

# Planning Justification Report

**Stonebridge Village**

**Port Colborne, ON**

**May 2024**

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*UCC File No. 2300*

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## PREFACE

Upper Canada Consultants respectfully submits this Planning Justification Report pertaining to applications for an Official Plan Amendment, a Zoning By-law and a Draft Plan of Subdivision for lands municipally known as 607 Barrick Road and unaddressed lands, described legally as Part of Lot 31 Concession 3 Part 1 on Plan 59R-17017 and Part 7 on Plan 59R-944, in the Geographic Township of Humberstone, City of Port Colborne, and Regional Municipality of Niagara. The proposed development is known as Stonebridge Village.

The applications seek to establish the necessary land use permissions to facilitate the development of the property with three-hundred and eighty-five (385) dwelling units, consisting of;

- Fifty-three (53) single-detached dwelling units;
- Two (2) semi-detached dwelling units;
- Fifty-two (52) street townhouse dwelling units;
- Sixty-two (62) back-to-back street townhouse dwelling units;
- Twenty-two (22) live/work street townhouse dwelling units;
- Twelve (12) stacked townhouse dwelling units;
- Multiple family residential block containing one-hundred and eighty-two (182) dwelling units consisting of;
  - One hundred and sixty-six (166) apartment dwelling units;
  - Sixteen (16) semi-detached dwelling units;
- Stormwater Management Facility;
- Parkland;
- Future Development Blocks;
- Servicing/pedestrian access;
- 0.3 metre reserves;
- Roadways

The submitted Official Plan Amendment and Zoning By-law applications have been prepared to facilitate the development of the subject lands for residential uses. The lands are designated Urban Residential, and an Official Plan Amendment is required as the proposed densities exceed the permitted densities. To add, an Amendment is required as per the City's request to include an enhanced Official Plan review in lieu of a Secondary Plan.

The lands are currently zoned Residential Development (RD) Zone and site-specific Residential Development (RD-65-H) Zone, and are proposed to be amended to site-specific Second Density

Residential (R2-XX) Zone, site-specific Third Density Residential (R3-XX) Zone, site-specific Fourth Density Residential (R4-XX) Zone, and Public and Park (P) Zone.

The submitted Draft Plan of Subdivision application has been prepared to implement the development of the site.

This Planning Justification Report provides an analysis of how the applications satisfy the requirements of the *Planning Act*, are consistent with the Provincial Policy Statement (2020), and conform to the Growth Plan for the Greater Golden Horseshoe (2020), Niagara Official Plan (2022), and the City of Port Colborne Official Plan.

## DESCRIPTION AND LOCATION OF THE SUBJECT LANDS

The applications pertain to lands known municipally as 607 Barrick Road and adjacent unaddressed lands in the City of Port Colborne. The subject lands are legally recognized as Part of Lot 31 Concession 3 Part 1 on Plan 59R-17017 and Part 7 on Plan 59R-944, in the Geographic Township of Humberstone, City of Port Colborne, and Regional Municipality of Niagara.

An aerial view of the subject lands is provided in **Figure 1**.

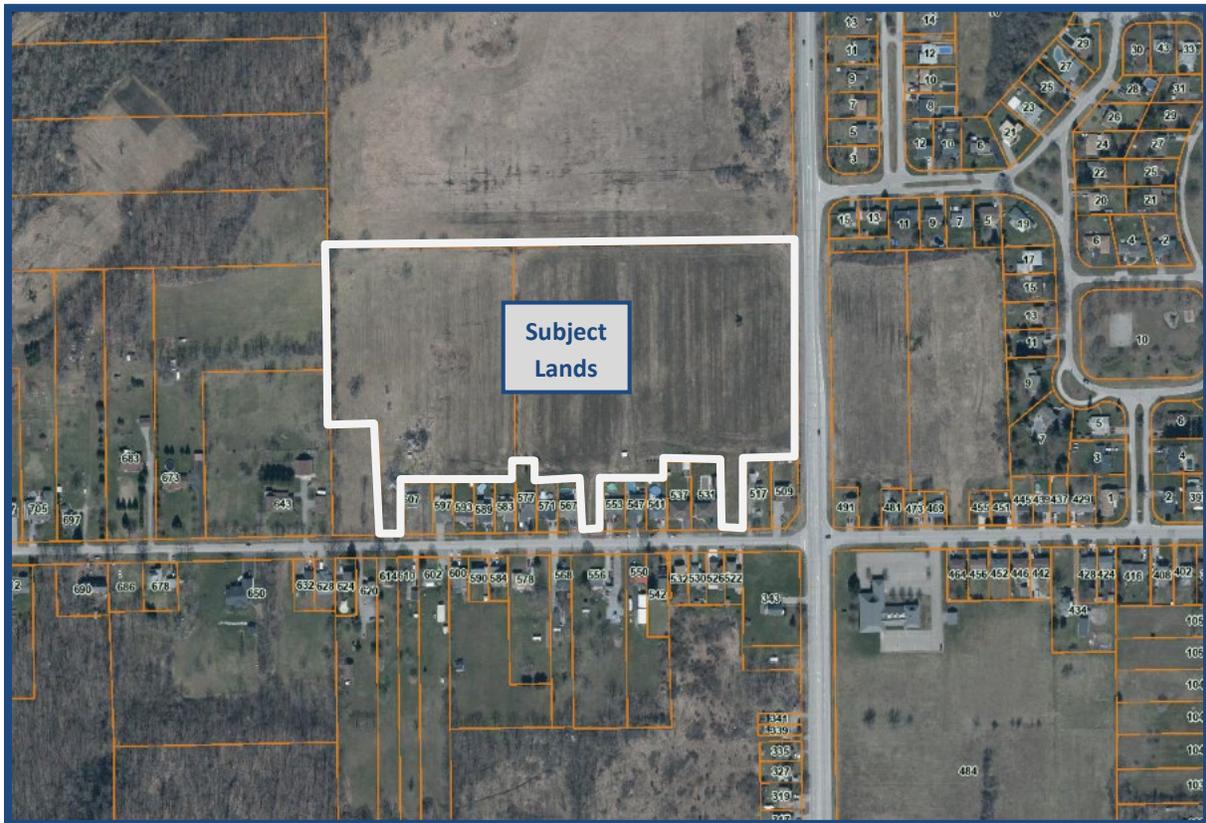


Figure 1 - Aerial View of the Subject Lands (Niagara Navigator 2020 Imagery)

### Property Context

The subject lands are located north of Barrick Road and east of West Side Road (Hwy 58), consisting of two (2) parcels that have been assembled by the owner.

The subject lands are approximately 8.344 hectares in size and generally rectangular in shape. The lands are vacant and are relatively flat in grade, as they were formerly used for Agricultural purposes.

The lands are located within the Designated Greenfield Area per the Niagara Official Plan (2022), and are within the City of Port Colborne Urban Area Boundary. The lands are more specifically

designated Urban Residential and Designated Greenfield Area, and zoned Residential Development (RD and RD-65-H). These lands have been planned for urban residential development in accordance with the applicable planning policies as noted above.

### Surrounding Area and Land Uses

The area consists of existing and future residential development surrounding the subject lands. Greater details are outlined below;

**North:** Vacant lands that are zoned Residential Development.

**East:** Vacant lands and existing single-detached dwellings. The vacant lands are zoned Residential 4 (R4) Zone, which permits a variety of residential uses.

**South:** Existing single-detached dwellings with vacant Residential Development lands beyond.

**West:** Existing single-detached dwellings and vacant lands that are zoned Residential Development.

While the majority of the surrounding housing consists of existing single-detached dwellings, the lands to the east are zoned to permit a variety of residential uses. The subject lands are proposed to further introduce a range and mix of housing with greater density, to contribute to the Designated Greenfield Area required density provision of 50 people and jobs per hectare across the entirety of the Greenfield Area.

### Transportation Network

The subject lands are bound by Barrick Road and West Side Road (Highway 58).

There will be two (2) access points to the subject lands along the north side of Barrick Road, which is a Collector Road, as per Schedule 'D' of the City of Port Colborne Official Plan.

Available transit services are provided by Niagara Region Transit. NRT On-Demand is a shared-ride public transit service that operates within the entire City, allowing riders to travel without transfers locally or inter-municipally to Grimsby, Lincoln, Niagara-on-the-Lake, Pelham, Wainfleet, West Lincoln and Forth Erie.

The Port Colborne-Welland Link bus service leaves from Port Colborne City Hall and travels to the Transit Terminal in Welland. From the Welland Transit Terminal, you can transfer to a Niagara Region Transit Bus. The closest bus stop is at the corner of Barrick Road and West Side Road.

### Parks and Open Spaces

The subject lands are located within a short walk/cycle to several parks and open spaces to the east including Oxford Park, Hawthorne Heights Park, and Jacob E. Barrick Park.

## THE PROPOSED DEVELOPMENT

The landowner is proposing the comprehensive development of the subject lands to accommodate;

- Fifty-three (53) single-detached dwelling lots;
- One (1) block of semi-detached dwellings consisting of two (2) units;
- Ten (10) blocks of street townhouse dwellings with fifty-two (52) units;
- Six (6) blocks of back-to-back townhouse dwelling consisting of sixty-two (62) units;
- Four (4) blocks of live/work street townhouse dwellings consisting of twenty-two (22) units;
- One (1) block of stacked townhouse dwellings consisting of twelve (12) units;
- One medium/high residential density block;
  - Six (6) storey apartment building containing one hundred and sixty-six (166) dwelling;
  - Eight (8) blocks of semi-detached dwellings, yielding sixteen (16) units;
- One (1) block for parkland;
- One (1) block for a stormwater management facility;
- One (1) block for future development;
- One (1) block for servicing and pedestrian access;
- Four (4) blocks for 0.3-metre reserves; *and*
- Roadways

The proposed site will yield a total of three hundred and eighty-five (385) residential dwelling units. The Draft Plan of Subdivision is included as **Figure 2** and **Appendix I**.

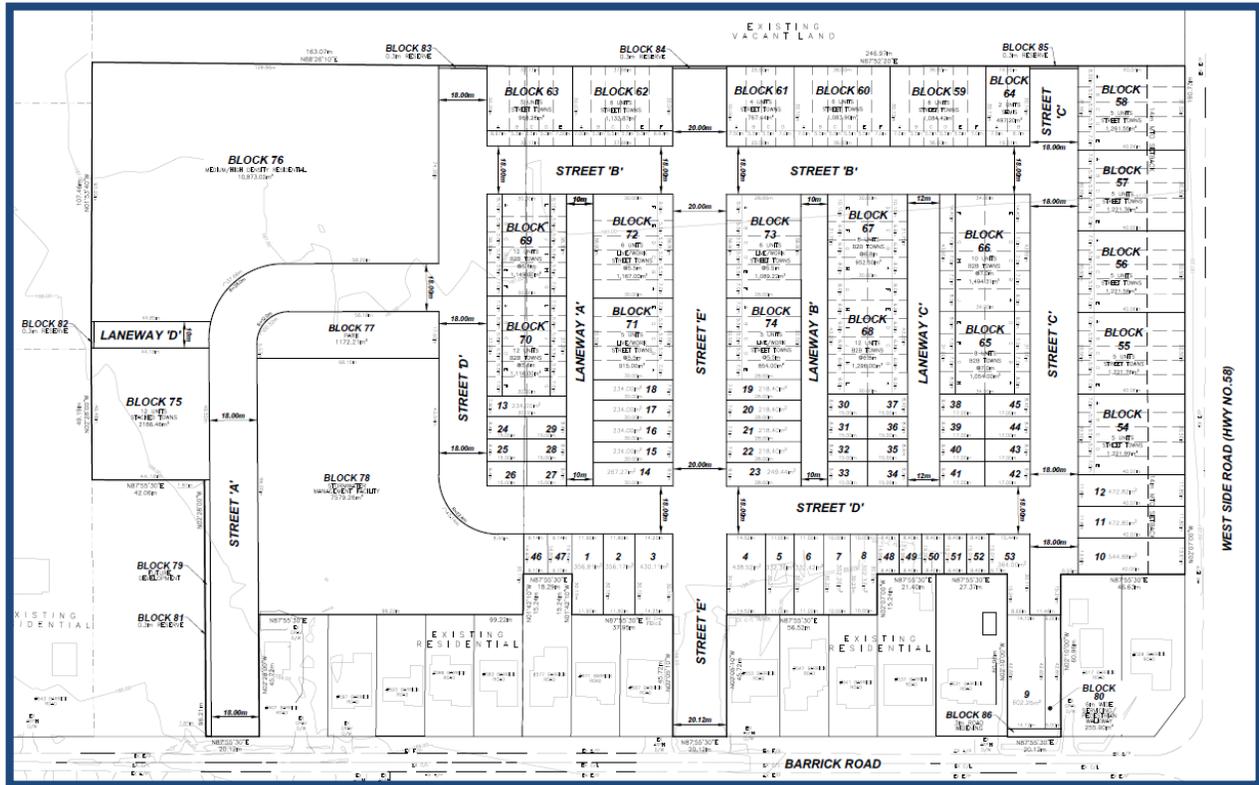


Figure 2 - Excerpt from the Draft Plan of Subdivision

## Housing Types

As noted above, the Draft Plan of Subdivision proposes the creation of multiple different dwelling types. The dwelling types that are not defined within the City of Port Colborne's Zoning By-law will be defined below. All dwelling types include;

**Single-Detached Dwellings (Lot 1-12):** Lots 1 to 12 will contain single-detached dwelling units that will be one (1) to two (2) storeys in height, with a single or double car garage.

**7.8-m Single-Detached Dwellings (Lot 13-23):** A "7.8-m single-detached dwelling" refers to a residential dwelling that shares the fundamental characteristics of a typical single-family dwelling, but is intentionally designed to have a smaller footprint, with a minimum 7.8-metre frontage. It can be characterized by its cozy and compact layout that still provides the individuality of a standalone dwelling unit. The smaller footprint is conducive to a simpler and more manageable lifestyle for any demographic, making it an attractive choice for those seeking a comfortable and compact residential setting.

Lots 13 to 23 will contain 7.8-metre single-detached dwellings that are a maximum of 11-metres in height and do not contain garages.

***8.4-m Single-Detached Dwellings (Lot 24-53):*** A “8.4-m single-detached dwelling” refers to a residential dwelling that shares the fundamental characteristics of a typical single-family dwelling, but is intentionally designed to be more compact in size and is positioned on smaller lots with 8.4-metre frontages and approximately 15-metre depths.

These units and their arrangement optimize land use efficiency while preserving the individuality of each dwelling, offering a balance between a smaller footprint and maintaining the essential characteristics of the dwelling. This configuration is appealing for the creation of a more efficient and community-oriented living environment.

Lots 24 to 53 will contain 8.4-m single-detached dwelling units that will be a maximum of 11-metres in height and will not contain garages.

***Street Townhouse Dwellings (Block 54-63):*** Blocks 54 to 63 will contain four (4) to six (6) units per block that are divided vertically by common walls, yielding a total of fifty-two (52) units. These units will line the north and east property lines and will be two-storeys in height, with single car garages.

***Semi-Detached Dwellings (Block 64, part of Block 76):*** Block 64 and part of Block 76 contain a total of nine (9) Blocks of two-storey semi-detached dwellings that contain single car garages, yielding a total of eighteen (18) units.

***Back-to-Back Townhouse Dwellings (Block 65-70):*** A “back-to-back townhouse” refer to a type of residential housing where individual townhouse units are arranged in a linear configuration, sharing a common side and rear wall. Unlike traditional townhouses, which are solely connected side-by-side, back-to-back townhouses are aligned in a way that the rear of one unit directly faces the rear of another unit as well. Each townhouse in this configuration has its own entrance, creating individual living spaces within a more compact layout, optimizing efficiency.

Blocks 65 to 70 range from 8 to 12 units per Block, yielding a total of sixty-two (62) dwelling units. These units range from 5.8-metres to 7.0-metres wide and will be three-storeys in height. Each unit will have a single car garage, and a large open concept living space.

***Live/Work Street Townhouse Dwellings (Block 71-74):*** “Live/work street townhouses” are a type of residential and commercial hybrid space where individual townhouse units are designed to accommodate both living and working functions. This arrangement aims to promote a convenient and integrated lifestyle, where individuals can live in a comfortable home setting while having the option to run a business or practice a profession in the same space.

Blocks 71 to 74 have either five (5) or six (6) units per block, yielding a total of twenty-two (22) units. These units will be 5.5-metres wide and will be three-storeys in height. These units are will

have the main floor as 'work space' with street access, where homeowners can run a business. These units front Street 'E' which is the main entrance into the development. This street has on-street lay-by parking that will be beneficial for these proposed units. Each unit will have a single-detached garage, that will be in the rear yard, fronting Laneways 'A' and 'B'.

***Stacked Townhouse Dwellings (Block 75):*** "Stacked townhouses" are a style of residential housing where individual townhouse units are vertically stacked on top of each other. Each unit has its own separate entrance and living space, and the stacking allows for efficient land use. These units share common walls between adjacent units, and offer a balance between the privacy of a traditional townhouse and the vertical efficiency of an apartment or condominium.

Twelve (12) dwelling units are proposed in Block 75 on the far west end of the proposed development. These units will be three-storeys in height and have single car garages.

***Apartment Dwellings (Block 76):*** A six (6) storey residential apartment building is proposed, yielding one hundred and sixty-six (166) apartment dwelling units with both underground and at-grade parking.

### **Road Network**

The Draft Plan of Subdivision includes the provision of five (5) public roadways shown as Street 'A', Street 'B', Street 'C', Street 'D' and Street 'E', along with four (4) laneways shown as Laneway 'A', Laneway 'B', Laneway 'C' and Laneway 'D'.

The road network within the proposed subdivision will be in a grid pattern for efficiency of the interior of the site.

Streets 'A' and 'E' provide access to the site, running perpendicular to Barrick Road, parallel to West Side Road. Street 'D' (90-degree bend) and 'C', as well as Laneway 'A', 'B', and 'C' are all parallel to one another, running perpendicular to Barrick Road.

Street 'B', Street 'D' and Laneway 'D' run parallel to Barrick Road.

Streets 'C', 'D', and 'E' will provide access to the future development to the north.

Laneways are either 10-metres or 12-metres-wide. The 10-metre-wide laneways will not have sidewalks, while the 12-metre-wide laneway will have a 1.5-metre wide sidewalk on one side of the road.

The local roads will be 18-metres or 20-metres. The 18-metre-wide roads will have a 1.5-metre sidewalk on one side of the road, while the 20-metre-wide road, Street 'E' will contain 1.5-metre and 1.8-metre wide sidewalks on both sides of the road, along with on-street lay-by parking.

The proposed road network is planned to connect to future development to the north and west.

### **Public Lands**

The Draft Plan proposes the creation of Block 77 for parkland, which is approximately 0.117 hectares, and Block 78 as a stormwater management (SWM) facility, which is approximately 0.758 hectares in size.

## PREVIOUS PLANNING ACT APPROVALS

The western parcel (607 Barrick Road) has previously been subject to other planning applications.

### ***Consent to Sever (B06-18-OC)***

The previous property owner submitted an application for consent to sever one (1) residential lot containing the existing dwelling located at 607 Barrick Road from the larger former development parcel as shown in **Figure 3** below.

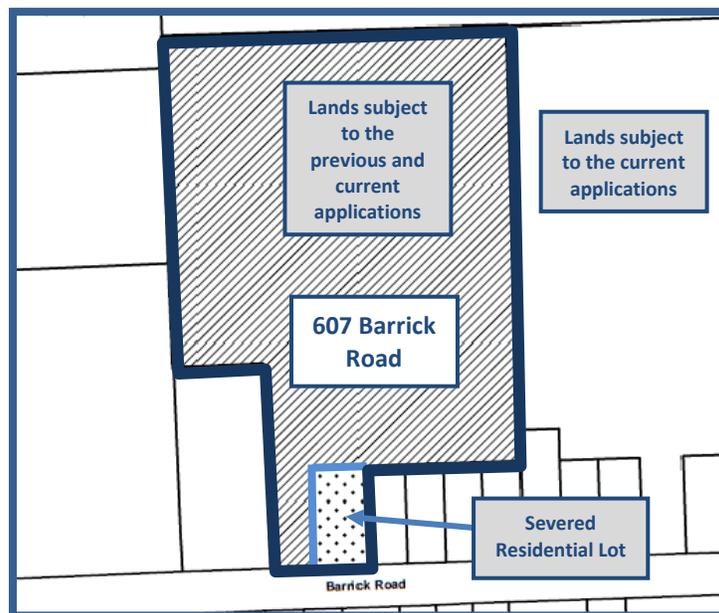


Figure 3 - Aerial View of the Subject Lands (Niagara Navigator 2020 Imagery)

The purpose of this proposal was to allow continued use of the property as a lot for the single-detached residential dwelling, while the retained parcel of 3.23 hectares could be sold off for future residential uses, subject to Council's approval of a future development application.

The application (B07-18-PC) was considered by the City's Committee of Adjustments at their hearing in June 2018. The Committee considered the report of the Planning and Development Department which recommended that the application be deferred on the basis that it was premature, as a Secondary Plan was not submitted. The Committee of Adjustments proceeded to defer the application on the recommended basis.

This decision was appealed to the Local Planning Appeals Tribunal (previously the Ontario Municipal Board) by the owner, and prior to the hearing, the owner and the City of Port Colborne reached a settlement agreement that the appeal would be withdrawn.

The agreement stated that a Secondary Plan for the subject lands be prepared by the property owner, and that it does not need to include the adjoining property to the north owned by Overgreen Hill Investment Ltd., but will show how this property could have access and servicing so that the future development is not prevented by the development of the subject lands.

***Zoning By-law Amendment under Consent Application (B05-20-PC)***

The Committee of Adjustments imposed conditions of approval on the severance application for 607 Barrick Road. One of these conditions required the owner to obtain approval of a Zoning By-law Amendment for the property. The intention of this condition was to ensure that the property would be developed in an orderly fashion and that the severance does not frustrate the ability for the land surrounding it to be developed efficiently.

Therefore, a Zoning By-law Amendment was sought to satisfy this condition of severance under consent application B05-20-PC. This Amendment proposed to change the zoning for the proposed lot with the existing residential unit along Barrick Road from Residential Development (RD) to First Density Residential (R1).

For the remaining future development parcel, a holding provision was sought after to restrict development until a Secondary Plan was adopted by City Council. This parcel was to remain zoned as Residential Development (RD), with an added holding provision to ensure that a plan for this larger parcel is put in place that ensures it will be developed efficiently, it will not have any negative impacts on the environment or the neighbourhood, it can be provided with adequate municipal services and does not negatively impact the ability of the neighbouring properties to develop.

Since these applications have been approved, the development parcel has been sold, and Upper Canada Consultants has submitted the current applications to proceed with this future development.

## REQUIRED PLANNING ACT APPLICATIONS

A pre-consultation meeting pertaining to the submitted applications occurred on November 27<sup>th</sup>, 2023. At this meeting the City staff confirmed that applications for a Zoning By-law Amendment, Official Plan Amendment, and Draft Plan of Subdivision would be required to facilitate the proposed subdivision.

A copy of the Pre-consultation Summary is included as **Appendix II** to this report.

As requested by the City and review agencies, a complete application submission for the applications must include:

- Noise Study
- Stage 1 and 2 Archaeological Assessment
- Draft Plan of Subdivision
- Environmental Impact Study
- Hydrogeological Study
- Coloured Streetscape Plans
- Functional Servicing Report
- Stormwater Management Report
- Preliminary Servicing and Grading Plan
- Planning Justification Report including Urban Design Brief
- Transportation Impact Study

These required materials are provided with the submission.

It is requested that a detailed landscape plan and streetscape plan, and detailed servicing and grading plans be included as conditions of draft plan approval, as discussed with the City of Port Colborne.

### Official Plan Amendment

An Official Plan Amendment has been submitted to address Official Plan conformance matters. The lands are within the Designated Greenfield Area of the Urban Area Boundary, designated as Urban Residential. This Amendment is requested as the density for the proposed housing exceeds the permitted density set out in the Urban Residential designation.

To add, as the development of large vacant areas within the Urban Residential designation are subject to a Secondary Plan and these lands are not within a Secondary Plan area, an Amendment is required. As discussed with the City in October of 2023, this Official Plan Amendment is

required to include a high-level land use and road network schedule, and include a minor policy section for implementation.

Details of the proposed Official Plan Amendment are included later in this report. A copy of the Draft Official Plan By-law and associated Official Plan Schedule is attached to this report as **Appendix III**.

### Zoning By-law Amendment

A Zoning By-law Amendment has been submitted to address zoning compliance matters. The proposed zoning will rezone the lands from Residential Development (RD) Zone and site-specific Residential Development Holding (RD-65-H) Zone to site-specific Second Density Residential (R2-XX) Zone, site-specific Third Density Residential (R3-XX) Zone, site-specific Fourth Density Residential (R4-XX) Zone, and Public and Park (P) Zone. These zoning designations were chosen as they permit the types and sizes of housing proposed.

Details of the proposed Zoning categories, including the site-specific provisions are included later in this report. A copy of the Draft Zoning By-law and associated Zoning Schedule is attached to this report as **Appendix IV**.

### Draft Plan of Subdivision

The Draft Plan of Subdivision proposes the implementations of lots and blocks for the proposed subdivision. The Draft Plan proposes to divide the subject lands into;

- Twelve (12) single-detached dwelling lots;
- Eleven (11) 7.8-m single-detached dwelling lots;
- Thirty (30) 8.4-m single-detached dwelling lots;
- Ten (10) blocks of street townhouse dwellings with fifty-two (52) units;
- One (1) block of semi-detached dwellings consisting of two (2) units;
- Six (6) blocks of back-to-back townhouse dwelling consisting of sixty-two (62) units;
- Four (4) blocks of live/work street townhouse dwellings consisting of twenty-two (22) units;
- One (1) block of stacked townhouse dwellings consisting of twelve (12) units;
- One medium/high density block;
  - Six (6) storey apartment building containing one hundred and sixty-six (166) dwelling;
  - Eight (8) blocks of semi-detached dwellings, yielding sixteen (16) units;

This Draft Plan of Subdivision will yield a total of three hundred and eighty-five (385) dwelling units.

Blocks are also proposed for the parkland, stormwater management facility, future development, servicing/pedestrian access and 0.3-metre reserves, and there will also be roadways throughout the subdivision that consist of both local roadways and laneways.

A copy of the Draft Plan of Subdivision is included as **Appendix I** to this report.

## **RELATED STUDIES AND REPORTS**

Consistent with the submission requirements outlined in the Pre-Consultation Agreement (see **Appendix II**) for these application on November 27<sup>th</sup>, 2023 and in addition to this Planning Justification Report, the studies and reports listed below have been submitted with the Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision applications. A brief overview of their conclusions and recommendations are provided below. Please refer directly to the reports and studies for more detailed information.

### **Environmental Impact Study**

An Environmental Impact Study was prepared by Ecological & Environmental Solutions, as the subject lands are adjacent to a Significant Woodland and Provincially Significant Wetland. This study was prepared to confirm that there are no negative impacts on these adjacent features or their ecological functions, and associated assessment on botanical inventory, breeding bird surveys, crepuscular bird surveys, amphibian call surveys and fish habitat characterization was included.

Natural feature impacts will be limited to drainage features and an isolated Significant Woodland community within the Municipal Minor Road unopened road allowance, over 400-metres from the subject lands for the construction of proposed stormwater infrastructure. Nonetheless, the proposed stormwater management will maintain existing conditions to the greatest extent possible, including drainage patterns, volume and rate of stormwater leaving the subject lands, and existing vegetation along the drainage features. Therefore, it will not negatively impact the hydrological function of the Biederman Drain or the Provincially Significant Wetlands. At the time of detailed site design, additional details on the proposed stormwater management approach will be confirmed.

Moreover, the Regional Natural Environmental System (NES) is located adjacent to the proposed development and all significant features are located off-site and will not be directly impacted by the proposed plan of subdivision. The draft plan maintains a minimum of a 50-metre setback from all Significant Woodlands and Provincially Significant Wetlands (PSWs), and this Study, along with the Hydrogeology Study and Functional Servicing Study further confirm there will be no negative impacts to the hydrology of the wetland as a result of stormwater.

