

DRAFT 2



GRAND NIAGARA

SECONDARY PLAN

December 16, 2016
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Grand Niagara Secondary Plan

City of Niagara Falls

May 5, 2017

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1.0 INTRODUCTION

1.1 PURPOSE

- a) The purpose of the Grand Niagara Secondary Plan (this Secondary Plan) is to provide a detailed land use and policy framework for the regulation of development within the Secondary Plan Area in the City of Niagara Falls.

1.2 LOCATION

- a) This Secondary Plan applies to the lands within the Grand Niagara Secondary Plan Area as identified on Schedules 'A-4', Urban Structure Plan (Appendix VIII-B), and Active Transportation Plan (Appendix VIII-C) to this Secondary Plan.
- b) The subject lands are located north of Biggar Road, south of the Welland River, east of Crowland Avenue, and west of the Queen Elizabeth Way (QEW), in the City of Niagara Falls. The subject lands have a total area of 330 hectares (815 acres). The majority of the lands are currently occupied by a golf course, with some residential uses along Grassy Brook Road, and employment uses along the east and west sides of Montrose Road. A Canadian Pacific (CP) rail line runs diagonally through the subject lands.

1.3 INTERPRETATION

- a) It is intended that this Secondary Plan Area be developed in accordance with the policies of this Secondary Plan in conjunction with the Official Plan of the applicable policies of the City of Niagara Falls (the Official Plan). Notwithstanding that intention, where there is a conflict between the principles, objectives, and/or policies of this Secondary Plan and the Official Plan, the principles, objectives, and/or policies of this Secondary Plan shall prevail.
- b) Inherent to this Secondary Plan is the principle of flexibility. Policies shall be subject to interpretation without Amendment to this Secondary Plan, provided that the general intent and structure of the Secondary Plan are maintained to the satisfaction of the City.
- c) The boundaries between land use designations are to be considered approximate except where they coincide with existing roads, rail lines, river valleys or other clearly defined physical features. Where the general intent of this Secondary Plan is maintained, to the satisfaction of the City, minor boundary adjustments will not require an Amendment to this Secondary Plan.
- d) Development within the Secondary Plan Area will be guided by a detailed series of policies, regulations, and guidelines that will create a livable and diverse community that is sympathetic to the environmental context. The Demonstration Plan and Urban Design Guidelines (Appendix A) provides the foundation for the development of the Grand Niagara Secondary Plan Area and the basis for the policy framework of this Secondary Plan.
- e) The following text and maps, identified as Schedule 'A-4' - Land Use, the Urban Structure Plan (Appendix VIII-B), and the Active Transportation Plan (Appendix VIII-C), attached hereto, constitute the Grand Niagara Secondary Plan as established and adopted by Amendment No. 118 to the City of Niagara Falls Official Plan.

1.4 VISION

It is intended that the Secondary Plan Area will develop as an environmentally sustainable, healthy, and complete community with distinctive, liveable neighbourhoods, integrated and connected green spaces, efficient transportation, transit, and trails systems, and employment opportunities.

1.5 PRINCIPLES AND OBJECTIVES

The following principles and objectives are to be achieved.

Principle 1: Protect and restore natural heritage features

To grow and develop in an environmentally appropriate manner that protects and restores the natural environment, and promotes the creation of a comprehensive and linked Natural Heritage System. The Natural Heritage System will be enhanced by connections via the trails system to parks and stormwater management facilities.

Objectives

- To ensure that development does not negatively impact on natural heritage features or their ecological functions by providing appropriate separation distances and buffers.
- To provide a functional and highly interconnected network of natural heritage resources, parks, and stormwater management facilities for the community that are accessible and visible to residents.
- To integrate the Natural Heritage System into the design of the community and the public realm as aesthetic amenities.
- To provide a continuous trails network within the community that incorporates links of varying character and function, among the Natural Heritage System, public parks, storm water management facilities, and a full array of community amenities.

Principle 2: Promote the responsible use of resources

To encourage the responsible use of resources to ensure long-term sustainability, reduce greenhouse gas emissions, and reduce demands on energy, water, and waste systems.

Objectives

- To ensure that municipal services are provided in a cost effective and efficient manner.
- To utilize Low Impact Design Standards that emphasize the use of bio-swales, innovative stormwater practices, at-source infiltration, greywater re-use system, and alternative water conservation measures.
- To utilize opportunities for passive solar gains through building orientation.
- To create opportunities for local food production.
- To ensure the reduction of air pollution through the development of 'complete' communities that are characterized by greater densities placed at neighbourhood centres and mixed

use nodes; mix and diversity of housing types; and connected and walkable road patterns that are designed to encourage active transportation;

- To ensure that storm water management facilities are designed to fulfill their functional purpose, are treated as aesthetic components of the greenlands system, and that they do not negatively impact on natural heritage features or cultural heritage landscapes.

Principle 3: Promote place-making

To promote and strengthen a community structure that provides a range of housing, a strong pedestrian realm, and businesses and services in a manner that respects the community's natural heritage system.

Objectives

- To create an urban form that supports an interconnected street system that is transit supportive and pedestrian friendly to effectively transport people and vehicles.
- To provide for vistas and view sheds to the Natural Heritage System and the Welland River to assist in the creation of a sense of place.
- To promote place-making that instills a sense of civic pride.
- To improve the quality of the living environment through the distribution and access to parks and recreational facilities.
- To integrate the Welland River into the design of the open space and trail system.
- To promote the provision of local convenience commercial, business, and institutional uses that will serve the local community.

Principle 4: Create a diverse community

To create a well-designed and connected community of residential neighbourhoods that provide for a range of housing types and densities that meet the needs of a diverse population, a mix of uses, and a diversity of open spaces and parks.

Objectives

- To provide for a range and mix of housing opportunities, choices, and accessibility for all income levels and needs.
- To provide for a range of affordability, consistent with targets established by the Region and the Province.
- To create opportunities for life-cycle housing and assisted living.
- To provide for neighbourhood commercial uses, schools, a diverse range of parks and open spaces, and community facilities to support the needs of the community.
- To support the mix and diversity of land uses in a compact, active transportation supportive development form to ensure a proper balance of residential, employment, and services to shorten distances between homes, workplaces, schools, and amenities.

- To plan for a density of development that will help to support transit and neighbourhood commercial activity.

Principle 5: Promote active transportation

To develop a connected, multi-modal, active transportation system that promotes walking, cycling, and transit usage, to not only encourage daily physical activity, but to provide an efficient road network for motor vehicles.

Objectives

- To create walkable and connected neighbourhoods with sufficient destinations within a walking distance of approximately 400 to 800 metres (5-10 minute walk) of most residents.
- To create a highly interconnected network of streets with comfortable pedestrian environments and streetscapes that provide for ease of access, orientation, and safety for pedestrian, cyclists, and motor vehicles.
- To provide a variety of economical, safe, and accessible mobility options through the provision of a connected network of streets, sidewalks, bicycle lanes, trails, and a public transit system to ensure all members of society have transportation options while reducing automobile dependence.
- To ensure that pedestrian connections adjacent to the Natural Heritage System are planned to anticipate use and to avoid impact on the natural features and their ecological functions.
- To ensure all roads will be designed as important components of the public realm to provide a network that is appealing for pedestrians, cyclists, transit facilities, and motor vehicles.

Principle 6: Create a connected and integrated open space and trails system

To create a linked open space and trails system composed of roads, lanes, parks, sidewalks, off road trails, and bicycle lanes that are integrated with the natural heritage features.

Objectives

- To utilize the existing Natural Heritage System as key trail elements to link the community.
- To provide parks and open spaces close to medium density development.
- To ensure access to parks by placing parkettes within 200 metres (2-3 minute walk) and neighbourhood parks within 400 metres (5 minute walk) of residents.
- To ensure that all parks, open spaces, and trails are visible and accessible.
- To integrate schools and parks with the trail system.
- To provide a variety of trails and pathways such as on-road bike lanes, boulevard multi-use pathways, and off-road multi-use pathways.

Principle 7: Create employment opportunities

The provision of employment opportunities within the Secondary Plan Area is essential to creating a complete community.

