



Riverfront Community Private OPA

September 29, 2017

PART 2 – BODY OF THE AMENDMENT

All of this part of the document entitled PART 2 – BODY OF THE AMENDMENT, consisting of the following text and attached maps, constitute Amendment No. 117 to the Official Plan of the City of Niagara Falls.

DETAILS OF THE AMENDMENT

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

1. MAP CHANGES

- i. The Official Plan is amended by adding Schedule G - “SP 56” to illustrate land use designations for lands described as Riverfront Community as shown on the map attached entitled “Map 1 to Amendment No. 117”.

2. TEXT CHANGES

- i. PART 2 – LAND USE POLICIES, SECTION 13 – SPECIAL POLICIES AREAS is amended by:
 - a. Amending the text within Section 13.56 Special Policy Area “56” by adding policy 13.56.1.2 and adding Section 13.56.8.

PART 3 – OFFICIAL PLAN AMENDMENT (OPA) 117

SECTION 1 – Riverfront Community Plan

PREAMBLE

This amendment is intended to provide a detailed land use plan for the development of the lands identified on Map 1 of this amendment as "Riverfront Community" within Special Policy Area #56, as shown on Schedule A-4 to the Official Plan. It is also intended to allow for a Natural Heritage System designation for certain lands that lie outside "Riverfront Community" development limits that were subject to a comprehensive EIS, should City Council choose to do so based on that EIS.

The balance of lands inside SPA #56 shall maintain their current land use designations and will be subject to further Official Plan Amendments (OPAs) and detailed Environmental Impact Studies (EISs) prior to consideration of any further development applications for those lands.

The detailed land use plan for "Riverfront Community" will be added to the Official Plan as Schedule G – SPA #56. All other lands lie outside "Riverfront Community".

Developed and appropriately designated sites within SPA #56 that propose development consistent with those Official Plan designations are not impacted by this amendment.

The land affected by this amendment is recognized as Greenfield. There are industrial lands developed nearby to the north on Dorchester Road south of Oldfield Road. Other industrial lands are found east of the site in an area known as the Stanley Avenue Industrial Park.

The land is located within a unique area in a strategic location in the City of Niagara Falls. The setting provides an opportunity to create a dynamic new community. It will meet the Growth Plan requirements and take advantage of its setting to provide an array of housing forms that will meet the needs of a variety of ages and households. With water courses to the south and west, nearby woodlots and wetlands, and a golf course next door, this is a tremendous opportunity to create an environmentally friendly, energy efficient "green" community that embraces the outdoors and offers a variety of active lifestyle opportunities.

The boundaries of "Riverfront Community" are defined to limit development in a manner designed to better protect nearby key environmental features and wetlands while establishing a community core. When fully built-out, this community will include a mix of housing, employment, commercial services and community facilities as well as an integrated open space system that meets the needs of the residents and provides services that attract people from all over the world to live or to visit as part of their tourism experience in Niagara. This community will connect with the rest of the City and contribute to sustaining a fiscally vibrant economy for the City and Region.

At build-out, "Riverfront Community" area is designed to accommodate, approximately:

- 2675 people
- 879 dwelling units
- 238 Seniors' Units
- 500 hotel units
- 1800 - 2800 jobs

These figures will exceed the minimum combined gross target density of 53 residents and jobs combined per hectare for designated Greenfield Areas established by the City's Official Plan. The calculation of greenfield density excludes lands designated Environmental Protection Area.

The following general principles and objectives establish the vision for the community as well as the framework for the subsequent policies. Development applications are intended to implement the vision and be consistent with the policies.

PRINCIPLES AND OBJECTIVES

The following principles and objectives are to be achieved in "Riverfront Community".

1. Principle – Create a Healthy, Complete Community

"Riverfront Community" is designed to create a safe, livable, attractive, and healthy community that provides living, working, learning, recreational and community services opportunities. This community will be based on a balanced environment with linkages to the natural features that encourage healthy, active living and create a strong sense of community.

Objectives

- (a) to create a vibrant, memorable community core which is focused on lively streets that provide residents and tourists with a multicultural setting and acts as the focal point and draw for the community;
- (b) to create an interconnected street system that is transit-supportive, comfortable and engaging for pedestrians and efficiently transports people and goods;
- (c) to provide for a range of residential, commercial, employment, institutional, community and retirement facilities and uses that meets the daily and weekly needs of residents and employees;
- (d) to create an interconnected system of parks, greenways, trails and open space linkages throughout the community that encourages active transportation and a healthy lifestyle and facilitates connections to nearby recreational opportunities;
- (e) to integrate into the existing context, protecting against and limiting conflicts with adjacent industrial uses by mitigating any potential environmental air quality, noise and vibration effects.