All-in-all, no negative impacts to other features or functions, including SWH and habitat for Species at Risk are expected to occur as a result of the proposed draft plan of subdivision, including Stormwater Management Design.

### **Hydrogeology and Water Balance Study**

A Hydrogeology and Water Balance Study was prepared by Terra-Dynamics Consulting Inc. This Study was designed to comply with the Conservation Authority Guidelines for Hydrogeological Assessments and include primary tasks such as; submission of a hydrogeology and water balance terms of reference; description of the physical setting; water balance analyses; and future development.

Overall it was concluded that this residential development should not negatively impact the hydrology of the wetlands based on the shallow groundwater flow, wetland water levels that were monitored, and the monthly water balance that was identified for the wetlands.

### **Functional Servicing and Stormwater Management Report**

The Functional Servicing Report and Stormwater Management Report prepared by Upper Canada Consultants describes how the proposed development will be serviced with water and sewer services and also details the stormwater management strategy for the development.

#### **Water Servicing**

It was determined that the existing municipal watermain system will have sufficient capacity to provide both domestic and fire protection water supply.

#### **Sanitary Servicing**

The existing municipal sanitary sewer system downstream of the site will have adequate capacity for the proposed residential development. Nonetheless, upgrades may be required to the Omer Avenue Sanitary Pumping Station.

#### **Stormwater Management Plan**

The proposed development includes a stormwater management facility. Stormwater quality controls are being provided to Normal Protection (70% TSS removal) levels by the stormwater wet pond before discharging to the Biederman Drain. Stormwater quantity controls are being provided by the stormwater management pond up to the 100-year design storm event prior to discharging from the site. The site stormwater overland route from the road system is to the proposed stormwater management facility before discharging to Barrick Road.

### **Road Traffic and Stationary Noise Impact Study**

A Road Traffic and Stationary Noise Impact Study was prepared by JJ Acoustic Engineering Ltd. This Study was prepared to determine the potential environmental noise impacts from road

traffic. It was determined that the proposed development will require central air-conditioning, noise warning clauses and special building components.

Road traffic noise impacts were assessed and determined to be above the NPC 300 requirements. Noise mitigation measures include;

- Warning Clause Type C and Type D;
- Minimum of STC 29 is required for all exterior glazing for Blocks 54 to 58 and Units 8 to 10 using 35% window area to floor area and thick operable windows;
- Requirements for air conditioning for all units

Stationary noise impacts from neighbouring buildings to the site were determined to be below the noise limits for all points of reception and OLA's.

It was suggested that an addendum be completed once a mechanical design is completed to account for noise from the 6-storey building to the rest of the site and the neighbouring building.

### **Traffic Impact Study**

A Traffic Impact Study was prepared by RJ Burnside's. This Study assessed the impact the proposed development will have on the following intersections;

- West Side Road (Hwy 58) and Barrick Road;
- West Side Road and Windsor Terrace;
- West Side Road and Stonebridge Drive;
- West Side Road and Windsor Terrace;
- West Side Road and Northland Avenue

It was concluded that under existing and future conditions during both peak hours, all movements will operate with excess capacity and all queues will be contained within their respective storage lengths and link distances, except for the intersects of West Side Road and Barrick Road, Windsor Terrace and Stonebridge Drive. It is recommended that the MTO monitor these intersections for future improvement.

A sight-line analysis was conducted for the proposed draft plan and all streets and laneways will either meet or exceed TAC requirements. It is also recommended that all intersections within the development be under two-way stop control. Lastly, it was determined that the proposed parking supply will meet or exceed future parking demand.

## **PROVINCIAL LEGISLATION AND PLANS**

Development applications within the City of Port Colborne are subject to the *Planning Act* (R.S.O. 1990), 2020 Provincial Policy Statement and the 2020 Growth Plan for the Greater Golden Horseshoe. An assessment of how the submitted applications satisfy, are consistent and conform to applicable Provincial legislation, plans and policies is provided below.

### **PLANNING ACT (R.S.O. 1990)**

The *Planning Act* regulates land use planning in the Province of Ontario. The *Act* prescribes matters of Provincial Interest with regard to land use planning and outlines the requirements for applications made pursuant to the *Act*.

#### **Section 2 – Matters of Provincial Interest**

Section 2 of the *Planning Act* outlines matters of Provincial Interest that a planning authority must have due regard for when contemplating a land use planning application. Matters of Provincial Interest include:

- a) *the protection of ecological systems, including natural areas, features and functions;*
- b) *the protection of the agricultural resources of the Province;*
- c) *the conservation and management of natural resources and the mineral resource base;*
- d) *the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;*
- e) *the supply, efficient use and conservation of energy and water;*
- f) *the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;*
- g) *the minimization of waste;*
- h) *the orderly development of safe and healthy communities;*
  - (h.1) *the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;*
- i) *the adequate provision and distribution of educational, health, social, cultural and recreational facilities;*
- j) *the adequate provision of a full range of housing, including affordable housing;*
- k) *the adequate provision of employment opportunities;*

- l) the protection of the financial and economic well-being of the Province and its municipalities;*
- m) the co-ordination of planning activities of public bodies;*
- n) the resolution of planning conflicts involving public and private interests;*
- o) the protection of public health and safety;*
- p) the appropriate location of growth and development;*
- q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;*
- r) the promotion of built form that,*
  - (i) is well-designed,*
  - (ii) encourages a sense of place, and*
  - (iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;*
- s) the mitigation of greenhouse gas emissions and adaptation to a changing climate. 1994, c. 23, s. 5; 1996, c. 4, s. 2; 2001, c. 32, s. 31 (1); 2006, c. 23, s. 3; 2011, c. 6, Sched. 2, s. 1; 2015, c. 26, s. 12; 2017, c. 10, Sched. 4, s. 11 (1); 2017, c. 23, Sched. 5, s. 80.*

Clauses a), f), h), i), j), l), p), and q), r) are considered to be relevant to these applications, and are evaluated below.

***a) the protection of ecological systems, including natural areas, features and functions;***

The subject lands are more than 50-metres from significant environmental features and the Environmental Impact Study confirms that the natural features and their ecological functions will not be negatively impacted by the proposed residential development.

***f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;***

The proposed subdivision achieves efficient and compact land use patterns through the provisions of a grid-like internal street network. The proposed plan will integrate into the existing municipal roadway connections, being accessible by way of Barrick Road.

Furthermore, the proposed development facilitates an increase in housing supply on a site equipped with municipal services. This approach prioritizes the efficient utilization of existing infrastructure, minimizing the need for additional resources, and enhances overall efficiency.

Lastly, the development is designed in a manner that supports the articulation of waste collection vehicles and will be eligible for curbside pick-up. The layout also facilitates the movement of emergency, delivery and moving vehicles.

***h) the orderly development of safe and healthy communities;***

***(h.1) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;***

The orderly development of safe and healthy communities is achieved through the development of the subject lands as a residential subdivision. The proposed variety of housing forms are appropriate for the subject lands as they are situated along a Collector Road (Barrick Road) and Provincial Road (West Side Road/Hwy 58). The lands are also within walking/bicycling distance of parks, a grocer, place of worship, hardware store, school, bus stop, etc.

Overall, the proposed development accommodates residential growth that is compatible and contiguous with the surrounding existing, and future neighbourhoods. The location is accessible and opportune for residential development. The inclusion of additional housing opportunities and forms contributes to the orderly development of safe and healthy communities, fostering a cohesive and balanced community.

***i) the adequate provision and distribution of educational, health, social, cultural and recreational facilities;***

The subject lands are located within less than four (4) kilometres of several schools;

- Oakwood Public School (1.5 kilometres)
- St. John Bosco Catholic Elementary School (2.2 kilometres)
- McKay Public School (3.1 kilometres)
- Port Colborne Secondary School (3.2 kilometres)

A Block within the proposed development will be dedicated to parkland. Nonetheless, these lands are also in close proximity to Oxford Park, Hawthorne Heights Park and Jacob E. Barrick Park.

Lastly, other facilities within the vicinity, south of the subject lands down West Side Road (Highway 58) include grocers, restaurants, a hardware store, church, clinic, etc.

***j) the adequate provision of a full range of housing, including affordable housing;***

The proposed subdivision will contain three hundred and eighty-five (385) dwelling units. These dwellings are provided in a wide range of housing types and densities including single-detached dwellings, 7.8-metre single-detached dwellings, 8.4-metre single-detached dwellings, street townhouse dwellings, semi-detached dwellings, back-to-back townhouse dwellings, live/work townhouse dwellings, stacked townhouse dwellings and apartment dwellings.

This wide range of building forms greatly contributes to attainability and affordability, which is the objective of the owner. The introduction of several of these dwelling forms into the area provides greater options for individuals of all demographics and socioeconomic statuses, as there is a typology to meet the diverse needs and preferences of many individuals.

While there are single-detached dwellings within the proposed development, there are also two smaller forms of single-detached dwellings; 7.8-metre single-detached dwellings and 8.4-metre single-detached dwellings. These units are ideal for those who cannot necessarily afford a typical single-detached dwelling, but intent to maintain individuality. It is also ideal for first time home buyers, aging individuals, those who want a low maintenance single-detached dwelling, investors, and more.

There is also a variety of townhouse dwelling units, including street townhouses, back-to-back townhouses, live/work townhouses, and stacked townhouses. This variability is not only reflective in unit types, but price points as well. There is an option available for any individual, including an option that allows one to run a business from their home, which adds another level of affordability/attainability.

Lastly, there are semi-detached dwellings and apartment dwellings.

Not only is there a vast variety of housing options, there will also be options to own or rent.

Therefore, it can be noted that the objective of this development is to provide a housing option for all in terms of price and built form, and ownership and rental options. By incorporating this wide variety of built forms into the area, the proposed development expands the range of housing options available, increasing the supply of housing, in turn leading to greater affordability. This development intends to provide this variability of built forms to greatly assist with the efficient use of land and creating attractive, compact communities. All-in-all, this range of housing addresses the diverse needs and preferences of individuals, promoting inclusivity and improving overall housing affordability.

- l) the protection of the financial and economic well-being of the Province and its municipalities;***

The proposed development is beneficial for the financial and economic well-being of the Province and its municipalities as it introduces three hundred and eighty-five (385) new homes in the City of Port Colborne. The addition of these units increases housing availability in Port Colborne. This expands housing capacity, and contributes to the overall economic resilience and vitality of the area. This development will also generate development charges and long-term property tax revenue. These economical and financial contributions support the sustainable growth and prosperity of the Region and municipality, which supports the local economy.

***p) the appropriate location of growth and development;***

The subject lands are an appropriate location for growth and development as they are within the Urban Area, Designated Greenfield Area, and are provided with municipal services and public roadway access. These lands are not encumbered by any significant physical, geographic or environmental constraints, and benefit from proximate transportation networks and connections.

The subject lands are adjacent to a Provincial roadway, various parks, and employment opportunities, which further justifies its suitability for residential development. This strategic utilization of underutilized urban lands maximizes potential and aligns with the objectives of an appropriate location for growth and development.

***q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;***

The development proposal efficiently uses serviced urban lands for permitted growth, thus limiting the need for urban boundary expansions and/or development that unnecessarily encroaches upon natural heritage features and good agricultural lands.

The subject lands offer favorable conditions for a pedestrian-oriented development that aligns with public transit support. Public transportation is readily accessible nearby, with the closest bus stop currently located approximately 230-metres away at the eastern side of the Barrick Road and West Side Road intersection.

As noted above, the subject lands are also within walking/bicycling distance of both employment opportunities and commercial uses that provide all necessities.

***r) the promotion of built form that,***

***a. is well-designed,***

***b. encourages a sense of place, and***

***c. provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;***

The proposed built forms are considered to exhibit good urban design principles that will improve the current visual condition of the property to the benefit of the surrounding residential land uses.

The proposed development will be well-designed with a range of attractive built forms, being context sensitive and integrating appropriately with the surrounding neighbourhoods. These dwellings range in form and size, and have been thoughtfully designed to provide a range of housing to adhere to all demographics. The housing units are not uniform, rather vary throughout the site, creating interest and variety.

Residents will have easy access to the park that is adjacent to the stormwater management facility (open space) within the proposed development, which provides attractive and vibrant spaces for the public.

Overall, the development creates a sense of place through a compact layout which contains landscaping and low volume public roadways.

### **Section 22 – Official Plan Amendments**

Applications for Official Plan Amendments are considered under Section 22 of the *Planning Act*. Amendments are permitted to municipal by-laws subject to the provision of prescribed information. This application has been filed with the required fee and supporting materials requested through pre-consultation.

### **Section 34 – Zoning By-laws and Amendments**

Applications for Zoning by-law Amendments are considered under Section 34 of the *Planning Act*. Amendments are permitted to municipal by-laws subject to the provision of prescribed information. This application has been filed with the required fee and supporting materials requested through pre-consultation.

### **Section 51 (24) – Draft Plan of Subdivision**

Applications for Land Division are governed under Section 53 of the *Planning Act*. Section 53(12) required that when considering an application for Consent and Approval Authority must have regard for the matters under Section 51(24) of the *Planning Act*.

Section 51 (24) the Act prescribes that “*In considering a draft plan of subdivision, regard shall be had, among other matters, to the health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality and to,*” items a) to m). An analysis of compliance to each item is provided below:

**a) *the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;***

As noted above, the applications satisfy clauses a), f), h), i), j), l), p), q) and r) of Section 2 of the *Planning Act*.

**b) *whether the proposed subdivision is premature or in the public interest;***

The proposed subdivision is in the public interest as it will facilitate the development of serviceable urban lands, provide a range of housing options, and contribute to the provision of publicly accessible open space.

The subdivision addresses the demand for different housing typologies, as the subdivision proposes nine (9) different dwelling types, contributing to the diversification and expansion of the available housing supply in the area. This development will introduce a variety of new built forms into the area, adhering to and being more affordable and attainable for all demographics.

The lands are designated and zoned for residential development in the City's Official Plan and Zoning By-law. The subject site is adjacent to existing and future residential development, has full access to services and utilities, and has access to public roadways. These favourable attributes further indicate that the proposed subdivision is not premature, but rather represents a logical location for additional residential development in the area.

Considering adjacency to existing residential development, accessibility to services and utilities, fulfillment of housing demand, and optimization of municipal services, this subdivision is not premature and is within the public interest.

**c) *whether the plan conforms to the official plan and adjacent plans of subdivision, if any;***

A fulsome overview of specific conformity with Official Plan policies is provided further on in this report. Nonetheless, the proposed development maintains the overall vision for Urban Residential lands in providing a compact development that accommodates an appropriate mix of housing types.

The land use patterns and road networks for this development will be integrated with the future proposed development to the north, as future road connections are planned.

The two accesses provided for this proposed development are from the existing Collector road, Barrick Road. The proposed development maintains the overall vision for the area in providing an efficient development that accommodates a variety housing types.

***d) the suitability of the land for the purposes for which it is to be subdivided;***

The property is located on lands that are designated for the intended residential land use. It has full municipal services available, is free of significant development encumbrances, and has access to public roads and public transit.

The property is located within the Port Colborne Urban Boundary and is subsequently identified as being within the Designated Greenfield Area, which is a priority location for growth and development.

***(d.1) if any affordable housing units are being proposed, the suitability of the proposed units for affordable housing;***

While the applications do not include affordable housing as defined by the Province of Ontario at this time, the proposed development significantly contributes to the availability of housing which in turn leads to attainability. The proposed development includes nine different dwelling typologies, ranging from single-detached dwellings to apartment dwellings, providing a wide range of housing that will vary in price. These additional dwelling typologies provide smaller units, on smaller lots, efficiently using the area to create a community that will be more affordable. Together, these efforts promote housing that accommodates a broader range of residents, prioritizing inclusivity and meeting the diverse housing needs of the community.

***e) the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;***

The subject lands are located on the west side of West Side Road (Highway 58) which is classified as a Provincial roadway. Though the lands will not have direct access to West Side Road, they have indirect access by way of Barrick Road. The road network provides adequate access to Regional and local roadways, and ultimately Highway 406, thus making the subject lands highly accessible by multiple modes of transportation.

The Draft Plan proposes the creation of a street network consisting of six (6), 18 to 20-metre wide municipal roadways, shown as Street 'A', Street 'B', Street 'C', Street 'D' and Street 'E', along with four (4) laneways, 10 to 12-metres wide, shown as Laneway 'A', Laneway 'B', Laneway 'C' and Laneway 'D' on the Draft Plan of Subdivision. The proposed road network is connected into the existing municipal road network through Barrick Road.

***f) the dimensions and shapes of the proposed lots;***

The dimensions and shapes of the proposed lots and blocks are shown on the Draft Plan of Subdivision. The Plan generally proposes geometrically consistent lots that are all rectangular, though vary in size based on the housing typology.

***g) the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;***

There are no restrictions to development on the subject lands.

***h) conservation of natural resources and flood control;***

The subject lands are adjacent to a Provincially Significant Wetland; however, the proposed development does not pose negative impacts on this area as per the Environmental Impact Study and the Hydrogeology and Water Balance Study.

***i) the adequacy of utilities and municipal services;***

A Functional Servicing Report prepared by Upper Canada Consultants, outlines how the proposed development will be serviced, and has been submitted with the applications. As confirmed in the report, municipal infrastructure is readily available, and has sufficient capacity to service the proposed development.

***j) the adequacy of school sites;***

The subject lands are located within less than 4-kilometres of three elementary schools and a high school;

- Oakwood Public School (1.5 kilometres)
- St. John Bosco Catholic Elementary School (2.2 kilometres)
- McKay Public School (3.1 kilometres)
- Port Colborne Secondary School (3.2 kilometres)

Local school boards are provided the opportunity to comment on the adequacy of school sites through the circulation of the applications.

***k) the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;***

The Draft Plan proposes the creation of a 1172.21-metres-squared (0.117 hectare) park block (Block 77) and a 7,579.26-metres-squared (0.758 hectare) stormwater management facility block (Block 78).

***l) the extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy; and***

The coordinated development of a large parcel of land provides for increased efficiencies in the servicing and construction of the development. The proposed development achieves a compact, efficient land use pattern and utilizes an internal road network that helps to optimize the use of infrastructure.

Energy efficient design, such as utilizing geothermal energy for electricity, may also be explored through the development of detailed building plans.

***m) the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41 (2) of this Act or subsection 114 (2) of the City of Toronto Act, 2006. 1994, c. 23, s. 30; 2001, c. 32, s. 31 (2); 2006, c. 23, s. 22 (3, 4); 2016, c. 25, Sched. 4, s. 8 (2).***

The proposed development is subject to Subdivision approval which ensures that all matters affecting the approval authority and commenting agencies are adequately addressed prior to the commencement of development. Nonetheless, Blocks 75 and 76 will be subject to Site Plan Control.

## **2020 PROVINCIAL POLICY STATEMENT**

### **Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns (PPS 1.1)**

The policy direction under Section 1.1 of the Provincial Policy Statement (2020) (PPS) provides the overall planning framework for the development of healthy, livable and safe communities. In accordance with these objectives, the proposed subdivision achieves a compact and efficient development pattern that optimizes efficient infrastructure use and minimizes land consumption and servicing costs, while accommodating a mix of housing options which reflect the range of individual housing needs within the community.

Section 1.1.3 outlines the policy direction for the Province's Settlement Areas. The subject lands are located in the Settlement Area as defined in the Provincial Policy Statement, being located in the City of Port Colborne's Urban Area Boundary. Policy 1.1.3.1 of the PPS directs that growth and development to Settlement Areas. The applications are therefore consistent with the PPS in providing growth and development to the appropriate area. The proposed development is also consistent with the intended land use patterns for Settlement areas as outlined under Policy 1.1.3.2, particularly in making efficient use of land and resources, being appropriate for and efficiently using infrastructure and public services, and being transit supportive.

Therefore, consistent with the PPS, the submitted Official Plan Amendment application, Zoning By-law Amendment application, and Draft Plan of Subdivision application will establish and implement appropriate built-forms and development standards that provide for the comprehensive development of a large parcel to achieve a compact development pattern that makes efficient use of the land, infrastructure and services.

### **Coordination (PPS 1.2)**

Section 1.2.1 of the PPS directs that planning matters should be dealt with through a coordinated, integrated and comprehensive approach. This approach is recommended to ensure that consideration of all relevant matters including, but not limited to natural environment, infrastructure, hazards, employment and housing.

Consistent with this overall policy direction, a pre-consultation meeting for the proposed development was held on November 27<sup>th</sup>, 2023. The pre-consultation meeting allowed for the upper and lower-tier municipalities along with other commenting agencies to review and comment on development proposals early in the process, in which no objections to the proposal in principle were received from staff.

As explained prior, previous planning approvals instilled a holding provision on a portion of the subject lands. It was determined that the removal of this provision is only to occur once an enhanced Official Plan analysis is prepared by the property owner. This analysis has been referred to as an enhanced Official Plan Amendment and is included within this report.

Section 1.2.4 of the PPS requires that upper tier municipalities provide planning direction on allocations of population and employment, preferred growth areas, targets for intensification and transit supportive development.

This coordinated approach allows for appropriate considerations to be made during the planning stage to ensure that potential areas of concern are suitably addressed. Applications have been made pursuant to the complete application requirements outlined in the pre-consultation agreement, while ensuring that all matters of Provincial, Regional and local interests are addressed.

#### **Housing (PPS 1.4)**

Section 1.4 of the PPS requires municipalities and planning authorities to provide for an appropriate range and mix of housing options and densities required to meet projected market-based and affordable housing needs of current and future residents of the regional market area. This is to be achieved through permitting all housing options, all types of residential intensification, and directing developments to areas with appropriate levels of infrastructure and public service facilities that are, or will be, available to support current and projected needs.

The applications will facilitate the development of three hundred and eighty-five (385) residential dwelling units among varying forms (i.e. single-detached, street townhouses, back-to-back townhouses, 7.8-metre singles, 8.4-metre singles, stacked townhouses, live/work townhouses, semi-detached, and apartment dwellings) within a Settlement Area. As the subject lands are surrounded predominantly by single-detached dwellings, the introduction of these additional dwellings will contribute to the range and mix of housing forms and housing choices prescribed by the PPS as well as the Regional and Local Official Plans.

#### **Public Spaces, Recreation, Parks, Trails and Open Space (PPS 1.5)**

The PPS directs planning authorities to promote healthy and active communities through the detailed planning of streets, spaces and facilities that are safe, foster social interaction and facilitate active transportation and community connectivity. To achieve this, Policy 1.5.1 of the PPS requires that a full range and equitable distribution of publicly accessible spaces for recreation are provided such as parks, trails, and access to shorelines for public enjoyment.

The Draft Plan of Subdivision proposes the creation of a 0.117-hectare park block (Block 77). Nonetheless, the subject lands are also within walking distance of Oxford Park, Hawthorne Heights Park and Jacob E. Barrick Park. These park areas contain play equipment and large open areas of recreation that will be beneficial to all residents.

### **Infrastructure and Public Service Facilities (PPS 1.6)**

In general, Section 1.6 of the PPS requires that infrastructure and public service facilities are to be provided in a coordinated and efficient manner while accommodating projected needs so as to reduce the cost of servicing growth.

Policy 1.6.6.2 states that municipal water and sanitary services are the preferred form of servicing for Settlement Areas. Within Settlement Areas with existing municipal services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of services.

The proposal is consistent with Policy 1.6.6.2 as the proposed development is an infill development on underutilized and vacant lands with access to municipal water and sanitary services.

### Sewage, Water and Wastewater (PPS 1.6.6)

Section 1.6.6 particularly considers sewage, water and stormwater servicing requirements. A Functional Servicing Report has been prepared by Upper Canada Consultants and submitted with the subject applications, which details how the proposed development will be serviced for sewage, water and wastewater. Site services will be connected to existing public infrastructure, that are readily available, and that have sufficient capacity to accommodate the development. The proposed development is therefore appropriate for, and makes efficient use of, existing public sewage, water and stormwater services as required in the PPS.

### Transportation (PPS 1.6.7)

The policies under Section 1.6.7 of the PPS direct that efficient use should be made of existing and planned transportation infrastructure, that connectivity amongst systems and modes be maintained and improved, and that land use patterns, density and mix of uses should be promoted that minimizes the length and number of vehicle trips, and support multi-modal transportation options.

The subject lands are situated along Barrick Road and West Side Road (Hwy 58), which are identified as a Collector Road and Provincial Road, respectively, in Schedule D of the City's Official Plan. The lands are accessible by way of Barrick Road.

The proposed subdivision includes an internal road network consisting of six (6) municipal roads, and four (4) laneways. All streets, and all but two (2) laneways contain sidewalks throughout the development. The proposed road network provides for the efficient use and development of the property. A Traffic Impact Study has been prepared by RJ Burnside which confirms that the proposed development will not negatively impact the existing road network.

The subject lands are also serviced by public transit, with a transit bus stop at the intersection of Barrick Road and West Side Road, approximately 230-metres away.

### **Long Term Economic Prosperity (PPS 1.7)**

Section 1.7.1 of the PPS outlines several ways in which economic prosperity can be supported in Ontario.

Policy 1.7.1(b) states that long-term economic prosperity is supported by encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce. The proposed subdivision includes a variety of market-based housing options which cater to a wide range of housing needs. These more compact and efficient housing typologies and lots provide greater affordability and alternative options for housing that are attractive for those entering the market for the first time, or the aging population that is looking to downsize.

Policy 1.7.1(c) states that long-term economic prosperity is supported by optimizing the long-term availability and use of land, resources, infrastructure and public service facilities. The proposed development facilitates the efficient use of land, that has access to existing municipal services and infrastructure. The proposed location and pattern of development optimizes the efficient use of these services and infrastructure to support the long-term economic prosperity of the Province.

Policy 1.7.1(g) states that long-term economic prosperity is supported by providing for an efficient, cost-effective, reliable multimodal transportation system that is integrated with adjacent systems and those of other jurisdictions, and is appropriate to address projected needs to support the movement of goods and people. The proposed subdivision includes a road network that provides for the efficient development of the property and the proposed network is integrated into the City's existing transportation network.

### **Natural Heritage (PPS 2.1)**

The policies under Section 2.1 of the PPS apply to lands within the Province's Natural Heritage System which include significant wetlands, significant woodlands, significant valleylands,

significant wildlife habitat, significant areas of natural and scientific interest, and coastal wetlands.

Per Policy 2.1.5, development and site alteration is not permitted in the noted features or areas unless it can be demonstrated that there will be no negative impacts on the natural features or their ecological functions. Policy 2.1.8 applies the same requirement where development is proposed on lands adjacent to natural features.

The subject lands are adjacent to the Region's Natural Heritage System, including a Significant Woodland and Provincially Significant Wetland (PSW), that include significant wildlife habitat. As such, an Environmental Impact Study (EIS) and hydrological evaluation were prepared to determine that there will be no negative impacts on the feature, ecological function, or hydrological function, as the proposed development is within 120 metres of the PSW.

The Environmental Impact Study concluded that the Regional Natural Environment System is located adjacent to the proposed development, and all significant features are located off-site. The draft plan maintains a minimum of 50-metre setback from all Significant Woodlands and PSWs, and this buffer was determined to be adequate. The Hydrogeology Study and Functional Servicing Report confirm that there will be no negative impacts to the hydrology of the wetland as a result of stormwater management.

### **Water (PPS 2.2)**

The policies under Section 2.2 of the PPS promote the protection, improvement and restoration of the quantity and quality of water. Policy 2.2.2 states that development and site alteration should be restricted in or near sensitive surface water features and sensitive ground water features to ensure that these features and their functions are protected, improved or restored.

The subject lands are identified on available NPCA mapping as being within a Highly Vulnerable Aquifer. The proposed development will be serviced with municipal services and no impacts to the aquifer are anticipated. Additionally, the applicant undertook a water balance assessment to determine if the proposed development would have an impact on the hydraulic function of proximate wetlands. The water balance assessment concluded that, residential development of the site should not negatively impact the hydrology of the wetlands.

### **Cultural Heritage and Archaeology (PPS 2.6)**

PPS Policy 2.6.2 directs that development and site alteration shall not be permitted on land containing archaeological resources or areas of archeological potential unless resources have been conserved.

