travels eastwards mostly along McLeod and last stop is at Gunning and Willoughby (near Chippawa area) (See **Figure 7**).

1.1.2.3 Active Transportation

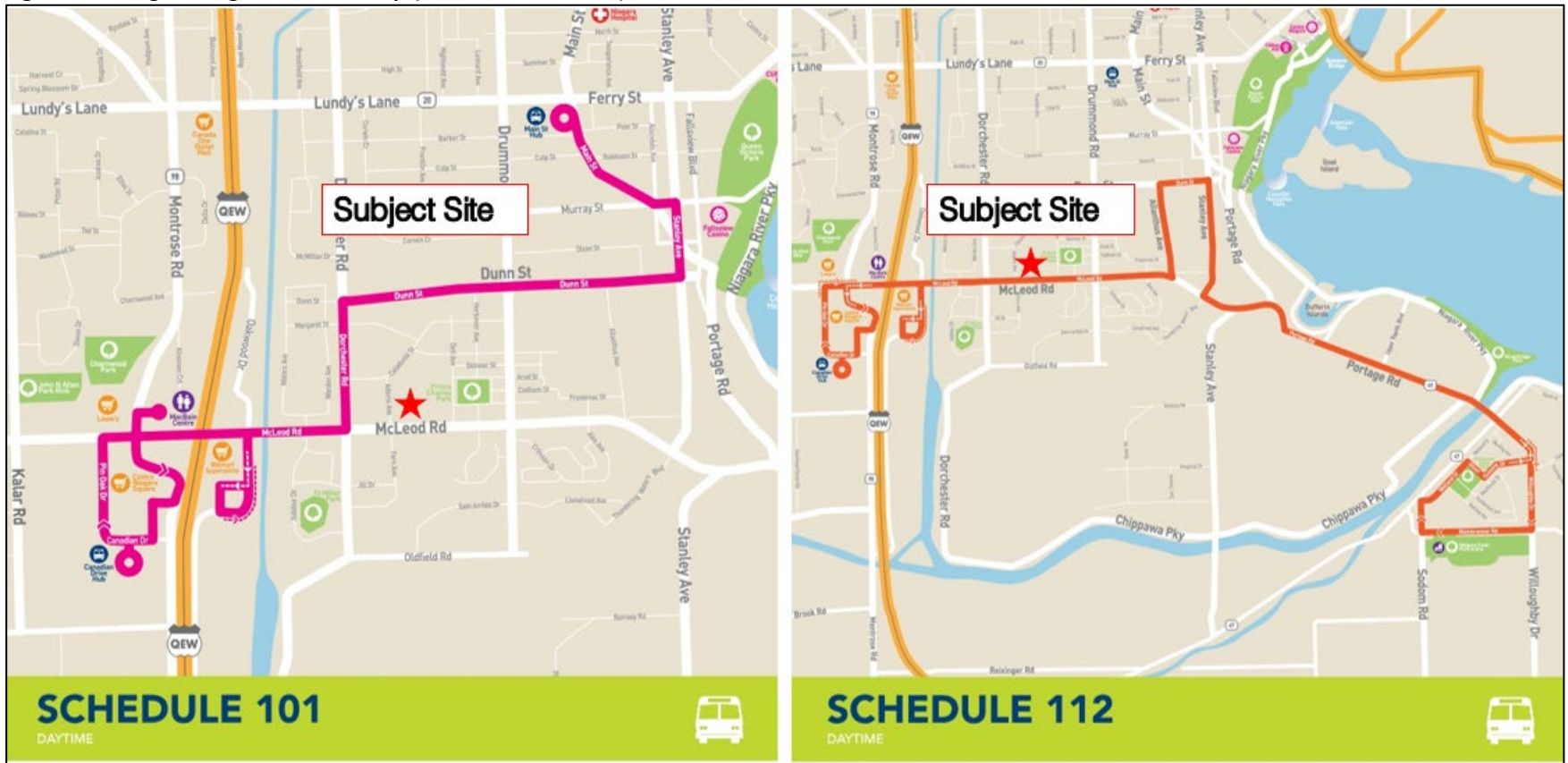
With regard to active transportation, there is no current bicycle infrastructure available along Hawkins Street, Adams Avenue and Dell Avenue. The nearest bicycle infrastructure is available along Drummond Road, east of Subject Site.

1.1.3 Community Services and Public Facilities

The Subject Site has the following community services and public facilities within 750 metres of the Subject Site (See **Figure 8**):

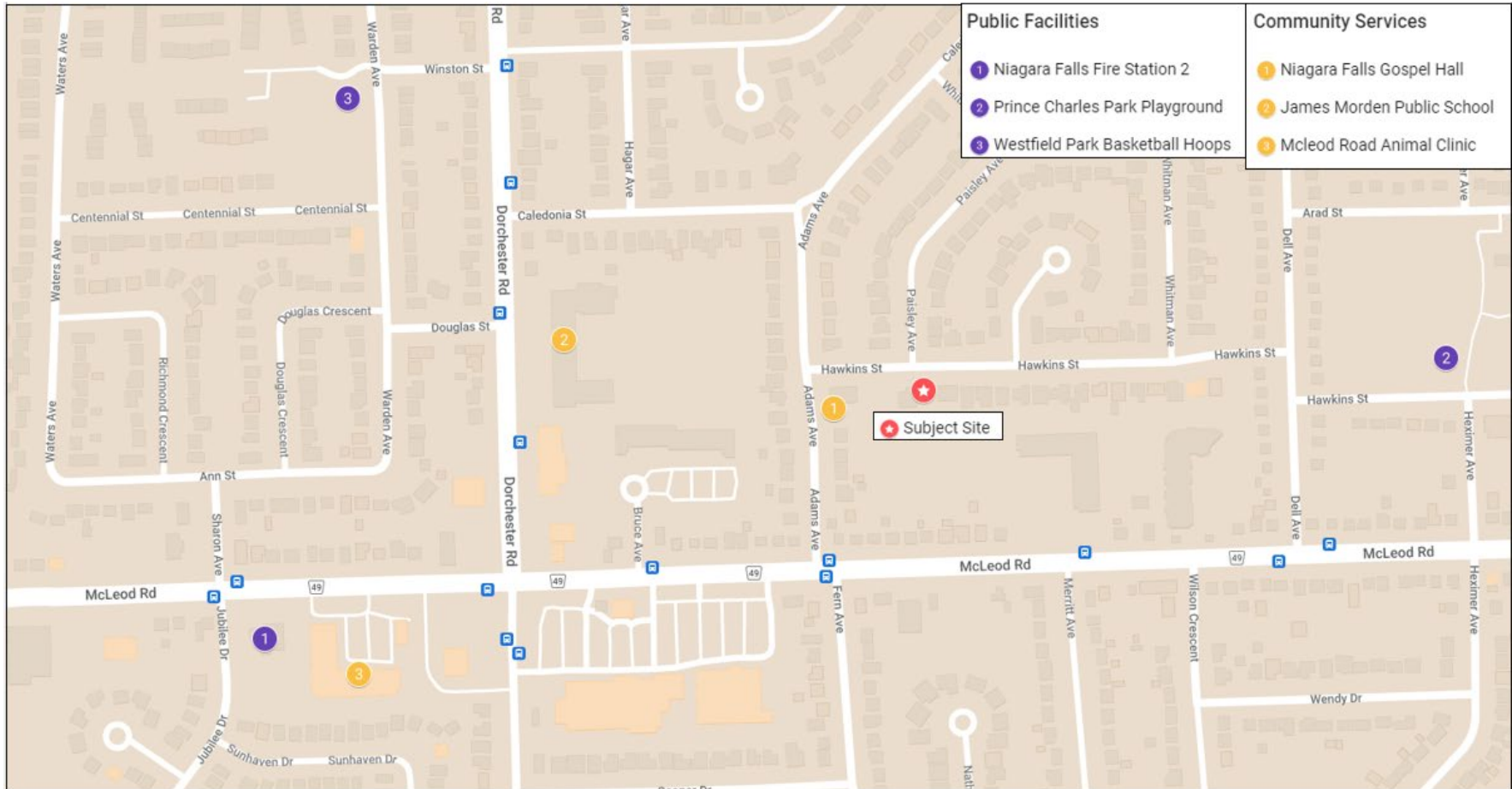
- Niagara Falls Fire Station 2;
- Prince Charles Park Playground;
- Westfield Park Basketball Hoops;
- Niagara Falls Gospel Hall;
- James Morden Public School; and,
- McLeod Road Animal Clinic.