2. Principle – Create a Sustainable, Resilient, Green Community

Much of the area surrounding "Riverfront Community" will be protected as part of a recommended Natural Heritage System (NHS) that includes provincially significant wetlands among other natural heritage features. Those features provide the core for a healthy and "green" community structure designed to be developed in harmony with the environment. The community will draw inspiration from water both externally through visual connections to the Welland River and Ontario Power Generation (OPG) Canal and internally through the water features planned inside the urban core, such as proposed enhancements to the Con-Rail Drain. The community's design strategies will embrace the outdoors and reflect

“green” design and building strategies.

Objectives

- (a) to sustain and enhance the natural environment through protection of key wetland features and associated buffers and promote opportunities for functional linkages of protected areas using a combination of natural corridors and green space and special features which are incorporated into the built form;
- (b) to maintain and improve the hydrologic function of protected wetlands;
- (c) to provide for views to natural areas, parks and open spaces as well as to the Welland River and OPG Canal where possible to assist in the creation of an unique sense of place;
- (d) to provide municipal services (water, wastewater and storm) to the satisfaction of the regulatory agencies, and apply storm water management best management practices, where appropriate, which mimic the natural hydrology of the area and protect water quality;
- (e) to promote travel by more sustainable and less environmentally harmful modes of transportation, such as walking and cycling and to facilitate the use of electric vehicles where feasible;
- (f) to preserve existing mature trees located outside of the environmental protection areas where possible and to integrate them into the built environment; and
- (g) to encourage environmentally sustainable development, construction and servicing standards which consider climate change resiliency.

3. Principle - Create a Dynamic Residential Community

To develop a dynamic residential community with its own special character that integrates with the established character of the Niagara Falls urban area and ensures land use compatibility with surrounding areas, while providing for a diverse range of housing types and densities that caters to people in all their life stages and allows for a range of affordability levels.

Objectives

- (a) to ensure that the residential built form contains a range of low to high rise buildings in the Area and ensures an appropriate transition between housing types;

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- (b) to meet the needs of residents of all ages including children, students, adults, and seniors, and ensure that development is accessible to all abilities;
 - (c) to provide a range of affordability, consistent with targets established by Niagara Region; and
 - (d) to develop neighbourhoods that each have a “sense of place” created by the design of the development, including the pedestrian orientation of the buildings and streetscapes, and the provision of parks and greenways which are designed to facilitate interaction.

4. Principle - Develop An Integrated Open Space System

An integrated open space, greenways, Environmental Protection, and parkland system, which collectively forms the foundation for this “green” community, is a central feature. The road pattern is designed to provide accessibility to the open space system both physically and visually. Parks and greenways are also used as central “meeting places” for neighbourhoods and sub-neighbourhoods to increase the quality of life for residents.

Objectives

- (a) to integrate parkland and key community features with the greenways and open space system;
- (b) to provide connected public open spaces throughout the community to enhance connectivity as well as provide view corridors;
- (c) to integrate the Con Rail drain into the design of the community as a receiver of treated storm water drainage as a component of the storm water management systems and an aesthetic enhancement to the community; and
- (d) to ensure that development protects significant natural heritage features by providing appropriate separation distances and buffers;

5. Principle - Create Employment Opportunities with a Vibrant Local Economy

Create opportunities for a vibrant local economy that provides local employment as part of this community.

Objectives

- (a) to create a new community core located on Dorchester Road that provides for a variety of commercial, entertainment, health care and tourist facilities

and to create new institutional facilities all of which provide various employment opportunities;

- (b) to achieve high quality urban design on commercial lands; and
- (c) to provide an efficient, integrated transportation network that connects employment and residential areas, maintains linkages to the greater community, accommodates the long-term travel needs of the area and supports all modes of transportation (walking, cycling and public transit).

POLICIES

13.56.1.2 Notwithstanding that development is to occur in accordance with a Secondary Plan, approximately 48.6 hectares (120 acres) of land located in the south-west portion of this area where Dorchester Road and Chippawa Parkway meet, may be developed in advance of a Secondary Plan by way of a plan of subdivision in accordance with the policies contained in Part 2, Section 1.4, Residential and in Sections 13.56.8 below. These lands shall be described as "Riverfront Community".

Lands identified for their Natural Heritage value to the City that lie outside the "Riverfront Community" boundary are not subject to this amendment. Nearby sites previously designated for development are also unaffected by this amendment.

13.56.8 Riverfront Community

13.56.8.1 General

- (a) The land use plan is illustrated on Schedule G to the Official Plan. Development is to be consistent with the land use pattern shown on Schedule G. Future local and collector road locations will be determined through individual plans of subdivision that implement this land use plan.
- (b) The following land use policies and designations are established for the Amendment Area and are shown on Schedule G. Any changes in land use designation from that shown on Schedule G shall require an amendment to this Plan.

Residential, low/medium density;
Residential, high density; and
Mixed Use.