Objectives

- To recognize the economic importance of the Regional Hospital in attracting a range of employment opportunities within this community and beyond.
- To ensure employment lands are available to permit an appropriate balance of employment opportunities in conjunction with the development of the residential neighbourhoods.
- To allow for a variety of employment uses throughout the community to provide opportunities for employment close to home.
- To provide for live/work opportunities within the mixed use area along Biggar Road.
- To promote office uses and services associated with the planned Regional Hospital.
- To ensure land use compatibility between non-residential and residential buildings through high quality urban design and the application of appropriate setbacks/buffers/ mitigation measures between incompatible land uses.
- To provide active transportation connections between residential and employment areas.
- To ensure no net loss of employment uses.

Principle 8: Manage growth

To manage growth over time in a manner that respects existing residents, is logical, efficient and cost-effective, balanced with employment opportunities, and is reflective of the financial and administrative capabilities of the City of Niagara and Niagara Region.

Objectives

- To ensure that growth and development is fiscally sustainable.
- To create jobs concurrent with residential growth to ensure a long-term balanced economy while encouraging closer live work proximity.
- To ensure the Secondary Plan Area is designed to help the City meet Provincial growth targets with respect to intensification.

Principle 9: Promote green infrastructure and building

To promote leadership in sustainable forms of green technologies and building design that is architecturally attractive, accessible, energy efficient, and environmentally healthy for future residents and occupants.

Objectives:

- To encourage plans and building designs to maximize solar gains and ensure that buildings are constructed in a manner that facilitates future solar installations (i.e. solar ready).
- To utilize green infrastructure to make use of the absorbing and filtering abilities of plants, trees, and soil to protect water quality, reduce runoff volumes, and recharge groundwater supplies.
- To utilize drought tolerant and native tree and shrub species in parks and along streetscapes to reduce water use.

1.6 COMMUNITY STRUCTURE

a) Schedule 'A-4' – Land Use, identifies in a general sense, the following primary components of the planned community structure of this Secondary Plan:

- i. Residential Low/Medium Density;
- ii. Employment
- iii. Hospital Employment Campus
- iv. Mixed Use;
- v. Proposed Elementary Schools;
- vi. Open Space/Parkland; and,
- vii. Natural Heritage System.

These structural elements form the basis of the land use designations and policies of this Secondary Plan.

1.7 GROWTH MANAGEMENT

a) As indicated on the Urban Structure Plan (Appendix VIII-B), the Secondary Plan Area includes lands within the "Built Boundary" and in "Greenfield Areas". "Greenfield Areas" are those lands that are outside of the "Built Boundary", but within the "Urban Area Boundary". This is an important distinction because:

- i. Lands within greenfield areas are subject to the minimum gross density requirement of 53 people and jobs per hectare, while lands within the built boundary are not subject to this requirement; and,

- ii. In relation to growth management for the City of Niagara Falls, the growth allocation for lands within the built boundary is derived from the intensification category, while the growth allocation for greenfield areas comes from the “Greenfield Area” policies of the Official Plan.
- b) The phasing of development in both “Built-up” and “Greenfield” categories are addressed to ensure the Secondary Plan conforms with the policies of the Province and the Region with respect to Growth Management.
- c) The Region provides development direction for new community areas to be planned to a higher standard in urban design, sustainable buildings, mobility, and sense of place. With the levels of expected growth planned for the City of Niagara Falls, it is necessary to ensure that new development will create livable communities that focus on public health, climate change, and the quality of the built environment.
- c) To achieve the principles of this Secondary Plan the policies contained in this document encourage the development of ‘complete’ communities which are characterized by compact form, greater densities placed at neighbourhood centres; mixed land uses; employment opportunities; mix and diversity of housing types; connected and walkable road patterns and trails; and pedestrian-oriented and transit supportive design.

1.7.1 POPULATION AND EMPLOYMENT GROWTH

- a) The City of Niagara Falls has an approximate population of 88,071 residents. It is expected that the City will grow to a resident population of 108,770 with employment at 52,060 jobs by 2031. Further growth is expected within the 20-year time horizon of this Secondary Plan – to beyond 2036.

Phasing Policies

- b) The City and Region shall carefully monitor residential growth within the Grand Niagara Secondary Plan Area. Development Phasing will be established based on population growth over time, in accordance with, and in conjunction with the ability of the City and Region to pay for infrastructure development costs as required.
 - i. This Secondary Plan shall be planned to achieve a population range of approximately 3,750 to 4,460 people and to provide approximately 3,600 jobs.
 - ii. Development shall progress in a logical, efficient, and fiscally responsible manner. The cost-effective provision of municipal infrastructure shall establish the phasing strategy for this Secondary Plan. The servicing of lands, including the upgrading and widening of roads, within this Secondary Plan Area shall be undertaken as is required.
 - iii. It is the intent of this Secondary Plan that growth shall occur in an orderly and phased manner and primary factors to consider in this regard include:
 - The integration of new development within the planned community structure of this Secondary Plan, resulting in a more contiguous, connected, and compact urban form;

- The provision of adequate municipal services (water, sanitary, stormwater) to accommodate the proposed growth in a cost efficient manner; and the ability of new growth to facilitate the provision of municipal services to existing privately serviced areas within the Urban Boundary;
 - The provision of appropriate transportation facilities, and the availability of adequate capacity on the existing road network; and,
 - The provision and adequacy of educational and social services, recreational facilities and other community services.
- iv. If one or more of these factors cannot be addressed to the satisfaction of the City and Region, the processing and/or approval of development applications may be held in abeyance, or deferred, until an appropriate service level or facilities can be provided.
- c) The location of the QEW along the eastern edge of the Secondary Plan Area has the potential to enhance the area's accessibility and attractiveness as both a place to live and as a place to locate an industry or business. With this long-term potential in mind, subsequent reviews of this Secondary Plan should consider the Regional allocation of employment projections - both in terms of the amount and the type of employment - to this Secondary Plan Area to accommodate additional employment opportunities, including the substantial potential of the planned Regional Hospital.

Residential Neighbourhoods

- d) There are 3 residential Neighbourhoods identified on Schedule 'A-4' – Land Use. These neighbourhoods are generally delineated on the basis of sub-watershed boundaries, or other physical plan components, and typically include at least one stormwater management facility. The residential neighbourhoods are within the Built Boundary of Niagara Falls and are subject to the policies of Part 2, Section 1.15.5 of the Official Plan.
- e) In total, the 3 residential Neighbourhoods and the residential component of the Mixed Use Area, are expected to generate a range of approximately 1,400 to 1,800 units and a population range of 3,750 to 4,460 people. The expected development yield may increase, subject to the final delineation of the Natural Heritage System through the Environmental Impact Study process, without the need for a further Amendment to this Secondary Plan.

Mixed Use and Employment

- f) The areas identified as Mixed Use on the Urban Structure Plan (Appendix VIII-B), are within the Built Boundary and are subject to the policies of Part 2, Section 1.15.5 of the Official Plan.
- g) Mixed Use and Employment development may proceed at any time subject to the provision of appropriate municipal infrastructure and required approvals.

- h) The Mixed Use areas are expected to generate approximately 780 jobs. This development yield is based on an average Floor Space Index (FSI) of 1.5 and an average building height of 3 storeys, notwithstanding that denser and taller buildings may be permitted.
- 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.
- i) The Employment Areas, as identified on the Urban Structure Plan (Appendix VIII-B), are divided between lands within the Built Boundary and the Greenfield Area. The Employment area is designated as QEW Employment Corridor in the Official Plan and is subject to the policies under Part 2, Section 8.8. The corridor within this Secondary Plan is located along either side of Montrose Road and extends south of the Welland River to the interchange at Lyons Creek Road. This area includes vacant Greenfield land and under-utilized parcels within the Built Boundary.
- The lands that extend south of the Welland River are serviced with municipal water and sanitary facilities which have opened up these lands for the development of employment uses.
- j) The Employment Areas are identified on the Urban Structure Plan (Appendix VIII-B) and are expected to generate approximately 3,600 jobs, including existing jobs. This development yield is based on a minimum gross density of approximately 30 jobs per gross hectare for the Employment Areas both within the Built Boundary and in the Greenfield Area.
- k) Employment land development is encouraged to proceed concurrently with residential development in order to create a live/work community. Retail and service commercial uses are also encouraged to develop concurrently with residential development to provide residents with shopping and services in proximity.