Figure 7 – Niagara Region Transit Map (Route 101 and 112)



Source: Niagara Region Transit, 2023

Figure 8 – Community Services and Public Facilities



Source: Google Maps, 2023

2.0 Proposal

2.1 Description of Proposed Development

The proposal seeks to rezone the property to allow for a semi-detached dwelling (Figure 9) and then to sever the property so that each unit is on their own property (Figure 10). The proposed semi-detached is a two-storey building with an attached garage, covered front porch, uncovered rear yard deck, and one garage parking space for each unit accessed through a 3.82 metre driveway.

The semi-detached will have the following site statistics:

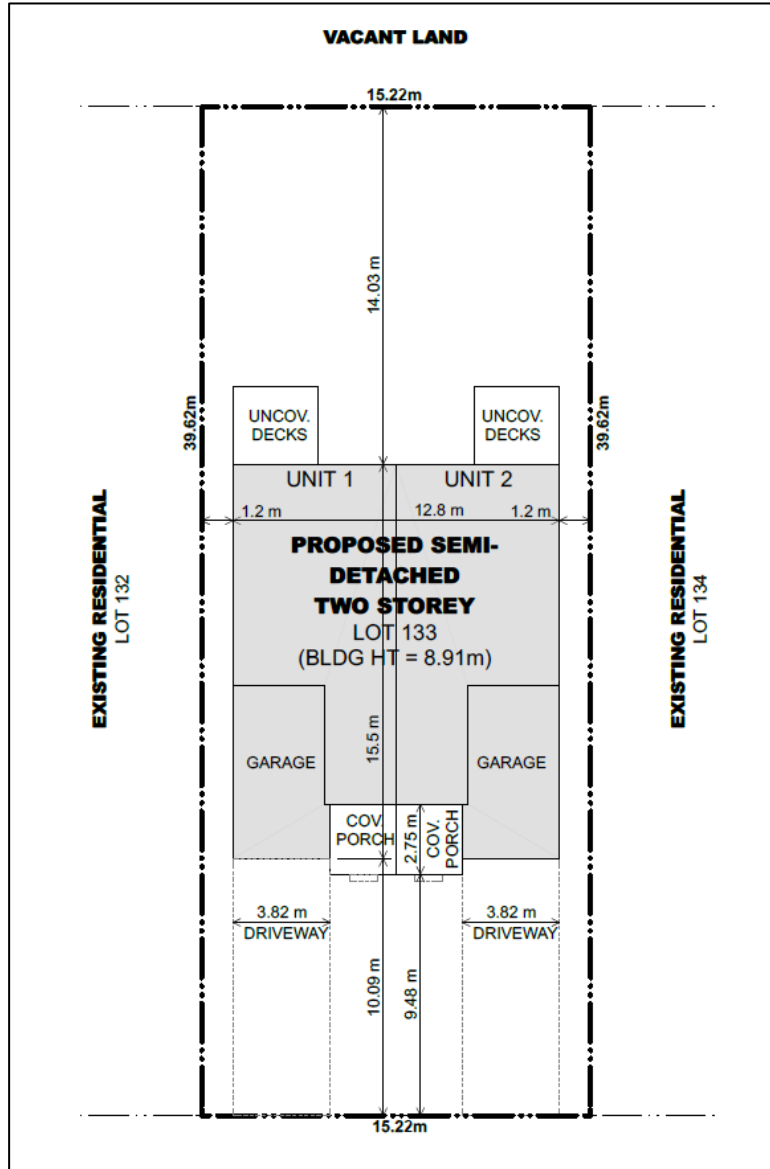
Lot Area	Total	603.87 square metres
	Per Unit	301.94 square metres
Lot Frontage	Total	15.2 metres
	Per Unit	7.61 metres
Building Height		8.91 metres (two storeys)
Rear Yard Setback		14.03 metres
Interior Side Yard Setback		1.2 metres on each side, 0 metres on shared lot line
Front Yard Setback		10.09 metres
Landscaped Area	Total	402.01 square metres
	Per Unit	201.86 square metres
Total Lot Coverage	Total	33.37%
	Per Unit	33.37%

See Figures 9 – 14 for Concept Plan details.

2.2 Required Approvals

In order to facilitate the proposed development, Zoning By-law Amendment (ZBLA) is required and is being submitted at this time. The Zoning By-law amendment will move the subject site from Residential 1C Density Zone (R1C) and Residential Low Density, Group Multiple Dwelling Zone (R4) to Residential Two Zone with exception (R2-xx). The proposed site-specific exception is to allow for a lot frontage of 15.2 metres.