The overall greenfield density target for "Riverfront Community" is a minimum of 80 combined residents and jobs per hectare. The density is calculated for the Gross Developable Land Area inside the OPA boundary. Gross Developable Land Area is the total Greenfield Area less the area of protected natural heritage features. Protected natural heritage features are those noted in Policy 13.56.8.2.11(5). The City will monitor densities to ensure the target density is achieved. Individual sites may be developed at densities lower than the minimum without amendment to this Plan if it is demonstrated through appropriate analysis using the approved land use plan that the overall greenfield target density will continue to be met within "Riverfront Community".

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- (c) Notices will be included in subdivision agreement(s), condominium agreements, site plan agreement(s) and purchase and sale agreements where appropriate regarding the proximity of heavy industrial land uses and railway lines to residential dwellings and the possibility that noise and vibration from them may be discernable.
- (d) Home occupations will be permitted in accordance with the regulations contained within the Zoning By-law.
- (e) Second dwelling units may be permitted within single detached, semi-detached and townhouse dwellings to provide rental housing alternatives that can meet the needs of some of the City's residents. Appropriate standards for second dwelling units will be implemented through the Zoning By-law. Second dwelling units must also satisfy any other applicable regulations such as the Ontario Building Code.
- 1) Zoning regulations related to second units in residential zones shall include the following provisions:
- only one principal dwelling unit plus the second unit shall be permitted on one lot;
 - the lot size and configuration shall be sufficient to accommodate adequate parking, green space and amenity areas for both units;
 - second units requiring building additions or substantial alterations to the principal dwelling will be designed to maintain the overall character of the principal dwelling and the neighbourhood; and
 - the establishment of a second dwelling unit is deemed to comply with the density requirements of this Plan.
- (f) Employment opportunities are necessary to create a complete community and therefore the provision of employment uses is an important component of the Plan. The focus for employment opportunities in "Riverfront Community" will be in the Mixed-Use designations. Other employment opportunities are planned for subsequent phases.

13.56.8.2 Land Use

Residential design shall comply with the greenfield policies and density targets of the Growth Plan for the Greater Golden Horseshoe and all applicable Growth Management Studies. The separation and buffering of sensitive land uses from existing rail lines and proximate industrial land uses will address City of Niagara Falls Official Plan facilities and designations in

accordance with relevant Provincial and Regional policies and regulations and in consultation with industrial properties owners in the area. The availability of adequate municipal services including road, water, sanitary sewer and storm water management services including the location of a pumping station to service the southern portion of the subject lands shall be confirmed prior to registration of implementing subdivision plans.

For the purposes of 13.56.2.1, the density targets for the Growth Plan for the Greater Golden Horseshoe (the "Growth Plan") and all applicable Growth Management Studies will also apply to "Riverfront Community", notwithstanding that there are additional lands outside "Riverfront Community" that may have development potential. These density targets shall also apply to any future development phases as a combined calculation with "Riverfront Community". It is intended that all future development in this area will meet or exceed the density targets of the Growth Plan.

13.56.8.2.1 Overall Riverfront Community Growth Targets

- 1) Assuming an approximate gross land area of 48.6 Ha (120 acres) or 39 net hectares available for site development, the overall residential unit counts for "Riverfront Community" upon build out shall be no less than 1100 residential units, allowing for housing for between 2,100 and 3,300 residents. Implementing bylaws shall allow for a wide range of housing choices to ensure builders can respond to shifting market demands.
- 2) Overall job creation for "Riverfront Community" upon build out shall be no less than 1,800 jobs with potential for up to 2800 jobs.
- 3) Some flexibility in the implementation of these targets shall be permitted provided the overall growth target of not less than 80 residents and jobs combined per hectare is achieved. The ranges noted in policies (1) and (2) above allow for approximately 80 to 125 residents and jobs combined per hectare within Riverfront Community.

13.56.8.2.2 Residential, Low / Medium Density

Lands designated Residential, Low / Medium Density as shown on Schedule G are intended to include a wide variety of housing forms. Generally, these can range from low density ground oriented units including single detached units, semi-detached, duplex and triplex dwellings to medium density units that include townhouses (on-street, stacked, and block), low-rise apartment buildings, and retirement homes (independent living, assisted living).

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- 1) Development of Low Density housing forms should have a minimum net site density of 20 units per developable hectare. Maximum building heights will generally not exceed 2 storeys but may be 3 storeys.
 - 2) Reverse lot frontage is strongly discouraged for all housing forms and building designs should minimize the visual impact of garage doors on the public streetscape. This may be addressed in the implementing bylaw by requiring garages to be setback behind the liveable portions of ground oriented dwellings, limiting garage widths as a percentage of the overall unit width, and by any other means Council deems appropriate to limit the visual impacts of garage doors on public streetscapes.
 - 3) Development of medium density housing forms shall generally have a minimum net site density of 35 – 45 units per hectare and a maximum net site density of 75 – 90 units per hectare, with building heights that generally do not exceed 4 storeys but may be considered to a maximum height of 6 storeys with appropriate architectural or urban design guidelines in place.
 - 4) Development of Medium Density housing forms should be located near the open space system and/or a community centre to provide residents easy access to a variety of amenities.
 - 5) Medium density housing forms should be designed with a pedestrian-oriented street frontage that locates buildings close to the street and provides front entrances that are visible from the street. Parking lots should be located within rear or interior side yards. Landscape buffers along any property line shall be designed to provide appropriate levels of screening.
 - 6) Medium density sites should generally have direct vehicular access to a collector road, subject to site specific conditions and appropriately planned land use transitions that accommodate exceptions.
 - 7) The overall development densities for lands designated Residential, Low / Medium Density shall be a minimum 20 units per hectare and a maximum density of 75 units per hectare. A higher maximum density may be considered without amendment to the Plan if appropriate design controls are in place and internal and external municipal services are sufficient to accommodate higher densities overall in "Riverfront Community".