2.0 BUILDING A HEALTHY, VIBRANT, AND SUSTAINABLE COMMUNITY

Built form plays a major role in creating a healthy, vibrant, and sustainable community. Communities, neighbourhoods, and new buildings should be designed with a focus on reducing water, waste, and energy use. Since human activity is the principle cause of elevated levels of air pollutants and greenhouse gases, and of demands on energy, water, and waste systems, the policies of this Plan will focus on means of mitigating this impact on both the built and natural environments. The policies will also address public health issues through a variety of measures that encourage urban design strategies to promote daily physical activity.

2.1 SUSTAINABLE DESIGN

This Section provides policies that promote green building technologies, renewable and alternative energy sources, and other sustainable design options for development.

- a) In order to reduce energy consumption, energy efficient building design and practices and alternative energy systems are encouraged. Conformity with LEED® (Leadership in Energy and Environmental Design - Canada) standards® (or equivalent alternative) shall be encouraged.
- b) In order to minimize the air quality and climate change impacts associated with new growth, the following are encouraged:
 - i. The reduction of air pollution through the development of 'complete' communities that are characterized by greater densities placed at neighbourhood centres, mixed use nodes, or near transit facilities; mix and diversity of housing types; and connected and walkable road patterns that are designed to encourage active transportation;
 - ii. The reduction of vehicle kilometres travelled across the Secondary Plan Area through the promotion of active transportation to reduce automobile dependence and the provision of future local transit within a 200 to 400 metre (3 to 5 minute) walking distance of residential development;
 - iii. A reduced parking strategy for office and retail areas to encourage walking, cycling, and the use of transit and carpooling; and,
 - iv. The separation of sensitive land uses from air pollutant sources through land use planning and zoning.
- c) Encourage green infrastructure to utilize the absorbing and filtering abilities of plants, trees, and soil to protect water quality, reduce runoff volumes, and recharge groundwater supplies. Provide an interconnected network of open spaces, natural areas, greenways, wetlands, parks, and forest areas.
- d) Encourage the use of drought tolerant and native tree and shrub species in parks and along streetscapes to reduce water use.
- e) Where feasible, implement Low Impact Design Standards that emphasize the use of bio-swales, innovative stormwater practices, constructed wetlands, at-source infiltration, greywater re-use system, and alternative filtration systems such as treatment trains and water conservation measures.

- f) Encourage development plans and building designs to maximize solar gains and that buildings be constructed in a manner that facilitates future solar installations (i.e. solar ready).
- g) Where feasible, development plans and building designs shall provide opportunities for south facing windows and building orientation to maximize potential for passive and active solar energy.

2.2 URBAN DESIGN GUIDELINES

- a) This Secondary Plan includes Urban Design Guidelines, which are attached as Appendix A. The intent of the Urban Design Guidelines is to promote an appropriate built form and public realm within the Secondary Plan Area. The Urban Design Guidelines function as an implementation tool for successive development and approval processes that are required to implement this Secondary Plan, particularly the Zoning By-law, required Master Plans and Draft Plans of Subdivision/Condominium.
- b) All development within the Secondary Plan Area shall be consistent with the Urban Design Guidelines attached to this Plan as Appendix A. Adjustments and further refinements to the Urban Design Guidelines are anticipated and shall not require an Amendment to this Plan, provided that the intent and general design approach inherent to the Urban Design Guidelines are achieved, to the satisfaction of the City and Region.

2.3 PUBLIC PARKS AND OPEN SPACE

- a) An important aspect of building a healthy and vibrant community is the provision of a range of passive and active public parks and open space areas. The policies of this Section are intended to provide an integrated system of municipally owned Neighbourhood Parks and Parkettes, and other publicly accessible open space areas, trails, and pathways within the community.

2.3.1 General Policies

- b) Public parks and open space along with associated active and passive recreational facilities including, but not limited to, community centres, pools, arenas, baseball diamonds, soccer, football and other sports fields, picnic areas, pedestrian and cycling trails, other compatible special purpose uses or events and accessory uses, buildings and structures, are permitted in all land use designations, with the exception of the Natural Heritage System designation, where the permitted uses are set out in Section 6.0 of this Secondary Plan.
- c) A park system hierarchy has been established and the general location of Neighbourhood Parks are identified symbolically on Schedule 'A-4' – Land Use. The precise distribution and location of such parks will be determined in the consideration of development applications in accordance with the policies of this Secondary Plan and other municipal initiatives.
- d) Neighbourhood Parks are intended to serve local neighbourhoods within the community and shall be dedicated to the City at a rate of 1.0 hectare per 300 dwelling units. Lands dedicated for parks shall be in a location and condition acceptable to the City.

- e) Subsequent development approvals will endeavour to ensure that the majority of residences shall be served by a Neighbourhood Park within a 400 to 800 metre radius (5 to 10 minute walking distance).
- f) Wherever feasible, lands designated Natural Heritage System shall be incorporated into the parks and open space system for leisure uses and compatible, passive recreational functions. Such lands shall not be included as part of the parkland dedication requirements identified in this Secondary Plan.
- g) Parks that are in proximity to residential uses shall be designed so as to minimize any potential negative impacts on the residential uses.
- h) Park and open space design shall:
 - i. Have regard for Crime Prevention Through Environmental Design (CPTED) principles and the Accessibility for Ontarians with Disabilities Act (AODA).
 - ii. New trees and landscaping within parks should be of a diverse, native, robust species selection, contribute to the tree canopy objectives of the City and Region, and where possible, salvaged from the site or the local area.
 - iii. Bicycle and pedestrian routes to, and within, parks should be accessible, safe, and visible.
 - iv. Bicycle parking should be provided within all parks, regardless of park size.
 - v. Parks, in general, should be accessible and accommodate a range of age groups. Co-locating physical activity spaces for children and adults promotes physical activity in different age groups.
 - vi. The illumination of recreational facilities, including parking areas and playing fields, shall be directed away from the NHS to minimize disturbance to wildlife, to the greatest extent feasible.
 - vii. The inclusion of public art in parks, facilities, and pedestrian spaces is encouraged.

Neighbourhood Parks

- i) In addition, Neighbourhood Parks shall:
 - i. Be 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;
 - ii. Be not less 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;
 - iii. Be 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;
 - iv. Where deemed appropriate by the City, be integrated with other community facilities such as schools;
 - v. Have frontage on a Local and/or Collector Road, with a minimum 60 metres of continuous frontage; and,

- vi. Where appropriate and feasible, be connected and/or integrated with the broader Natural Heritage System and active transportation routes shown on the Active Transportation Plan (Appendix VIII-C) to this Secondary Plan.

Parkettes

- j) Parkettes are smaller scale parks and are intended to provide passive open space areas, serve as focal points within sub-areas of each neighbourhood, and shall:
 - i. Be easily accessible for residents within a 200 to 400 metre radius (3 to 5 minute walking distance);
 - ii. Be 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;
 - iii. Should reflect the needs of surrounding residents including places to sit and socialize, junior play area for children, and a significant tree canopy for shade; and,
 - iv. 100 percent public frontage is encouraged, but may be less where other design alternatives achieve public view and access. Public frontage can be a public road, a school, or the Natural Heritage System.

2.4 INSTITUTIONAL USES

Although shown symbolically on Schedule 'A-4' – Land Use, any lands within the Residential Low/Medium Density designation may be used for institutional uses, subject to the following policies.