Figure 9 – Conceptual Site Plan and Site Statistics



SITE STATS - R1C ZONE			
LOT 133 HAWKINS STREET, NIAGARA FALLS			
GROSS FLOOR AREA		LOT COVERAGE:	
PER UNIT		TOTAL LOT AREA	- 603.87 sm 100%
MAIN FLOOR	- 68.87 sm	PER UNIT	- 100.93 sm 16.70%
UPPER FLOOR	- 87.64 sm	LIVING AREA	- 68.88 sm 11.40%
TOTAL	= 156.51 sm	GARAGE	- 24.79 sm 4.10%
TOTAL BUILDING		FRONT COV PORCH	- 7.26 sm 1.20%
MAIN FLOOR	- 137.74 sm	TOTAL LOT COVERAGE	- 201.86 sm 33.40%
UPPER FLOOR	- 175.28 sm	LIVING AREA	- 137.76 sm 22.80%
TOTAL	= 313.02 sm	GARAGE	- 49.58 sm 8.20%
		FRONT COV PORCH	- 14.52 sm 2.40%
		FRONT DRIVEWAY	- 76.94 sm (38.47 sm PER UNIT) 12.74%
		LANDSCAPE AREA	- 325.07 sm 53.86%

Figure 11 – Conceptual Rendering



Figure 12 – Conceptual Front Elevation



Figure 13 – Conceptual Rear Elevation



Figure 14 – Conceptual Left Elevations



Figure 15 – Conceptual Right Elevation



3.0 Policy Context and Analysis

In the Sections below, TBG analyzes the proposal for consistency to the policies of the Provincial Policy Statement (2020), conformity to policies of A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) and conformity to the policies of the Niagara Regional Official Plan (2022) and the Niagara Falls Official Plan (1993).

3.1 Provincial Policy Statement (2020)

The Provincial Policy Statement (2020) ('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 was issued by the Province of Ontario and came into effect on May 1st, 2020. Decisions related to planning matters shall be consistent with the PPS.

3.1.1 Land Use Policies

The PPS encourages efficient land use and development patterns which support healthy, liveable and safe communities (Policy 1.1.1a) by accommodating an appropriate mix of land uses (Policy 1.1.2). The PPS also prioritizes development in *Settlement Areas*, stating that *'the vitality and regeneration of settlement areas is critical to the long-term economic prosperity of our communities'* (Policy 1.1.3), and further, *'settlement areas shall be the focus of growth and development'* (Policy 1.1.3.1). Within 'Settlement Areas', land uses shall be based on

densities and a mix of land uses that efficiently use land, resources, infrastructure, public service facilities, and are transit-supportive (Policy 1.1.3.2). Land use patterns within *Settlement Areas* shall also provide a range of uses and opportunities for intensification and redevelopment (Policies 1.1.3.2 to 1.1.3.7).

The proposed development is located within a settlement area and in close proximity to existing public transportation infrastructure.

3.1.2 Housing Policies

The PPS requires that an appropriate range and mix of housing types and densities be provided within communities to meet the projected needs of current and future residents (Policy 1.4.1). Planning authorities must *'maintain the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment'* (Policy 1.4.1.a&b). This is achieved by (among other items): *'directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available'* (Policy 1.4.3.c); *'promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed'* (Policy 1.4.3.d); and, *'establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form'* (Policy 1.4.3.f).

The proposed development is consistent with the policies of the PPS. In terms of housing mix and uses, the proposed development provides for an increased density where the residential housing stock is predominantly composed of single-detached dwellings and townhomes.

3.1.3 Infrastructure, Transportation & Public Service Facilities

The PPS also addresses the effective use of public service facilities (recreation centres, police/fire, etc.) and infrastructure, (sewage/water services, roads, etc.). In terms of servicing infrastructure, Policy 1.6.6.1 stipulates that planning for sewage and water services shall (among other items) accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing municipal sewage and water services. Further, the use of existing infrastructure and public service facilities should be optimized (Policy 1.6.3) and sewage, water and stormwater shall be designed to promote efficient use and optimization of existing services (Policy 1.6.6). Transit and land use shall also be considered so as to promote minimization of the length and number of vehicle trips and support current and future use of transit and active transportation (Policy 1.6.7). Long-term economic prosperity will be supported by optimizing the use of land, resources, infrastructure and public service facilities, as well as encouraging a sense of place by promoting well-designed built form (Policy 1.7.1).

The proposed development is an infill development on an underutilized parcel of land located in a settlement area. The proposed development will utilize existing public service facilities identified in Section 2.4 and will be developed on existing municipal infrastructure. Utilizing existing infrastructure and public service facilities optimizes the use of existing resources to achieve long-term economic prosperity. The proposed built form is in keeping with the surrounding low-rise neighbourhood of single detached buildings to maintain a sense of place for pedestrians in the City of Niagara Falls neighbourhoods.

3.1.4 Review of Revised Draft Provincial Planning Statement

The Ministry of Municipal Affairs and Housing ('MMAH') is currently reviewing and considering updates and integration of the Provincial Policy Statement and A Place to Grow. The intent is to create a streamlined province-wide land use planning policy framework. On April 6, 2023, MMAH made available for public comment a revised draft

Provincial Planning Statement. The Draft PPS is not applicable to the proposed development at the time of writing this Report. The in-effect PPS (2020) and Growth Plan (2020) have been reviewed as part of this application. In TBG's review, the policies of the Draft PPS continue to support intensification generally as well as specifically in proximity to public transportation and existing community services and facilities.

A summary of some of the key tenants of the Draft PPS in this regard are provided below:

- Generate an appropriate housing supply:
 - Minimum density targets of 150 residents and jobs combined per hectare for those that are served by commuter or regional inter-city rail.
 - Require all municipalities to implement intensification policies.
- Provide infrastructure to support development:
 - Require the integration of land use planning and transportation with encouragement for transit-supportive development to move goods and people.
- Balance housing with resources:
 - Require municipalities to direct development outside of hazardous lands and sites.

3.2 A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)

The Growth Plan for the Greater Golden Horseshoe (2006) ('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 16th, 2006. The Growth Plan was further updated in May 2017, May 2019, and again on August 28th, 2020.

The in-force Growth Plan provides a framework for managing growth in the Greater Golden Horseshoe, including direction on where and how to grow, the provision of infrastructure to support growth, and protecting natural systems and cultivating a culture of conservation (Section 1.2.1). The Growth Plan carries forward many of the principles and policies of the PPS relating to land use. Section 2.1 of the Growth Plan provides policies related to where and how to grow. This section directs the majority of growth to settlement areas that have existing water and wastewater systems and can support the achievement of complete communities (Policy 2.2.1.2a).