13.56.8.2.3 Residential, High Density

- 1) Lands designated Residential, High Density on Schedule G may include stacked townhouses, apartment buildings, and retirement and long-term care facilities.
- 2) Residential, high density shall generally be developed with minimum site densities of 75 units per net hectare. Notwithstanding this, dwelling types permitted in Residential, Medium Density may be permitted on a site-specific basis:
 - i. within a development site to provide for a mix of housing if the overall density for the development meets the minimum for this designation; or
 - ii. where justified by market conditions and the overall density target for "Riverfront Community" is not jeopardized.
- 3) Building heights shall not exceed twelve (12) storeys but should generally range between 4 and 10 storeys.
- 4) Buildings should be designed to contribute to a pedestrian-oriented, attractive streetscape with front entrances that are visible from the street. Each building may include, where appropriate, a "podium" that complements or enhances the streetscape that are set close to the street. Front and exterior side yard landscaping will complement the streetscape
- 5) Housing forms permitted in the Residential, Medium Density designation may be utilized along street frontages in combination with higher density apartment dwellings located internally.
- 6) Parking areas should be located within rear or interior side yards. Landscape buffers along all property lines shall be designed to provide appropriate levels of screening. Where a rear or exterior lot line or the rear or side building facade abuts a public road, enhanced landscaping and building treatments should be employed to ensure that building facades and servicing areas are attractive and/or appropriately screened from view.

13.56.8.2.4 Institutional

Lands designated Institutional or lands under any of the Residential designations may be used for institutional uses that include public schools,

private schools, places of worship, community centres and retirement homes and long-term care facilities. The permitted uses are subject to the following policies:

13.56.8.2.5 Private School, Recreational Facilities

Private Schools and Recreational Facilities are to be designed in accordance with the following:

- 1) Institutional uses shall not have direct access onto a local road;
- 2) Parking areas should be located within rear or interior side yards;
- 3) Landscape buffers along any property line shall provide appropriate levels of screening;
- 4) Buildings should be constructed near the street frontage to provide a street presence; and
- 5) Where Institutional uses are located within 300 metres of lands designated Industrial or 75 metres of the railway line, appropriate building design and mitigation measures may be required to address noise and/or vibration issues.

13.56.8.2.6 Public Schools

The need for publicly funded schools will be determined by the respective School Boards. The ultimate locations, if needed, will be guided by the following policies:

- 1) A public school site should be centrally located such that the majority of students are within an 800 metre radius to contribute to its walkability;
- 2) A public elementary school site shall have an area of approximately 2 hectares and be located with adequate frontage on at least one collector road;
- 3) A public school site should be integrated with the open space system; and
- 4) A public school site should be located away from lands designated Industrial and CP Rail line. If a public school is located within 300 metres of lands designated Industrial or 75 metres of the railway line, appropriate building design and mitigation measures may be required to

address noise and/or vibration issues.

13.56.8.2.7 Places of Worship, Retirement Homes and Long-Term Care

Places of worship, retirement homes and long-term care facilities are to be located and designed in accordance with the following:

- 1) Places of worship shall not have access onto a local road;
- 2) Parking areas should be located within rear or interior side yards;
- 3) Landscape buffers along any property line shall provide appropriate levels of screening;
- 4) Buildings should be close to the street frontage to provide a street presence; and
- 5) Places of worship, retirement homes and long-term care facilities should be located away from lands designated Industrial and CP Rail line. Where places of worship, retirement homes and long-term care facilities are located within 300 metres of employment uses or 75 metres of the railway line, appropriate building design and mitigation measures may be required to address noise and/or vibration issues.

Places of worship may be integrated with Residential, Medium Density as part of an overall development that is primarily residential.

13.56.8.2.8 Community Centres

Community centres may be permitted as either stand-alone buildings or integrated within a mixed-use building or other public facility such as a school and designed in accordance with the following:

- 1) Community centres are to be located on arterial or collector roads;
- 2) Parking areas should be located within rear or interior side yards. Landscape buffers along any property line shall provide appropriate levels of screening;
- 3) Buildings should be located close to the street to provide a street presence; and
- 4) Community centres shall be located away from lands designated Industrial. Where community centres are located within 300 metres of

employment uses or 75 metres of the railway line, appropriate building design and mitigation measures may be required to address noise and/or vibration issues.