2.4.1 Schools

- a) Two elementary school sites can be accommodated in the Secondary Plan Area. Elementary schools provide a focus to the community and their locations contribute to their walkability. While proposed school sites have been identified conceptually on Schedule 'A-4' – Land Use, the ultimate locations are to be guided by the following policies.
 - i. The proposed number, site locations, and configurations identified on Schedule 'A-4' – Land Use, may be modified or relocated by the respective school boards in cooperation with the City, without Amendment to this Secondary Plan;
 - ii. Proposed school site locations shall be finalized by the Niagara Catholic District School Board and the District School Board of Niagara in consultation with the City, subject to the following:
 - Where possible, schools shall be located on sites adjacent to proposed municipal parks, and linked to the broader Natural Heritage System;
 - 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.
- iii. Each school site should be centrally located such that the majority of students are within an 800 metre radius or 10 minute walk.
 - iv. School sites should be located adjacent to public parks, where possible, integrated with the trail system, and central to the community to promote walking or cycling, enabling most students to walk to school.
 - v. 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.
 - vi. The coordinated use of recreational space and facilities to meet the needs of both the school and the community is encouraged.
 - vii. School sites should not be located adjacent to the following uses, where possible:
 - Commercial, industrial, or agricultural uses;
 - Railway lines, Arterial Roads; and,
 - Utility transmission corridors, including gas pipelines, and hydro corridors.
 - viii. Where an identified school site is not acquired by either Board after a period of three years from the approval of this Secondary Plan, the land which has been identified for school purposes may be used for other uses permitted within the Residential Low/Medium Density designation, without the need for an Amendment to the Secondary Plan.

2.4.2 Places of Worship

- a) Places of Worship shall be permitted to locate in the Residential Low/Medium Density, Mixed Use, and Hospital Employment Campus designations, subject to the policies of this Secondary Plan.
- b) Places of Worship should be located on Arterial or Collector Roads and along public transit routes in order to maximize transit ridership, ensure accessibility, and to provide terminus views of an important architectural feature.
- c) Parking areas should be located within the rear yards or interior side yards. Landscape buffers along any property line shall be of sufficient depth and intensity so as to provide appropriate levels of screening.
- d) In Mixed Use areas, the joint use of places of worship parking areas with adjacent off peak uses is encouraged in order to reduce land requirements and promote compact development.
- e) The massing and scale of the building should be compatible with the character of adjacent development, especially within Residential Low/Medium Density areas through the use of similar setbacks, material selection, and the use of architectural elements.

2.5 GENERAL POLICIES FOR SPECIFIC USES

2.5.1 Day Care Centres

- a) Day Care Centres shall only be permitted in Residential Low/Medium Density, Mixed Use, Hospital Employment Campus, and Employment Areas. Day Care Centres proposed within Employment designations should consider compatibility with existing and permitted land uses.
- b) Day Care Centres shall be permitted within a place of worship or other place of public assembly, a place of employment, a community centre, an apartment building or a multiple unit housing project, and are subject to Provincial licensing policies.
- c) Day Care Centres are encouraged within elementary schools, subject to the consent of the School Boards, to encourage shared facilities and concentration of related land uses.

2.5.2 Automobile Service Stations

- a) Automobile service stations shall be permitted in Mixed Use and Employment Areas, subject to the following criteria:
 - i. Located on a site not more than 0.6 hectares;
 - ii. Generally located on an Arterial Road;
 - iii. Not more than one automobile service station shall be located at any one road intersection;
 - iv. The principal building or gas bar kiosk shall generally be oriented to the intersection with the pump islands to the rear, to reduce the visual impact of the canopies and pump islands and to provide a more pedestrian-oriented environment at the intersection; and,
 - v. Extensive landscaping shall be provided to improve aesthetics and to buffer adjoining properties from the vehicular activities of the automobile service station.

3.0 LAND USE POLICIES

3.1 GENERAL LAND USE POLICIES

- a) The basic pattern of future land use is established as shown on Schedule 'A-4' – Land Use of this Secondary Plan. A more detailed pattern of land use is established on the Demonstration Plan and Urban Design Guidelines (Appendix A). Development is to be consistent with the land use pattern and Collector Road system. The location of Local Roads will be determined through individual plans of subdivision subject to City and Regional approval.

The land use pattern provided on Schedule 'A-4' – Land Use is schematic and may be adjusted through the subdivision or site plan approval processes, taking into account the conservation of natural and cultural heritage features, stormwater management requirements, detailed land use relationships, road patterns, and provision of employment lands.

- b) Schedule 'A-4'- Land Use provides for the general location and distribution of the following land use designations:
- i. Residential Low/Medium Density;
 - ii. Employment;
 - iii. Hospital Employment Campus;
 - iv. Mixed Use; and,
 - v. Natural Heritage System.

4.0 PROVIDING A RANGE AND MIX OF HOUSING

An appropriate range and mix of housing types and densities are required to meet the needs of current and future residents. By providing a range and mix of housing types, the diverse range of housing needs can be met and it enables people to live in the community as they progress through the stages of life. The policies of this section are intended to facilitate the provision of a broad range and mix of housing opportunities in appropriate locations in the community.

4.1 GENERAL POLICIES

- a) Much of the developable land area subject to this Secondary Plan are within the designated Built-up Area of the City of Niagara Falls, and as such are not subject to any identified minimum density target. Notwithstanding that, it is an objective of this Secondary Plan to ensure that a full range and mix of housing types are provided within each neighbourhood.

Three (3) residential Neighbourhoods are shown on Schedule 'A-4' – Land Use and are planned to achieve the following housing targets as per Part 2, Section 1.15.5 of the Official Plan:

NEIGHBOURHOOD ONE (N1) – Approximately 400 to 500 dwelling units, including a mixture of 75% Single Detached, Semi Detached, and Duplex units; and 25% Street and Block Townhouses, Stacked Townhouses, as well as Multi-unit buildings and Low-rise Apartments.

NEIGHBOURHOOD TWO (N2) – Approximately 500 to 630 dwelling units including a mixture of 75% Single Detached, Semi Detached, and Duplex units; and 25% Street and Block Townhouses Stacked Townhouses, as well as Multi-unit buildings and Low-rise Apartments.

NEIGHBOURHOOD THREE (N3) – Approximately 220 to 260 dwelling units, including a mixture of 80% Single Detached and Semi Detached units and 20% Street and Block Townhouses, Stacked Townhouses, as well as Multi-unit buildings and Low-rise Apartments.

- b) Single and semi-detached dwellings, duplexes, 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.
- c) Stacked townhouses, apartments, and other multiple housing forms, with building heights of not more than 4 storeys, are to be developed to a maximum net density of 75 units per hectare.
- d) The amount and distribution of new housing shall be consistent with the community structure, principles, and growth management provisions and other policies set out in this Secondary Plan.
- e) 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”.

- f) New residential buildings should incorporate universal physical access features and follow the accessibility requirements as set out by the Ontario Building Code (OBC) and the *Accessibility for Ontarians with Disabilities Act*.
- g) Residential development abutting the Natural Heritage System shall be oriented and developed in a manner that is compatible, complimentary, and supportive of the natural heritage features and ecological functions of the system.
- h) All residential development shall have regard for the residential architectural design requirements in the Urban Design Guidelines attached to this Secondary Plan as Appendix A.

4.2 AFFORDABLE HOUSING

- a) It is the objective of this Secondary Plan that a minimum 25 percent of all new residential development within this Plan Area meet the Provincial definition of affordable housing. Affordable housing may be achieved by:
 - i. Promoting higher density housing forms, where housing is more affordable due to reduced per unit land costs;
 - ii. Building smaller units, where housing is more affordable due to lower development and/or redevelopment costs;
 - iii. Applying government grants and/or subsidies, including land dedication, that will reduce overall development costs; and,
 - iv. Encouraging the development of accessory apartments/secondary suites.
- b) The City will work with other government agencies and the private sector, to promote innovative housing forms, development techniques, and incentives that will facilitate the provision of affordable housing.
- c) Affordable housing will be encouraged to locate in proximity to local community facilities and existing or potential public transit routes and active transportation facilities.

4.3 RESIDENTIAL LOW / MEDIUM DENSITY DESIGNATION

Low Density Housing, including Single Detached, Semi-Detached, and Townhouses, are the predominant housing form in the Secondary Plan Area and are the primary housing forms in the City. Lands within each Neighbourhood are to include a variety of housing forms.

Permitted Uses

- a) The following uses are permitted within the Residential Low/Medium Density Designation:
 - i. single detached;
 - ii. semi-detached;
 - iii. duplex;
 - iv. street townhouses, block townhouses, and stacked townhouses;
 - v. multi-unit buildings (triplex, fourplex, quadruplex);
 - vi. live-work buildings;
 - vii. low rise apartments;
 - viii. accessory apartments/secondary suites; and,
 - ix. home occupations.