The subject lands have been identified as having potential for the discovery of archaeological resources. Accordingly, a Stage 1-2 Archeological Assessment of the site was completed by Detritus Consulting Ltd. As outlined in the Assessment, archeological resources were identified and require further investigations. As such, further archaeological works have commenced.

## **2020 GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE**

The 2020 Growth Plan for the Greater Golden Horseshoe (the “Growth Plan”) provides more specific growth management policies for the Greater Golden Horseshoe Area.

### **Managing Growth (PTG 2.2.1)**

The Growth Plan for the Greater Golden Horseshoe (GGH) is intended to provide greater direction for growth, to promote economic prosperity and ensure that the Provincial vision of building stronger prosperous communities by better managing growth implement over the planning horizon to 2041.

Policy 2.2.1.2 of the Growth Plan directs that a vast majority of growth is to occur in Settlement Areas throughout the Greater Golden Horseshoe, and specifically in those areas that have existing municipal services. The subject lands are located within the City of Port Colborne Settlement Area Boundary, the Port Colborne Urban Area, and within the Designated Greenfield Area as illustrated in the Growth Plan, Niagara Official Plan and City Official Plan. The subject lands will be supported by municipal services, parkland, schools and commercial development that will benefit from an increased base.

The proposed development provides a mix of housing options, achieves a compact and efficient built-form, utilizes existing municipal services and utilities, and integrates residential development in an established and developing area, promoting the development of “complete communities”, as encouraged in the Growth Plan.

### **Housing (PTG 2.2.6)**

Policy 2.2.6.1 directs municipalities to support the achievement of complete communities by:

- a) Planning to accommodate forecasted growth to the horizon of this Plan;
- b) Planning to achieve the minimum intensification and density targets in this Plan;
- c) Considering the range and mix of housing options and densities of the existing housing stock; and
- d) Planning to diversify their overall housing stock across the municipality.

The Applications conform to Policy 2.2.6.1 as they propose to increase the density of the lands as well as the housing stock in the area to accommodate forecasted growth. The variation of dwelling types will assist in providing a wider range of housing choices and prices, which will subsequently lead to the attainment of more affordable housing opportunities.

Overall, the proposed development makes a significant contribution to the provision of a full range of housing required under the Growth Plan and the integration of differing dwelling types throughout the development is reflective of the Growth Plan's vision for a complete community.

### **Designated Greenfield Area (PTG 2.2.7)**

Policy 2.2.7.1 of the Growth Plan states that new development taking place in designated Greenfield Areas will be planned, designated, zoned and designed in a manner that:

- a) supports the achievement of complete communities;
- b) supports active transportation; and,
- c) encourages the integration and sustained viability of transit services.

For Niagara, this is to be supported by requiring proposed developments to provide densities of 50 people and jobs per hectare or more within Designated Greenfield Areas, as per Policy 2.2.7.2. As the subject lands are delineated in the Niagara Official Plan as Greenfield Area, policies in the Growth Plan pertaining to Greenfield Areas are applicable to this development.

The applications conform to Policy 2.2.7.1, as the proposed development will be rezoned to facilitate the development of three hundred and eighty-five (385) dwellings, thus supporting complete communities by increasing the mix of housing and density of underutilized and vacant lands.

The proposed development builds upon the complete communities principles by proposing development contiguous to built-up areas which are to the east, south and west, in proximity to main roadways, parkland and transit services. This development promotes increasing the density of underutilized vacant lands, and the proposed varying dwelling forms provide variety in housing choices that are not available in the immediate area.

As the subject lands are in close proximity to commercial uses along West Side Road and Main Street West, and are provided with parkland, these homes will greatly support active transportation. To add, increasing densities and populations as a whole contributes to the encouragement of integrating and creating sustainable transit services that are viable and useful for the community. As more people require services, the greater the likelihood of these services to be improved and better incorporated into the community.

The proposed dwelling forms provide additional dwelling types within the surrounding neighbourhoods. The proposed development will have an overall density of 46.16 units per hectare, and a Greenfield density of 101.815 people and jobs per hectare.

Overall, the proposed development aligns with the requirements set out in the Growth Plan for the Designated Greenfield Area in Niagara, and the minimum density target it exceeded.

### **Transportation (PTG 3.2.2)**

Similar to infrastructure planning, transportation planning and investment must be coordinated with development. Within Urban environments, the primary goals of the Growth Plan are to provide connectivity amongst modes, to provide balance in transportation choices, to be sustainable, to ensure multimodal access to housing, jobs and other community elements, and to ensure safety.

Section 3.2.2 of the Growth Plan encourages the provision of a multi-modal transportation system which provides connectivity between transportation modes and systems. The proposed development includes an internal road network which is integrated into the existing transportation network. A Traffic Impact Study has been completed by RJ Burnside that confirms the development will not negatively impact existing traffic patterns. Further, the comprehensive redevelopment of these lands provides an opportunity to leverage existing transportation services and infrastructure such as cycling lanes and sidewalks along Barrick Road.

### **Water and Wastewater Systems (PTG 3.2.6)**

Policy 3.2.6.2 of the Growth Plan requires that water and wastewater systems be planned and constructed to maximize functionality and efficient use so as to ensure that the municipality recovers the cost of providing water and wastewater infrastructure.

The proposed water and wastewater servicing strategy is outlined in the Functional Servicing Report, prepared by Upper Canada Consultants, which has been submitted with the applications. The proposed development can connect into existing municipal water and wastewater infrastructure, thereby optimizing its efficient use.

### **Stormwater Management (PTG 3.2.7)**

Policy 3.2.7.2 requires that proposals for large-scale development be supported by a stormwater management plan, or equivalent. The Functional Servicing Report prepared by Upper Canada Consultants outlines the stormwater management strategy for the proposed development. The proposed subdivision includes a stormwater management pond (Block 78) to which stormwater flows will be conveyed via storm sewers.

### **Natural Heritage System (PTG 4.2.2)**

The Growth Plan's Natural Heritage System policies do not apply to lands within the Settlement Area presently.

### **Public Open Space (PTG 4.2.5)**

The policies under Section 4.2.5 of the Growth Plan encourage the provision of a system of publicly accessible parkland, open space, and trails. The Draft Plan of Subdivision proposes the creation of a block for public parkland, thereby contributing to the provision of publicly-accessible parkland and open spaces.

### **Cultural Heritage Resources (PTG 4.2.7)**

Section 4.2.7 of the Growth Plan requires the conservation of cultural heritage resources, including archeological resources. A Stage 1-2 Archeological Assessment of the property was conducted by Detritus Consulting. Archeological resources were encountered as a result of the assessment; therefore, further archaeological works have been undertaken.

## ENHANCED OFFICIAL PLAN AMENDMENT

### Introduction

The purpose of this future section of the Port Colborne Official Plan is to provide policies for a planned community that incorporates innovative built forms and individuality, while being complementary to the existing community. It will be principled on Smart Growth, recognizing and responding to the policy initiatives of the Region of Niagara and the Province of Ontario, while establishing a compact, comfortable and attractive community with a full range of housing types, concentrating primarily on attainability.

The Enhanced Official Plan Amendment has been prepared in accordance with the Official Plan of the City of Port Colborne, as well as the Official Plan of the Niagara Region. All policies of the City of Port Colborne Official Plan apply to this Enhanced Official Plan Amendment area, unless otherwise specifically identified. The policies within this section will be reflected in the requested Official Plan Amendment, included as **Appendix III**.

This Plan has specifically been prepared as per direction from the City of Port Colborne, who directed that the lands identified below are to be subject to this plan, however, the Plan is to comprehensively consider access and servicing for the future development lands to the north.



Figure 4 - Aerial View of Lands Subject to this Plan

As overview of how the subject lands and northern lands can be comprehensively developed is shown in **Figure 5**.

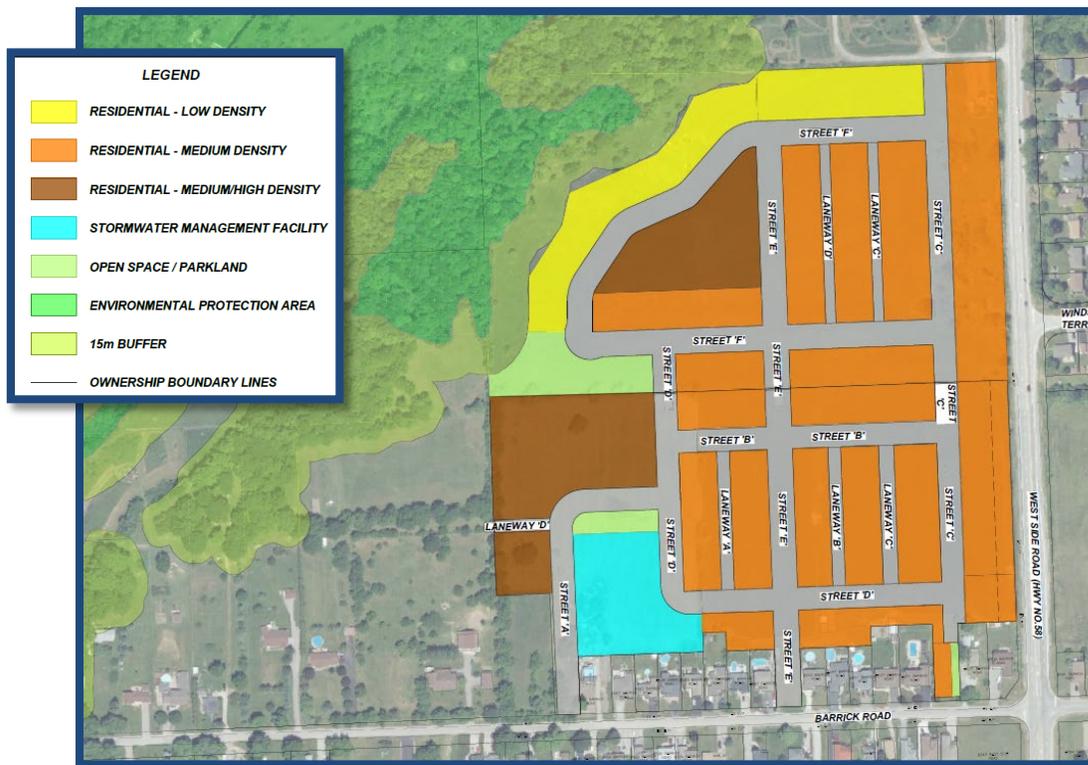


Figure 5 – Comprehensive Overview of the Subject Lands and Lands to the North

## Goals and Objectives

### General Goals and Objectives

The **goal** of the Enhanced Official Plan Amendment is to establish a framework of policies for the long-term planning and development of the area. The provision of land for a variety of uses including low, medium and medium-high density residential uses, park and open space are to be defined so that the needs of its future residents can be met. In order to achieve compatibility, the plan will direct higher density uses internal to the plan area, while directing lower density to the adjacent existing low-density residential area. The policies developed for the Enhanced Official Plan Amendment were created with consideration to;

- a) Encouraging the inclusion of compact built forms;
- b) The efficient use of the land and resources;

- c) Promote active transportation by providing a safe neighbourhood with an appropriate level of connectivity for pedestrians and cyclists;
- d) Provide housing options that are attainable for all demographics; *and*
- e) The provision of a variety of housing choices.

The **objectives** provide the framework for planning and development within this Enhanced Official Plan Amendment area. These objectives will be implemented by the mechanisms set out in this Plan, including the implementing Zoning By-law and Draft Plan Approvals. The development objectives include;

- a) To ensure the community is developed with innovative, compact urban forms at an appropriate scale that is pedestrian-oriented and fosters community interactions;
- b) To encourage the provision of a variety of housing types to accommodate a range of household sizes and incomes.
- c) To ensure a well-designed, attractive, pedestrian and bicycle-friendly, and transit-supportive community that includes an appropriate mixture of housing types through the establishment of urban design guidelines to encourage a high standard of site, building, landscape and streetscape design;
- d) To accommodate the logical extension of future development within the City of Port Colborne and to ensure that the development is undertaken in an orderly, aesthetic and efficient manner;
- e) To ensure that all new development is sensitive to, and compatible with, the surrounding existing and proposed uses;
- f) To create a sense of identity and continuity within the community through design treatments that residents and visitors can recognize as characteristic of the Enhanced Official Plan Amendment area;
- g) To require that the greenfield component of the community achieve a minimum gross density of 50 persons and jobs combined per hectare over the entire enhanced Official Plan Amended area.

- h) To ensure that all development is serviced by safe and adequate municipal water supply, sewage disposal, storm drainage systems and utilities; *and*
- i) To ensure the lands to the north are adequately supplied with future services and roadway access.

### Distinctive Neighbourhood Character

To establish a distinctive neighbourhood community that is an aesthetically pleasing place to reside, the following policy shall apply:

- a) Provide a wide variety of housing in terms of price point, density, scale and design that is compact and unique;

### Residential

The following general principles will apply to the development of residential housing within this Enhanced Official Plan Area;

- a) To provide a range of housing typologies, including sizes and variation of densities in order to accommodate housing needs in an innovative manner;
- b) The provision of an appropriate mix of housing units including housing forms that have yet to be introduced in this area;
- c) To provide more attainable and affordable housing by;
  - i. Promoting higher density housing forms, where housing is more affordable by design due to the reduced per unit land costs;
  - ii. Building smaller units on smaller lots, where housing is more affordable due to lower development costs;
- d) The City will work to promote innovative housing forms, development techniques, and incentives that will facilitate the provision of affordable housing.

This residential Enhanced Official Plan Amendment area will provide opportunities with respect to; choice of housing, tenure and affordability. Between the mixture of housing types and varying lot configurations, all housing forms ranging from one-storey to a maximum of 6-storeys are to be permitted in this neighbourhood.

## Transportation

To ensure connectivity and the promotion of active transportation, the following policies shall apply;

- a) Creating an efficient grid pattern road network that supports motorized vehicles, cyclists and pedestrians;
- b) Establishing a road pattern that links with other adjoining areas and road networks that are existing and planned for the future; *and*
- c) Providing sidewalks where feasible.

## Schools

The Enhanced Official Plan Amendment Area is adequately supported by several surrounding elementary and secondary school, both public and Catholic.

## Recreation

This Plan ensures that there is an appropriate supply of parks and open space for residents in accordance with the standards of the Planning Act and the Official Plan. This Plan provides sidewalks throughout the neighbourhood, and provides both a Park and Open Space. There are also several surrounding parks that are accessible.

## Environmental

Conservation and enhancement of the ecological and biological integrity of all significant natural heritage features and their associated functions is imperative. This Plan area and its surroundings are adjacent to the Region's Natural Heritage System, including a Provincially Significant Wetland (PSW), known as the Wainfleet Bog PSW Complex. In order to conserve and enhance its integrity, along with the integrity of other adjacent features, the following principles shall apply;

- a) An Environmental Impact Study (EIS) and hydrological evaluation is required along with Hydrogeological Investigations including pre to post-development water balances to ensure impermeable surfaces will not affect the hydrologic features and functions;
- b) Promote sustainable development;
- c) Provide appropriate buffers; *and*

- d) Prevent and control erosion and sedimentation.

### **Infrastructure**

Local municipal servicing is available from Barrick Road for this Enhanced Official Plan Amendment area. In order to ensure all new development occurs on the basis of full urban water and sanitary sewer facilities, as well as adequate utility networks, the following policies shall apply to the development of infrastructure servicing the Enhanced Official Plan Amendment area;

- a) To ensure that the services for the Plan area comprehensively consider the lands to the north by confirming capacity can be adequately supplied at the time of future development;
- b) To ensure the stormwater management facility is adequately sized to include flows of the future development to the north;
- c) To ensure that the benefitting development interests and/or landowners, specifically those to the north, are bound financially through appropriate mechanisms included in a legally binding Agreement such as a Front Ending Cost Sharing Agreement; *and*
- d) To develop the Enhanced Official Plan Amendment area in an orderly and progressive manner in order to ensure that the provision of sewers, water, roads and other municipal services are achieved with minimum municipal expenditure.

### **Land Uses**

The lands within the Enhanced Official Plan Amendment area are those that are intended to be used for Low, Medium and Medium/High Residential, Parkland and Open Space for a Stormwater Management Facility.

### **The Residential Neighbourhood**

The predominant use of the land will be for residential purposes and subject to the following;

- a) The entire Enhanced Official Plan Amendment area shall achieve a minimum density of 50 persons and jobs per hectare in accordance with Provincial, Regional, and Local policies for Greenfield density;

- b) The minimum number of units shall not be less than 350;
- c) Promotion of live/work building and professional home occupational uses. Provisions for home occupational uses shall be defined in the implementing Zoning By-law;
- d) Allowing for accessory dwelling units in accordance with Provincial mandates are to be permitted as-of-right, as long as the zoning provisions for accessory dwelling units and structures are adhered to;
- e) A mix of housing types are to be included in the Plan area to ensure a variety of housing units are available for all incomes;
- f) Adequate standards for the proposed dwellings shall be established in the Zoning By-law;  
*and*
- g) The subdivision proposal shall be designed to achieve a variety of visual aesthetics including complete streets and urban design features.

### **Medium Density Residential**

The planned function of the Medium Density Residential designation is to accommodate a range of low and medium density housing types. The City shall encourage and support the mixing and integrating of innovative and different forms of housing to achieve and maintain low and medium density-built forms.

#### *Permitted Uses*

- a) All single-detached dwelling;
- b) Semi-detached dwellings and duplexes;
- c) Triplexes;
- d) All forms of townhouse units including, but not limited to street townhouses and back-to-back street townhouse;
- e) Live/work townhouse dwellings;
- f) Accessory apartments/secondary suites;

- g) Accessory buildings and structures related to the primary residential dwelling unit where permitted;
- h) Home occupations;

#### *Development Policies*

- a) Medium Density Residential uses may have an overall density of 70 units per net hectare;
- b) Lands within this designation shall incorporate a similar lotting pattern to address compatibility with the adjacent existing uses;
- c) A variety of lot and dwelling sizes shall be provided in an effort to provide a range in affordability for this residential form;
- d) Medium Density Residential shall be located adjacent to West Side Road and internally within the site and shall gain access via the local road network;
- e) The maximum building height shall generally not exceed 11-metres, unless on-site conditions restrict below grade construction or described otherwise through the Zoning By-law Amendment;
- f) Medium Density Residential dwellings shall be permitted to include accessory dwellings provided all requirements of the zoning by-law can be met.

#### **Medium/High Density Residential**

The planned function of the Medium/High-Density Residential designation is to accommodate a range of medium and high-density housing types ranging from semi-detached dwellings to apartment dwellings. The aim of this designation is to encourage medium to high density development, located internal to the site.

#### *Permitted Uses*

- a) Semi-detached dwellings;
- b) All forms of townhouse units including, but not limited to street townhouses and back-to-back street townhouse;

- c) Stacked townhouse dwellings; *and*
- d) The main permitted uses shall be low to mid-rise apartment dwellings.

#### *Development Policies*

- a) Medium/High Density Residential uses shall be developed at an overall density ranging from 80 units per hectare to 150 units per hectare;
- b) The maximum building height will not exceed 6-storeys;
- c) All development within the high-density residential designation shall be subject to Site Plan Control.

#### **Open Space**

##### *Public Parks in the Residential Neighbourhood*

- a) Public Parkland is to be obtained through the parkland dedication provisions of the Planning Act and will be within 5-minutes walking distance of all residents;
- b) The Public Park shall have substantial frontage on the abutting sidewalk and shall be developed generally consistent with the Urban Design Guidelines described later in this Plan;
- c) Convenient access for pedestrians shall be provided, and integration with pedestrian and bicycle path systems will be encouraged;
- d) The Public Park should form part of the broader Greenlands System comprised of watercourses, stormwater management facilities, hydro corridors, protected woodlands and school grounds;
- e) Regard for the City of Port Colborne's Culture and Recreational Master Plan should continue during review of applications for Draft Plan of Subdivision.

#### *Environmental*

Policy 2.1.1 of the Provincial Policy Statement directs that natural features and areas shall be protected for the long term. Policy 2.1.2 states that Natura Heritage Features shall be identified and that the diversity and connectivity of natural features in an area, and the long-term ecological

function and biodiversity of natural heritage systems, should be maintained, restored, or where possible, enhanced, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features. The Growth Plan further supports this direction.

The Plan area does not contain any Environmental Protection or Environmental Conservation Areas, nonetheless, the lands are adjacent to these areas. Therefore, an Environmental Impact Study is required for proposed development within the Enhanced Official Plan Amendment area, to ensure there are no negative impacts on the features and their functions.

### Transportation

The transportation system for the Enhanced Official Plan Amendment Area is shown in **Appendix I**. This Plan will utilize two points of access from Barrick Road extending north, through the subject lands and will provide opportunities for both northern and western extension for future development.

As directed in Section 1.6.5 of the Provincial Policy Statement, all roads provided within the transportation system should be safe, energy efficient, and facilitate the movement of people and goods. The system as a whole must be appropriately designed to meet projected needs. The network may include pedestrian and bicycle networks to serve the residents of the area and will provide convenient access for the broader community while minimizing the impact on the existing transportation network.

As part of the subdivision application, a Traffic Study has been required by the City of Port Colborne.

### Road System

- a) For the purposes of this Plan, the proposed transportation network has been assigned the following classification of roads:
  - i. Local Road
  - ii. Laneways
  
- b) The following policies shall apply to Local Roads shown in **Appendix I**;
  - i. Local Roads shall be designed to accommodate low volumes of traffic;
  - ii. Local Roads shall provide a sidewalk on at least one side of the road at 1.5-metres wide;

- iii. Local Roads shall generally have 18.0 to 20.0-metre right-of-way's in order to accommodate traffic, servicing and pedestrian requirements; *and*
  - iv. All local roadways shall be designed to have a basic two-lane cross-section;
- c) The following policies shall apply to Laneways shown in **Appendix I**;
- i. Laneways shall be designed to accommodate low volumes of traffic from those residing along the laneways;
  - ii. Laneways shall have 10.0 to 12.0-metre right-of-way's;
  - iii. Laneways with a 10.0-metre right-of-way will not have a sidewalk alongside;
  - iv. Laneways with a 12.0-metre right-of-way will have a 1.5-metre wide sidewalk along one side of the lane; *and*
  - v. All laneways shall be designed to have a basic two-lane cross-section

#### **Active Transportation**

- a) To promote a safe and healthy lifestyle and opportunities for passive leisure activity, the provision of sidewalks is encouraged and included;
- b) Sidewalks are provided on all local streets, and all laneways that 12.0-metres wide;
- c) All sidewalks will be designed with barrier free crossings at intersections with roadways.

#### **Servicing**

- a) All development within the Enhanced Official Plan Amendment area shall be developed with full municipal services. The lands to the north will also be provided with full services through the development of the subject lands. The Provincial Policy Statement directs in Section 1.6.1 that infrastructure and public service facilities shall be provided in a coordinated, efficient and cost-effective manner to accommodate projected needs. Extension of municipal services into this Plan area will be required to service development.
- b) Easements to accommodate municipal services and utilities shall be granted as a condition of development approval.

#### **Sanitary Sewage Disposal**

- a) All development, including the lands north of the Plan area will be provided with municipal sanitary services subject to the approval of the City and the Niagara Region;

- b) Prior to approval of a plan of subdivision, studies will be undertaken to determine that the sewage disposal system has capacity to receive waste generated from the proposed development and the future development to the north;
- c) Hydrogeological studies are required prior to approval of a plan of subdivision to determine the appropriate sub-grade / base materials required to support planning infrastructure. This will be included as a condition of Subdivision Approval.

#### *Water Supply*

- a) All development, including the lands north of the plan area will be proposed with municipal water services subject to the approval of the City and the Niagara Region.

#### *Stormwater Management*

- a) Development will be provided with storm sewers and stormwater management facilities subject to the approval of the City, the Niagara Region, and the Niagara Peninsula Conservation Authority. The pond size and siting for optimal performance is determined during subdivision design stage;
- b) The stormwater management facility it to be adequately sized to accommodate the future development of the lands to the north;
- c) Preparation of lot grading and drainage plans, silt fencing, etc., is to be employed in this Enhanced Official Plan Amendment area. These techniques shall be implemented to control the quantity and quality of runoff and to control erosion and sedimentation during and after construction, in order to minimize adverse effects.

#### *Utilities*

- a) Development shall be provided with full utility services including hydro, natural gas, telecommunications and cable facilities;
- b) All utilities will be provided in accordance with the design and construction requirements of the relevant agency or utility;

- c) All utilities shall be planning for underground distribution throughout the Enhanced Official Plan Amendment Area.

### *Waste Collection*

- a) All development shall be designed to meet the Regional Waste Collection Policies regarding relevant design details for the collection of refuse;
- b) Waste collection for any development proposal utilizing a private road shall be carried out by a private collection agency, unless shown to meet the Regions Waste Collection policy requirements.

### **Design Policies**

#### **Urban Design Guidelines**

Urban Design plays a pivotal role in elevating the quality of life within communities. Enhancing quality of life is a strategic direction the City of Port Colborne is committed to ensure for its current and future residents. As such, applications for Draft Plan of Subdivision or Site Plan within this Enhanced Official Plan Amendment area should be made to demonstrate how the submitted plan are going to address matters of urban design.

The Enhanced Official Plan Amendment area is modest in size. The Plan area and beyond would see development fill the north western edge of the City of Port Colborne Urban Boundary, which is envisioned to accommodate a diverse range of residential housing.

Aesthetics and integrated design shall remain the primary focus for the developer/builder when advancing through subsequent approvals. A sense of place and the quality of one's surroundings contributes greatly to quality of life. Within this framework, the overarching community design principles are to:

- Provide a full range and mix of housing types;
- Integrate a modified grid pattern of roads to maximize connectivity within the community;
- Incorporate a unique community that is easily identifiable, yet compatible with adjacent lands;
- Protect and preserve existing environmental features from any negative impacts associated with new and adjacent development;

- Enable the coordination and design of road networks, land-uses and servicing requirements needed to establish a comprehensive vision for the community.

## [Design Guidelines for the Public Realm](#)

### *Streetscape*

Streetscape should be well-defined, inviting, and present consistent elements to help in the identification and relationship the neighbourhood will hold in comparison to other neighbourhoods within the municipality. With an area of this size, diversity is to be welcomed, as the entire plan area is one neighbourhood. Differentiation within this area allows for identification and community as both a physical and psychological point of reference in distinguishing one neighbourhood from the next.

Elements of the streetscape, which can be termed as the 'public realm', are typically limited, however, these elements can be used to establish neighbourhood identity. This can include;

- Deciduous trees to line the streets. Tree species should be planted to form a continuous canopy at maturity;
- Street trees should include a variety of native, broad leaf species with a straight trunk, in accordance with City standards;
- Height and style of lighting should be consistent with the hierarchy of the road, and lighting design should accommodate both pedestrian and vehicular movement and visibility;
- Sidewalks are to be provided at a minimum on one side of public right-of-way's and on laneways where feasible.

The ability to provide for these public realm treatments shall be embraced by the municipality in order to foster variation and diversity between neighbourhoods. The municipality shall recognize the principles of public realm and work cooperatively with developers in permitting and approving suitable infrastructure.

### *Roads*

Development in this area will accommodate a street network made up of a 'collector neighbourhood main street', local roads and laneways. In order to ensure maximum efficiency, connectivity, and mobility within the community, pedestrians, cyclists, and vehicular movement should function as an integrated network. The general guidelines for the road designs include;

- Provide clear, safe and efficient access to open space features;
- Ensure pedestrian access throughout the community;
- Create sense of comfort and promote walking and cycling;
- Allow for on-street parking to accommodate a complete street approach.

These guidelines identify the following street types;

- Collector Neighbourhood Main Street;
- Local Urban Street;
- Laneways

#### *Collector Neighbourhood Main Street (Street 'E')*

Street 'E' is to be identified as a 'Collector Neighbourhood Main Street.' This street will have a special treatment and will provide an important connection from Barrick Road through the Plan area north. This Main Street shall be particularly attractive for pedestrians and cyclists. The following guidelines shall apply;

- Shall have a maximum right-of-way width of 20.0 metres;
- Sidewalks shall be provided on both sides of the street at a minimum width of 1.8 metres each;
- Enhanced landscaping and lighting shall be provided with curb-side parking along both sides of the street;
- Lay-by parking to be permitted due to rear laneways and to provide additional visitor parking.