13.56.8.2.9 Mixed-Use

The lands designated Mixed Use, as shown on Schedule G are generally located east of Dorchester Road north of the railway.

- 1) The Mixed-Use designation is intended to create a dynamic community core that serves the community's needs and acts as a tourist draw providing a diverse range of uses in an attractive pedestrian oriented setting. The Mixed-Use designation will permit a variety of commercial (e.g. Retail, Hotel, Restaurants) and residential uses.
- 2) Buildings may be developed as mixed use or stand-alone commercial or residential uses. The area will be designed to include public squares which provide visual landmarks and public gathering opportunities and that are linked by walkways that extend to the greenways and open space areas where possible. The existing Con Rail drain will be enhanced as an open space feature that is attractively landscaped.
- 3) Building heights shall generally be a minimum of 2 storeys although 2 interior functional storeys may not be required up to a maximum of 12 storeys with building massing increased at major road intersections. Buildings will be designed and massed to frame streets and open spaces, enhance the public realm, and provide a comfortable pedestrian environment during all four seasons by ensuring adequate sunlight to public spaces and limiting uncomfortable wind conditions.
- 4) Sidewalks and public squares should be designed to provide safe, attractive, well designed and coordinated landscaping, lighting and street furnishings that enhance the pedestrian experience. Public art may be added to public squares to provide further interest.
- 5) Parking areas should be provided in structures or in rear or interior side yards. Where a rear or exterior lot line or the rear or side building facade abuts a public road, enhanced landscaping and building treatments shall be employed to ensure that building facades and servicing areas are attractive and/or appropriately screened from view.
- 6) Commercial uses may be developed in the following manner:
 - i. A range of uses will be permitted including retail, office, theatre, arts, entertainment, restaurant, hotel, tourist, time share, medical, health

and wellness, recreational, cultural and personal service commercial uses; and

- ii. The maximum amount of retail floor space envisaged within retail stores in the Mixed-Use designation for "Riverfront Community" is 26,000 sq. metres. Individual retail stores will be limited to a size which reflects an urban scale of development and supports the pedestrian oriented built form. Large floor plate retail stores will not generally be permitted except where necessary to provide anchor stores and a supermarket that meets weekly needs. Provisions addressing the size of individual retail stores may be established in the Zoning By-law.

7) Residential uses may be developed in the following manner:

- i. Site densities for stand-alone residential buildings shall be a minimum of 75 units per net hectare;
- ii. Residential dwelling types are intended to include apartment buildings, and retirement and long-term care facilities;
- iii. Residential uses, except for lobbies and associated functions, should occupy floors above the ground floor in mixed use buildings;
- iv. Shared parking arrangements within mixed use buildings may be permitted on a site-specific basis, subject to a Parking Demand Analysis being submitted, as part of an application to amend the Zoning By-law, to the satisfaction of the Director of Transportation Services; and
- v. Outdoor amenity areas should be provided.

13.56.8.2.10 Open Space System

The Open Space System, comprised of trails, greenways, parkland and the rechanneled Con Rail Drain, shall include parkland, trails and greenways and may be confirmed during the approval of individual draft plans of subdivision.

- 1) Neighbourhood parks should be a minimum of 2 hectares in size and may be for either active or passive recreation. The size of parkettes will be determined at the time of subdivision application.
- 2) Individual plans of subdivision or condominium that provide a dedication of parkland should ensure that the park either has connections, or can be readily connected to, other components of the open space system.

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- 3) Storm water management facilities and natural heritage features will not be accepted as parkland dedication.
 - 4) Greenways provide both a recreational and utilitarian function. Accordingly, connections will be made to the road network as well as to the office business park and mixed use areas.
 - 5) Trails and greenways should connect with the Regional Bicycle Network System. This System, part of the Regional Bikeways Master Plan, includes Dorchester Road; and Chippawa Creek Road in the Secondary Plan Area.
 - 6) An Environmental Impact Study will be prepared when requested to the satisfaction of the City in consultation with Niagara Region and the Niagara Peninsula Conservation Authority for any trails that are planned to be extended into or adjacent to an area designated Environmental Protection Area.

13.56.8.2.11 Natural Heritage System and Environmental Protection Policies

- 1) The City recognizes that developing a Natural Heritage System (NHS) approach is the preferred method to protecting natural heritage features and their associated ecologic and hydrologic functions. A NHS 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 ecologic and hydrologic functions are maintained or enhanced.
- 2) The NHS is comprised of the environmental features and associated buffers that the City shall protect and conserve.
- 3) The NHS is subject to the policies of Part 2, Section 11 Environmental Policies of the City of Niagara Falls Official Plan.
- 4) A NHS designation is not proposed with this OPA because the Core Natural Heritage Features lie outside the OPA boundaries. However, any Provincially Significant Wetland (PSW) determined to lie within the OPA boundary shall be protected by applying the relevant policies of this OPA and the parent Official Plan, including Section 11.
- 5) PSW lands at the time of adoption are shown on the Land Use Schedule and will be protected from development unless they are subsequently removed as PSW. In that instance, no mapping change is required but the policies relevant to the underlying designation shall then apply to

those lands affected. Otherwise these PSWs are considered EPA for the purposes of this OPA.