Development Policies

- b) The appropriate mix of units, lot sizes, and specific density within the ranges set out in this Secondary Plan under 4.1 a), b) and c), for any Neighbourhood, property, or site, shall be determined at the time of the consideration of draft plans of subdivision and other development applications, in order to ensure compatibility and proper integration with surrounding land uses.
- c) Single and semi-detached dwellings, duplexes, 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.
- d) Stacked townhouses, apartments, and other multiple housing forms are to be developed to a maximum net density of 75 units per hectare.
- e) The building height shall be up to a maximum of 3 storeys, or 10.5 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
- f) Back-lotting or reverse lot frontages shall be avoided where feasible 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.
- g) Dwellings will address the road 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. Special provisions with respect to porches shall also be included in the by-law.
- h) Street and block townhouses should be generally located in proximity to open spaces and within the Mixed Use Area to allow for easy access to amenity spaces and services.
- i) Buildings are encouraged to be designed with a street frontage that is pedestrian-oriented with buildings located close to the street. Exterior pedestrian access to individual dwelling units is encouraged. Parking areas should be located within rear yards or interior side yards.
- j) Block townhouses shall be designed so as to integrate the streetscape by facing the street. Reverse lot frontage is discouraged.
- k) Encourage live-work opportunities through a combination of flexible zoning permissions and accommodations for combined residential and business or personal services, office uses, where appropriate, to facilitate home-based employment, which ensures proximity between housing and jobs and provides a mix of uses.

- l) Promote live-work development adjacent to, and within residential neighbourhoods. Live-work units should be located along Collector Roads, transit routes, or at the gateway to a neighbourhood. Strategically located along a central spine (i.e. main street or bus corridor), these units provide not only higher densities to help support transit systems but a diverse range of shops and services that are within a convenient walk of the majority of adjacent residential neighbourhoods.

- m) Live-work development is subject to the following:
 - i. Permitted within street and block townhouses;
 - ii. The first floor within any unit within the live-work designation may be used for commercial, retail and office uses, or residential, and be oriented towards a public road; and,
 - iii. Off-street parking in front of buildings is prohibited. Parking should be accommodated through on-street parking or in driveways located off a rear lane.

Accessory Apartments/Secondary Suites

- n) Accessory dwelling units shall be permitted by the Zoning By-law within residential areas. Zoning regulations shall be based on the following:
 - i. Only one accessory dwelling unit per lot is to be permitted.
 - ii. The lot size and configuration are sufficient to accommodate adequate parking, green space and amenity areas for both the principal dwelling and the accessory dwelling unit.
 - iii. The accessory dwelling unit meets all applicable law.
 - iv. The overall appearance and character of the principal dwelling shall be maintained.
 - v. Accessory structures that have an accessory dwelling unit shall not be severed from the principal dwelling.

Home Occupations

- o) Home occupations shall be permitted in accordance with the regulations contained within the Zoning By-law.

5.0 PROMOTING EMPLOYMENT AND MIXED USE DEVELOPMENT

This Section includes land use designations and policies that promote employment uses, supportive uses associated with the hospital, and transit supportive mixed-use development within the Secondary Plan Area.

5.1 EMPLOYMENT DESIGNATION

The lands designated Employment are shown on Schedule 'A-4' – Land Use.

- a) Development on fully serviced employment lands shall be compact and achieve an average minimum density of 30 jobs per hectare in both the Built-up area and the Greenfield area. Densities will be monitored by the City as lands develop.
- b) The principal uses permitted within the Employment Designation may include:
 - i. Offices;
 - ii. Medical clinics;
 - iii. Government services and training facilities
 - iv. Facilities for the research, development, and production of alternate energy sources;
 - v. Prestige industrial uses, including laboratories, research and development facilities, communications/telecommunications facilities, and manufacturing and processing of semi-processed or fully processed materials deemed not to be obnoxious by reason of dust, odour, fumes, particulate matter, noise and/or excessive vibrations; and,
 - vi. Ancillary retail and commercial uses, which may be up to 25% of the gross floor area of the principal use but shall not exceed 450 square metres in gross floor area and only where internally integrated as a component of the employment use.
- c) A limited amount of ancillary uses may be permitted in the Employment Designation provided they are designed to primarily serve the local businesses and that ancillary uses collectively do not exceed 20% of total gross land area in the Employment Designation.
- d) Notwithstanding the list of permitted uses in policy 5.1 b), the following uses are specifically prohibited:
 - i. The outside display or storage goods in front or exterior side yards;
 - ii. Nightclubs or banquet halls;
 - iii. Places of entertainment;
 - iv. Adult entertainment parlour;
 - v. Body rub parlour; and,
 - vi. Taxi establishments.
- e) Employment uses shall be developed in accordance with the following design criteria:
 - i. Loading and servicing areas should be located in the rear yard of the lot and screened from view through built form and landscaping;
 - ii. Buildings shall front onto, and have a consistent front yard setback;

- iii. Buildings should be sited and massed consistently,
 - iv. Front and exterior side yards should have a minimum landscaped area of 6 metres, except along Montrose Road a minimum landscaped area of 12 metres in width should be provided;
 - v. 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; and,
 - vi. Structured or underground parking is encouraged, where feasible.
- f) The City shall participate in discussions with telecommunications providers regarding the feasibility of servicing employment areas with leading edge telecommunications services, including broadband technology to attract knowledge-based industries and support economic development, technological advancement and growth of existing businesses.
 - g) Prestige Industrial uses shall be encouraged to locate at major highway interchanges to recognize these areas as gateways into the community.
 - h) The number of access points from individual lots to public roads shall be minimized. Shared access and internal connection between multiple lots is encouraged.
 - i) Within the Employment Designation encourage opportunities for smaller-scale industrial uses in the form of industrial condominiums or similar forms of development which specifically cater to the needs of small business ventures. These uses must be compatible with the existing and planned land uses in the area.
 - j) Ensure that employment generating land uses are easily accessible by vehicle, transit, bicycle, and walking.
 - k) Ensure flexible and adaptable street patterns, building design, and siting that allows for redevelopment and intensification over time.
 - l) Ensure that large employment uses adjacent to residential uses are adequately screened and/or separated by appropriate buffers to provide a visual/noise barrier;
 - m) Passive solar gain is to be considered in the design and layout of the internal Local Road/lotting pattern.
 - n) Encourage best practice waste management through on-site separation and storage for all recyclables.
 - o) Parking areas shall include preferential parking spaces for low-emitting and fuel efficient vehicles and carpools or vanpools serving employees.
 - p) All new development within the Employment Designation shall be consistent with the Urban Design Guidelines included as Appendix A to this Secondary Plan.
 - q) Ensure land use compatibility is considered through subsequent planning processes.

5.2 HOSPITAL EMPLOYMENT CAMPUS DESIGNATION

The primary use on these lands will be the proposed South Niagara Hospital and associated uses and facilities. Planning for the proposed hospital is being undertaken by a separate Provincial planning review exercise. The Hospital Employment Campus Designation is intended to apply to lands adjacent to the proposed hospital that are not part of the Provincial planning review exercise.

For lands not required for the hospital, as determined through the Provincial planning review exercise, and when the details of the Provincial planning review exercise are known, the following Hospital Employment Campus Designation applies.

The Hospital Employment Campus Designation applies to lands located at the northwest corner of Montrose Road and Biggar Road, as identified on Schedule 'A-4' – Land Use.

- a) This designation is intended to provide hospital uses and associated uses and functions as the primary function, as well as complementary knowledge and medical based employment and office uses, retail, service, and residential uses related to the hospital function, to serve the surrounding employment uses and also the community at large.
- b) The Hospital Employment Campus Designation will promote this Secondary Plan area as the major centre for medical services and research in the Region. Health and wellness related employment and mixed-use opportunities will be supported in areas surrounding the planned Regional Hospital.