The Subject Site is located within the 'Built-up Area' per Schedule 2 – A Place to Grow Concept (**Figure 16**).

3.2.1 Growth Management & Complete Communities

Per Policy 2.2.1.1, Schedule 3 of the Growth Plan forecasts population growth to hit 674,000 and employment growth to reach 272,000 within the Region of Niagara by the year 2051. This growth is to be focused within delineated built-up areas, strategic growth areas, locations with existing or planned transit (with a priority on higher order transit where it exists or is planned), and areas with existing or planned public service facilities (Policy 2.2.1.2.c).

Policy 2.2.6 directs municipalities to support the achievement of complete communities by supporting intensification, planning to accommodate forecasted growth, planning to achieve the minimum intensification and density targets, and considering the range and mix of housing options and densities of existing housing stock. Section 2.2.1.4 provides direction for creation of complete communities, including a diverse mix of land uses and providing a diverse range and mix of housing options.

The proposed development represents residential intensification in a *Built-up Area* which utilizes existing and planned *infrastructure* and *public service facilities*. It will broaden the range and mix of housing options in the City of Niagara by providing residential units in a

compact form that is currently less common in this area of Niagara. These units will support and accommodate future growth in the *Built-up Area*.

3.2.1 Transportation Policies

Schedule 5 of the Growth Plan shows priority transit corridors that will be identified in official plans. Major transit station areas on these corridors will be prioritized for planning, including zoning, to implement the policies of the Plan (Policy 2.2.4.1). Per Policy 2.4.4.2 upper- and single-tier municipalities will work with lower-tier municipalities to determine the boundaries of major transit station areas in a way that is supportive of transit and maximizes the number of potential users within walking distance of the station. All major transit station areas will be designed to support transit and provide connections to local and regional transit services, infrastructure for active transportation, and commuter pick-up/drop-off areas (2.4.4.8).

Although the proposed development does not propose any new roads, cycle tracks or sidewalks; the proposal fits within the existing transportation and road network.

Figure 16 – Schedule 2 – A Place to Grow Concept



Source: MMAH, 2020

3.3 Niagara Regional Official Plan (2022)

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.

3.3.1 Urban Built-Up Area and Intensification

The Regional Official Plan designates the subject site as Built-Up Area under the Urban Area designation (**Figure 17**). 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 a growth 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 a compact, low density residential form within the Built-Up Area that supports the existing transit routes and active transportation infrastructure.

The proposed development will support intensification efforts through the construction of a semi-detached dwelling, providing additional housing units within the *Built-Up Area* that is already supported by existing infrastructure and servicing capacity.

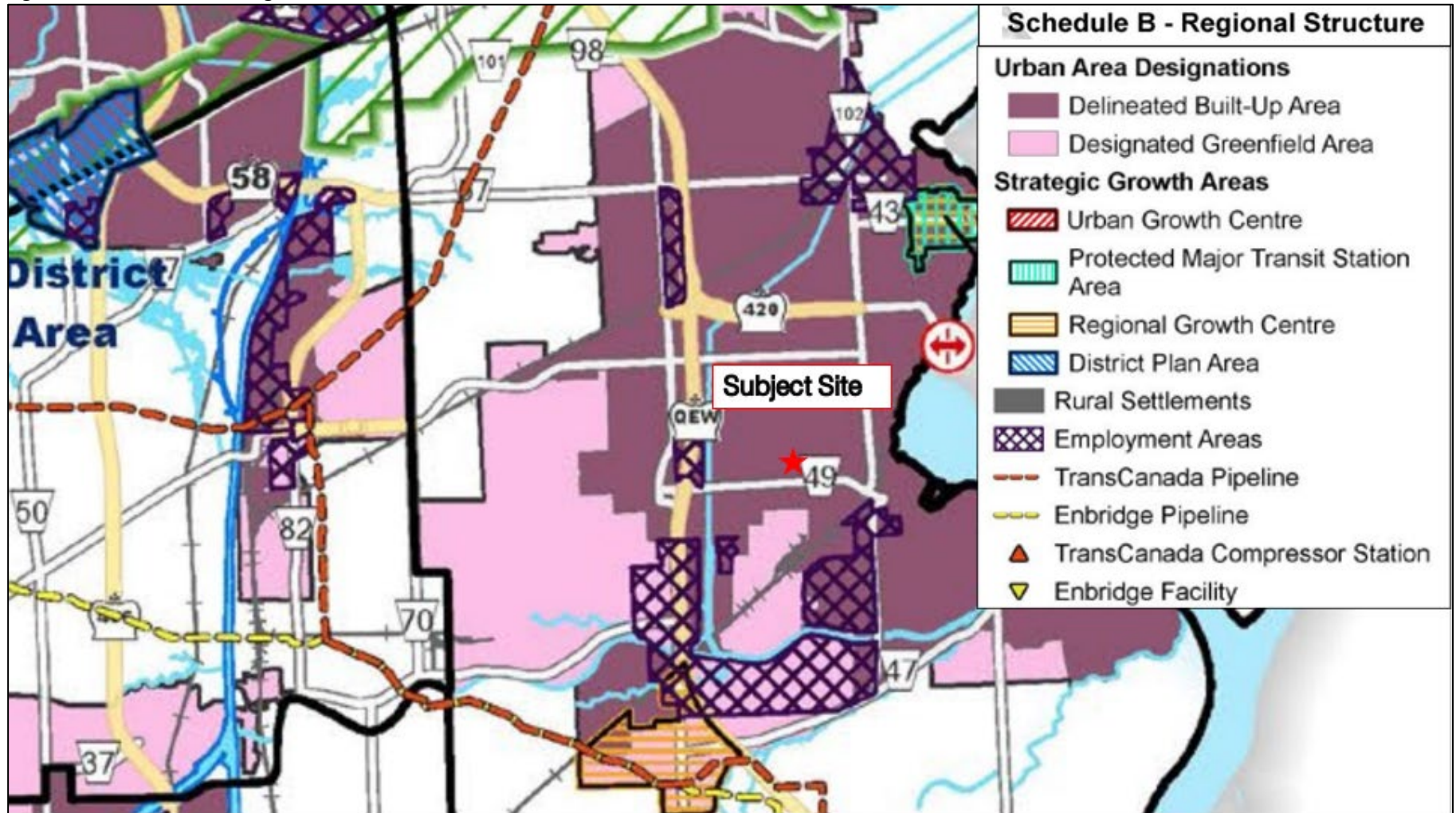
3.3.2 Residential Areas and Housing

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.