NHS (13.56.8.2.11) Policies Continued:

- 6) The NHS 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;
 - 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.
- 7) Any environmental component noted above and recommended for removal by an EIS may be subject to appropriate compensation being provided to the satisfaction of the City, in consultation with the Region and the Conservation Authority and in accordance with the findings and recommendations of that, or any subsequent and applicable EIS.
- 8) Any environmental component that is approved for removal for development subject to an approved compensation program, such compensation program will be confirmed through the execution of a restoration and compensation agreement between the City and the owner. The agreement shall address the following:
 - i. Provide for removal of certain environmental components within "Riverfront Community";
 - ii. Provide for compensation either on land within or outside "Riverfront Community";
 - iii. Identify compensation lands;
 - iv. Describe the works related to environmental restoration and/or enhancements and the timing of these works;

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- v. Monitor the compensation/restoration works; and
 - vi. Appropriate financial security provisions such as a Letter of Credit submitted to the City.
- 9) Environmental components shall include thirty (30) metre buffers to protect their ecologic and hydrologic functions if there are no other supporting studies available to inform buffer requirements. The thirty (30) metre buffer may be increased or decreased, based on further analysis carried out in subsequent Environmental Impact Studies applicable to subdivision and development applications within this OPA boundary.
- 10) All subdivision and development plans inside "Riverfront Community" shall respect the environmental components and associated buffers recommended in any relevant EIS. Specific buffer requirements may be further refined in accordance with the recommendations contained within this EIS or subsequent more detailed studies approved by the municipality in consultation with the Province, Region, and Conservation Authority.
- 11) The Official Plan's current EPA designation is unaffected by this amendment. The boundaries of the OPA lie outside the EPA designation.
- 12) Development within Conservation Authority regulated wetlands within the OPA boundary may be permitted based on the findings and subject to the conditions of any relevant EIS. These requirements may be further refined through new Environmental Impact Studies submitted in support of subdivision or condominium applications.
- 13) Linkages and natural corridors will be provided in accordance with the locations conceptually illustrated on Schedule G to facilitate species movement and maintain biodiversity. The linkages may include both anthropogenic corridors provided by parks and open space areas as well as natural corridors. The width of the linkages should be a minimum of 50 metres wide but the specific location, width, function and implementation details of all linkages and natural corridors will be addressed through an approved Environmental Impact Study at the subdivision or condominium approval stage.
- 14) The Con-Rail Drain may be enhanced to improve its ecological and aesthetic function.
- 15) Conservation measures permitted in accordance with Section 11.2.14

b) may include Low Impact Development Best Management Practices used to create a water balance to retained wetlands subject to being limited to locations within buffer areas, appropriate technical supporting documentation and approval by Niagara Peninsula Conservation Authority.

- 16) Refinement to the extent of the Riverfront Community land use designations and the establishment of appropriate setbacks and linkages will occur at the zoning by-law, plan of subdivision, plan of condominium and site plan control stages and shall be based on relevant current or more detailed future Environmental Impact Studies.
- 17) Endangered and Threatened species shall be addressed in accordance with section 11.2.17 of the Official Plan.
- 18) Where reductions in the width of environmental buffers occur, the adjacent land use designation shall apply without amendment to this Plan. New development or site alteration within the naturally vegetated area determined through an approved EIS is not permitted.
- 19) Expansion, alteration or the addition of an accessory use in relation to an existing use within the environmental buffer may be permitted, subject to an approved EIS where:
 - i. the expansion or accessory use is not located closer to the edge of the provincially significant wetland than the existing use; and
 - ii. the expansion or accessory use cannot be located elsewhere on the lot outside of the environmental buffer areas.
- 20) Prior to final subdivision approval and site development, appropriate studies and clearances, such as Records of Site Conditions and detailed Environmental Impact Studies (EIS), shall be required through implementing planning applications.

13.56.8.3 Tree Management

Tree saving plans shall be required as part of subdivision and site plan applications to identify existing mature trees located outside of the Environmental Protection Areas and associated buffers to preserve and integrate them into the built environment where possible.