Permitted Uses

- c) Permitted uses include:
 - i. Major large scale institutional uses, medical clinics, laboratories, office, retail, and small scale commercial uses that serve or support the hospital function;
 - ii. Prestige industrial uses including research, innovation, and development facilities, and business and administrative office buildings;
 - iii. Community infrastructure including indoor recreation facilities and fire and emergency services;
 - iv. Hotels, restaurants; and,
 - v. Residential uses in the form of townhouses, apartments, retirement, and long term care facilities that provide affordable housing options for seniors and special needs groups.

Development Policies

- d) Within the Hospital Employment Campus Designation, gross density will be a minimum of approximately 30 jobs per gross hectare.
- e) All development, with the exception of the proposed Regional Hospital, shall be a maximum of 6 storeys, or 25 metres in height, whichever is less.
- f) All uses are permitted only within enclosed buildings. No outside storage is permitted.
- g) Driveway access to Arterial Roads shall be limited. All roads within the Hospital Employment Campus Designation shall be constructed to an adequate standard to accommodate anticipated traffic, including emergency services vehicles.
- h) Hospital Employment Campus lands are to be well served by public transit and well connected to active transportation facilities.
- i) Development or redevelopment within the Hospital Employment Campus Designation shall be consistent with the following minimum requirements:
 - i. At grade parking areas in front or flankage yards should be paved and designed with internal and perimeter landscaping;
 - ii. Parking spaces for employees and clients are to be clearly delineated;
 - iii. Structured parking is encouraged;
 - iv. Street edges are clearly articulated with landscaping;
 - v. Lighting should be directed away from adjacent uses;
 - vi. Processing areas and waste management facilities are to be adequately screened from view; and,
 - vii. Active transportation connections within and between the employment designation and other use areas shall be provided.
- j) To ensure compatible and context sensitive building, site, and streetscape design, and to support gateway initiatives, higher design standards shall be applied to properties visible from Arterial and Collector Roads, or where having exposure and visibility to the Queen Elizabeth Way (QEW); and on properties adjacent to, or across a road, from a residential, commercial or park use, a large scale public institutional use, or other sensitive land uses.
- k) The location of new employment uses or operations may be subject to Provincial guidelines to ensure adequate minimum distance separation is provided from sensitive land uses.
- l) All new development within the Hospital Employment Campus Designation shall be consistent with the Urban Design Guidelines included as Appendix A to this Secondary Plan.

5.4 MIXED USE DESIGNATION

The lands designated Mixed Use, as shown on Schedule 'A-4' – Land Use, are generally located north of Biggar Road and south of the rail line, with a smaller area located west of Montrose Road.

- a) The intent of the Mixed Use Designation is to provide opportunities for retail and commercial uses that benefit from Arterial Road frontage and to provide a transition to the residential lands by permitting both commercial, as well as residential uses.

Permitted Uses

- b) Buildings within the Mixed Use Designation are encouraged to accommodate an array of uses. This mixture of uses is encouraged not just within the designation in general, but also on individual development sites, and within individual buildings.

Permitted uses include:

- i. Retail uses;
- ii. Restaurants;
- iii. Offices;
- iv. Recreational uses;
- v. Cultural uses; and,
- vi. Residential uses in the form of multi-unit buildings.

Development Policies

- c) The Mixed Use Designation is expected to accommodate approximately 475 to 710 people and 780 jobs, at a minimum, based on development assumptions identified in Appendix B of this Secondary Plan. The achievement of substantially greater population and/or employment yields shall be permitted without Amendment to this Secondary Plan.
- d) Buildings may be developed as stand-alone commercial or residential uses or in combination. However, it is the intention of this Plan that the lands located in the southwest quadrant, north of Biggar Road, and south of the rail line be developed as a mixed commercial/residential use.
- e) Building heights shall not exceed 6 storeys, or 25 metres, whichever is less.
- f) 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.

- g) Commercial uses may be developed as follows:
 - i. Retail, restaurants, offices, day nurseries, clinics, and personal service commercial uses that benefit from Arterial Road frontage, shall be permitted;
 - ii. 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.

- h) Residential uses may be developed as follows:
- i. 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.
 - ii. Residential uses should occupy floors above the ground floor in mixed use buildings.
 - iii. 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.
 - iv. 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.

6.0 PROTECTING THE ENVIRONMENT

6.1 THE NATURAL HERITAGE SYSTEM APPROACH

- a) The City recognizes the important contribution that natural heritage features make to the creation of a vibrant, livable City. Developing a Natural Heritage System approach is the preferred method to protecting natural heritage features and their associated ecological and hydrological functions. A Natural Heritage System approach recognizes the interdependence of natural heritage features and their associated functions, and thus seeks to maintain connections among natural features, so that their existing ecological and hydrological functions are maintained or enhanced.
- b) The biodiversity, ecological function and connectivity of the Natural Heritage System shall be protected, maintained, restored or, where possible, improved for the long-term, recognizing linkages between and among natural heritage features and areas, surface water features, and ground water features. The Natural Heritage System is intended to:
 - i. Protect the health and water quality of the Welland, Grassy Brook, and Lyon's Creek Watersheds;
 - ii. Conserve biodiversity;
 - iii. Protect all significant natural heritage features and their associated functions; and,
 - iv. Protect surface and underground water resources.
- c) The Natural Heritage System is comprised of the environmental features and associated buffers that the City shall protect and conserve.
- d) Associated buffers are defined by an approximate 120 metre setback from the boundary of the Natural Heritage System. The 120 metre setback is intended to act as a trigger for the completion of an Environmental Impact Study.

6.2 NATURAL HERITAGE SYSTEM DESIGNATION

- a) The Natural Heritage System is subject to the policies of Part 2, Section 11 Environmental Policies of the City of Niagara Official Plan, with specific reference to the policies of Environmental Protection Area and Environmental Conservation Area, as identified in Section 11.2.
- b) The Natural Heritage System is designated on Schedule 'A-4' - Land Use and the Active Transportation Plan (Appendix VIII-C) and further identified on the Defined Natural Heritage System (Appendix VIII-D) and the Natural Heritage System Features and Functions (Appendix VIII-E). The Natural Heritage System is comprised of the following environmental components:
 - i. Provincially significant wetlands;
 - ii. Provincially significant woodlands;
 - iii. Provincially significant valley lands;

- iv. Significant wildlife habitat attributes and functions, including habitat for species-at-risk and rare plant communities such as prairie, savannah, and oak woodland;
 - v. Significant areas of natural and scientific interest (ANSI);
 - vi. Hazard lands;
 - vii. Other natural heritage features (i.e. NPCA regulated wetlands, woodlands that are less than 4 hectares, treed slopes, and cultural habitat features); and,
 - viii. Enhancement/restoration areas.
- c) The Natural Heritage System Designation also includes a 30 metre buffer from identified natural heritage features to protect their ecological and hydrological functions. The 30 metre buffer may be increased, or decreased, as a result of further analysis carried out in an Environmental Impact Study.
- d) The Natural Heritage System was derived using the detailed environmental information included in the Defined Natural Heritage System (Appendix VIII-D) and the Natural Heritage System Features and Functions (Appendix VIII-E) to this Secondary Plan.
- e) The Natural Heritage System has been defined through an environmental review as part of this Secondary Plan process. Some of the features and associated functions have been removed and compensation for these lands will be provided to the satisfaction of the City, in consultation with, the Region and the Niagara Peninsula Conservation Authority (NPCA).
- f) 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:
- i. Provide for removal of certain natural heritage features within the Secondary Plan Area;
 - ii. Provide for the compensation of these features either on land within or outside of the Secondary Plan Area;
 - iii. The identification of compensation lands;
 - iv. A description of works related to environmental restoration and/or enhancements and the timing of these works; and,
 - v. Monitoring of the compensation/restoration works.
- g) The agreement will be further secured through the provision of a Letter of Credit submitted to the City.

Permitted Uses

- h) Permitted uses, subject to the results of an Environmental Impact Study, on lands designated Natural Heritage System, may include:
- i. Conservation uses;

- ii. Trails and other associated passive recreational opportunities and facilities that do not require substantial site alterations;
 - iii. Buildings or structures appropriate and supportive of trails and other associated passive recreational opportunities and facilities;
 - iv. Buildings or structures necessary for flood or erosion control; and,
 - v. Existing lawful uses, restricted to their geographic location as of the date of the passing of this Plan.
- i) In addition to those permitted land uses, the extension of existing municipal infrastructure projects where the alignments or locations of those facilities have been established in this Plan, approved Secondary Plans, Plans of Subdivision and/or approved Environmental Assessments, may be permitted within lands designated as Natural Heritage System, subject to the application of specific mitigation measures as set out in an approved Environment Impact Study.