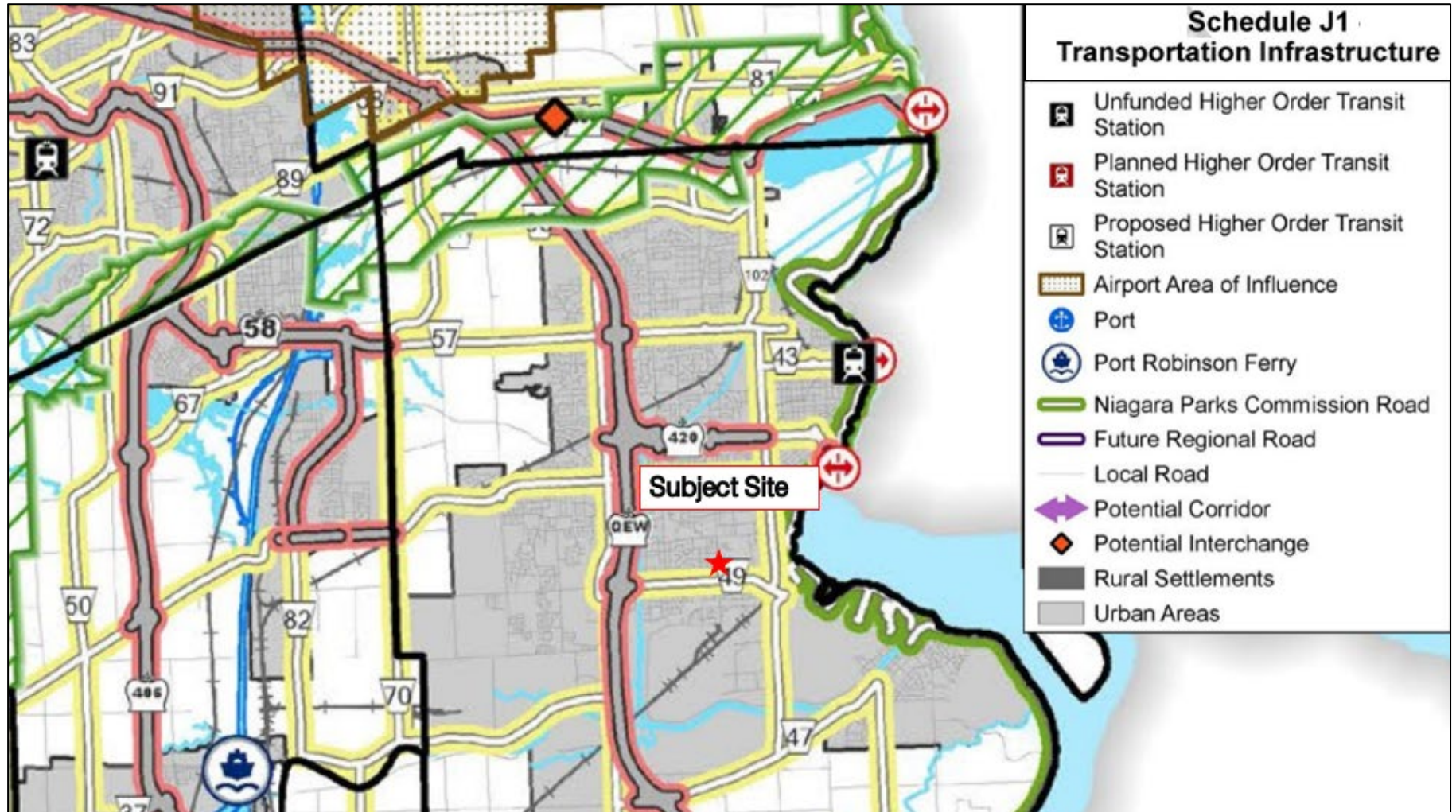
The proposed development will add additional housing units within the neighbourhood, that are compatible with the existing single detached dwellings in the immediate neighbourhood. This will achieve the intent of the Region’s Official Plan to provide additional housing options to achieve the overall intensification goals identified in the plan.

Figure 17 – Schedule B – Regional Structure



Source: Niagara Region, 2022

Figure 18 – Schedule J1 – Transportation Infrastructure



Source: Niagara Region, 2022

Figure 19 – Schedule J2 – Strategic Cycling Network



Source: Niagara Region, 2022

3.4 Niagara Falls Official Plan, 1993

The Subject Site is subject to the Niagara Falls Official Plan (the “OP”) as amended.

3.4.1.1 Land Use Policies

The Subject Site is designated “Residential” as per Schedule A – Future Land Use (**Figure 20**).

Part 2, Section 1 of the OP creates the Residential land use policies. The policies identify that residential areas should prioritize a wide range of housing options to accommodate a range of households, including single and semi-detached dwellings, duplexes, townhouses, apartments, and other residential forms (Policy 1.1). Niagara Falls supports the development of vacant lands, under-utilized parcels, and existing housing stock with more efficient and higher density residential uses (Policy 1.2).

Within Built-up Areas, preserving the existing character is a priority; therefore, residential development, intensification and infilling should seamlessly integrate with the lot fabric, streetscape and built form of the neighbourhood (Policy 1.15.1). Generally, the development within Built-up Areas aims to be at higher density compared to existing neighbourhood. A balanced combination of single and multiple accommodation will be encouraged throughout the area to provide a diverse range of housing options suitable for various age groups, household sizes, and incomes (Policy 1.15.3). Additionally, single detached housing is the predominant housing type in current residential neighbourhoods; however, there is a push to promote the inclusion of diverse forms of multiple residential accommodations to ensure a balanced mix of housing options in all communities (Policy 1.15.5).

The proposed development provides for compact, pedestrian-scaled development within the delineated *Built-Up Area*. The proposal also fulfills City of Niagara objective to focus urban development on serviced lands.

The proposal introduces a built form that is currently underrepresented in the immediate neighbourhood. As mentioned in

the Niagara Falls OP policy, there is a push to include different forms of residential dwellings throughout the City. The proposed two storey semi-detached built form increases density in a similar built form to single-detached dwelling. By providing semi-detached dwelling as a newer form of housing stock in the City of Niagara Falls and the surrounding context, it bolsters the housing options, provides existing and future residents a new form of housing that is not limited to single detached dwellings and supports the housing need and crisis in the Province of Ontario. This is a change that the City, public, community services, transit and other individuals and organizations can benefit.