13.56.8.4 Infrastructure

13.56.8.4.1 Storm Water Management

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- 1) A combination of piped storm sewers and overland drainage systems will be employed in the Secondary Plan Area.
 - 2) Overland and piped storm water flows will not be directed outside of the respective watershed.
 - 3) Storm drainage will be conveyed to the Welland River or OPG Canal.
 - 4) The locations of storm water management facilities will be confirmed as part of future plans of subdivision, in accordance with the recommendations of relevant studies and subject to approvals from the appropriate approval authorities. Such facilities are not shown on Schedule G and may be located under any land use designation although they will generally not be permitted to locate in an Environmental Protection Area. They may be permitted to locate within the vegetated buffer area adjacent to the Environmental Protection Area to help maintain the hydrologic function of the Provincially Significant Wetlands as determined through an approved EIS.
 - 5) Private individual or temporary storm water management facilities are discouraged. Such installations shall be undertaken at the cost of the developer.
 - 6) Storm water management facilities will be constructed as naturalized features, utilizing native plant species and grading techniques to create a natural area. If required, public access will be limited using approved landscaping techniques; fencing is strongly discouraged. Such facilities should be integrated with the community's Open Space System.
 - 7) Low Impact Development storm water management best management practices is encouraged where appropriate to mimic the natural hydrology of the area and protect water quality.
 - 8) The Con Rail drain will continue to act as a component of the storm water management system and will receive treated drainage from "Riverfront Community" as well as drainage from outside of this area. It may be enhanced with improved bed and slope treatments and added vegetation to aesthetically improve the appearance of the drain subject to approvals from the appropriate authorities.

13.56.8.4.2 Sanitary and Water Services

- 1) Sanitary services will be constructed in accordance with the recommendations of relevant servicing studies, subject to approvals from the appropriate authorities. This includes a pumping station required to service the Riverfront Community.
- 2) Water services may be constructed in concert with sanitary services in accordance with the recommendations of the relevant servicing studies, subject to approvals from the appropriate authorities.

13.56.8.4.3 Utilities

- 1) The City shall participate in discussions with utility providers such as hydroelectric power, communications/ telecommunications, pipelines and natural gas to ensure that sufficient infrastructure is or will be in place to serve the community.
- 2) Through the Environmental Assessment and subdivision processes, appropriate locations for large utility equipment and cluster sites will be determined. Consideration will be given to the locational requirements for larger infrastructure within public rights of way, as well as easements on private property.
- 3) Utilities will be planned for and installed in a coordinated and integrated basis to provide for efficient, cost effective services and to limit disruptions.

13.56.8.4.4 Transportation

- 1) The Community's subdivision design will provide good connectivity to facilitate walking, cycling and access to transit. Individual plans of subdivision will be consistent with this approach.
- 2) Right-of-way widths for arterial and collector roads shall be in accordance with PART 3, Section 1.4.19 of this Plan. Right of way widths for local roads shall be determined at the time of subdivision approval but may be less than 20 metres subject to Council approval. The City may require road widening dedications in addition to the designated road allowances indicated in PART 3, Section 1.4.19 without the need for amendments to this Plan for purposes of:
 - i. Additional site triangles at intersections and entranceways necessary for traffic operational design purposes;
 - ii. Turning lanes at intersections or to provide suitable access to major

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- traffic generator developments;
- iii. Sites for traffic control devices (e.g. roundabouts) and transit facilities (e.g. bus lay-bys); and
 - iv. Additional width to the scenic parkway to facilitate enhanced landscaping and active transportation facilities.
- 3) As part of an application for subdivision or Zoning By-law approval, a traffic impact study may be required. The traffic impact study will assess the impacts of the proposed phase of development on the existing road network, intersections and recommend any improvements to the road network that will be needed for that phase. Any improvements to the existing road network or to intersections shall be constructed at the cost of the applicant unless such improvements have been identified in the Development Charges By-law.
- 4) The construction of a bridge across either the OPG canal or Welland River is not required prior to full build out of "Riverfront Community".
- 5) Dorchester Road and Chippawa Parkway are designated as local municipal arterial roads. The following policies shall apply to arterial roads:
- i. Upgrading and expansion of Dorchester Road and Chippawa Parkway from their current width is not required to support development of Riverfront Community.
 - ii. Driveway access to arterial roads shall be restricted in accordance with the City's requirements. On corner lots, driveway access shall be provided only from the lesser order road frontage.
 - iii. Reverse lot frontage should be avoided where possible.
 - iv. Developments along arterial roads shall provide generously landscaped open space adjacent to the arterial frontage, save and except for any driveway or sidewalk access.
 - v. Chippawa Parkway has strong potential to become intentionally designed as a scenic parkway. Through implementing plans of subdivision or municipally initiated processes, an upgraded design may be considered that provides opportunities to enhance the scenic nature of the Parkway, facilitating views to the Welland River.
- 6) The collector network is shown on Schedule G. Collector roads are to provide for the conveyance of traffic within the community and to provide

for transit routes. Accordingly, the following policies shall apply:

- i. Bicycle lanes should be provided on all collector roads.
 - ii. Reverse lot frontage should be avoided where possible.
 - iii. Traffic circles/roundabouts will be encouraged to be used at the intersection of collector and arterial roads.
- 7) The specific configuration of local roads, laneways and the resultant lot patterns shall be established through implementing plan(s) of subdivision.