Development Policies

- j) No buildings or structures, nor the removal or placing of fill of any kind whether originating on the site or elsewhere, may be permitted within the Natural Heritage System Designation, except with the approval of the City, in consultation with the Conservation Authority and any other agency having jurisdiction.
- k) The establishment of any permitted use shall demonstrate no negative impact to the natural heritage feature or the supporting ecological and hydrological functions, as demonstrated through the required Environmental Impact Study. Where a permitted use requires mitigation, the mitigation shall result in no negative impact on the natural heritage features or their ecological functions.
- l) Where a negative impact is unavoidable, then the City at its sole discretion, and in consultation with the Conservation Authority and any other agency having jurisdiction, may accept a compensatory mitigation approach. Where compensatory mitigation is proposed, it must be demonstrated that the mitigation results in no net loss of the natural heritage feature and/or its ecological and hydrological functions.
- m) Where fish habitat and/or the habitat of endangered species and/or the habitat of threatened species are identified, the required Environmental Impact Study shall ensure that all Provincial and Federal requirements have been satisfied.
- n) Existing legal non-conforming uses, within the Natural Heritage System Designation are permitted and may be replaced if destroyed by natural causes. An application for the expansion or enlargement of such structures and uses may be considered by the City, subject to the submission of an Environmental Impact Study, in consultation with the Conservation Authority and any other agency having jurisdiction. The application shall demonstrate no negative impact to the natural heritage features and/or their supporting ecological functions.
- o) The removal or destruction of a key natural heritage feature or key hydrologic feature or any associated ecological function by unauthorized development or site alteration is prohibited. Such removal or destruction will not provide the rationale for the removal of

these lands from the Natural Heritage System Designation. Restoration, to the satisfaction of the City, in consultation with the Conservation Authority and any other agency having jurisdiction, will be required where the removal or destruction of a key natural heritage feature or key hydrologic feature or any associated ecological function by unauthorized development or site alteration has occurred.

- p) Where development and/or site alteration is proposed within the Natural Heritage System Designation, the City shall require that an Environmental Impact Study be prepared that demonstrates that there will be no negative impacts on any natural heritage features, or their ecological and hydrological functions.
- q) Where an application for development and/or site alteration is of a minor nature, the City in consultation with the Conservation Authority, or any other agency having jurisdiction, may waive the requirement to conduct an Environmental Impact Study, or appropriately scope the study requirements.
- r) Significant changes to the Natural Heritage System Designation may be considered through an Environmental Impact Study, submitted in support of an Official Plan Amendment application.
- s) Minor adjustments to the boundary of the Natural Heritage System Designation may be facilitated through an Environmental Impact Study without the need to amend this Plan. Where a minor adjustment to the boundary of the Natural Heritage System Designation is approved by the City, in consultation with the Conservation Authority and any other agency having jurisdiction, the adjacent land use designation as identified on Schedule 'A-4' – Land Use, shall apply, without the need to amend this Plan.
- t) Lands within the Natural Heritage System Designation may be dedicated to the City or other public authority, subject to the approval of the City, without cost and shall not be considered as part of the required parkland dedication.

6.3 ENVIRONMENTAL IMPACT STUDY

- a) An Environmental Impact Study may be required, in accordance with the policies of the Official Plan Part 2, Section 11, policies 11.1.17 to 11.1.21 inclusive.

7.0 PROVIDING SUSTAINABLE SERVICES AND INFRASTRUCTURE

7.1 GENERAL MOBILITY POLICIES

- a) The road network serving the Secondary Plan Area will be developed under the principle of “complete streets”, with appropriate facilities provided for pedestrians, cyclists, transit, and vehicles.
- b) The policies applicable to the provision of transportation services within this Secondary Plan are within Part 3, Section 1.5.18 of the Official Plan. Notwithstanding the provisions of Section 1.5.18, roads shall be provided in accordance with the provisions and standards established through this Secondary Plan.
- c) Final route alignments, designs and requirements for roads, trails and other components of the active transportation system shall be established based on the findings and recommendations of the Traffic Impact Assessment. This study shall be completed and the requirements for all active transportation system components confirmed to the satisfaction of the City in consultation with other agencies having jurisdiction, prior to approval of development within the Secondary Plan Area.
- d) Road classifications and right-of-way requirements established by this Secondary Plan shall be subject to confirmation through the further studies required by this Secondary Plan. Minor revisions to these requirements to incorporate design features such as streetscaping and bikeways may be made without further Amendment to this Secondary Plan, provided the requirements are established and confirmed through detailed studies and development approvals.

7.1.1 Arterial Roads

The Arterial Road system currently exists in the Secondary Plan Area and is identified on the Active Transportation Plan (Appendix VIII-C). The following policies shall apply to Arterial Roads:

- a) Expansion of Arterial Roads from their current width shall generally proceed concurrent with development, subject to the confirmation that the Development Charge revenue generated at the time being sufficient and that the work qualifies under the Regional Development Charge By-law.
- b) Arterial Road right-of-way widths shall be designed up to a maximum of 26.2 metres, and in accordance with Section 1.15.18 of the Official Plan.
- c) Driveway access to Arterial Roads shall be limited. On corner lots, driveway access shall only be provided on the lesser order road frontage.
- d) Back-lotting or reverse lot frontages shall be avoided where feasible and not considered unless demonstrated to be the only alternative.
- e) All development within the Secondary Plan Area that directly abuts an Arterial Road shall provide appropriate buffering, landscaped open space, and shall consider the aesthetic function of the corridor as set out in the Urban Design Guidelines (Appendix A).

7.1.2 Collector Roads

The Collector Road system is shown on the Active Transportation Plan (Appendix VIII-C). Collector Roads are to provide for the conveyance of traffic through the community and to provide for future transit routes.

- a) The routes, other than those currently existing as shown on the Active Transportation Plan (Appendix VIII-C), are schematic and are intended to be confirmed through a more detailed Traffic Impact Assessment and subsequent development approvals. Consequently, the routes may be adjusted without further Amendment to this Secondary Plan, provided that the principles of permeability and inter-connectivity are maintained to the satisfaction of the City.
- b) Grassy Brook Road will be extended west from Montrose Road to the terminus east of Morris Road, west of the boundary of the Secondary Plan Area, to provide for a continuous east west Collector Road and an alternate emergency exit.
- c) Collector Road right-of-way widths shall be designed up to a maximum of 20.0 metres, and in accordance with Section 1.15.8 of the Official Plan.
- d) Back-lotting or reverse lot frontages shall be avoided where feasible and not considered unless demonstrated to be the only alternative.
- e) Bicycle lanes should be provided on all Collector Roads.
- f) Traffic circles will be encouraged to be used at the intersection of any two Collector Roads.
- g) All Collector Roads within this Secondary Plan shall be consistent with the Urban Design Guidelines attached to this Secondary Plan as Appendix A.

7.1.3 Local Roads

- a) A proposed Local Road, with a right-of-way width of up to a maximum of 20.0 metres, will connect north from Grassy Brook and continue along the Welland River and further south to connect to Biggar Road providing a continuous loop road that connects the community from north to south, as shown on the Active Transportation Plan (Appendix VIII-C).
- b) Crowland Avenue will be utilized as a Local Road within the Secondary Plan Area. Crowland Avenue will terminate north of the rail line and no longer connect to Biggar Road.
- c) Three Local Roads are shown conceptually on the Active Transportation Plan (Appendix VIII-C) and will provide for internal local road connections through the Secondary Plan Area.
- d) The complete Local Road pattern is not identified on any of the statutory schedules to this Secondary Plan. A conceptual Local Road pattern is identified on the Demonstration Plan, which is part of the Urban Design Guidelines included as Appendix A to this Secondary Plan. Changes to the identified Local Road Pattern shall not require any further Amendment to this Secondary Plan, provided that the principles of permeability and inter-connectivity are achieved to the satisfaction of the City.
- e) Local Roads are expected to have a right-of-way width of up to a maximum of 20.0 metres. Lesser right-of-way widths for Local Roads are encouraged.