3.4.1.2 Affordable Housing

Section 4 of the OP outlines the goals for housing in Niagara Falls, these include: *1. Ensure housing is available throughout the City to meet the varying financial needs of existing and future residents. 2. Diversity the City's housing supply to include a wider range of price points; a mix of housing types and densities; and a range of options for housing tenure. 3. Remove barriers to creation of a range and mix of housing types, including alternative forms of housing throughout the City* (Section 4, Goals 1,2, 3). Section 4.1 highlights that the City is focused on supporting a diversity of housing to support affordability in the community. Section 4.3 further notes that *opportunities for choice of housing type, cost and location shall be provided to meet the changing needs of households throughout the Built-up Area and Greenfield Area, this will be through multiple unit developments, smaller lots sizes and housing forms and development of vacant lands, (Policy 4.3.1) and more efficient use of under-utilized parcels and existing housing stock (Policy 4.3.2).*

The proposed development will contribute to affordable housing in the City of Niagara Falls. The development consists of transforming a single vacant lot into two lots with a semi-detached dwelling each. These new units offer a housing type that is underrepresented in the existing neighbourhood. The development provides residents more options for housing and a more affordable option which may allow first time buyers to gain entrance into the housing market. The semi-detached units also provide an option for residents looking to downside as the units and lots will be smaller than a single-detached dwelling. The proposed development is located on a vacant parcel of land in a developed neighbourhood, this provides a more efficient use of an

underutilized parcel and adds two new units where the Zoning By-law currently would only permit one.

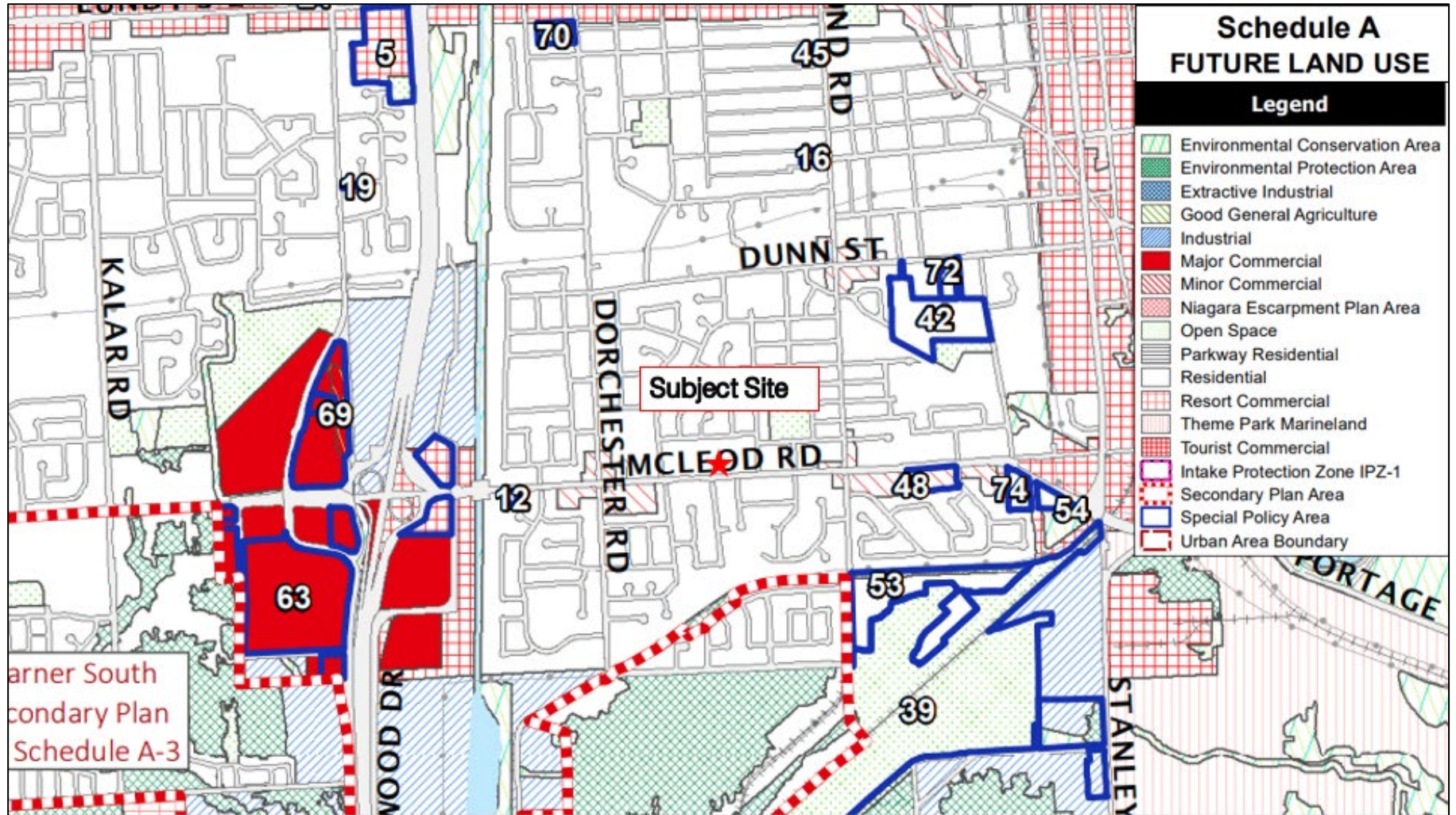
At this time, it is anticipated that the units will be 2-3 bedrooms, with the option of an additional bedroom in the basement. The proposal will create a minimum of two new infill units, which will assist the City in achieving their overall intensification target of 50% as directed by the Region. The units will be sold at market rate, as it is not intended there will be a partnership with an affordable housing agency, however this form of housing can be deemed as being more affordable. The number of bedrooms in the units will also accommodate larger households.

3.4.1.3 Transportation Policies

The Subject Site fronts onto Hawkins Street which is identified as a Local Road on Schedule C – Major Roads Plan (**Figure 22**). Local roads serve the purpose of providing access to neighboring properties and facilitating primarily local traffic. These roadways typically handle low volumes of traffic over short distances. Local roads are designed to accommodate on-street parking, sidewalks, and limited landscaping in the boulevards. The standard width for local road allowances is 20 meters, although exceptions may be granted by the Council in special circumstances. (Policy 1.5.18.6).