#### *Local Urban Streets (Streets 'A', 'B', 'C', 'D')*

Local Urban Streets are quiet residential streets on which the majority of medium density residential uses are found. The following guidelines shall apply;

- Local Streets, other than the Local Greenway, shall have a right-of-way width between 18.0 metres and 20.0 metres;
- A 1.5 metre sidewalk shall be provided on one side of the street;
- Deciduous boulevard trees shall be provided where feasible along the street.

### *Laneways (Laneway 'A', 'B', 'C', 'D')*

Laneways provide access to private driveways. Where laneways are used, the following general design requirements shall be considered;

- Laneways shall have a right-of-way width of between 10 metres and 12 metres;
- Are to be designed to accommodate vehicular access to the rear of the units on the Collector Main Street, or allow for units to independently front the laneways.

### *Neighbourhood Park*

- The neighbourhood park should provide opportunities for passive and active recreation, and should act as a destination point;
- The neighbourhood park shall have significant road frontage;
- The neighbourhood park shall be designed to meet the needs of children in the neighbourhood, providing opportunities for mostly active and some passive recreation activities;
- Pedestrian access should be clearly defined using landscape or architectural elements to ensure an appealing park presence;
- Street trees should be planted along the edge of the park, while enhancing views into the park.

### *Stormwater Management Facility*

- The stormwater management facility shall be designed as a vital and significant landscape feature that provides a neighbourhood amenity, while achieving functional objectives related to stormwater flow moderation and water quality;
- Ponds are envisioned to blend with the natural landscape, therefore the slope grading of stormwater facilities should ensure natural and variable side slopes and sinuous contours. Inlet and outlet structures will be concealed using a combination of planting, grading and natural stone.

### [Design Guidelines for the Private Realm](#)

This section provides for the design of built forms and how they should address the streetscape and open spaces in the private realm, as appropriate siting of residences establishes a neighbourhood streetscape.

### *Blocks and Lots*

Development block configuration should demonstrate the following standards;

- Developable lands shall be subdivided into a series of development blocks, defined by a highly interconnected grid, or modified system of public roads and lanes;
- The size and configuration of each development block will:
  - Be appropriate to its intended use;
  - Facilitate and promote active transportation; *and*
  - Provide a sufficient number and, where appropriate, range of building lots to achieve cost effective and efficient development pattern;
- Development blocks shall be configured to ensure visual diversity and to avoid long and monotonous blocks;
- Each development lot or block must have frontage on a public road or laneway.

### *Built Form*

- Building form and siting shall minimize the impacts of noise, wind and shadows on adjacent properties;
- New development will be compatible with adjacent and neighbouring development by ensuring that the siting and massing of new buildings does not result in undue adverse impacts on adjacent properties particularly in regard to adequate privacy conditions for residential buildings and their outdoor amenity area;
- Land use compatibility between scales of buildings shall be achieved through appropriate siting, design and landscape treatment;
- A variety of architectural elements such as entry porches, dormers, material detailing will be employed to create a distinctive character for each block.

### *Building Relationship to Roads and Open Space*

- Buildings shall be street-front oriented and provide direct street access for pedestrians;
- Buildings and site design should be used to reduce or minimize the incidence of crime through the implementation of Crime Prevention Through Environmental Design (CPTED) principles including natural surveillance, natural access control, territorial reinforcement and space assessment;
- To reinforce the road, land and block pattern, the following measures will be employed;
  - Siting and massing of buildings will provide a varying relationship;
  - Buildings located adjacent to, or at the edge of parks and open spaces will provide opportunities for overlook into the open space.

### *Parking and Loading*

- To reduce the impacts of surface parking and to provide at grade amenity areas, automobile parking areas (including garages, driveway, and parking lots) shall be preferably sited to the side or rear of buildings, or below grade where possible;
- Bicycle parking shall generally be located near building entrances and other places where passive visual surveillance can be maximized.

### Variety of Housing Types

Residential development within the Enhanced Official Plan Amendment area will include a great variety of housing types that address the street and open spaces to enhance the pedestrian experience. A variety of built forms and residential densities are to be promoted and appropriately integrated into the design.

### *Single-Detached Dwellings & Semi-Detached Dwellings*

- Where appropriate, varied setbacks are encouraged to provide an interesting street edge;
- To foster a stronger sense of connectivity, select dwellings will feature front steps leading directly to the sidewalk;
- Select single-detached dwellings are to have parking allocated to the rear of the property, utilizing laneways to optimize space and minimize visual clutter along the streets;
- A variety of dwelling elevations are to be considered to generate visual diversity and interest;
- Colour selections should avoid duplication amongst adjacent units.



Figure 6: Example of a 7.8-m single-detached dwelling.

### *Townhouses*

- The siting, massing and façade design of townhouse units are to be coordinated on a block-by-block basis;
- The townhouses are to reinforce common characteristics while including variation for differentiation and aesthetic interest;
- Variety in the design of roofs is required to break up the massing of townhouse blocks;

- The massing and built form of townhouse units adjacent to single/semi-detached dwellings is to be complementary to those dwellings through height and architectural elements to promote visual integration;
- Townhouses shall be oriented toward the street with front doors and windows facing the street;
- Where garages are provided in the front yard, they should be paired to allow for more substantial front yard green space.



Figure 7: Example of a back-to-back townhouse dwelling.



Figure 8: Example of a street townhouse dwelling.



Figure 9: Example of a live/work street townhouse.

### *Apartment*

- A variety of exterior cladding materials are to be considered to compliment the surrounding architecture;
- A great amount of fenestration is to be incorporated to encourage strong visual connections between the dwellings and public realm;
- The apartment building and the surrounding landscaping shall be designed to help define the street edge;
- To act as an attribute to the street, the apartment building shall be oriented to along a public corner to act as a feature to the public road;
- Large parking areas shall be sited to the rear of buildings, or where possible internal/central to a site;
- Bicycle parking is to be provided at the main entrance.

## Phasing Policies

### Residential Neighbourhoods Phasing Policies

The proposed plan area phasing has yet to be determined, however, this area is to take into consideration other lands. Therefore, the following policies shall apply;

- a) To phase development in a logical and cost-effective manner, without any undue financial burden on the existing taxpayers of the City of Port Colborne;
- b) To ensure that benefitting development interests and/or landowners are bound financially through appropriate mechanisms, and are committed to ensuring that the required service infrastructure and community structure elements are put in place in advance of, or concurrent with the commencement of development.

### Implementation

- a) Through severance application B05-20-PC, the severance of one lot off the frontage of 607 Barrick Road was completed. A condition of consent approval required a rezoning of the plan, resulting in a Holding (H) Zone. This amending By-law must be informed by the requirements listed below;
  - i. Planning Justification Report;
  - ii. Archaeological Assessment(s);
  - iii. Urban Design Brief;
  - iv. Noise Study;
  - v. Functional Servicing Report;
  - vi. Stormwater Management Report;
  - vii. Environmental Impact Study;
  - viii. Conceptual Streetscape/Landscape Plans;
  - ix. Phasing

Other Studies that are applicable and required include;

- x. Traffic Impact Study
- xi. Hydrogeological Reports

- b) A Zoning By-law Amendment and Official Plan Amendment are required to permit the proposed residential development, pursuant to Section 34 and Section 22 of the Planning Act.
- c) This Plan also provides the basis for further development applications and implementation of development will be directed by means of:
  - i. Plans of subdivision pursuant to Section 51 of the Planning Act;
  - ii. Plans of condominium pursuant to Section 9 of the Condominium Act and Section 51 of the Planning Act;
  - iii. Where appropriate, severances under Section 50 of the Planning Act (land severance applications shall not be used to create new residential lots which do not conform with the servicing requirements, land use layout, development staging or general street patterns set out herein);
  - iv. Site plan agreements under Section 41 of the Planning Act, where applicable;
  - v. Subdivision agreements under Section 51(26) of the Planning Act, where applicable.
- d) Final Approval of any development application shall not be granted until all Conditions, financial or otherwise, have been met with written clearance having been provided to the municipality.
- e) Final approval of any development application shall be conditional to the conveyance of parkland dedication as required by the Planning Act.

## **NIAGARA OFFICIAL PLAN**

The Niagara Official Plan (NOP) was approved by the Minister of Municipal Affairs and Housing on November 4, 2022. It outlines the long-term strategic policy planning framework for managing growth in the Region to a planning horizon ending in 2051.

The Plan's focus is primarily on implementing the Provincial Policy Statement and other Provincial Plans and Guidelines, and providing Regional-level land use planning direction on growth, the natural environment, infrastructure and other attributes or circumstances unique to Niagara.

### **CHAPTER 2 – GROWING REGION**

Chapter 2 of the Niagara Official Plan (NOP) contains the Regional level growth policy direction for Niagara Region and the twelve (12) local municipalities inclusive of population and employment forecasts, intensification targets and specific locations and methods for development.

The NOP directs growth and development to Settlement Areas where full urban services area available, as well as public transit, community and public services and employment opportunities.

#### **2.1 – FORECASTED GROWTH**

Per Section 2.1, the Region of Niagara is anticipated to have a population of 694,000 people and 272,000 jobs by the year 2051, representing an increase of over 200,000 people and 85,000 jobs from 2021. These population and employment forecasts are further broken down by municipality in Table 2-1. Per Table 2-1, Port Colborne has a forecasted population of 23,230 people and 7,550 jobs by 2051.

The proposed development will contribute three hundred and eighty-five (385) new dwellings into the City's housing supply and will assist in achieving the City's annual growth and targets.

#### **2.2 – REGIONAL STRUCTURE**

Section 2.2 establishes the regional land use structure, based on Provincial directives which dictate how the projected growth is to be accommodated. A majority of growth is to occur within the Settlement Area, where water and wastewater systems exist or are planned. The Settlement Area is further broken down into the Delineated Built-up Area and the Designated Greenfield Area.

The subject lands are located within the Port Colborne Urban Area and within the Designated Greenfield Area on Schedule B – Regional Structure of the Niagara Official Plan (see **Figure 10**).

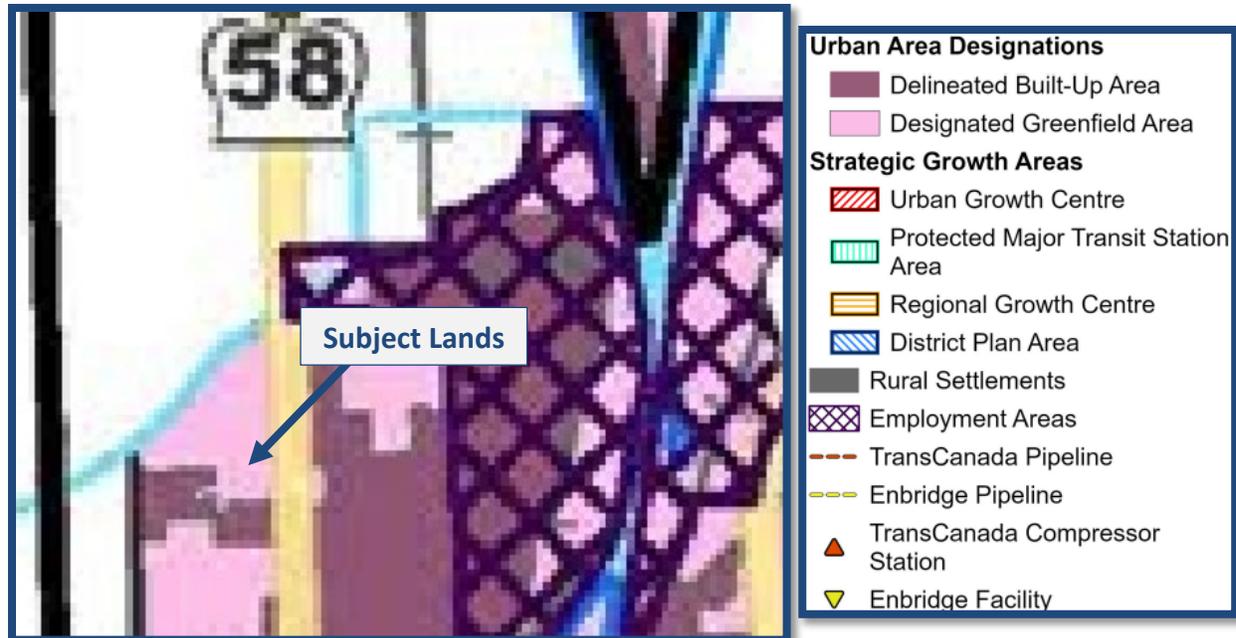


Figure 10 – Excerpt of Schedule B of Niagara Official Plan

The proposed development will contribute three hundred and eighty-five (385) dwelling units into the City’s housing supply. The subject lands are a logical location for the proposed density residential development and can be serviced by existing public roadway access and municipal infrastructure. The proposed development will assist the Region and City in the achievement of their annual growth targets.

### 2.2.1 – Managing Urban Growth

Section 2.2.1 of the NOP contains policies pertaining to the management of urban growth. Generally, these policies direct growth to occur in a manner that supports the achievement of intensification targets, is compact and vibrant, is inclusive of a mix of land uses and housing forms, and efficiently utilizes existing services and transportation networks/services.

The applications conform with this policy direction through the provision of a mix of residential housing forms on urban, serviced land. The proposed development will assist the City in rounding out available lands with a logical development pattern that will contain vibrant housing forms and streetscapes.

The proposed development exemplifies a compact community that conforms with the proposed and existing surrounding neighbourhood, allowing for the addition of a diverse range of residential housing types. The subject lands are also conveniently located near complementary recreational uses and a public transit route, thus enhancing accessibility. By contributing a mix of

housing within in the area, the proposed development assists in achieving a comprehensive and complete community.

The proposed development offers a great variation of housing forms, including a variety single-detached and townhouse dwelling units, as well as semi-detached and apartment dwellings. This integration of housing options improves and diversifies the housing choices available in the immediate area. This development provides an alternative option for individuals based on factors such as household size, income levels, and housing preferences, ensuring a more inclusive and adaptable housing environment.

The subject lands are located immediately adjacent to existing residential areas which have full municipal services. The proposed housing represents the logical and orderly progression of development which optimizes the use and provision of infrastructure.

Overall, the applications are considered to conform with the NOP and implement its growth management direction in an appropriate, efficient and context sensitive manner.

### **2.2.2 – Strategic Intensification and Higher Densities**

As noted, the subject lands are located within the Designated Greenfield Area. Per Policies 2.2.2.23 and 2.2.2.24 of the NOP, Designated Greenfield Areas shall achieve a minimum density of 50 people and jobs per hectare. The proposed development will have a Greenfield Density of 101.82 people and jobs per hectare, as calculated in **Table 1**.

<b>Table 1 – Greenfield Density Calculation</b>						
<i>People</i>				<i>Jobs</i>		
<b>Unit Type</b>	<b>Unit Count</b>	<b>Ratio (PPU)</b>	<b>Total</b>	<b>Unit Count</b>	<b>Ratio (at home employment)</b>	<b>Total</b>
<b>Single-Detached &amp; Semi-Detached</b> <ul style="list-style-type: none"> <li>• 12 singles</li> <li>• 11 7.8-m singles</li> <li>• 30 8.4-m singles</li> <li>• 18 semi-detached</li> </ul>	71	2.929	207.959 people	71	5% “at home” employment	3.55 jobs
<b>Multiples</b> <ul style="list-style-type: none"> <li>• 52 street towns</li> <li>• 62 back-to-back towns</li> <li>• 12 stacked towns</li> </ul>	126	2.189	275.814 people	126	5% “at home” employment	6.3 jobs
<b>Multiples</b> <ul style="list-style-type: none"> <li>• 22 live/work towns</li> </ul>	22	2.189	48.158 people	22	100% “at home” employment	22 jobs

Apartment • 166 units	166	1.669	277.054 people	166	5% “at home” employment	8.3 jobs
<b>Subtotal</b>	808.985 people			40.15 jobs		
<b>Total</b>	849.135 people and jobs					
<b>Land Area</b>	8.34 ha					
<b>Greenfield Density</b>	<b>101.815 people and jobs per hectare</b>					

The density target of 50 residents and jobs per hectare set out by the Region does not apply on a site-by-site basis, but collectively across Designated Greenfield Area lands on a municipal-wide basis, excluding areas constrained by environmental features, utility corridors, cemeteries and employment areas. Nonetheless, the subject lands meet and exceed this density target.

Policy 2.2.2.25 of the Regional Plan directs that designated Greenfield Areas will be planned as complete communities by:

- a) ensuring that development is sequential, orderly and contiguous with existing built-up areas;
- b) utilizing proactive planning tools in Section 6.1 and Section 6.2, as appropriate;
- c) ensuring infrastructure capacity is available; and
- d) supporting active transportation and encouraging the integration and sustained viability of public transit service.

The proposed development is surrounded by both the Designated Greenfield Area and the Built-up Area, indicating that the lands will be sequential and orderly.

Section 6.1 is in respect to District Plans and Secondary Plan. Policy 6.1.4.2 states that Secondary Plans will be prepared for new designated greenfield areas within urban area expansion areas, except where the urban area expansion is less than 15 hectares or determined by the Region to be too small to require a Secondary Plan. This Policy indicates that the subject lands do not require a Secondary Plan prior to commencement, nonetheless, this report will demonstrate how the proposal meets the intent of applicable secondary plan policies in Section 6.1.4 of the Niagara Official Plan.

Urban Design has been taken into consideration to ensure the proposed dwellings will be attractive and functional, incorporating with the surrounding neighbourhoods to create a complete community. These dwellings will contribute to the creation of a liveable and vibrant urban area that is safe and offers high quality streetscape and public spaces. The objective is to strengthen community identity and diversity, and the integration of this development will obtain

this objective. This development will illustrate how the built form, streetscape and public realm can achieve the desired level of quality required and foster a sense of place.

Infrastructure capacity is available, as detailed in the Functional Servicing Report prepared by Upper Canada Consultants. Thus, this development will utilize underutilized infrastructure within the area.

Lastly, the development will benefit from adjacent transit and active transportation infrastructure.

Overall, the applications are considered to conform with the NOP and implement its growth management direction in an appropriate, efficient and context sensitive manner. The proposed development will assist the City and Region in the achievement of the Greenfield Density target and utilize underutilized lands and existing infrastructure within the Urban Boundary.

## **2.3 – HOUSING**

The objectives of the policy direction under Section 2.3 of the NOP are to provide a mix of housing options to address current and future needs, to provide more affordable and attainable housing options, and to plan to achieve affordable housing targets through land use and financial incentive tools.

### **2.3.1 – Provide a Mix of Housing Options**

Policy 2.3.1.1 states that the development of a range and mix of densities, lots and unit sizes, and housing types, including attainable housing, will be planned throughout Settlement Areas to meet housing needs at all stages of life.

The proposed development increases the density of the area as it provides three hundred and eighty-five (385) dwellings on varying, adequately sized lots surrounded by new and old neighbourhoods that consist primarily of single-detached dwellings. The different housing configurations improve accessibility and affordability as they increase the housing supply within the area. The development effectively addresses the provisions of diverse housing options and meets the needs of individuals at various stages of life, for the current and future residents, aligning with the goals outlined in this policy.

### **2.3.3 – Tools to Achieve Affordable and Attainable Housing**

The proposed development consists of three hundred and eighty-five (385) dwelling units. The proposed housing will accommodate a wide range of household sizes and incomes, and increases the housing supply, which supports the development of affordable and attainable housing as provided in Policy 2.2.3.3.1 d). It is to be noted that this proposed development includes nine (9)

different housing typologies that meet the demands of many different demographics. The proposed development also includes twenty-two (22) live/work townhouse dwellings, which allows one to run a business from the main floor on their home, while living on the second and third floor. This adds another layer of affordability to the development, on top of the range of dwelling units.

### CHAPTER 3 – SUSTAINABLE REGION

Chapter 3 of the Niagara official Plan contains the policies pertaining to the natural environment hazards and natural resources. Specifically, these policies pertain to features show on *Schedule C1 – Natural Environment System Overlay and Provincial Natural Heritage System* and *Schedule C2 – Natural Environment System – Individual Components and Features*.

As shown on Schedule C1 and C2 of the NOP, **Figures 11** and **Figure 12**, the subject lands are adjacent to the Region’s Natural Heritage System, including a provincially Significant Wetland (PSW) and a Significant Woodland.

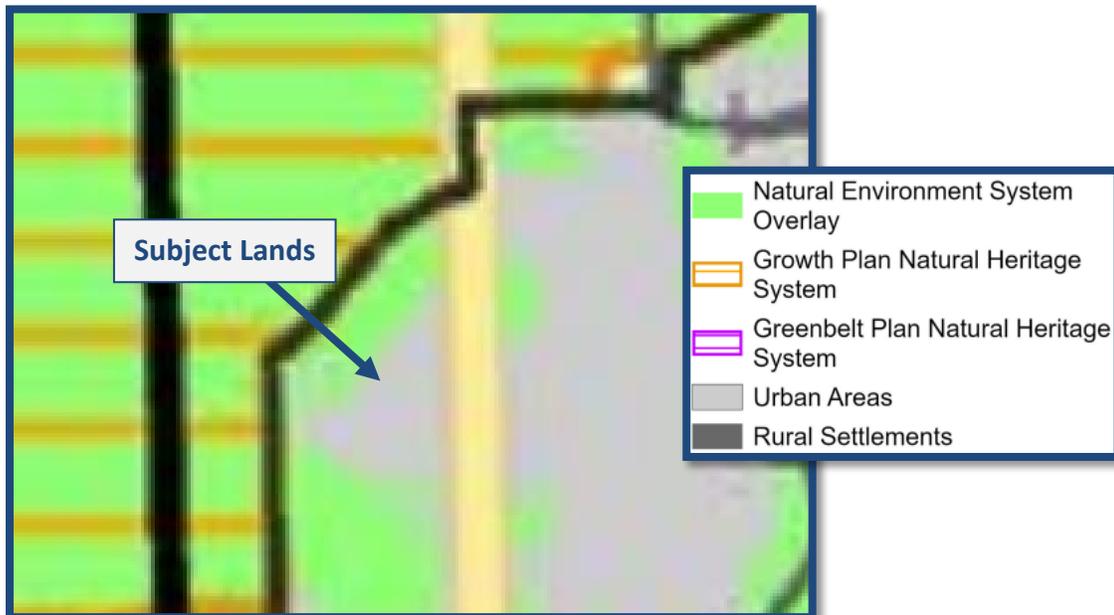


Figure 11 - Excerpt from Niagara Official Plan - Schedule C1

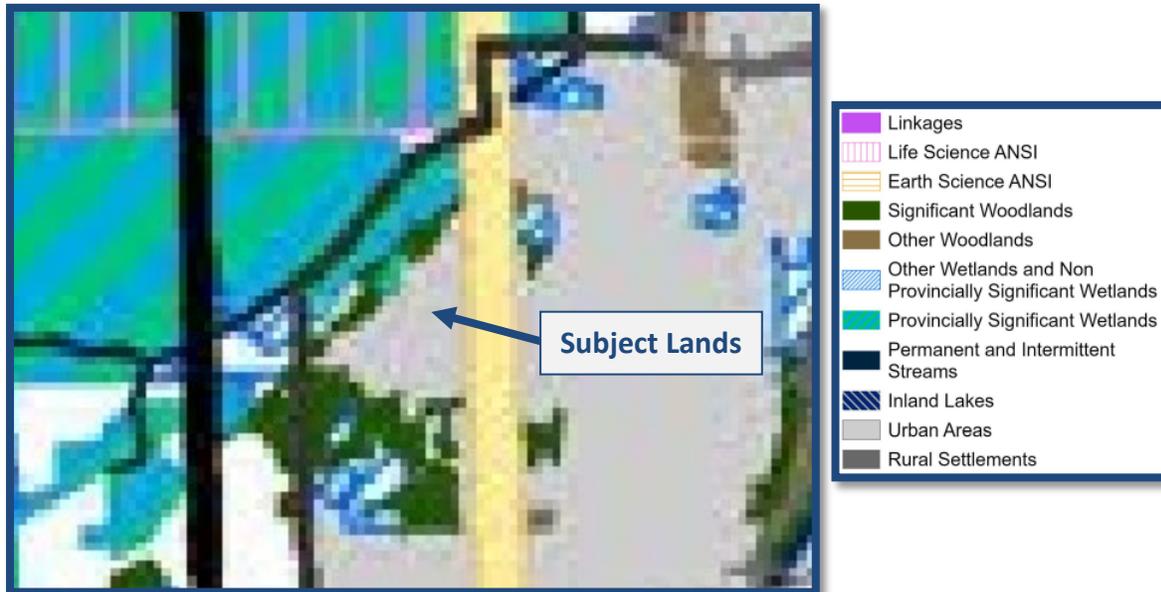


Figure 12 - Excerpt from Niagara Official Plan - Schedule C2

Policy 3.1.1 of the NOP outlines that Natural Environment Systems (NES) are comprised of several features, which are listed in Schedule L of the Official Plan.

Section 3.1.9.8 of the NOP states that an Environmental Impact Study and Hydrological Evaluation is required for a development proposal within 120-metres from a PSW to determine that there will be no negative impacts on the feature, ecological function, or hydrological function.

Northwest of the subject lands are the slopes of the Onondaga Escarpment that contain a mature woodland community identified as a Significant Woodland in Provincial Natural Heritage mapping and Regional Natural Environment System Mapping. A portion of the Wainfleet Bog PSW complex overlaps with the Significant Woodland, extending to the top of the escarpment slope and extends along the bottom of the slope. To add, the Biederman Drain flows parallel to the northwest of the escarpment slope, draining lands northeast towards the Welland Canal. The drain is identified as a permanent or intermittent stream on the Regional NES mapping and is regulated by the NPCA.

As per the Regionally approved Terms of Reference, the EIS further included;

- Botanical Inventory;
- Breeding Bird Surveys;
- Crepuscular Bird Surveys;
- Amphibian call surveys; *and*
- Fish Habitat characterization

The Regional Natural Environment System (NES) is not negatively impacted by the proposed plan of subdivision as the draft plan maintain a minimum 50-metre buffer from these features. Further, no negative impacts to other features or functions, including the Significant Wildlife Habitat and habitat for Species at Risk are expected to occur as a result of the proposed development.

There is the potential for impacts on natural features for the construction of the stormwater management infrastructure in the Minor Road road allowance approximately 400-metres away from the subject lands, however, at the time of detailed site design, additional details on the proposed stormwater management approach and impact will be confirmed. Nonetheless, the proposed stormwater management strategy is anticipated to maintain existing conditions of the Biederman Drain and Provincially Significant Wetlands, therefore will not pose negative impacts on these features.

## **CHAPTER 6 – VIBRANT REGION**

### **6.1 DISTRICT PLANS AND SECONDARY PLANS**

District plans and secondary plans provide proactive, coordinated and comprehensive growth management planning within defined areas within the Niagara Region. They are prepared to direct growth to areas that will accommodate higher densities and support to achievement of well-designed, vibrant and complete communities.

Secondary plans are a blueprint for managing how a community grows in defined areas by establishing a detailed set of policies and guidelines that direct development to provide certainty for what change can be expected over the long-term.

These plans are proactive planning mechanisms that plan for growth that can assist in achieving mixed-use, compact built forms, provide a range and mix of housing options, protect established neighbourhoods, encourage transit-supportive development, supportive public service facilities, protect and enhance the natural environment, establish direction to mitigation and adapt to climate change and support high quality public spaces.

#### **6.1.4 – Secondary Plans**

Policy 6.1.4.2 explains that secondary plans will be prepared for new designated Greenfield Areas within urban area expansion areas, except where the urban area expansion is less than 15-hectares or determined by the Region to be too small to require a secondary plan.

As policy 6.1.4.3a) states, secondary plans should be prepared for large scale developments in existing designated Greenfield Areas where direction is required to coordinate planning and the efficient use of land and infrastructure.

The subject lands are less than 15-hectares, and though this is a large-scale development, a formal secondary plan process is not required as per consultation with the City. Through this consultation it was determined that an enhanced Official Plan review be included for the proposed development.