- f) Local Roads will generally be designed to accommodate on-street parking, sidewalks on both sides, and landscaping in the boulevards.
- g) The location and design requirements for Local Roads will be confirmed and implemented through subsequent development approvals.
- h) Back-lotting or reverse lot frontages shall be avoided where feasible and not considered unless demonstrated to be the only alternative.

7.1.4 Public Transit

- a) The City will develop an appropriate system of transit service for the Secondary Plan Area. Transit services to the Regional Hospital are considered crucial to the development of the Hospital Employment Campus lands.
- b) Transit services will be implemented on a phased basis and based on acceptable operational and financial criteria.

7.1.5 Transit-Supportive Development

- a) To facilitate the development of a transit supportive urban structure, the following measures shall be reflected in development proposals, including the subdivision of land:
 - i. Provision of a Local Road pattern and related pedestrian routes that provide for direct and safe pedestrian access to future transit routes and stops;
 - ii. Provision for transit stops and incorporation of bus bays where appropriate into road design requirements; and,
 - iii. Transit waiting areas incorporated into buildings located adjacent to transit stops.

7.1.6 Pedestrian and Bicycle Path System

- a) The Secondary Plan Area shall have pedestrian and bicycle path systems which serve the entire community and which are linked with other pathway systems in the City. Pedestrians and cyclists will be appropriately accommodated within the entire road network, and within the trails network, conceptually identified on the Active Transportation Plan (Appendix VIII-C).
- b) Trails shall be designed, built, and maintained to City standards;
- c) Trails for pedestrians and cyclists within the Secondary Plan Area shall be consistent with the Urban Design Guidelines attached to this Secondary Plan as Appendix A.
- d) The trails system shall include trails within natural features, stormwater management facilities, open spaces, parks, and the road system.
- e) The trail system is to provide both a recreational and utilitarian function. Accordingly, connections will be made to the road network, as well as to the employment areas and mixed use areas.

- f) Trails and bikeways should connect into the Regional Bicycle Network System. This System, part of the Regional Bikeways Master Plan, includes the Arterial Roads Montrose Road and Lyons Creek Road.
- g) The Plan encourages increased bicycle and pedestrian traffic subject to the following policies:
 - i. Dedicated bicycle/pedestrian paths will be provided in new developments to create linkages to centres of activity and the sidewalk/trail system;
 - ii. Rights-of-way for bicycle/pedestrian paths will be dedicated as part of the land requirements for transportation and will be dedicated as public rights-of-way as part of new development or redevelopments;
 - iii. Adequate provision will be made in the planning, design, and development of all developments to ensure safety and efficient bicycle/pedestrian movement;
 - iv. Pedestrian circulation will generally be on sidewalks or multi-use trails adjacent to roads and shall be separated from the road by a landscaped boulevard. Exceptions may be considered where insufficient right-of-way widths exist, or other terrain constraints exist;
 - v. The active transportation network will connect to major destinations, such as elementary schools, in order to provide convenient and safe access to facilitate travel by alternate modes of transportation;
 - vi. Vehicular crossings of off-street trails shall be minimized; and,
 - vii. Trail crossings of roads shall ideally be located at an intersection where trail users can be afforded the right-of-way. At trail crossings at midblock locations of a collector road, provisions should be made for a signed trail crossing to alert drivers of the likely presence of trail users.

7.2 SANITARY SEWAGE AND WATER SUPPLY SERVICES

7.2.1 Sewage and Water Allocation

- a) Sanitary services will be constructed in accordance with the recommendations of the Grand Niagara Preliminary Servicing Report.
- b) Water services may be constructed in concert with sanitary services.
- c) Lands served by private septic systems shall connect to municipal sanitary sewers and water services when available.

7.3 STORMWATER MANAGEMENT

7.3.1 General Policies for Stormwater Management Facilities

- a) Stormwater management facilities shall be permitted in all land use designations within the Grand Niagara Secondary Plan Area, except for the Natural Heritage System designation, subject to Policy 7.3.1 b) of the Plan.

- b) Stormwater management facilities may be permitted in the Natural Heritage System designation without the need for a further Amendment to this Plan, subject to the policy direction provided in this Secondary Plan, including the preparation of an Environmental Impact Study, prepared to the satisfaction of the City, in consultation with the Conservation Authority, and any agency having jurisdiction.
- c) Storm drainage for the lands within the Welland, Grassy Brook, and Lyon's Creek Watersheds will be conveyed to the Welland River in accordance with the provisions of the Grand Niagara Stormwater Management Report.
- d) A combination of piped storm sewers and overland drainage systems will be employed due to the generally flat topography and shallow drainage courses that flow through the Secondary Plan Area.
- e) Stormwater management facilities will be key features within the community contributing to the appearance and ambience of the neighbourhood, while achieving functional objectives related to flow moderation and water quality.
- f) Stormwater management facilities will blend with the natural landscape. Geometric forms and standard slope gradients will be avoided in favour of organic shapes and land form grading designed to replicate natural land forms in the area. Inlet and outlet structures will be concealed using a combination of planting, grading and natural stone.
- g) Stormwater management facilities will not be fenced, but rather will be designed with trails, overlooks and interpretive signage so that they are an integral part of the parks and open space system.
- h) Stormwater management facilities shall be designed generally consistent with the Urban Design Guidelines attached to this Secondary Plan as Appendix A.

7.4 ALTERNATIVE/RENEWABLE ENERGY POLICIES

- a) The Plan strongly supports and encourages development that minimizes energy consumption, optimizes passive solar gains through design, and makes use of renewable, on-site generation including but not limited to, solar, wind, biomass, and geothermal energy.
- b) Alternative energy systems and renewable energy systems shall be permitted throughout the Secondary Plan Area in accordance with Provincial and Federal government requirements.

7.5 UTILITIES

- a) The City shall participate in discussions with utility providers such as hydroelectric power, communications/tele communications, pipelines and natural to ensure that sufficient infrastructure is or will be in place to serve the Secondary Plan Area.
- b) The City shall promote utilities to be planned for and installed in initial common trenches, where feasible, in a coordinated and integrated basis in order to be more efficient, cost effective, and minimize disruption; and,

- c) Utility services shall be developed to be compatible with the general character of the surrounding uses and minimize visual impact, where feasible. The City will encourage utility providers to consider innovative methods of containing utility services on or within streetscape features such as gateways, lamp posts, transit shelters, etc., when determining appropriate locations for large utility equipment and utility cluster sites.

8.0 IMPLEMENTATION

- a) The Secondary Plan shall be implemented in accordance with the requirements of the Planning Act, Development Charges Act, and other applicable legislation, including Part 4, Section 3 of the Official Plan.
- b) The lands that are subject to future development shall proceed by way of an Amendment to the Zoning By-law. Applications shall comply with the policies regarding complete applications in Part 4 of the Official Plan.
- c) Lot creation shall proceed primarily by way of Plan of Subdivision or Condominium. Applications for consent, and that do not impact the integrity of the Secondary Plan, may be considered:
 - i. For lands where plans of subdivision or condominium are not appropriate;
 - ii. For lands that have not been included in a plan of subdivision or condominium;
 - iii. For technical purposes; or
 - iv. In the case of part lot control.
- d) Air quality, noise and vibration studies are required for any development of a sensitive land use that is located near a major facility such as a transportation corridor, rail line, industrial use, sewage or water treatment facility, pumping station, or a landfill operation.
- e) Development in the Secondary Plan is to proceed based on the restoration and compensation agreement executed between the City and the landowner and the associated Letter of Credit.
- f) A Record of Site Condition under the Environmental Protection Act (EPA) for the change to a more sensitive land use (i.e. institutional, parkland, residential) shall be required.
- g) Stage 1 and 2 Archaeological Assessments are required for all lands within the Secondary Plan, due to proximity (within 300m) to watercourses such as the Welland River and feeder creeks/streams.

SCHEDULES

Schedule 'A-4' - Land Use

Urban Structure Plan Appendix VIII-B

Active Transportation Appendix VIII-C