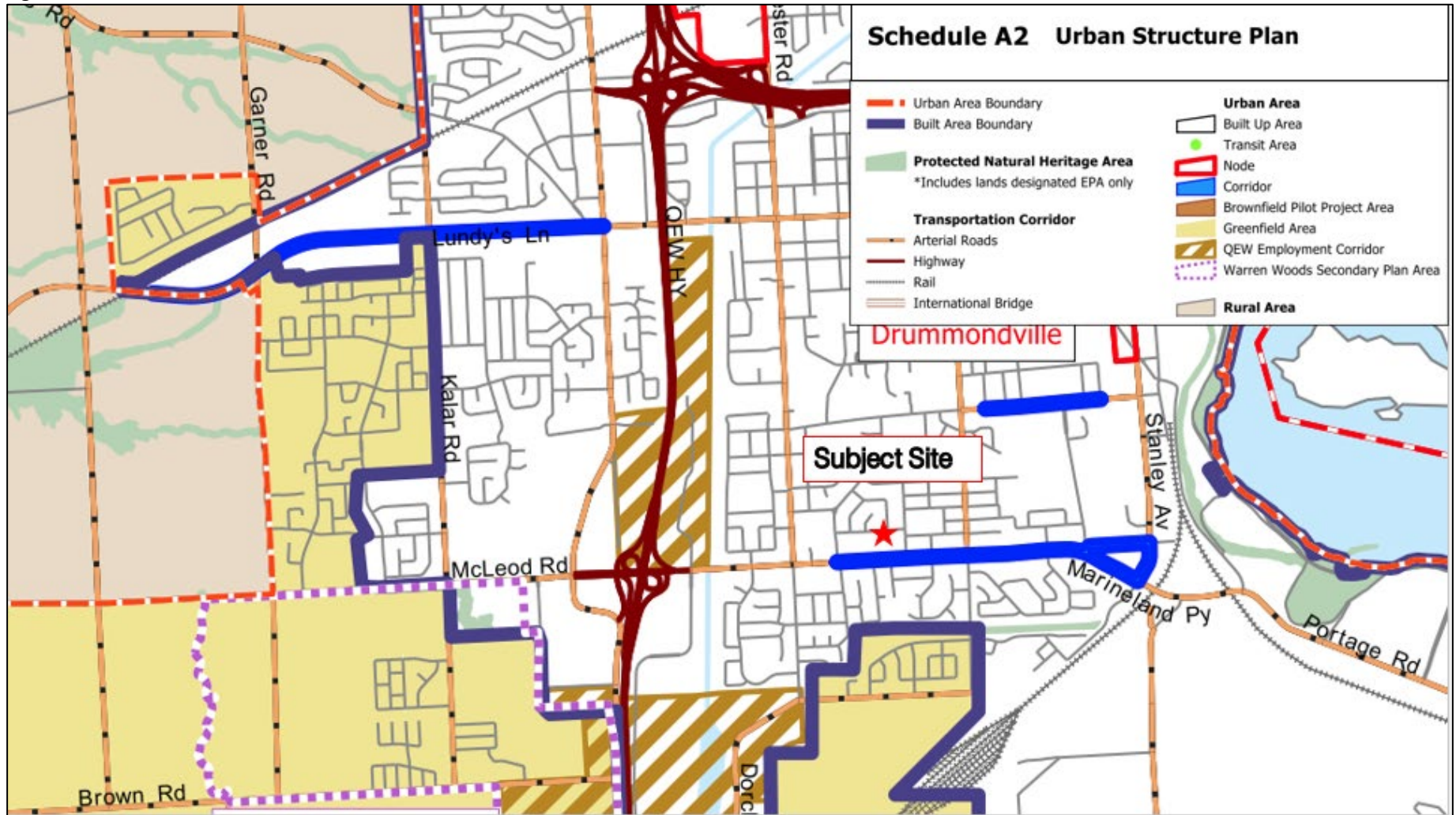
At present, the current right of width of Hawkins Street is 20 metres; therefore, no road conveyance is required for this proposal. The proposed development is not proposing any changes or revisions to local roads and active transportation infrastructure.

Figure 20 – Schedule A – Future Land Use



Source: Niagara Falls, 2019

Figure 21 – Schedule A2 – Urban Structure Plan



Source: Niagara Falls, 2019

Figure 22 – Schedule C – Major Roads Plan



Source: Niagara Falls, 2019

3.5 Niagara Falls Zoning By-law 79-200

The Subject Site is zoned 'Residential 1C Density Zone (R1C)' and has a small section of the property located in 'Residential Low Density, Group Multiple Dwelling Zone (R4)' in accordance with Zoning By-law No. 79-200, as amended.

The following permitted uses are allowed within R1C Zone:

- A detached dwelling;
- A home occupation in a detached dwelling, subject to the provisions of section 5.5;
- Accessory buildings and accessory structures, subject to the provisions of sections 4.13 and 4.14; and
- A group home type, 2009-1761.

The following permitted uses are allowed within a R4 Zone:

- A townhouse dwelling containing not more than 8 dwelling units;
- An apartment dwelling;
- A stacked townhouse dwelling;
- Group dwellings, provided that no townhouse dwelling in the group dwellings contains more than 8 dwelling units;
- Accessory buildings and accessory structures, subject to the provisions of sections 4.13 and 4.14; and
- a Home Occupation in a detached dwelling, or a dwelling unit of a semi-detached dwelling or a duplex dwelling, subject to the provisions of section 5.5.

See **Figure 23** for Zoning Map.