As per policy 6.1.4.6, terms of reference were approved by the Municipality, Region and Conservation Authority for several studies provided with this submission. The associated reports and studies confirm the comprehensive development and efficient use of land and infrastructure, while having no negative impacts on the environment.

The proposed development provides a diverse mix of built form with high quality urban design and public realm as per policy 6.1.4.7, and as detailed in the Enhanced Official Plan Amendment. This development includes a park and open space for the stormwater management facility and does not negatively impact adjacent environmental features. Lastly, the lands are provided with adequate infrastructure, including public transit at the corner of Barrick Road and West Side Road (Hwy 58), as well as sidewalks for active transportation.

As per policy 6.1.4.8, this plan demonstrates its contribution towards achieving the designated greenfield area density target as set out in Policy 2.2.2.23, by meeting and exceeding this target, with a greenfield density of 101.815 people and jobs per hectare. Though at this time, affordable housing as per the Provincial definition is not included in this plan, this development is intended to greatly assist in the achievement of attainable housing. With nine (9) different housing forms, on varying areas of land, ownership and rental options, and more, this development intends to fill many gaps within the housing market.

Through pre-consultation, the appropriate agencies provided comments and requested studies in accordance with what was proposed, with consideration of secondary planning in mind. To add, urban design guidance has been included in the Enhanced Official Plan Amendment, specifically set out for this area.

## **CITY OF PORT COLBORNE OFFICIAL PLAN (AS AMENDED)**

The City of Port Colborne Official Plan is the long-term, land-use planning document that guides development and growth in the municipality. This section provides an overview of how the submitted applications conform to, and implement the Official Plan.

### **SECTION 2 – THE VISION AND LAND USE CONCEPT**

#### **Section 2.1 - Vision Statement**

The Official Plan provides a comprehensive vision for growth and development in the City of Port Colborne. Specifically, relevant to these applications, the Official Plan seeks to improve the overall quality of life for residents, provide a mix of residential accommodations, the creation of high-quality living environments that protect and enhance the natural environment, ensuring that neighbourhoods are properly connected to each other and other parts and resources within the community and the optimization of existing infrastructure investment.

The proposed Plan of Subdivision provides a mix of residential dwelling types, an increase in density, as well as park space, reflective of a complete community as described in Provincial plans. The proposed development patterns and density provide for the efficient provision and use of public infrastructure and services.

Accordingly, the applications will facilitate residential development that conforms to and aligns with the Vision Statements of the City's Official Plan.

#### **Section 2.2 - Growth Management Strategy**

The Growth Management Strategy for the City is designed in conformity with the Growth Plan and Niagara Official Plan. The City of Port Colborne growth strategy directs growth to lands within the Urban Boundary that are, or can be supported by full municipal services (i.e. water, sanitary stormwater). Opportunities for infilling and intensification within the Urban Area are also highly encouraged, as well as compact development proposals on Greenfield lands or in the Built-up Area.

The proposed development conforms with the City's Growth Management Strategy as the lands are within the Port Colborne Urban Area, are designated as Designated Greenfield Area and can be supported by full municipal services. The proposed plan balances the need for compact development with the future and established character of the surrounding area, achieving an appropriate mix and range of housing types at an appropriate development density.

## Section 2.3 - Strategic Directions

Within Section 2.3 of the Official Plan are six (6) Strategic Directions for the municipality, which are:

1. ***Enhancing Quality of Life (2.3.1)***
2. *Developing and Economic Gateway Centre (2.3.2)*
3. ***Strengthening and Integrating Nature, Cultural and Heritage Resources (2.3.3)***
4. *Enhancing Public Areas (2.3.4)*
5. *Protecting Hamlet, Rural and Agricultural Lands (2.3.5)*
6. *Taking Advantage of Underutilized Lands (2.3.6)*

Items 1 (Enhancing Quality of Life) and 3 (Strengthening and Integrating Nature, Cultural and Heritage Resources) are specifically relevant to the proposal.

The policies under Section 2.3.1 state that enhancing quality of life is achieved by a compact urban form, balance of housing types and land uses, efficient and cost-effective infrastructure and transportation, and good urban design. In accordance with this policy direction, the proposed subdivision incorporates a mix of residential typologies, including introducing a new variety of dwelling types into the area, provides both parkland and an efficient transportation network, and makes efficient use of infrastructure. Good urban design practices will be implemented for this subdivision, which are further noted within the enhanced Official Plan review.

The policies under Section 2.3.3 encourage the protection and enhancement of the City's natural, cultural and heritage resources. As per the EIS prepared by Ecological & Environmental Solutions, there are no natural features present within the boundaries of the subject lands, or within 50-metres of the property. A reduction in the City's 120-metre buffer is supported based on the existing conditions and drainage patterns of the area. At the top of the Onondaga Escarpment, the buffer area is actively farmed land. Therefore, a reduction of the wetland buffers to a minimum 50-metres will not negatively impact the hydrologic or ecologic functions of the PSW. All-in-all, the EIS provides opportunities for ecological restoration and/or enhancements and mitigation measures that are to be considered to reduce any anticipated direct, indirect and cumulative impacts on the adjacent natural features.

The protection of cultural resources is achieved through the Archaeological works that have an continue to be completed. A Stage 1-2 Archaeological Assessment was completed that concluded further assessment is required for the northwestern corner of the proposed development site to ensure resources are not negatively affected by the development. This Assessment is on-going and will provided as a condition of Draft Approval.

## Section 2.4 - Strategic Planning Policies

The City's strategic planning policies outline the allocated population, employment and housing forecasts. Overall, the projected forecast for population in the City's Official Plan in 2031 is 24,100 persons. At the same time, a forecast of 10,170 dwellings is in place.

As stated in Section 2.4 of the Official Plan, the City's land use designations and policies are based on the accommodation of Provincial growth projections. Per policy direction, this growth and housing need should be accommodated within the Urban Area, be accessible to medical, shopping and public transportation, parkland and recreational opportunities. New developments are to incorporate design elements to support an aging population, provide a range of smaller lots and homes, and be close to social and recreational facilities.

In accordance with subsection 2.4.2, the proposed development provides an appropriate range and mix of housing options to accommodate prescribed growth targets. This proposed new development adheres to the recommended requirements of policy 2.4.2.1 Housing Forecast, that include; being located in the urban area to make use of existing infrastructure and facilities; being accessible to medical facilities, shopping and any future public transportation system; be close to or be developed with on-site parks and open space; incorporating design features for an aging population; using housing forms suitable for an aging population such as at-grade housing or medium density apartment buildings; providing for a range of smaller lots and homes suitable to smaller households; and being close to or developed with social and recreational facilities.

The proposed development is within the urban area and will efficiently utilize existing infrastructure and facilities. There are necessities such as a grocer, bank, pharmacy, etc. within walking distance of the subject lands and there is a transit stop (bus stop) at the corner of Barrick Road and West Side Road. A park is proposed on-site, adjacent to the stormwater management facility on the western side of the subject lands. There are also several other parks within the area.

The aging population has been greatly considered within this development as a variety of housing forms have been included to providing housing for all demographics. Smaller housing typologies and apartments are preferable for the aging population as they are more accessible and there is less maintenance required for these dwelling types. The incorporation of two (2) smaller types of single-detached dwellings and varying townhouse types is especially desirable as these smaller homes not only provide for the aging population, but the younger generation as well; whether individuals are purchasing their first home, or downsizing, this proposed development has a variety of housing forms that meet the needs of many.

Section 2.4.4 of the Official Plan pertains to Greenfield Development. The subject lands are within the Designated Greenfield Area, and therefore the following policy subset applies:

*The City will maintain an adequate supply of greenfield lands to accommodate planned future growth and encourage development in Greenfield Areas by:*

- a) Promoting compact, mixed use and transit supportive development on greenfield lands;*
- b) Promoting higher densities and a greater mix of housing types on greenfield lands;*
- c) Improving connections between greenfield areas and the built-up area;*
- d) Enhancing the physical design of new neighbourhoods in greenfield areas;*
- e) Supporting the Regional greenfield density target of 50 people and jobs per gross hectare; and*
- f) Phasing greenfield development over time to ensure a balance of intensification and greenfield development in Port Colborne.*

The proposed subdivision is compact in nature and emulates a walkable character that is similar to adjacent existing and planned neighbourhoods to the south and the east. The plan includes nine (9) different housing typologies that promote a wide range of densities. This variety of housing forms includes multiple sizes and forms of single-detached and street townhouse dwellings, along with semi-detached dwellings and apartment dwellings. Not only is there variety in the dwelling typology, there is variety in tenureship. This proposal provides variability in housing choice and increased density in comparison to existing developments. This compact development is within walking distance of a transit stop at the corner of West Side Road and Barrick Road, and increasing usership of public transportation increases the viability, demand and resources that can be provided.

The design configuration of the Plan of Subdivision is inclusive of desirable elements including parkland and an enhanced streetscape and sidewalks and boulevard trees will be included throughout the site.

The development yield exceeds the 50 people and jobs per hectare target for Niagara, proposing a development density of 101.815 people and jobs per hectare. The proposed density is context sensitive, yet dense enough to contribute meaningful housing and growth opportunities within this community. Overall, the objective of this development is to contribute to the housing supply within the City of Port Colborne, and as such, this development does exactly that, and does it in an appropriate, logical manner.

In conclusion, the plan is considered to conform with the Strategic Direction policies of the City of Port Colborne Official Plan.

## SECTION 3 – CITY-WIDE LAND USE POLICIES

### Section 3.1. - General Land Use Policies

Schedule A of the City of Port Colborne Official Plan delineates the City's general land uses. Schedule A1 of the City of Port Colborne Official Plan further delineates the urban components of the municipal planning structure. Within the Urban Area Boundary, lands are categorized as either Built Boundary or Designated Greenfield Area. Lands within both categories are to be developed with full municipal services and municipal roadway accesses.

As shown in **Figure 13**, being Schedule A1 of the City's Official Plan, the subject lands are within the Designated Greenfield Area of the Urban Boundary.

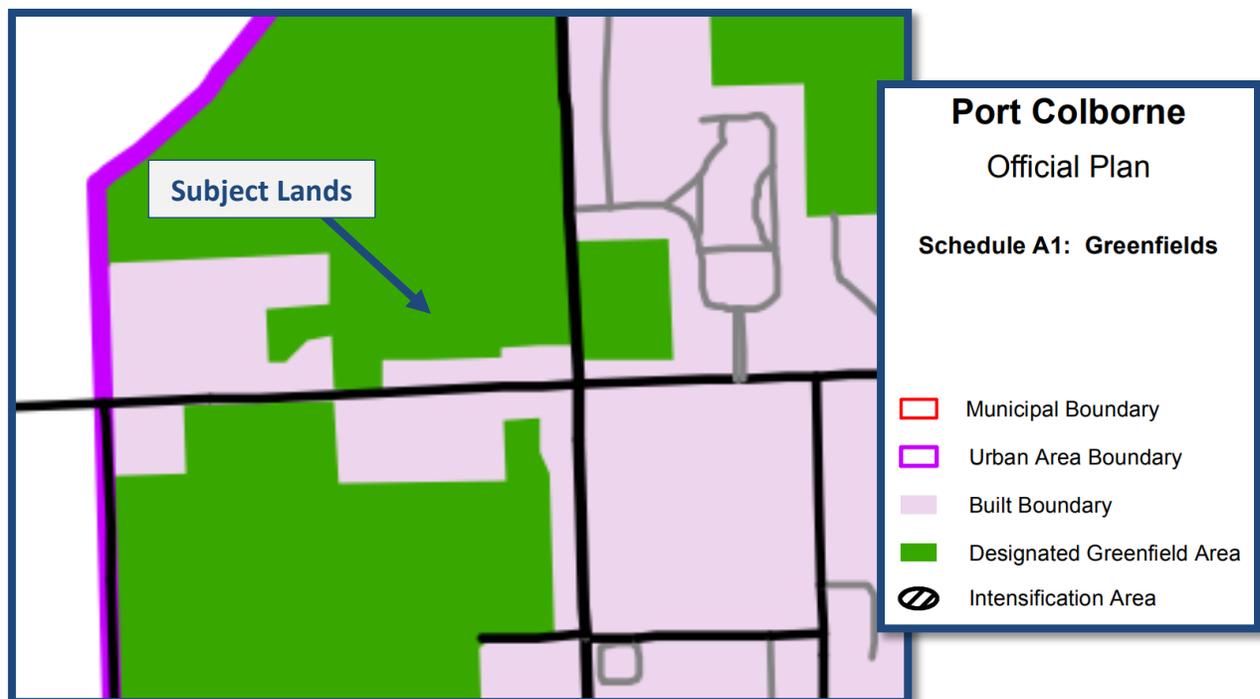


Figure 13 - Excerpt from City of Port Colborne Official Plan - Schedule A1: Greenfields

Policy 3.1.1.2 outlines the desired land use outcomes for Greenfield lands. An analysis of how the Draft Plan achieves these outcomes is provided below:

**a) *Promote compact, mixed use and transit supportive development.***

The proposed development is compact in nature and the development pattern and density supports the feasibility of extending public transit services. The proposed development consists of a variety of built forms, including some that are new to the area, in order to

provide a greater range of housing at a smaller scale than existing neighbourhoods. This development will be transit supportive, and there is a bus stop at the corner of Barrick Road and West Side Road.

**b) *Promote higher densities and a greater mix of housing types.***

The proposed development represents a higher density than the surrounding established residential neighbourhoods, and also provides a greater mix of housing options, including smaller single-detached dwellings on smaller lots than existing within the municipality, along with a wider variety of townhouses including options such as traditional townhouses, live/work townhouses and back-to-back townhouses. One apartment building is proposed on site, however, the remainder of the housing units provide interest and variability that is attractive and appealing, as there is a housing form for all demographics throughout the site. Not only does this mix assist in the housing and growth targets, but by using the land more efficiently, a level of affordability can be achieved.

**c) *Improve connections between greenfield areas and the built-up area.***

The proposed development is integrated into the existing road network by way of Barrick Road, and also is surrounded by both greenfield and built-up lands.

**d) *Enhance the physical design of new neighbourhoods.***

The proposed subdivision includes open space through a park block neighbouring a stormwater management block, which enhances the physical design of the neighbourhood. The subdivision is envisioned to contain streets that are tree-lined, including Street 'E' that is to be considered a "Local Greenway" as per the Enhanced Official Plan Amendment included within this report prepared by Upper Canada Consultants. As there are a variety of built forms, urban design plays a crucial role in ensuring interest and compatibility, therefore, the design of these dwellings will be of high-quality.

**e) *Support the Regional greenfield density target of 50 people and jobs per gross hectare by:***

- i. Adopting minimum and maximum densities for residential development;***
- ii. Designating portions of the Greenfield area for low, medium and high-density development;***
- iii. Providing separate housing mix targets; and***
- iv. Encouraging and allowing for mixed use development in greenfield areas.***

The proposed development achieves a density of 101.815 people and jobs per hectare, thus supporting the achievement of the minimum Greenfield density target. This is achieved

through the provision of a mix of housing types including multi-unit typologies. This development contains low, medium and medium-high density residential units and the variety of housing units is directly supportive of the provincial, regional, and municipal growth and housing targets. This development is intended to set a precedent of a variety of housing forms that can be included to increase density, but allow individuals to maintain ownership of housing forms they desire such as single-detached dwellings.

**f) Support phasing greenfield development over time to ensure a balance of intensification and development.**

The subject lands are located adjacent to the existing Built-up Area and Greenfield Area. The lands are to be developed through two logical extensions off of Barrick Road, that will be extended further north for additional future development. This parcel will be the first parcel within the northwest side of West Side Road and Barrick Road to be developed. This development will enable the future development of adjacent Greenfield lands which would otherwise not have access to existing roads.

Section 3.2 – Urban Residential

As shown below in Schedule A to the City’s Official Plan, **Figure 14** the subject lands are designated as Urban Residential. According to the Official Plan, the uses permitted in the Urban Residential area include, but are not limited to: residential uses, neighbourhood commercial uses, cemeteries, parks, schools, community facilities, and institutional uses normally located in residential areas. The proposed residential land uses are therefore considered to be permitted uses in the Urban Residential Area.



Figure 14 - Excerpt from City of Port Colborne Official Plan - Schedule A: City-Wide Land Use

### *Section 3.2.1 – General Policies*

Section 3.2.1 contains additional policy direction for more specific land uses within the Urban Residential Area including Low, Medium, and High Density Residential; and Neighbourhood Commercial uses. As there are nine (9) different dwelling forms throughout the development, there are several forms that exceed the density requirements. This is described below, however, the Enhanced Official Plan Amendment that was prepared for the subject lands that outline the proposed density ranges/requirements.

The density range set out for Low Density Residential is 12 to 20 units per net hectare. There are fifty-three (53) single-detached dwellings, between typical single-detached dwellings, 7.8-m single-detached dwellings and 8.4-m single-detached dwellings, and two (2) semi-detached dwellings proposed on 1.229 hectares, yielding a density of 44.86 units per net hectare. There are three (3) different types of single-detached dwellings. The 7.8-m single-detached dwellings and 8.4-m single-detached dwellings are more compact than a typical single-detached dwelling, in order to incorporate a greater variety of housing into the area. This type of housing provides more options for those looking to enter the market or downsize.

The density range set out for Medium Density Residential is 35 to 70 units per hectare. There are one hundred and forty-eight (148) townhouse dwellings, between street townhouses, live/work street townhouses, back-to-back street townhouses, and stacked townhouses proposed on 2.447 hectares, yielding a density of 60.48 units per net hectare. This density is within the density range, indicating that the density of this development is compatible with its surroundings, and adheres to these density restrictions, while contributing to greenfield density requirements.

The density range set out for High Density Residential is 70 to 100 units per hectare. There are one hundred and eighty-two (182) apartment dwellings proposed on 1.087 hectares, yielding a density of 167.43 units per net hectare. Though this density exceeds the required density set out in the Official Plan, the overall net density of the proposed subdivision is 46.16 units per hectare. A holistic approach provides a more accurate depiction of the proposed development density, though increased density is required due to the greenfield density target that the subject lands must adhere to.

As stated in Policy 3.2.1.d.i), new residential development proposals are to consider the provisions of neighbourhood commercial if they have frontage on a collector or arterial road. While neighbourhood commercial was considered for this development, the proposed development does not have frontage along West Side Road, just connections to West Side Road. As such, this use is not practical or logical, due to the lack of appropriate access, as the proposed development does not have full frontage along Barrick Road. Access provided solely by way of internal road networks is not suitable for several reasons.

Policy 3.2.1.e) states that prior to the development of any large vacant area within the Urban Residential designation, a Secondary Plan shall be prepared, with appropriate background reports that will;

- i) Address the protection and enhancement of the natural environment, through the preparation of an Environmental Planning Study;
- ii) Identify the market demand for residential and non-residential development which can be served by the study area lands;
- iii) Identify the appropriate land uses in keeping with the Vision and Strategic Directions of the Official Plan;
- iv) Allocate the appropriate land uses within the study area boundary;
- v) Establish urban design guidelines, if appropriate, for each type of land use;
- vi) Establish requirements for water and wastewater servicing and stormwater management;
- vii) Address transportation issues such as traffic mitigation, road upgrades, off-road trail and bicycle route implications including connectivity and safety, signalization and transit planning;
- viii) Address a phasing scheme, if appropriate; and
- ix) Include open and transparent stakeholder consultation.

Though a formal Secondary Plan was not required, an enhanced Official Plan Amendment has been incorporated into this report to ensure comprehensive coverage of relevant policies. The inclusion of this additional analysis effectively aligns with the required policy considerations.

Furthermore, an approved Terms of Reference for the Environmental Impact Study ensures that the protection and enhancement of natural features surrounding the subject lands are adequately addressed. The proposed variety of built forms and increased housing supply appropriately responds to market demands for residential development.

Notably, this development proposal aligns with the Vision and Strategic Directions outlined in the Official Plan, making residential use of the subject lands fitting. Urban design and infrastructure considerations are examined in both the Planning Justification Report and the Enhanced Official Plan Amendment. Additionally, the Traffic Impact Study confirms that transportation issues will not arise as a result of this development.

The phasing scheme has yet to be determined for the proposed subdivision.

### Section 3.2.3 – Design Guidelines

#### Section 3.2.3.1 – Residential Communities

- a) **New residential communities shall be limited in size, have a clearly defined character and edges:**
- i. **The extent of a neighbourhood should be generally defined by a 400- metre radius (5-minute walk) from centre to edge.**
  - ii. **The built form and landscaping of a new neighbourhood should have similar high quality architectural and vegetative treatments that provide it with identity while also allowing it to be differentiated from existing neighbourhoods.**
  - iii. **Parks, woodlots, watercourses, trails, topographic features, major roads and infrastructure elements such as railway lines can define the neighbourhood periphery.**

The development spans approximately 328 meters from edge to edge, fostering opportunities for physical activity such as bicycling and walking within the neighborhood. The build form and landscaping will be appropriate for the area, with high quality architecture and landscaping, that is to be cohesive, yet offer a distinct appeal compared to the surrounding lands.

Moreover, the boundaries of the proposed development are clearly delineated. To the west, they're defined by the inclusion of a stormwater management facility, park space, and higher density residential. On the east and north sides, street townhouses line the perimeter, providing a clear boundary and enhancing the development's integration with the surroundings.

- b) **New residential communities should create or build upon a unique identity such that:**
- i. **Heritage Buildings and structures are preserved and incorporated into new neighbourhoods where possible.**
  - ii. **Where possible, community facilities, institutional uses and heritage structures should be located at the termination of primary streets or view corridors to emphasize their civic presence and give structure to the neighbourhood.**

The subject lands do not encompass any designated Heritage buildings or structures. While no community facilities or institutional uses are directly proposed, the location for such is not appropriate due access constraints along Barrick Road. It is more suitable for such amenities to be situated along West Side Road (Hwy 58) where they are more accessible. therefore, these uses can be accessed to the south of the subject lands along West Side Road (Hwy 58).

The intention of this proposed development is to provide a wide variety of built forms including new forms that have yet to be proposed within the municipality. This will not only appropriately attribute to the housing supply in the area, it will contribute a variety of housing that is intended to 'fill the gap', being a positive addition into the area. These built forms will provide housing for a diverse demographic, and contribute to greater affordability due to the decrease in unit and land sizes.

**c) New residential communities and new development in existing neighbourhoods should be visually interesting such that:**

- i. A variety of residential building types, sizes and setbacks should be provided on any given street to encourage a diverse, non-repetitive community fabric.**
- ii. Visual interest should be provided through a block layout that maximizes views and vistas to parks, Natural Heritage features, the rural periphery and heritage and landmark buildings and features.**

The development includes an integrated mix dwelling types to create a diverse community fabric. There are nine (9) different dwelling typologies within the proposed development that vary in size, height and setbacks, maintaining interest and variety throughout the neighbourhood.

The proposed park is strategically positioned towards the western section of the development, ensuring that stacked townhouses, apartment dwellings, back-to-back townhouses, 7.8-metre singles, and 8.4-metre singles all benefit from frontage along both the park and stormwater management facility. This intentional layout not only offers an appealing vista for residents within the proposed development but also extends scenic views to the rear yards of several single-detached dwellings that face Barrick Road.

**d) New residential communities should use a park or open space feature as a focal point:**

- i. The park may incorporate civic buildings, public art, gazebos, floral gardens, playgrounds and community mailboxes, where residents can meet informally or participate in neighbourhood events.**
- ii. The design of each park area should be unique to each neighbourhood to reinforce a sense of local identity and to assist in one's orientation through successive neighbourhoods.**

The park area spans approximately 0.117 hectares and abuts the stormwater management facility, creating a seamless connection between green spaces. The specific landscape features will be curated through the clearance of draft plan approval conditions.

The park and stormwater management facility (open space) are focal points within the community, as the streets surround this open space. Street 'A', one of the community's primary entrances, abuts the open space, and provides a welcoming entrance into the community. This open space will be visible from both entrances into the subdivision, which provides a welcoming, natural vista. Street 'A' wraps around this open space, while Street 'E' is proposed to be a 'local greenway', designed to incorporate enhanced urban design features, further enriching the overall aesthetic and functionality of the community.

- e) **New residential communities should protect and incorporate existing heritage features.**
- i. **Where possible, hedgerows should be maintained and incorporated into parks and other publicly owned areas including road rights-of-way.**
  - ii. **Where possible, heritage building sites should retain elements of the heritage landscape including trees, tree lined driveways, hedgerows and stone fences.**
  - iii. **Heritage structures shall be considered for residential or community uses.**
  - iv. **Reconstruction of heritage buildings and structures should be encouraged to restore the building exteriors to the original design/condition or to renovate in a manner sympathetic to the original design.**

As noted, the subject lands are not affected by any cultural heritage buildings or structures.

#### Section 3.2.3.2 – Streets and Blocks

- a) **The layout of streets and blocks should enhance the connectivity and appearance of new neighbourhoods.**
- i. **New streets and blocks should be consistent with and extend from the existing grid pattern.**
  - ii. **The street and block pattern should fit into the existing built and natural environments and accentuate the presence of features including watercourses, heritage elements and topographic features.**
  - iii. **The City-owned road network should be designed with frequent cross streets to maintain the grid pattern of the Port Colborne community.**
  - iv. **Blocks and streets should be designed to enhance views, or to achieve a distinctive character around a neighbourhood focus through deliberate variations in the street alignment.**
  - v. **Block lengths should not exceed 200 metres.**

The proposed internal road network reflects a grid pattern and is connected into the existing road network by way of two (2) public roads, and a future road network by way

of three (3) public roads. The blocks and streets are designed to achieve a distinctive character, that promotes connectivity and community. The proposed subdivision has a variety of dwelling typologies that will vary in size and height, adding differentiation and interest among each street. There are no blocks that have a length that exceeds 200-metres.

**b) Residential blocks should have a positive interface with lands designated as Natural Heritage and/or Parks and Open Space, as well as roads:**

- i. Reverse lot frontage is discouraged on lands designated as Natural Heritage and/or Parks and Open Space or roads.**
- ii. Positive frontage on lands designated as Natural Heritage and/or Parks and Open Space should be created by using single loaded roads and/or open-ended crescents (window streets).**
- iii. Where housing fronting arterial roads cannot have driveway access from these roads, positive frontage to these streets can be achieved with open ended crescents (window streets), rear access from a lane or local road and single-loaded service roads.**

The park and open space (stormwater management facility) are directly adjacent to Street 'A' and Street 'D'. 8.4-metre single-detached dwellings, a 7.8-metre single-detached dwelling, back-to-back street townhouses, stacked townhouses and the apartment building all have positive interfaces with these greenspaces.

All lots face the internal road network, though the 7.8-metre single-detached dwellings are situated on through lots, that have frontages along the street and parking along the laneways.

**Section 3.2.3.3 - Housing**

**a) Single-Detached, Semi-Detached and Duplex housing should:**

- i. Front onto open space wherever possible;**
- ii. Have higher quality landscaping and architectural features than other buildings in the neighbourhood if flanking an arterial or open space edge;**
- iii. Have garages that are either side drive attached, side drive detached, attached recessed or attached flush to the main building**
- iv. Have garages that do not occupy more than 50% of the main building wall; and**
- v. Be consistent with the placement and character of the surrounding built form where an infill development**

The 8.4-metre single-detached dwellings and the 7.8-metre single-detached dwelling along Street 'D' face the stormwater management facility and park. The entirety of the

subdivision will be constructed with high quality architectural features and will be landscaped appropriately. Nonetheless, the homes neighbouring open space edges such as the stormwater management facility and park block will receive greater attention to detail.

The typical single-detached dwellings be one to two-storeys and will contain double car garages, that will not occupy more than 50% of the main building wall.

The 7.8-metre single-detached dwellings will be two-storeys and will not contain a garage, rather, will have parking along a rear lane.

The 8.4-metre single-detached dwellings will be two-storeys and will not contain a garage, rather parking along the side of the dwelling.

Though these dwellings differ, they are compatible and provide interest throughout the development. They will be consistent with the placement and character of the surrounding infill development-built forms.