13.56.8.5 Sustainable Development

13.56.8.5.1 Development shall occur in accordance with the Energy Conservation policies established in Part 3 Section 3.1 of this Official Plan and will be encouraged to exceed the energy efficiency requirements within the Ontario Building Code. New development will be encouraged to incorporate alternative energy sources where appropriate.

13.56.8.5.2 Development will be designed to encourage the use of transit and active modes of transportation and should facilitate the use of alternative energy vehicles where appropriate.

13.56.8.6 Growth Strategy

13.56.8.6.1 Order of Development

- 1) Development shall progress in an orderly, efficient and fiscally responsible manner.
- 2) To ensure development occurs in an orderly manner, Council may use holding provisions in the zoning of lands.
- 3) Holding provisions can be lifted only after the following matters have been satisfied:
 - i. that sufficient revenue has been, or will be, generated to finance the servicing of the proposed "Riverfront Community", either through Development Charges revenue or other suitable means of finance;
 - ii. that any extensions of municipal sanitary sewers and watermains required to service the lands have been designed and approved for construction;

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- iii. that the extent of the short term (serviced) land supply within "Riverfront Community" is not more than 10 years; and
 - iv. execution of any front ending agreement by the owner of lands subject to a holding provision, all in accordance with requirements of the Development Charges Act.
- 4) Development shall not proceed until a municipal sanitary sewer and watermain are extended along Chippawa Parkway and/or Dorchester Road to "Riverfront Community". The timing of the extension of the municipal sanitary sewers and watermains will be dependent on the financial resources of the City and/or any front-ending agreements between benefiting landowners.
 - 5) The City, through future Development Charge By-law Reviews, may consider an area specific Development Charge By-law for "Riverfront Community".
 - 6) The development of employment generating uses is encouraged to proceed concurrently with residential development to help create a complete community. Convenience retail and service commercial uses are encouraged to develop concurrently with residential development to provide residents with daily services.
 - 7) Medium and high-density housing forms should develop concurrently with lower density forms. Applications should provide an indication of the phasing of each dwelling type.

13.56.8.6.2 Front-ending Agreements

For the purposes of the policies associated with "Riverfront Community", a front-ending agreement, pursuant to the Development Charges Act, is a financial contract with the City whereby an individual or individuals agree to pay for the installation of infrastructure identified in the Plan to permit development to proceed within "Riverfront Community" in advance of other benefiting development paying its share of costs within or outside the boundaries of "Riverfront Community".

Where an application has been made for development in advance of the installation of infrastructure identified within "Riverfront Community" policies as required to support the subject development, including both on-site and off-site services as well as upstream and downstream system requirements, Council may consider entering into a front-ending agreement with the developer, as a condition of approval, in accordance with City policies and procedures respecting such agreements.

13.56.8.7 Implementation

- 13.56.8.7.1** This Amendment shall be implemented in accordance with the requirements of the Planning Act, Development Charges Act and other applicable legislation.
- 13.56.8.7.2** "Riverfront Community" lands subject to future development shall proceed by way of amendment to the Zoning By-law. Applications made shall comply with the policies regarding complete applications in PART 4 of this Plan.
- 13.56.8.7.3** Lot creation shall proceed primarily by way of plan of subdivision or condominium. Applications for consent or exemption from part lot control that maintain the integrity of the land use plan found on Schedule G may be considered when:
- 1) plans of subdivision or condominium are not appropriate;
 - 2) lands were not included in a plan of subdivision or condominium;
or
 - 3) further separation of buildings is required and either severance or exemption from part lot control is the most appropriate mechanism available or for other similar technical reasons.
- 13.56.8.7.4** An air quality, noise and vibration study may be required for any development for a sensitive land use proposed near a major facility such as a transportation corridor, industrial use, sewage or water treatment facility, or pumping station. Such study may be required prior to final approval of a subdivision or condominium or prior to release of an H symbol applied to the site's zoning.
- 13.56.8.7.5** Urban Design guidelines should be prepared prior to final approval of plans of subdivision or condominium (i.e. may be required as conditions of draft approval) to address public realm facilities including neighbourhood structure, block design, lot size and variety, such as pedestrian amenities within the mixed use area, neighbourhood edge interfaces, local street design guidelines, sidewalks and streetscapes, design of the scenic parkway, collector and local road design guidelines, parks, trails, open spaces and natural heritage as well as private realm matters including building setbacks, building heights, density, and parking areas
- 13.56.8.7.6** A Stage 3 Archaeological Assessment should be conducted for Site AgGs-387 as recommended in the Amec Archaeological Assessment from May 2016 prior to development within 50 metres of this site. Until then, development related activities shall not occur within the buffers recommended by this report. This site lies near Dorchester Road just north of the Con-Rail Drain.