3.5.1 Zoning By-law Amendment

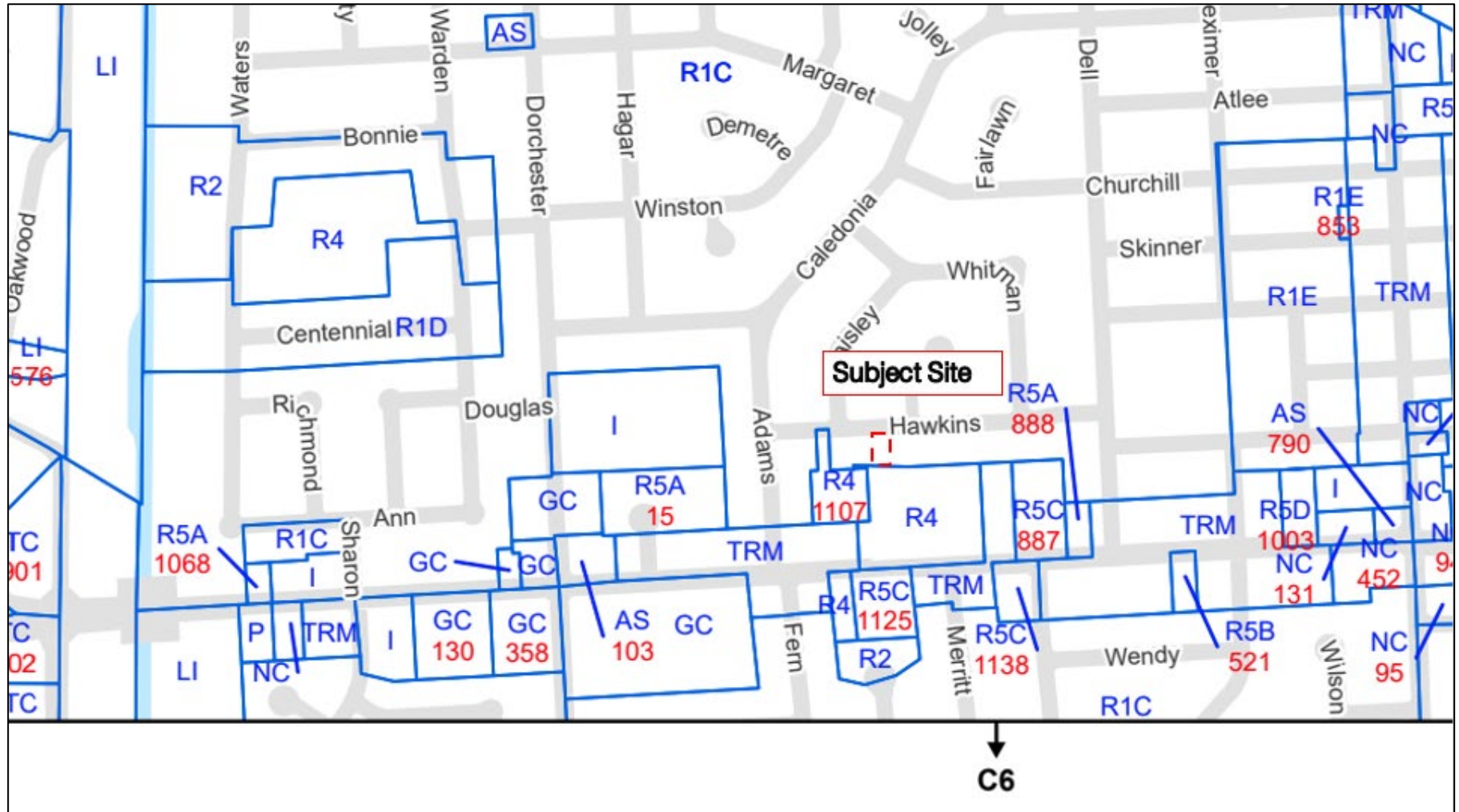
A Zoning By-law Amendment is required to rezone the Site from existing Residential 1C Density Zone (R1C) and Residential Low Density, Group Multiple Dwelling Zone (R4) to Residential Single and 2 Density Zone (R2) with site specific exceptions.

The following site exceptions are required:

- To permit the existing 15.2 metres lot frontage

See **Figure 24** for Zoning Matrix.

Figure 23 – Zoning Map



Source: Niagara Zoning By-law 79-200

Figure 24 – Zoning Chart

Zoning By-law Matrix (By-law 79-200)				
	Consultant: The Biglieri Group Ltd. TBG Project: 23012	Address: Lot 133, Hawkins Street, Niagara Falls City File No:	TBG Client: N & J Homes Inc. Date: August 9, 2023	
Section	R2 Provisions	Required	Provided	Zoning By-law Text
7.7.2.a.ii	Minimum Lot Area: Semi-detached or a duplex dwelling	600 square metres	603.87 square metres	N/A
7.7.2.b.iii	Minimum Lot Frontage: Semi-detached dwelling or a duplex dwelling on an interior lot	18 metres	15.2 metres	Site-Specific Exception to permit the existing lot frontage of 15.2 metres.
7.7.2.c	Minimum front yard depth 93-284	8 metres (19.7 ft.) plus any applicable distance specified in section 4.27.1 Section 5.7 of 79-200: "No part of such proposed building shall be erected on such interior lot closer to the front lot line thereof than the average of the shortest distance between the nearest main wall of each such existing building and the front lot line of the lot on which such existing building is located."	10.09 metres	N/A
7.7.2.d	Minimum rear yard depth	7.5 metres (24.61 ft.) plus any applicable distance specified in section 4.27.1	14.03 metres	N/A
7.7.2.e	Minimum interior side yard width for a detached dwelling, a semi-detached dwelling or a duplex dwelling 2011-136	1.2 metres (3.9 ft.)	1.2 metres on each side	N/A
7.7.2.g	Maximum lot coverage	45%	33.40%	N/A
7.7.2.h	Maximum height of building or structure	10 metres (32.81 ft.) subject to section 4.7	8.91 metres	N/A
7.7.2.k	Parking and access requirements	in accordance with section 4.19.1 Section 4.19.1: 1 parking space for each dwelling unit	1 parking space provided	N/A
7.7.2.m	Minimum landscaped open space 2008-148	30% of the lot area	53.88%	N/A
4.19.4.a.i	Maximum lot area which can be used as surface parking area	30%	12.74%	N/A
4.19.4.a.ii	Maximum width of driveway or parking area in the front yard of a	60% of the lot frontage but in no case more than 9 metres for a semi-detached dwelling	3.82 metres	N/A N/A

Source: The Biglieri Group Ltd., 2023

4.0 Conclusion

This Planning Rationale Report has been prepared in support of applications for Official Plan Amendment and Zoning By-law Amendment. The proposal seeks to sever the property and develop a semi-detached dwelling with a total lot area of 603.81 square metres. The proposed semi-detached is a two-storey building with an attached garage, covered porch, uncovered deck and one parking space for each unit accessed through a 3.82 metre driveway.

This Report demonstrates that the proposed Zoning By-law Amendment is consistent with all applicable Provincial and Regional planning policy inclusive of the PPS, Growth Plan, and Regional Official Plan. Further, the proposal conforms to the intent of the City of Niagara Falls Official Plan to provide for compact pedestrian-oriented high-density development that is also sensitive to adjacent low-density residential land uses.

Further, this proposed development:

- Provides a mix of residential unit types and sizes;
- Introduces a compact built-form in an area of Niagara Falls where the residential land uses are dominated by single-detached dwellings;
- Provides a sensitive transition to the adjacent low-rise neighbourhoods; and
- Achieves transit-supportive development and supports active transportation through compact, high-density, and 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), The Region of Niagara Official Plan (2022), City of Niagara Falls Official Plan (2019), City of Niagara Falls Zoning By-law 79-200. In our professional opinion the proposal represents good planning and is appropriate for approval.

Respectfully submitted,
THE BIGLIERI GROUP LTD.



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Appendix A.

Draft Zoning By-law Amendment