**b) Townhouses and multiple-unit housing should:**

- i. Be aligned parallel to the street from which the principal entrance should be visible and accessible;**
- ii. Consider overall form, massing and proportions and the rhythm of major repetitive building elements and roof designs to create a street façade that is composed of a consistent and attractive variety of building elements; and**
- iii. Be consistent with the placement and character of the surrounding built form where an infill development**

The proposed townhouses and apartment building will be aligned parallel to the street with entrances both visible and accessible.

All street townhouses that line the exterior of the proposed development to the north and east will be two-storeys, while the interior townhouses and stacked townhouses to the west will be three-storeys.

To the northwest of the site, the apartment building is proposed to be 6-storeys, with 8 blocks of semi-detached dwellings situated behind. The apartment building will have both underground and surface parking, and the semi-detached dwellings will share the surface parking lot.

The subdivision features a diverse range of building heights, strategically located to maintain a consistent rhythm and visual flow. This intentional placement ensures a harmonious balance between variety and cohesion throughout the development. Each

type of unit boasts unique designs, enhancing visual interest and contributing to the overall diversity of the neighborhood.

### Section 3.13 – Parks and Open Space

Section 3.13 of the Official Plan sets out the policy direction for Parks and Open Space in the City. A 0.117-hectare park will be provided for future residents and surrounding neighbours. The remaining dedication will be provided by way of cash-in-lieu of parkland dedication.

Policy 3.13.3 encourages the provision of linkages to integrate natural resource features into the Parks and Open Space system. In accordance with this policy, the proposed park location is contiguous with the stormwater management facility to provide for a large, integrated open space with the opportunity for a multi-use trail.

### **SECTION 4 – NATURAL HERITAGE**

Schedule B of the City's Official Plan delineates the Environmental Protection and Environmental Conservation Areas within the City as well as streams and fish habitat. Schedule B identifies that the subject lands are in close proximity to both an Environmental Protection Area and Environmental Conservation Area.

The specific policies under Section 4 promote the long-term protection and enhancement of Natural Heritage features or their functions. Section 4.1.2 requires that appropriate studies must be completed prior to significant development to ensure that the development does not negatively impact any Natural Heritage features or areas. Per Policy 4.3.1 f), an Environmental Impact Study is required for all new development proposals for adjacent lands within 50-metres of lands designated as Environmental Conservation to demonstrate there are no negative impacts on any surrounding features. Though the draft plan maintains a minimum of 50-metre setback from all Significant Woodlands and Provincially Significant Wetlands, an Environmental Impact Study was prepared, and concluded that there are no negative impacts.

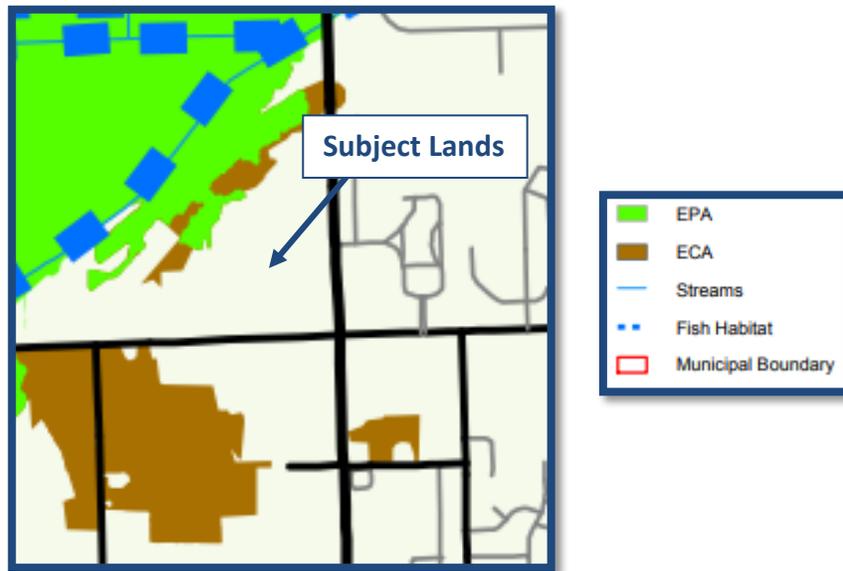


Figure 15 - Excerpt from City of Port Colborne Zoning By-law Schedule A8

## SECTION 7 – CULTURAL HERITAGE

### Section 7.3 - Archaeological Resources

As required by Section 7.3 of the Official Plan, a combined Stage 1-2 Archeological Assessment of the subject lands was undertaken by Detritus Consulting due to their potential for archeological discovery. During the Stage 2 Assessment of the Study Area, it was concluded that the northwestern corner of the site requires a Stage 3 Archeological Assessment. This further archaeological work assesses the cultural heritage value or interest of the archaeological site identified during the Stage 2 Assessment, and will determine whether it has been sufficiently documented or if further measures are required to protect or document the site fully. This work is currently underway.

## SECTION 8 – SERVICING AND STORMWATER MANAGEMENT

### Section 8.1 - Water and Sanitary Servicing

The servicing requirements for lands within the Urban Boundary are outlined under Section 8.1.1 of the Official Plan.

Policy 8.1.1 a) requires that new development in the Urban Area is required to be on municipal water and sanitary services. The proposed development will be connected into the municipal water and sanitary systems.

Policy 8.1.1 d) states that, developers must provide appropriate water and sanitary systems for there site, and where necessary, such systems must be connected into City mains. The servicing strategy for the proposed development is outlined in the Functional Servicing Report submitted with the subject applications. New water and sanitary infrastructure will be installed for the development, which will be connected into existing City infrastructure. Policy 8.1.1 d) further states that the City will obtain a Subdivider or Site Plan Agreement related to services, standards, specifications, levies etc. Accordingly, the developer is required to enter into a Subdivision Agreement with the City in which servicing obligations and requirements are formally established.

### Section 8.2 - Stormwater Management

Stormwater management requirements are outlined in Section 8.2 of the City's Official Plan.

Policy 8.2 a) states that stormwater must be managed on-site and must not have any adverse impact to neighbouring properties or the drainage patterns of the surrounding area. A stormwater management facility is proposed for the development which will provide quantity and quality controls which ensures that surrounding lands will not be negatively impacted. This facility will be appropriately sized to provide these controls for the future development lands to the north.

Policy 8.2 b) establishes that a stormwater management plan, prepared and signed by a professional engineer may be required for development applications. A preliminary Stormwater Management Plan is included in the Functional Servicing Report prepared by Upper Canada Consultants has been submitted with this application. A more detailed Functional Servicing Report and Stormwater Management Plan will be prepared through the detailed engineering design phase.

Policy 8.2 c) states that stormwater management facilities are not permitted in Natural Heritage Features, key hydrological features or required buffer zones, except where otherwise permitted in the Official Plan. The proposed stormwater management facility is not located within any Natural Heritage features or their buffer area.

Policy 8.2 d) states that combined storm and sanitary sewers are not permitted. The proposed development will be serviced with separate storm and sanitary sewers.

#### *Section 8.2.1 – Design Guidelines*

Section 8.2.1 of the Official Plan sets out the design guidelines for Stormwater Management (SWM) Facilities.

Policy 8.2.1 a) states that SWM Facilities should be designed to be visual features within the community and integrated into the Subdivision design. Policy 8.2.1 c) further provides that where possible, SWM Facilities should be designed to appear contiguous with natural areas and watercourses. The proposed SWM block has been located along the western portion of the subject lands, east of Street 'A' and Block 75. Rather than being contiguous with natural areas and/or a watercourse, it acts as an aesthetic area that abuts the existing single residential dwellings along Barrick Road. The SWM block will add beauty and greenery to the area, and the proposed park will abut the pond, extending the greenspace to provide visually appealing views. Overall, this SWM facility provides a large open space area that acts as an overall visual feature for the development, as encouraged in the Official Plan.

## **SECTION 9 – TRANSPORTATION AND PUBLIC UTILITIES**

### Section 9.1 - Transportation

The City's Transportation Policies are outlined in Section 9.1 of the Official Plan.

#### *Section 9.1.1 – Walking, Cycling and Transit*

The specific policies under Section 9.1.1 encourage the provision of a multi-modal transportation system to reduce automotive reliance. The proposed development, and proximity to existing commercial uses to the south of the lands increase the feasibility of non-automotive transportation modes. To add, there is a bus stop at the corner of Barrick Road and West Side Road.

#### *Section 9.1.2 – Road Policies*

Per Section 9.1.2, there are six (6) road classifications within the City of Port Colborne. The proposed roads within the subdivision fall within the Local and Laneway classifications.

The local roadways are proposed to be 18-20-metres in width, while the laneways are to be 10-12-metres. These roads create a grid pattern and will be tree lined with native species where possible.

## CITY OF PORT COLBORNE COMPREHENSIVE ZONING BY-LAW 6575/30/18

As shown in **Figure 16** below, the subject lands are zoned Residential Development (RD). The RD Zone generally acts as a placeholder for lands that are designated for residential development, until a development and Planning Act application is made.

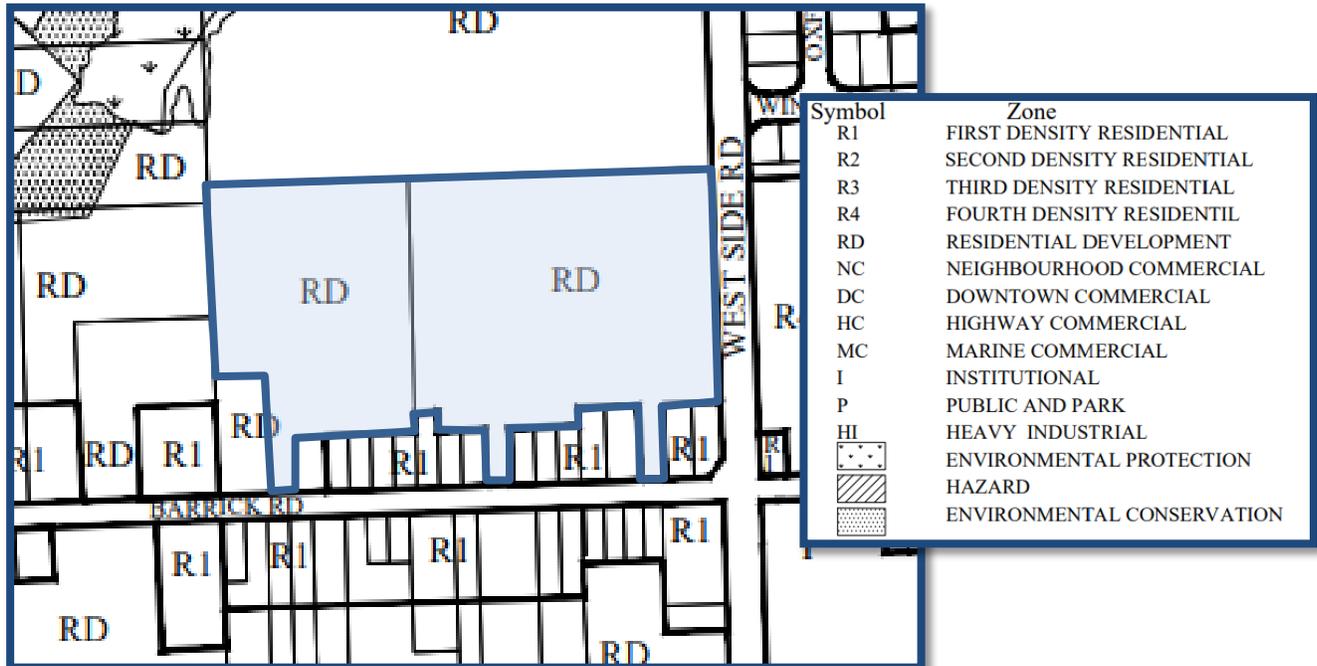


Figure 16 - Excerpt from City of Port Colborne Zoning By-law Schedule A8

Previously, the parcel on the west was subject to development applications, which have been noted earlier on in this report. In 2021, a Zoning By-law was passed, to rezone the severed parcel along Barrick Road as First Density Residential (R1) and the remnant parcel, which is part of this proposed development, as a site-specific Residential Development – Holding (RD-65-H) zone. This is shown in **Figure 17**.

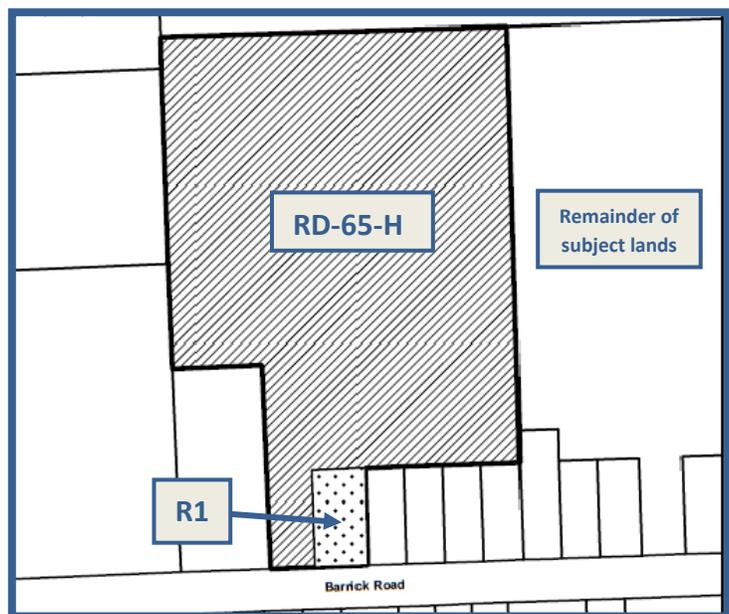


Figure 17 – Schedule A of By-law 2021-214

The Holding provision must be removed before any permitted uses can occur. Removal of the Holding (H) provision was said to only occur once the Council of the City of Port Colborne adopts a Secondary Plan to be prepared by the property owner. Appropriate studies including, but not limited to the following are required: Planning Justification Report; Archaeological Assessment(s); Urban Design Brief; Noise Study; Functional Servicing Report; Stormwater Management Report; Environmental Impact Study; Conceptual Streetscape/Landscape Plans; Phasing.

As per discussions with City staff, the Official Plan Amendment is proposed in lieu of a Secondary Plan. An Enhanced Official Plan Amendment has been prepared and included at the beginning of this report.

To facilitate the proposed uses within the Draft Plan of Subdivision, a Zoning By-law Amendment application has been submitted to rezone the lands to two different Site-Specific Second Density Residential (R2-XX) Zone, Site-Specific Third Density Residential (R3-XX) Zone, and Site-Specific Fourth Density Residential (R4-XX) Zone. This is shown in Schedule 'A' of the proposed Zoning By-law Amendment, that is included as **Figure 18**, and **Appendix IV**. **Appendix V** further illustrates how the Zoning By-law Amendments for several of the dwelling types have been determined.

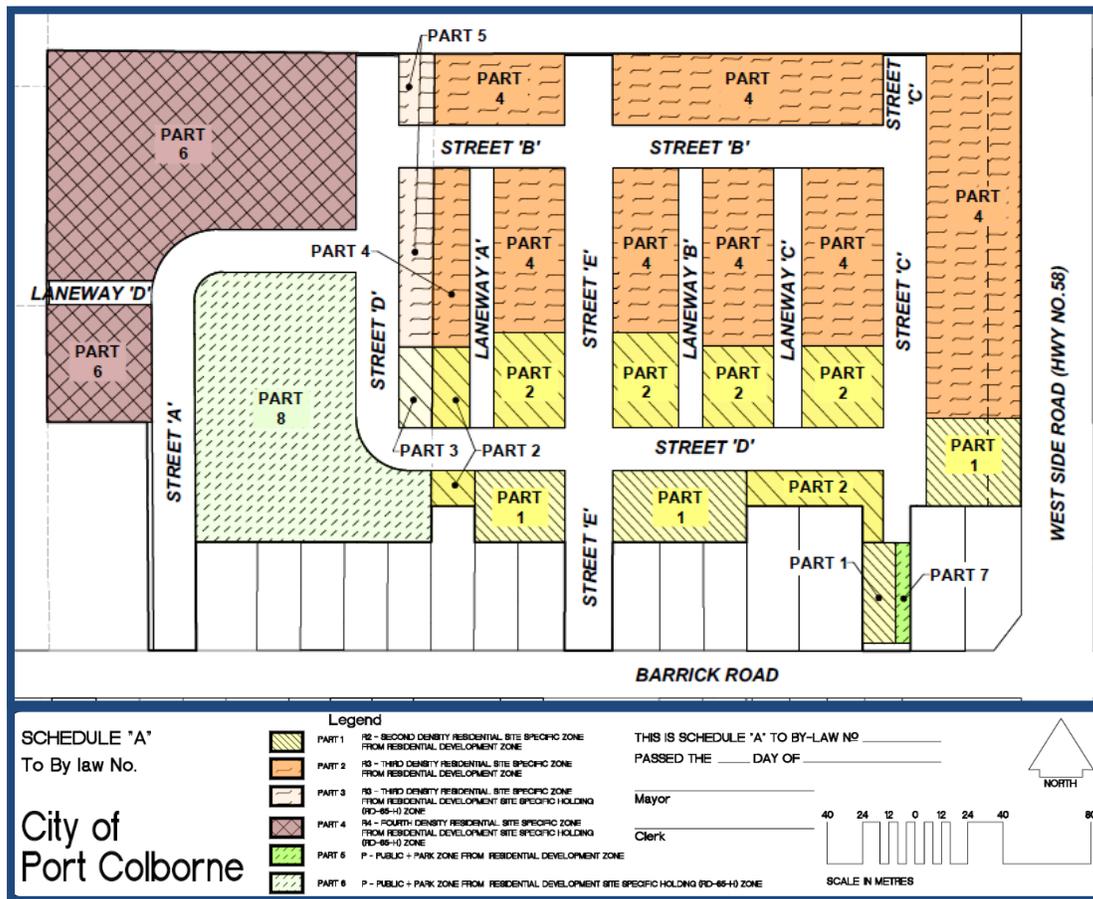


Figure 18 – Draft Zoning By-law Schedule 'A'

An overview of the proposed zoning categories is provided on the following pages:

### **PART 1, 2 and 3 - Site-Specific Second Density Residential Zone (R2-XX)**

The Part 1 Second Density Residential (R2) Zone permits single-detached dwellings, semi-detached dwellings, and duplex dwellings. This zoning category is relatively consistent with the existing Second Density Residential (R2) Zone.

The Part 2 and 3 Second Density Residential (R2) Zone is specific to the proposed 7.8-metre and 8.4-metre single-detached dwellings, as these units require more compact zoning provisions that are not to be permitted for the other Second Density Residential (R2) Zone lots.

The proposed single-detached lots are contained on the south side of the subject lands in order to compliment and be consistent with the existing single-detached dwellings, with typical single-detached dwellings primarily being situated adjacent to the existing dwellings that are zoned First Density Residential (R1) Zone, to provide conformity to the existing lotting fabric.

The proposed 7.8-metre and 8.4-metre Single-Detached Dwellings are defined below;

*7.8-m Single-Detached Dwellings (Lot 13-23):* A “7.8-m single-detached dwelling” refers to a residential dwelling that shares the fundamental characteristics of a typical single-family dwelling, but is intentionally designed to have a smaller footprint. It can be characterized by its cozy and compact layout that still provides the individuality of a standalone dwelling unit. The smaller footprint is conducive to a simpler and more manageable lifestyle for any demographic, making it an attractive choice for those seeking a comfortable and compact residential setting.

*8.4-m Single-Detached Dwellings (Lot 24-53):* A “8.4-m single-detached dwelling” refers to a residential dwelling that shares the fundamental characteristics of a typical single-family dwelling, but is intentionally designed to be more compact in size and is positioned on smaller lots in a back-to-back configuration with other like dwellings.

The back-to-back arrangement optimizes land use efficiency while preserving the individuality of each dwelling, offering a balance between a smaller footprint and maintaining the essential characteristics of the dwelling. This configuration is appealing for the creation of a more efficient and community-oriented living environment.

Regulations for detached dwellings are outlined in Section 6.3 of the Zoning By-law. An overview of conformity to the applicable zoning provisions for the proposed single-detached dwellings is provided in **Table 2**.

#### **PART 4 and 5 - Site-Specific Third Density Residential Zone (R3-XX)**

The Third Density Residential (R3) Zone permits a variety of dwelling types ranging from single-detached to street-townhouse dwelling. Of these permitted uses, semi-detached dwellings and street townhouses within the proposed development are requested to be zoned R3 Zone. Additional permitted uses are requested, which include; live/work street townhouses, and back-to-back townhouses. These uses are defined below:

*Back-to-Back Townhouse Dwellings (Block 65-70):* A "back-to-back townhouse" refer to a type of residential housing where individual townhouse units are arranged in a linear configuration, sharing a common side and rear wall. Unlike traditional townhouses, which are solely connected side-by-side, back-to-back townhouses are aligned in a way that the rear of one unit directly faces the rear of another unit as well. Each townhouse in this configuration has its own entrance, creating individual living spaces within a more compact layout, optimizing efficiency.

*Live/Work Street Townhouse Dwellings (Block 71-74):* "Live/work street townhouses" are type of residential and commercial hybrid space where individual townhouse units are designed to accommodate both living and working functions. This arrangement aims to promote a convenient and integrated lifestyle, where individuals can live in a comfortable home setting while having the option to run a business or practice a profession in the same space.

An overview of conformity to the applicable zoning provisions for the proposed uses are provided in **Table 4**.

#### **PART 6 - Site-Specific Fourth Density Residential Zone (R4-XX)**

The Fourth Density Residential (R4) Zone permits uses ranging from single-detached dwellings to apartment buildings. The proposed apartment building and semi-detached dwellings within Block 60 are proposed to be zoned as Fourth Density Residential (R4) Zone. It is requested that stacked townhouses within Block 75 be added to permitted uses. The stacked townhouses can be defined as;

*Stacked Townhouse Dwellings (Block 75):* "Stacked townhouses" are a style of residential housing where individual townhouse units are vertically stacked on top of each other. Each unit has its own separate entrance and living space, and the stacking allows for efficient land use. These units share common walls between adjacent units, and offer a balance between the privacy of a traditional townhouse and the vertical efficiency of an apartment or condominium.

Regulations for the semi-detached dwelling units are those of the Second Density Residential (R2) zone as per Section 8.9 of the Zoning By-law, while regulations for the apartment building are outlined in Section 8.7. An overview of conformity to the applicable zoning provisions for the

proposed semi-detached dwellings, apartment dwellings and stacked townhouse dwellings is provided in **Table 5**.

#### **PART 7 and 8 - Public and Park Zone (P)**

The proposed Park (Block 77) and Stormwater Management Facility (Block 78) are proposed to be zoned as Public and Park (P) Zone which permits and regulates a range of community-related uses. The Stormwater Management Facility is to be considered as a permitted use within this zoning category. An overview of conformity is provided in **Table 6**.

**Part 1 - Site-Specific Second Density Residential Zone (R2-XX)**

- Single-Detached Dwellings (Lots 1-12)

<b>Table 2 – Zoning Compliance for R2-XX</b>			
<b>Section 2 General Provisions</b>			
<b>Section 2.19 Permitted Encroachments</b>			
<b>Section 2.19.1 General Structures</b>			
<b>Structure Type</b>	<b>Yard Permitted</b>	<b>Required Setback from Lot Line</b>	<b>Proposed</b>
Uncovered Stairs or Ramps to First Storey	All	0.5 m	No Change
Fire Escapes & Exterior Staircases	Interior Side Yard Corner Side Yard Rear Yard	1.2 m	No Change
<b>Height of Deck or Platform</b>	<b>Provision</b>	<b>Required</b>	<b>Proposed</b>
Deck or Platform Encroachment (Height above ground floor level to 0.61m)	Minimum setback from corner side lot line	3.0 m	<b>2.0 m</b>
	Minimum setback from interior side lot line	Required interior side yard of principal dwelling	No Change
	Minimum setback from rear lot line	1.6 m	No Change
	Minimum setback from front lot line	3.0 m	No Change
Deck or Platform Encroachment (More than 0.61m but less than 1.2m)	Minimum setback from corner side lot line	3.0 m	<b>2.0 m</b>
	Minimum setback from interior side lot line	Required interior side yard of principal dwelling	No Change
	Minimum setback from rear lot line	3.0 m	No Change
	Minimum setback from front lot line	3.0 m	No Change
Deck or Platform Encroachment (1.2m or greater)	Minimum setback from corner side lot line	Required corner yard of principal building	No Change
	Minimum setback from interior side lot line	Required interior side yard of principal dwelling	No Change
	Minimum setback from rear lot line	4.5 m	No Change

	Minimum setback from front lot line	Required corner yard of principal building	No Change
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Section 3 Parking Provisions		
Section 3.1.1 Parking Space Requirements for Residential Uses		
Provision	Required	Proposed
Dwelling, Detached	1 per unit	No Change 2 per unit (surface & garage)
Section 3.2 Parking Space Dimensions		
Provision	Required	Proposed
Standard Parking Space	2.6 m x 5.2 m	2.6 m x 5.2
Standard Parking Space Obstructed on Two Sides	3.5 m x 5.2 m	<b>3.0 m x 5.2 m</b>
Standard Parking Spaces Obstructed on One Side	3.0 m x 5.2 m	3.0 m x 5.2 m
Section 3.5 Parking Area		
Provision	Required	Proposed
On a residential lot with 4 or fewer dwelling units;		
Maximum Parking Area Coverage	50%	No Change
Maximum Width	7.5 m or 50% of the lot frontage, whichever is less	No Change

Section 6 Second Density Residential (R2) Zone		
Section 6.2 – Permitted Uses		
Dwelling, Detached; Dwelling, Duplex; Dwelling, Semi-detached; and uses, structures and buildings accessory thereto	Dwelling, Detached	
Section 6.3 – Zone Requirements - Dwelling, Detached (Lot 1-12)		
Provision	Required	Proposed
Minimum Lot Frontage	12.0 m	<b>10.0 m</b>
Minimum Lot Frontage – Corner Lot	15.0 m	<b>14.25 m</b>
Minimum Lot Area	0.04 ha	<b>0.03 ha</b>
Minimum Front Yard	6.5 m	<b>4.5 m to dwelling   6.0 m to garage</b>
Minimum Interior Side Yard	1.0 m	No Change
Minimum Corner Side Yard	3.5 m	<b>2.0 m</b>
Minimum Rear Yard	6.0 m	No Change
Maximum Lot Coverage	50%	No Change
Maximum Height	11.0 m	No Change

Minimum Landscaped Area	25%	No Change
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**PART 2 and 3 - Site-Specific Second Density Residential Zone (R2-XX)**

- 7.8-metre Single-Detached Dwellings (Lots 13-23);
- 8.4-metre Single-Detached Dwellings (Lots 24-53)

<b>Table 3 – Zoning Compliance for R2-XX</b>			
<b>Section 2 General Provisions</b>			
<b>Section 2.19 Permitted Encroachments</b>			
<b>Section 2.19.1 General Structures</b>			
<b>Structure Type</b>	<b>Yard Permitted</b>	<b>Required Setback from Lot Line</b>	<b>Proposed</b>
Uncovered Stairs or Ramps to First Storey	All	0.5 m	No Change
Fire Escapes & Exterior Staircases	Interior Side Yard Corner Side Yard Rear Yard	1.2 m	No Change
<b>Height of Deck or Platform</b>	<b>Provision</b>	<b>Required</b>	<b>Proposed</b>
Deck or Platform Encroachment (Height above ground floor level to 0.61m)	Minimum setback from corner side lot line	3.0 m	<b>1.6 m</b>
	Minimum setback from interior side lot line	Required interior side yard of principal dwelling	No Change
	Minimum setback from rear lot line	1.6 m	No Change
	Minimum setback from front lot line	3.0 m	<b>1.5 m</b>
Deck or Platform Encroachment (More than 0.61m but less than 1.2m)	Minimum setback from corner side lot line	3.0 m	<b>1.6 m</b>
	Minimum setback from interior side lot line	Required interior side yard of principal dwelling	No Change
	Minimum setback from rear lot line	3.0 m	<b>1.6 m</b>
	Minimum setback from front lot line	3.0 m	<b>1.5 m</b>
Deck or Platform Encroachment (1.2m or greater)	Minimum setback from corner side lot line	Required corner yard of principal building	No Change
	Minimum setback from interior side lot line	Required interior side yard of principal dwelling	No Change
	Minimum setback from rear lot line	4.5 m	<b>2.0 m</b>

	Minimum setback from front lot line	Required corner yard of principal building	<b>1.0 m</b>
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<b>Section 3 Parking Provisions</b>		
<b>Section 3.1.1 Parking Space Requirements for Residential Uses</b>		
<b>Provision</b>	<b>Required</b>	<b>Proposed</b>
Dwelling, 7.8-m Detached;	1 per unit	<b>1 per unit</b>
Dwelling, 8.4-m Detached;	1 per unit	<b>1 per unit</b>
<b>Section 3.2 Parking Space Dimensions</b>		
<b>Provision</b>	<b>Required</b>	<b>Proposed</b>
Standard Parking Space	2.6 m x 5.2 m	2.6 m x 5.2
Standard Parking Space Obstructed on Two Sides	3.5 m x 5.2 m	<b>3.0 m x 5.2 m</b>
Standard Parking Spaces Obstructed on One Side	3.0 m x 5.2 m	3.0 m x 5.2 m
<b>Section 3.5 Parking Area</b>		
<b>Provision</b>	<b>Required</b>	<b>Proposed</b>
<b>On a residential lot with 4 or fewer dwelling units;</b>		
Maximum Parking Area Coverage	50%	No Change
Maximum Width	7.5 m or 50% of the lot frontage, whichever is less	<b>Delete</b>

<b>Addition – Zone Requirements – Dwelling, 7.8-m Detached (Lot 13-23)</b>	
<b>Provision</b>	<b>Proposed</b>
Minimum Lot Frontage	<b>7.8 m interior 8.9 m corner</b>
Minimum Lot Area	<b>215 m<sup>2</sup></b>
Minimum Front Yard	<b>3.0 m to dwelling</b>
Minimum Interior Side Yard	<b>0.6 m on one side   1.2 m on other</b>
Minimum Corner Side Yard	<b>2.0 m</b>
Minimum Rear Yard	<b>7.0 m</b>
Maximum Lot Coverage	<b>50%</b>
Maximum Height	<b>11 m</b>

<b>Addition – Zone Requirements – Dwelling, 8.4-m Detached (Lot 24-53)</b>	
<b>Provision</b>	<b>Proposed</b>
Minimum Lot Frontage	<b>8.4 m interior 9.4 m corner</b>
Minimum Lot Area	<b>125 m<sup>2</sup></b>
Minimum Front Yard	<b>3.0 m to dwelling</b>

Minimum Interior Side Yard	<b>0.6 m on one side   1.2 m on other side; 3.0 m if no attached garage</b>
Minimum Corner Side Yard	<b>1.6 m</b>
Minimum Rear Yard	<b>4.0 m   2.60 m for corner lot</b>
Maximum Lot Coverage	<b>50%</b>
Maximum Height	<b>11 m</b>

**PART 4 and 5 - Third Density Residential (R3) Zone**

- 7.8-metre and 8.4-metre Single-Detached Dwellings (Lots 13-23, 24-53, respectively);
- Semi-Detached Dwellings (Block 64);
- Street Townhouses (Blocks 54-63);
- Back-to-Back Townhouses (Block 65-70);
- Live/Work Street Townhouses (Blocks 71-74)

<b>Table 4 – Zoning Compliance for R3-XX</b>		
<b>Section 2 General Provisions</b>		
<b>Section 2.8 Accessory Buildings</b>		
<b>Section 2.8.1 General Provisions</b>		
<b>Provision</b>	<b>Required</b>	<b>Proposed</b>
Minimum Interior Side Yard	1.0 m 0 m common wall	No Change
Minimum Corner Side Yard	4.5 m	No Change
Minimum Rear Yard Setback	1.0 m	No Change
Maximum Height	6.0 m	No Change
Maximum Lot Coverage	10%	<b>15%</b>
<b>Section 2.9 Accessory Uses to a Dwelling</b>		
<b>Section 2.9.2 Home Based Business</b>		
Notwithstanding any other provisions of this By-law, a home-based business is permitted within a dwelling unit in any zone subject to the following;		
i. The home-based business shall be clearly secondary to the main residential use and shall not change the residential character of the dwelling		No Change
ii. The home occupation may be located within the dwelling unit or private garage, carport or accessory building or structure provided that the accessory building complies with section 2.8 and the combined floor area of the home-based business in both the dwelling unit and accessory building does not exceed the maximum floor area as described in section 2.9.2(iii)		No Change
iii. The use occupies a maximum floor area of 25% of the total dwelling unit floor area to a maximum of 23 square metres whichever is less		<b>Maximum of 50% of the total dwelling unit floor area</b>
iv. The home-based business shall be conducted by a person(s) residing in the dwelling and may include one non-resident employee		No Change
v. No manufacturing activity involving the processing of raw or semi-processed materials shall be carried out in conjunction with a home-based business except for the fabrication of handmade goods or crafts associated with an artisan studio, home bakery, catering or home sewing		No Change

establishment. The assembly of fully processed goods shall be permitted and shall only occur within the dwelling units.	
vi. There shall be no exterior structural alterations or separate entrances to the dwelling unit for the home-based business	<b>Separate entrance for the dwelling and the home-based business</b>
vii. There shall be no outside storage associated with the home-based business	No Change
viii. The home-based business shall not create or become a public nuisance in regard to persistent noise, odour, vibration, dust, light or glare, traffic generated or parking, nor shall it cause electrical interference or interference with telephone, television, radio or satellite equipment	No Change
ix. Unless otherwise stated, not more than 2 clients or customers of the home-based business shall be present at any time on the lot occupied by the dwelling unit	No Change
a. Where a home-based business is present, and in addition to the parking provision of this By-law, the following special parking regulations are applicable: <ul style="list-style-type: none"> <li>i. One off-street parking space shall be provided on the lot occupied by the dwelling unit in addition to the minimum parking area required by the dwelling unit.</li> <li>ii. Parking or storage of vehicles for the home-based business shall be prohibited in any required yard except on a driveway that has been graded and gravelled or surfaced with concrete, asphalt, crushed stone or other hard surface, dustless material.</li> <li>iii. On-site parking spaces may be stacked</li> </ul>	<b>On-street parking is permitted</b>

### Section 2.19 Permitted Encroachments

#### Section 2.19.1 General Structures

Structure Type	Yard Permitted	Required Setback from Lot Line	Proposed
Uncovered Stairs or Ramps to First Storey	All	0.5 m	No Change
Fire Escapes & Exterior Staircases	Interior Side Yard Corner Side Yard Rear Yard	1.2 m	No Change
Height of Deck or Platform	Provision	Required	Proposed
Deck or Platform Encroachment (Height above ground floor level to 0.61m)	Minimum setback from corner side lot line	3.0 m	<b>2.0 m</b>
	Minimum setback from interior side lot line	Required interior side yard of principal dwelling	No Change
	Minimum setback from rear lot line	1.6 m	No Change
	Minimum setback from front lot line	3.0 m	<b>1.5 m</b>

Deck or Platform Encroachment (More than 0.61m but less than 1.2m)	Minimum setback from corner side lot line	3.0 m	<b>2.0 m</b>
	Minimum setback from interior side lot line	Required interior side yard of principal dwelling	No Change
	Minimum setback from rear lot line	3.0 m	<b>1.6 m</b>
	Minimum setback from front lot line	3.0 m	<b>1.5 m</b>
Deck or Platform Encroachment (1.2m or greater)	Minimum setback from corner side lot line	Required corner yard of principal building	No Change
	Minimum setback from interior side lot line	Required interior side yard of principal dwelling	No Change
	Minimum setback from rear lot line	4.5 m	<b>2m</b>
	Minimum setback from front lot line	Required corner yard of principal building	<b>1m</b>

### Section 3

#### Parking Provisions

##### Section 3.1.1 Parking Space Requirements for Residential Uses

Provision	Required	Proposed
Dwelling, Semi-Detached; Townhouse, Street; <b>Dwelling, 7.8-m Single-Detached;</b> <b>Dwelling, 8.4-m Single-Detached;</b> <b>Townhouse, Back-to-Back;</b> <b>Townhouse, Live/Work</b>	1 per unit	No Change; No Change; <b>1 per unit;</b> <b>1 per unit;</b> <b>1 per unit;</b> <b>1 per unit</b>

##### Section 3.2 Parking Space Dimensions

Provision	Required	Proposed
Standard Parking Space	2.6 m x 5.2 m	No Change
Standard Parking Space Obstructed on Two Sides	3.5 m x 5.2 m	<b>3.0 m x 5.2 m</b>
Standard Parking Spaces Obstructed on One Side	3.0 m x 5.2 m	No Change

##### Section 3.5 Parking Area

Provision	Required	Proposed
<b>On a residential lot with 4 or fewer dwelling units;</b>		
Maximum Parking Area Coverage	50%	No Change
Maximum Width	7.5 m or 50% of the lot frontage, whichever is less	<b>Delete</b>

### Section 7

#### Third Density Residential (R3) Zone

##### Section 7.2 – Permitted Uses

Dwelling, Detached; Dwelling, Semi-detached; Dwelling, Duplex; Dwelling, Triplex; Dwelling, Fourplex; Townhouse, Block; Townhouse, Street; and Uses, structures and buildings accessory thereto	Dwelling, Semi-Detached; Townhouse, Street; <b>Dwelling, 7.8-m Single-Detached;</b> <b>Dwelling, 8.4-m Single-Detached;</b> <b>Townhouse, Back-to-Back;</b> <b>Townhouse, Live/Work</b>
--	--

**Permitted Uses:**

<b>Section 7.3 – Zone Requirements – <u>Dwelling, Semi-Detached (Block 64)</u></b>		
<b>Provision</b>	<b>Required</b>	<b>Proposed</b>
Minimum Lot Frontage	18.0 m	<b>16.5 m</b>
Minimum Lot Area	0.05 ha	No Change
Minimum Front Yard	6.5 m	<b>4.5 m to dwelling   6.0 m to garage</b>
Minimum Interior Side Yard	1.2 m	No Change
Minimum Corner Side Yard	3.0 m	<b>2.0 m</b>
Minimum Rear Yard	6.0 m	<b>5.0 m</b>
Maximum Lot Coverage	50%	<b>50%</b>
Maximum Height	11.0 m	No Change
Minimum Landscaped Area	25%	No Change
Common walls shall be centred on the common lot line.		
There is no minimum interior side yard and/or rear yard for common walls		

<b>Section 7.8 – Zone Requirements – <u>Townhouse, Street (Blocks 54-63)</u></b>		
<b>Provision</b>	<b>Required</b>	<b>Proposed</b>
Minimum Lot Frontage Per Unit	6.0 m	<b>5.5 m</b>
Minimum Lot Area	0.02 ha	<b>0.016 ha</b>
Minimum Front Yard	7.5 m	<b>4.5 m to dwelling   6.0 m to garage</b>
Minimum Interior Side Yard	3.0 m	<b>1.2 m</b>
Minimum Corner Side Yard	4.5 m	<b>2.0 m</b>
Minimum Rear Yard	6.0 m	<b>5.0 m</b>
Maximum Height	11.0 m	No Change
Minimum Landscaped Area	25%	No Change
A 3-metre landscape buffer shall be required when a Townhouse development abuts the boundary of the Residential First Density, Residential Second Density or Residential Third Density Zone		<b>1.2 m</b>
Common walls shall be centred on the common lot line.		
There is no minimum interior side yard and/or rear yard for common walls		

<b>Addition – Zone Requirements – Townhouse, Back-to-Back (Block 65-70)</b>	
<b>Provision</b>	<b>Proposed</b>
Minimum Lot Frontage	<b>5.8 m</b>
Minimum Lot Area	<b>85 m<sup>2</sup></b>
Minimum Front Yard	<b>4.5 m to dwelling   6.0 m to garage</b>
Minimum Interior Side Yard	<b>1.2 m</b>
Minimum Corner Side Yard	<b>2.0 m</b>
Minimum Rear Yard	<b>N/A</b>
Maximum Height	<b>14.0 m</b>
Minimum Landscaped Area	<b>15%</b>
A 3-metre landscape buffer shall be required when a Townhouse development abuts the boundary of the Residential First Density, Residential Second Density or Residential Third Density Zone	<b>1.2m</b>
Common walls shall be centred on the common lot line.	
There is no minimum interior side yard and/or rear yard for common walls	

<b>Addition – Zone Requirements – Townhouse, Live/Work (Block 55-58)</b>	
<b>Provision</b>	<b>Proposed</b>
Minimum Lot Frontage	<b>5.5 m</b>
Minimum Lot Area	<b>150 m<sup>2</sup></b>
Minimum Front Yard	<b>3.0 to dwelling</b>
Minimum Interior Side Yard	<b>1.2 m</b>
Minimum Corner Side Yard	<b>4.4 m</b>
Minimum Rear Yard	<b>12.0 m</b>
Maximum Height	<b>14.0 m</b>
Minimum Landscaped Area	<b>25%</b>
A 3-metre landscape buffer shall be required when a Townhouse development abuts the boundary of the Residential First Density, Residential Second Density or Residential Third Density Zone	<b>1.2m</b>
Common walls shall be centred on the common lot line.	
There is no minimum interior side yard and/or rear yard for common walls	

## PART 6 - Fourth Density Residential (R4) Zone

- Semi-Detached Dwellings (Block 76);
- Stacked Townhouses (Block 75);
- Apartment Building (Block 76)

<b>Table 5 - Zoning Compliance for R4-XX</b>				
<b>Section 3 Parking Provisions</b>				
<b>Section 3.1.1 Parking Space Requirements for Residential Uses</b>				
<b>Provision</b>	<b>Required</b>		<b>Proposed</b>	
Dwelling, Semi-Detached Apartment Building <b>Townhouse, Stacked</b>	1 space/unit = 16 1.25 spaces/unit = 208 1.25 space/unit = 15		No Change = 16 <b>1 spaces/unit = 166</b> <b>1.25 spaces/unit = 15</b>	
<b>Section 3.2 Parking Space Dimensions</b>				
<b>Provision</b>	<b>Required</b>		<b>Proposed</b>	
Standard Parking Space	2.6 m x 5.2 m		No Change	
Standard Parking Space Obstructed on Two Sides	3.5 m x 5.2 m		<b>3.0 m x 5.2 m</b>	
Standard Parking Spaces Obstructed on One Side	3.0 m x 5.2 m		No Change	
Accessible Space (Apartment)	3.7 m x 5.2 m		No Change	
Two (2) Accessible Spaces Side by Side (Apartment)	2.6 m x 5.2 m (2.6 m common space between accessible spaces)		No Change	
<b>Section 3.3 Assessible Parking</b>				
<b>Provision</b>	<b>Required</b>		<b>Proposed</b>	
1-25 Standard Spaces	1 Accessible Space		No Change	
151-200 Standard Spaces	7 Accessible Spaces		No Change	
<b>Section 3.11 Landscape Provisions for Parking Area</b>				
<b>Section 3.11.1 Landscape Buffer Provisions</b>				
<b>Provision</b>	<b>Parking Area with 5-20 Parking Spaces</b>	<b>Parking Area with 100 or Greater Parking Spaces</b>	<b>Proposed for 5-20 Parking Area</b>	<b>Proposed for Area with 100 or Greater Parking Spaces</b>
<b>Lot Line Abutting a Public Road</b>	3.0 m	6.0 m	N/A	<b>3.0 m</b>
<b>Lot Line Abutting a Residential, Institutional or Public and Park Zone</b>	3.0 m	4.0 m	No Change	<b>3.0 m</b>
<b>Section 3.11.2 Minimum Landscaped Open Space within Parking Area</b>				
a) A minimum landscaped open space equal to 10% of the parking area shall be required within all parking areas with 100 or more parking spaces				No Change
<b>Section 3.13 Bicycle Parking Spaces</b>				

Section 3.13.1 Required Bicycle Parking		
	Required	Proposed
Residential Buildings with 10 or more dwelling units	6 spaces + 1 for every additional 10 dwelling units above 20	No Change (stacked townhouses) No Change (apartment building)

Section 8 - Fourth Density Residential (R4) Zone	
Section 8.2 – Permitted Uses	
Dwelling, Detached; Dwelling, Semi-Detached; Dwelling, Duplex; Dwelling, Triplex; Dwelling, Fourplex; Dwelling, Townhouse Block; Apartment Buildings; Apartment Buildings, Public; Boarding or Lodging House; and Uses, structures and buildings accessory thereto	Dwelling, Semi-Detached Apartment Building <b>Dwelling, Stacked Townhouse</b>

**Permitted Uses:**

Section 8.7 – Zone Requirements – Apartment Building		
Provision	Required	Proposed
Minimum Lot Frontage	18.0 m	No Change
Minimum Lot Area	125 m <sup>2</sup>	No Change
Minimum Front Yard	9.0 m	<b>4.2 m</b>
Minimum Interior Side Yard	3.0 m	No Change
Minimum Corner Side Yard	7.5 m	<b>3.0 m</b>
Minimum Rear Yard	6.0 m	No Change
Maximum Lot Coverage	40%	No Change
Maximum Height	20 m	<b>23 m</b>
Minimum Landscaped Area	25%	No Change
Minimum Floor Area for a unit	50 m <sup>2</sup>	No Change

Section 8.9 – Zone Requirements – Dwelling, Semi-Detached (Block 76)		
Provision	Required	Proposed
Minimum Lot Frontage	18.0 m	<b>16.0 m</b>
Minimum Lot Area	0.05 ha	<b>0.04 ha</b>
Minimum Front Yard	6.6 m	<b>4.5 m to dwelling   6.0 m to garage</b>
Minimum Interior Side Yard	1.2 m	No Change
Minimum Corner Side Yard	3.0 m	No Change

Minimum Rear Yard	6.0 m	No Change
Maximum Lot Coverage	50%	No Change
Maximum Height	11.0 m	No Change
Minimum Landscaped Area	25%	No Change
Common walls shall be centred on the common lot line.		
There is no minimum interior side yard and/or rear yard for common walls		

**Additional Permitted Uses:**

<b><u>Addition</u> – Zone Requirements – <u>Dwelling, Stacked Townhouses (Block 75)</u></b>	
<b>Provision</b>	<b>Proposed</b>
Minimum Lot Frontage	<b>40 m</b>
Minimum Lot Area	<b>150 m<sup>2</sup></b>
Minimum Front Yard	<b>5.0 to dwelling</b>
Minimum Interior Side Yard	<b>2.0 m</b>
Minimum Corner Side Yard	<b>1.5 m</b>
Minimum Rear Yard	<b>24.0 m</b>
Maximum Lot Coverage	<b>50%</b>
Maximum Height	<b>14.0 m</b>
Minimum Landscaped Area	<b>25%</b>
A 3-metre landscape buffer shall be required when a Townhouse development abuts the boundary of the Residential First Density, Residential Second Density or Residential Third Density Zone	<b>1.2m</b>
Common walls shall be centred on the common lot line.	
There is no minimum interior side yard and/or rear yard for common walls	

**PART 7 and 8 - Park and Stormwater Management Facility Provisions**

<b>Table 6 – Zoning Compliance for P</b>		
<b>Section 32 Public and Park (P) Zone</b>		
<b>Section 32.2 – Permitted Uses</b>		
Cemetery; Community Garden; Conservation Use; Cultural Facility; Food Vehicle; Park; Public Use; Recreation Use; and Uses, structures and buildings accessory thereto		Park and Public Use (Park and Stormwater Management Facility)
<b>Section 32.3 – Zone Requirements</b>		
<b>Provision</b>	<b>Required</b>	<b>Proposed</b>
Minimum Lot Frontage	No Minimum	No Change
Minimum Lot Area	No Minimum	No Change
Minimum Front Yard	8 m	No Change
Minimum Lot Depth	No Minimum	No Change
Minimum Interior Side Yard	4.5 m or Half of The Height of The Building, Whichever Is Greater	No Change
Minimum Corner Side Yard	7.5 m	No Change
Minimum Rear Yard	7.5 m	No Change
Maximum Lot Coverage	20%	No Change
Maximum Height	No Maximum	No Change
Minimum Landscaped Open Space	30%	No Change

## **PLANNING POSITION**

Draft Plan of Subdivision, Official Plan Amendment and Zoning By-law Amendment applications have been submitted for lands known as 607 Barrick Road and unaddressed lands in the City of Port Colborne. The applications have been submitted to facilitate the development of the lands to create three hundred and eighty-five (385) residential dwelling units.

The Draft Plan of Subdivision proposes the creation of twelve (12) single-detached dwelling lots; eleven (11) 7.8-m single-detached dwelling lots; thirty (30) 8.4-m single-detached dwelling lots; ten (10) blocks of street townhouse dwellings with fifty-two (52) units; one (1) block of semi-detached dwellings consisting of two (2) units; six (6) blocks of back-to-back townhouse dwelling consisting of sixty-two (62) units; four (4) blocks of live/work street townhouse dwellings consisting of twenty-two (22) units; one (1) block of stacked townhouse dwellings consisting of twelve (12) units; one medium/high residential density block; six (6) storey apartment building containing one hundred and sixty-six (166) dwelling; eight (8) blocks of semi-detached dwellings, yielding sixteen (16) units; one (1) block for parkland; one (1) block for a stormwater management facility; three (3) Blocks for future development; one (1) Block for servicing and pedestrian access; four (4) Blocks for 0.3-metre reserves; *and* roadways.

The subject lands are located within the City of Port Colborne's Settlement Area and are further within a designated Greenfield area and designated Urban Residential. The lands are zoned site-specific Residential Development Holding (65-RD-H) Zone and Residential Development Zone. Provincial, Regional and local land use planning documents direct that these lands be developed to accommodate a range and mix of land uses and dwelling types through compact and efficient land use patterns to meet prescribed growth targets.

The Official Plan Amendment proposes increased densities and an Enhanced Official Plan Amendment that provides further planning direction for the subject lands. The Zoning By-law Amendment propose to amend the Zoning of the subject lands to site-specific Second Density Residential (R2-XX), site-specific Third Density Residential (R3-XX) and site-specific Fourth Density Residential (R4-XX).

Based on the above-analysis, it is my opinion that the applications comply with the *Planning Act*, are consistent with the Provincial Policy Statement, conform with the Growth Plan, Region of Niagara Official Plan and the City of Port Colborne Official Plan, represent good planning and should be supported.

The applications will facilitate a compatible and appropriate form of urban development, while contributing to the diversity and range of available housing options in the area. The proposed development intends to contribute to housing attainability by providing a wide variety of housing

forms, while being sensitive to the surrounding lands. This development utilizes underutilized lands and infrastructure, represents good planning and is in the public interest.

Upon review and analysis of applicable plans, policies and supporting documentation, it is the opinion of the undersigned that the applications satisfy the requirements of the *Planning Act*, are consistent with 2020 Provincial Policy Statement and conforms to the 2020 Growth Plan for the Greater Golden Horseshoe, 2022 Niagara Official Plan, and Town of Niagara-on-the-Lake Official Plan.

Prepared by,



Chelsea Liotta  
Planning Coordinator  
Upper Canada Consultants

Reviewed by,



William Heikoop, BURPI, MCIP, RPP  
Planning Manager  
Upper Canada Consultants

**Appendix I**  
**Draft Plan of Subdivision**

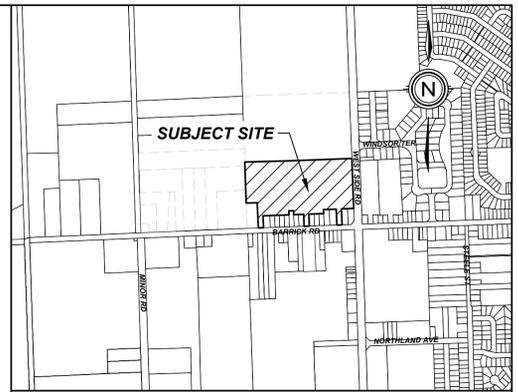


**LEGAL DESCRIPTION**

PART OF LOT 31,  
CONCESSION 3  
GEOGRAPHIC TOWNSHIP OF HUMBERSTONE  
CITY OF PORT COLBORNE  
REGIONAL MUNICIPALITY OF NIAGARA

# STONEBRIDGE VILLAGE

## CITY OF PORT COLBORNE



**KEY PLAN**  
N.T.S.

**DRAFT PLAN OF SUBDIVISION**

**OWNER'S CERTIFICATE**

BEING THE REGISTERED OWNER, I HEREBY AUTHORIZE UPPER CANADA CONSULTANTS TO PREPARE AND SUBMIT THIS DRAFT PLAN OF SUBDIVISION TO THE CITY OF PORT COLBORNE FOR APPROVAL.

*[Signature]*  
DREW TOTH  
ELEVATE FOURTH DEVELOPMENTS LTD.  
MAY 27 2024  
DATE

**SURVEYOR'S CERTIFICATE**

I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LANDS TO BE SUBDIVIDED ARE CORRECTLY SHOWN.

*[Signature]*  
HAROLD D. HYDE, O.L.S.  
RASCH & HYDE LTD.  
APRIL 5, 2024  
DATE

**REQUIREMENTS OF SECTION 51(17) OF THE PLANNING ACT**

- a) SEE PLAN
- b) SEE PLAN
- c) SEE PLAN
- d) SEE PLAN
- e) SEE PLAN
- f) SEE PLAN
- g) SEE PLAN
- h) MUNICIPAL WATER
- i) SILTY CLAY
- j) SEE PLAN
- k) FULL SERVICE
- l) SEE PLAN

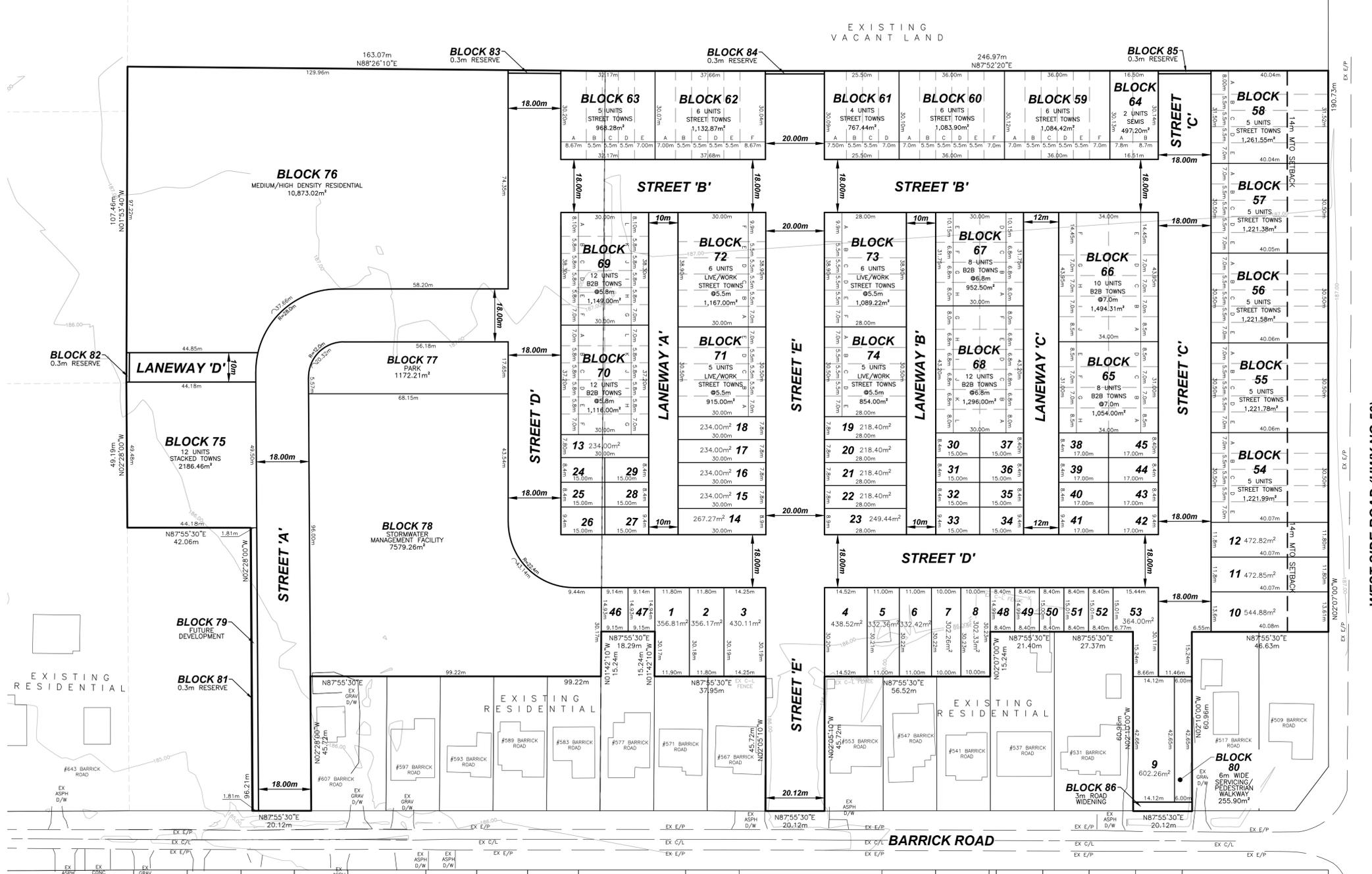
**LAND USE SCHEDULE**

LAND USE	LOT/BLOCK	# OF UNITS	AREA(ha)	AREA(%)
SINGLE DETACHED RESIDENTIAL	LOT 1-12	12	0.494	5.92
7.8m SINGLE DETACHED	LOT 13-23	11	0.256	3.07
8.4m SINGLE DETACHED	LOT 24-53	30	0.426	5.11
STREET TOWN RESIDENTIAL	BLOCK 54-63	52	1.119	13.41
SEMI-DETACHED RESIDENTIAL	BLOCK 64	2	0.050	0.60
B2B TOWN RESIDENTIAL	BLOCK 65-70	62	0.706	8.46
LIVE/WORK TOWN RESIDENTIAL	BLOCK 71-74	22	0.403	4.83
STACKED TOWN RESIDENTIAL	BLOCK 75	12	0.219	2.62
MEDIUM/HIGH DENSITY RESIDENTIAL	BLOCK 76	182	1.087	13.03
PARK	BLOCK 77		0.117	1.40
STORMWATER MGMT FACILITY	BLOCK 78		0.758	9.08
FUTURE DEVELOPMENT	BLOCK 79		0.017	0.20
SERVICING/PEDESTRIAN ACCESS	BLOCK 80		0.026	0.31
0.3m RESERVE	BLOCK 81-85		0.005	0.06
3m ROAD WIDENING	BLOCK 86		0.006	0.07
ROADWAY			2.654	31.81
<b>TOTAL</b>		<b>385</b>	<b>8.343</b>	<b>100.00</b>
DEVELOPABLE AREA				8.34 Ha.
DENSITY (UNITS/DEVELOPABLE AREA)				46.16u/Ha.

ISSUED FOR	DATE	INITIALS
ISSUED FOR DP/OPA/ZBA APPROVAL	2024-04-17	M.K
REVISION		



DRAWING TITLE	DRAFTING	MK
DATE	MARCH 7, 2024	
PRINTED	APRIL 17, 2024	
SCALE	1:750	
DWG No.	2300-DP	REV
		0



WEST SIDE ROAD (HWY NO.58)

BARRICK ROAD

**GREENFIELD DENSITY CALCULATION**

Structural Type	Unit Count	Persons Per Unit (P.P.U.)	Persons Total	Jobs		Total
				Units	Ratio	
SINGLE DETACHED & SEMI-DETACHED						
12 Single Detached						
11 7.8m Single Detached	71	2.929	207.959 people	71 Dwellings	5% "at home" employment	3.55 Jobs
30 8.4m Single Detached						
18 Semi-detached						
MULTIPLES						
52 Street Towns						
62 B2B Towns	126	2.189	275.814 people	126 Dwellings	5% "at home" employment	6.30 Jobs
12 Stacked Towns						
MULTIPLES						
22 Live/Work Towns	22	2.189	48.158 people	22 Dwellings	100% "at home" employment	22 Jobs
APARTMENTS						
166 Units	166	1.669	277.054 people	166 Dwellings	5% "at home" employment	8.30 Jobs
Subtotal	385		808.985		40.15 jobs	
Total					849.135 people and jobs	
Land Area					8.34 hectares	
Greenfield Density					101.815 people and jobs per hectare	

LOT/BLOCK AREAS NOT SHOWN IN PLAN

LOT/BLOCK #	AREA (m2)																
24	126.00	39	142.80	BLOCK 54-A	280.44	BLOCK 57-A	280.30	BLOCK 60-A	210.90	E	165.43	G	119.05	D	152.25	K	102.00
25	126.00	40	142.80	B	220.35	B	220.24	BLOCK 60-A	210.72	F	260.74	H	144.56	E	152.25	L	120.00
26	141.13	41	159.12	C	220.36	C	220.25	B	165.58	BLOCK 63-A	261.60	BLOCK 66-A	144.44	F	102.00	BLOCK 69-A	121.50
27	141.13	42	159.12	D	220.37	D	220.26	C	165.59	B	165.53	B	118.95	G	102.00	B	87.00
28	126.00	43	142.80	E	280.47	E	280.33	D	165.60	C	165.34	C	118.95	H	120.00	C	87.00
29	126.00	44	142.80	BLOCK 55-A	280.39	BLOCK 58-A	320.62	E	165.61	D	165.35	D	118.95	D	87.00	G	105.00
30	126.00	45	142.80	B	220.32	B	220.21	F	210.80	E	210.46	E	245.55	B	102.00	H	87.00
31	126.00	46	136.52	C	220.32	C	220.21	BLOCK 61-A	225.69	BLOCK 64-A	235.93	F	245.76	C	102.00	F	105.00
32	126.00	47	136.52	D	220.33	D	220.22	B	165.42	B	165.42	G	119.05	D	102.00	G	105.00
33	140.44	48	125.96	E	280.43	E	280.29	C	165.53	BLOCK 65-A	144.44	H	119.05	E	102.00	H	87.00
34	140.35	49	126.00	BLOCK 56-A	280.35	BLOCK 59-A	210.82	D	210.70	B	118.95	I	119.05	F	120.00	I	105.00
35	126.00	50	126.03	B	220.28	B	165.66	BLOCK 62-A	210.48	C	118.95	J	144.56	G	120.00	J	87.00
36	126.00	51	126.07	C	220.29	C	220.19	B	165.39	D	144.44	BLOCK 67-A	120.00	H	102.00	K	87.00
37	126.00	52	126.11	D	220.29	D	165.68	C	165.41	E	144.56	B	102.00	I	102.00	L	121.50
38	142.80	53	364.00	E	280.38	E	165.69	D	165.42	F	119.05	C	102.00	J	102.00	BLOCK 70-A	105.00

**Appendix II**  
**Pre-Consultation Agreement**





Persons intending to make an application for a proposed development are required to consult with planning City staff and Agency staff prior to submitting an application. A pre-consultation meeting will identify what is required to be submitted for a complete application and will provide the opportunity to discuss:

- the nature of the application;
- development and planning issues;
- fees;
- the need for information and/or reports to be submitted with the application;
- the planning approval process;
- other matters, as determined.

**Pre-Consultation Meeting Date:** November 27<sup>th</sup>, 2023

**Local Municipal Contact:** David Schulz or Denise Landry

**Phone:** 905-835-2901 ext 202 and 203

**Email:** david.schulz@portcolborne.ca or denise.landry@portcolborne.ca

**Site Address:** 607 Barrick Road

**Roll Number:** 271103003823800 and 271103003823700

**Land Area** 8.33 ha

**Owner Contact Information:**

**Owner Name:** Drew Toth

**Phone Number:** 905 246 8097 **Email:** drew@tothgroup.ca

**Agent Contact Information:**

**Agent Name:** William Heikoop

**Phone Number:** 905 688 9400 **Email:** wheikoop@ucc.com

**Principal Contact:**  **Owner**  **Agent**

**Application Type:**

- |   |   |
|---|---|
| <input type="checkbox"/> Regional Official Plan Amendment         | <input type="checkbox"/> Consent (Land Severance)           |
| <input checked="" type="checkbox"/> Local Official Plan Amendment | <input checked="" type="checkbox"/> Zoning By-law Amendment |
| <input checked="" type="checkbox"/> Draft Plan of Subdivision     | <input type="checkbox"/> Site Plan Control                  |
| <input checked="" type="checkbox"/> Draft Plan of Condominium     | <input type="checkbox"/> Other                              |
| <input type="radio"/> Vacant Land & Common Element                |   |
| <input type="radio"/> Conversion                                  |   |
| <input type="radio"/> Other                                       |   |

1. Brief description of proposed development:

Proposal for 340 residential units (25 detached homes, 16 semi-detached homes, 221 townhouses, and a four-storey apartment building containing 78 units) on two vacant properties (totalling 8.339 ha). Includes a SWM block and Archaeological Protection Area block.

---

2. Existing Regional Official Plan Designation: Designated Greenfield Area

Conformity with Regional Official Plan land use designations and policies?

Yes    No    Unknown

If 'No', what is the nature of the amendment needed?

---

3. Check All Applicable:

Brownfield    Greenfield    Built-up    Local CIP Area

4. Development Charges:

Regional By-law 2017-98    Local By-law 6131/97/14

5. Existing Local Official Plan Designation: Urban Residential

Conformity with Official Plan land use designations and policies?

Yes    No    Unknown

If 'No', what is the nature of the amendment needed?

Official Plan Amendment/ Zoning Bylaw Amendment required

---

6. Existing Zoning: Residential Development (RD) and RD-65-H

Conformity with existing zoning?

Yes    No    Unknown

If 'No', what is the proposed zoning:

ZBA required for proposed development

---

7. Is property located in Intake Protection Zone?

No    IPZ 1    IPZ 2

8. Is property recognized under Ontario Heritage Act?

No    Registry    Designated



12. Required Information and Studies to be submitted with the Application(s). Application will not be deemed complete until all requested information and studies are submitted. Studies identified with an asterisk will likely require a peer review at the cost of the developer.

Local	Region	NPCA	Reports, Studies, Plans (See Notes for additional details)	No. of Copies		Notes
				Electronic Digital	Paper	
			Agricultural Impact Assessment			
X	X		Noise Study	1	1	Proximity to Hwy. 58
X	X		Archaeology Assessment	1	1	Min phase 1 and 2
X			Conceptual Site Plan, Subdivision Plan	1	1	
			Cultural Heritage Impact Assessment*			
X	X		Environmental Impact Study	1	1	Scoped by the Region. See notes
			Environmental Planning Study/ Sub-Watershed Study			
			Environmental Site Assessment			
			Farm Business Plan*			
			Farm Operation and Ownership			
			Financial Impact Assessment*			
			Floodplain and Hazard Lands Boundary Plan			
			Gas Well Study/Gas Migration Study			
			Geotechnical			
	X		Hydrogeological Study and Private Servicing Plans*			In EIS
			Land Use/Market Needs*			
X	X		Landscape Plans and streetscape plans	1	1	
			Mineral Aggregate Resources			
			Minimum Distance Separation I & II			Needs capacity analysis of Steele/Omer SPS
X	X		Municipal Servicing Study/Engineering Report/Sanitary servicing report	1	1	
X	X		Phasing Plan	1	1	
X	X		Planning Justification Report by RPP	1	1	To review provincial, regional and local policies
			Risk Management Study			
X			Servicing and Grading Plans			
			Shoreline Study/Dynamic Beach			
			Slope Stability Report			
			Soil report			

X	X		Stormwater Management Report/ Plan	1	1	
X	X		Transportation Impact Study/Parking Impact Analysis	1	1	
			Tree Inventory Preservation Plan			
X	X		Urban Design Brief	1	1	Address in the PJR
			Wind Study*			
			Other:			

**13. Additional Comments:**

- Engineering design standards are being prepared by the City. Draft to be shared early 2024.
- Please connect with Adam Motchka (adam.motchka@portcolborne.ca for all engineering questions/ requirements
- OPA to establish land uses/ densities/ policies to support development

**Notes:**

1. The purpose of this document is to identify the information required to commence processing and evaluating an application as set out in the Planning Act. This pre-consultation process is designed to proceed based on the mutual agreement of the parties as shown by the signatures below.
2. Pre-consultation does not imply or suggest any decision whatsoever on behalf of staff or the municipality to either support or refuse the application.
3. The applicant should be aware that the information provided is accurate as of the date of the pre-consultation meeting. Should an application not be submitted in the near future, and should other policies, by-laws or procedures be approved by the Province, Municipality, Region or other agencies prior to the submission of a formal application, the applicant will be subject to any new policies, by-laws or procedures that are in effect at the time of the submission of a formal application. If an application is not submitted within one year, it is advisable that the applicant confirm with the municipality the directives of the original preconsultation meeting.
4. Any application submitted without the information identified in this Pre-consultation Document will be deemed incomplete and not processed. Alternately, staff may recommend refusal of the application based upon insufficient information to properly evaluate the application.

5. The applicant acknowledges that the Section 1.0.1 of *The Planning Act* states “Information and material that is required to be provided to a municipality or approval authority under this Act shall be made available to the public.” With the filing of an application, the applicant confirms that the Municipality and Region may release the application and any supporting materials either for its own use in processing the application, or at the request of a third party, without further notification to, or permission from, the applicant.
6. It is hereby understood that during the review of the application additional studies or information may be required as a result of issues arising during the processing of the application or the review of the submitted studies.
7. If the Municipality or Region does not have sufficient expertise to review and determine that a study is acceptable, the Municipality may require a peer review. The cost of the peer review shall be paid for by the applicant. The Terms of Reference for a peer review is determined by the Municipality or Region.
8. Some studies may require NPCA review and clearance/approval. In this instance, the NPCA review fee shall be paid by the applicant.
9. All plans and statistics must be submitted in metric.

# **Niagara Region – Growth Strategy and Economic Development**

## ***Pre-Consultation Notes***

607 Barrick Road (Roll Number 271103003823800) and adjacent lands to the east (Roll Number 271103003823700), City of Port Colborne

November 27, 2023

---

### **Proposal Description:**

Proposal for 340 residential units (25 detached homes, 16 semi-detached homes, 221 townhouses, and a four-storey apartment building containing 78 units) on two vacant properties (totalling 8.339 ha) zoned Residential Development (RD). Includes a SWM block and Archaeological Protection Area block.

### **Application Type:**

- Regional Official Plan Amendment
- Local Official Plan Amendment
- Zoning By-law Amendment
- Draft Plan of Subdivision
- Draft Plan of Condominium
- Consent
- Site Plan
- NEC Application
- Minor Variance
- Other:

### **Site Designation:**

Provincial Policy Statement (PPS)- Settlement Area

Niagara Escarpment Plan- N/A

Greenbelt Plan- N/A

Growth Plan- Designated Greenfield Area

Niagara Official Plan (NOP)- Designated Greenfield Area

### **Planning Comments**

- The subject lands are located within a Settlement Area under the Provincial Policy Statement, 2020 and within a Designated Greenfield Area under A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019 and the Niagara Official Plan, 2022.
- A minimum density target of 50 residents and jobs combined per hectare applies to Designated Greenfield Areas per Provincial and Regional policy. The proposal is estimated to have density of 100 people jobs per hectare (excluding archaeological area).
- Policy 2.2.7.1 of the Growth Plan states that new development taking place in Designated Greenfield Areas will be planned, designated, zoned and designed in a manner that:
  - a) supports the achievement of complete communities;
  - b) supports active transportation; and
  - c) encourages the integration and sustained viability of transit services.

# **Niagara Region – Growth Strategy and Economic Development**

## ***Pre-Consultation Notes***

607 Barrick Road (Roll Number 271103003823800) and adjacent lands to the east (Roll Number 271103003823700), City of Port Colborne

November 27, 2023

---

- Policy 2.2.25 of the Niagara Official Plan, 2022 states that Designated Greenfield Areas will be planned as completed communities by:
  - d) ensuring that development is sequential, orderly and contiguous with existing built-up areas;
  - e) utilizing proactive planning tools in Section 6.1 and Section 6.2 (secondary planning policies), as appropriate;
  - f) ensuring infrastructure capacity is available; and
  - g) supporting active transportation and encouraging the integration and sustained viability of public transit service.
- A Planning Justification Report completed by a Registered Professional Planner (RPP) is required to address Provincial and Regional policies.
  - Policy 6.1.4.3 a) of the Niagara Official Plan, 2022 states that secondary plans should be prepared for large scale development in existing Designated Greenfield Areas where direction is required to coordinate planning and the efficient use of land and infrastructure. While a secondary plan is not required for the subject lands, the planning justification report should demonstrate how the proposal meets the intent of applicable secondary plan policies in Section 6.1.4 of the Niagara Official Plan, 2022.

### **Urban Design Comments**

- Niagara Region requests that the Planning Justification Report address the design direction for the development proposal.
- The Region's Model Urban Design Guidelines may be used in the absence of local municipal urban design guidelines, per Section 6.2 of the Niagara Official Plan, 2022.

### **Archaeological Potential**

- Policy 2.6.2 of the PPS and Policy 6.4.2.1 of the NOP state that development and site alteration are not permitted on lands containing archaeological resources or areas of archaeological potential, unless significant archaeological resources have been conserved.
- The subject lands are identified as having archaeological potential on Schedule K of the NOP. A Stage 1 and 2 Archaeological Assessment is required with a copy of the Ministry's acknowledgement letter(s). The requirement for any further assessment and/or associated Ministry clearance/acknowledgement letters will be required to be addressed as a condition of Draft Plan approval.
- The concept plan proposes an archaeological protection block. Regional staff will require that the archaeological assessment(s) address this block, specifying the precise area required for protection and any associated mitigation requirements for development and site alteration on the subject lands.

### **Noise Assessment**

# **Niagara Region – Growth Strategy and Economic Development**

## ***Pre-Consultation Notes***

607 Barrick Road (Roll Number 271103003823800) and adjacent lands to the east (Roll Number 271103003823700), City of Port Colborne

November 27, 2023

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- The Noise Impact Study shall be completed in accordance to the NPC-300 guidelines and should assess the transportation noise sources (West Side Road – Provincial Highway) and any stationary noise sources (if applicable) to prevent or minimize future land use problems.

### **Environmental Comments**

- The subject lands are adjacent to the Region's Natural Heritage System, including a Provincially Significant Wetland (PSW). In accordance with Section 3.1.9.8 of the Niagara Official Plan, 2022, an environmental impact study (EIS) and hydrological evaluation is required for a development proposal within 120 metres from a PSW to determine that there will be no negative impacts on the feature, ecological function, or hydrological function.
- The EIS and hydrological evaluation shall comply with Section 3.1.33 and other relevant policies of the Niagara Official Plan, 2022.
- The Region, in consultation with the other commenting bodies, shall scope the EIS and hydrological evaluation in accordance with the EIS Guidelines.
- A draft terms of reference for the EIS and hydrological evaluation shall be prepared in accordance with the EIS Guidelines and approved by the Region.
- Given the proximity of the development to the Wainfleet Bog PSW Complex, at minimum, a pre to post-development water balance will be required to ensure that an increase in impermeable surfaces on the subject property will not affect hydrologic features and functions. The water balance will need to be supported by monitoring of groundwater for at least one year.

#### **Highly Vulnerable Aquifer**

- The site is identified as a Hydrogeologically Sensitive Area due to very shallow sediment present over bedrock in some areas. The water balance, noted above, would need to be supported by Hydrogeological Investigations, which would include the groundwater monitoring, undertaken by a qualified Hydrogeologist.
- Additionally, the Ministry of the Environment, Conservation and Parks has identified a water well (#6603435) on the site. It should be decommissioned by a licensed water well driller in accordance with Ontario Regulation 903 because with the development it would not be in use. If there any additional wells on site these should also be decommissioned.

### **Transportation / Roads**

- The Traffic Impact Study is to include the below two intersections in addition to the Barrick Road & West Side Road intersection. There is an elementary school on the south-east corner of Main Street West & West Side Road intersection and the below two intersections will be impacted by the newly generated traffic.
  - Main Street West (RR) at West Side Rd (Provincial Rd)
  - Main Street West and Oakwood St

### **Servicing Comments**

- Local municipal servicing is available from Barrick Road.

# **Niagara Region – Growth Strategy and Economic Development**

## ***Pre-Consultation Notes***

607 Barrick Road (Roll Number 271103003823800) and adjacent lands to the east (Roll Number 271103003823700), City of Port Colborne

November 27, 2023

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- The extension of any municipal storm and sanitary sewers will require the necessary Environment Compliance Approvals from the Ministry of the Environment and Climate Change.
- The proposed development is within the Steele Street SPS sewershed. This sewershed experiences significant Inflow/Infiltration and may have limited capacity.
- A Functional Servicing Report should be circulated which outlines the timing/phasing of construction and the expected dry and wet weather flows for the proposed development. The Functional Servicing Report must evaluate the capacity at the Regional pumping station.

### **Stormwater Management Comments**

- If the development will discharge to the Barrick Road roadside ditch, from a Regional perspective, the Region will require the stormwater from the development be collected and treated to a Normal Standard prior to discharge from the site. The Region will defer to the City's satisfaction with regard to quantity control.
- At the time of Draft Plan/Site Plan, Niagara Region will require a stormwater management report and grading/servicing, construction sediment/erosion control plans to be circulated for review and approval.

### **Waste Collection**

(low density, singles and townhouses)

- Recycling: No Limit Blue/Grey Boxes Collected Weekly;
- Organics: No Limit Green Bins Collected Weekly; and
- Garbage: 2 Garbage Bags/Cans Collected Every-Other-Week.
- Curbside Collection Only.
- In order for the residential lots to be eligible for internal Regional curbside collection the site must meet the requirements of Niagara Region's Corporate Waste Collection Policy and the road network must be able to accommodate the turning maneuvers of the Regional truck. Any proposed dead-end streets would need to provide an appropriate turnaround facility for the Regional truck. Waste collection will be reviewed as part of future detailed submissions to confirm the sites eligibility for Regional curbside waste collection.

(apartment building)

- Recycling: No Limit Blue/Grey Boxes Collected Weekly;
- Organics: No Limit Green Bins Collected Weekly; and
- Garbage: 2 Garbage Bags/Cans per unit to a maximum of 24
- Curbside Collection Only.
- Future planning applications are to show the intension for collection for the site.

As of Jan. 1, 2024, Circular Materials Ontario will take over the delivery of residential Blue / Grey Box recycling collection services currently administered by Niagara Region. The most up to date

# **Niagara Region – Growth Strategy and Economic Development**

## ***Pre-Consultation Notes***

607 Barrick Road (Roll Number 271103003823800) and adjacent lands to the east (Roll Number 271103003823700), City of Port Colborne

November 27, 2023

information can be found on the Region's website using the following link:

<https://niagararegion.ca/projects/blue-box-transition/default.aspx>

### **Studies for Regional Review**

- Planning Justification Report (enhanced to address objectives of secondary planning, as well as all applicable Regional and Provincial policies)
- Stage 1-2 Archaeological Assessment(s) (at minimum)
- Environmental Impact Study (to be scoped by the Region, including Hydrogeological Investigations, which would include the Groundwater Monitoring, undertaken by a qualified Hydrogeologist)
- Functional Servicing Report
- Stormwater Management Report (required at the time of Draft Plan/Site Plan)
- Noise Study
- Traffic Impact Study
- Conceptual Streetscape and Landscape Plans
- Phasing Plan (if applicable)

### **Required Fees**

The Region's Fee Schedule is available at:

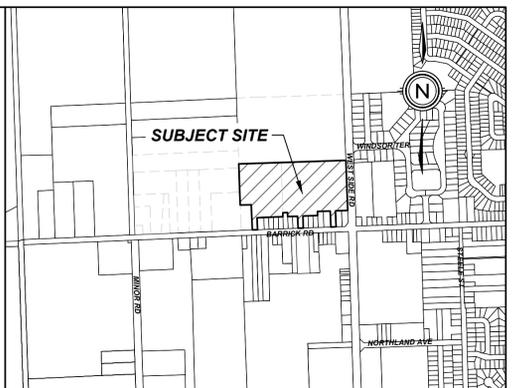
[https://www.niagararegion.ca/business/fpr/forms\\_fees.aspx](https://www.niagararegion.ca/business/fpr/forms_fees.aspx)

<b>Development Application Review Type</b>	<b>Fee Amount</b>
Official Plan Amendment (Major)	\$10,360 + \$2,400 (Major EIS Review Fee) + \$665 (Major Urban Design Review Fee)
Zoning By-law Amendment	\$1,395
Draft Plan of Subdivision	\$5,525 + \$1,915 (per hectare) + \$2,000 (SWM Review Fee greater than 5ha)
EIS Terms of Reference Review Fee (required at the time the EIS Terms of Reference is reviewed by Regional staff)	\$430

# 607 BARRICK ROAD CITY OF PORT COLBORNE

**ROAD CENTRELINE CALCULATION**

20m ROADWAY ROW	1,220.75m
8m LANE ROW	165.83m
<b>TOTAL</b>	<b>1,386.58m</b>



**KEY PLAN**  
N.T.S.

**DRAFT PLAN OF SUBDIVISION**

**LEGAL DESCRIPTION**

LOT #  
MUNICIPALITY  
REGION

**OWNER'S CERTIFICATE**

BEING THE REGISTERED OWNER, I HEREBY AUTHORIZE UPPER CANADA CONSULTANTS TO PREPARE AND SUBMIT THIS DRAFT PLAN OF SUBDIVISION TO THE CITY OF PORT COLBORNE FOR APPROVAL.

OWNER'S NAME \_\_\_\_\_ DATE \_\_\_\_\_

**SURVEYOR'S CERTIFICATE**

I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LANDS TO BE SUBDIVIDED ARE CORRECTLY SHOWN.

SURVEYOR'S NAME \_\_\_\_\_ DATE \_\_\_\_\_

**REQUIREMENTS OF SECTION 51(17) OF THE PLANNING ACT**

- |             |                    |                 |
|-------------|--------------------|-----------------|
| a) SEE PLAN | e) SEE PLAN        | i) SILTY SAND   |
| b) SEE PLAN | f) SEE PLAN        | j) SEE PLAN     |
| c) SEE PLAN | g) SEE PLAN        | k) FULL SERVICE |
| d) SEE PLAN | h) MUNICIPAL WATER | l) SEE PLAN     |

**LAND USE SCHEDULE**

LAND USE	LOT/BLOCK	# OF UNITS	AREA(ha)	AREA(%)
SINGLE FAMILY RESIDENTIAL	LOT 1-25	25	0.923	11.07
STREET TOWN RESIDENTIAL	BLOCK 26-33	41	1.079	12.94
B2B TOWN RESIDENTIAL	BLOCK 34-47	148	1.397	16.75
VARIATION B2B TOWN RES.	BLOCK 48-49	32	0.388	4.65
B2B SEMI-DETACHED RESIDENTIAL	BLOCK 50-51	16	0.180	2.16
MULTIPLE FAMILY RESIDENTIAL	BLOCK 52	78	0.622	7.46
STORMWATER MGMT FACILITY	BLOCK 53		0.684	8.20
ARCHAEOLOGICAL AREA	BLOCK 54		0.444	5.32
ROADWAY			2.622	31.45
<b>TOTAL</b>		<b>340</b>	<b>8.339</b>	<b>100.00</b>

DEVELOPABLE AREA = 7.90 ha. (excludes archaeological area)  
DEVELOPABLE DENSITY = 43.04 units/ha

#	ISSUED FOR REVIEW	2023-05-24	M.K
0			
#	REVISION	DATE	INIT



<b>DRAFT PLAN OF SUBDIVISION</b>	DRAWING TITLE	DRAFTING	AM/MK
		DATE	MARCH 8, 2023
		PRINTED	MAY 24, 2023
		SCALE	1:750
	DWG. No.	<b>2300-DP</b>	REV
			<b>0</b>

**GREENFIELD DENSITY CALCULATION**

	People		Jobs		Total
	Units	Ratio	Units	Ratio	
340 Dwellings		2.28 people per dwelling <sup>a</sup>	340 Dwellings	5% "at home" employment	17.00 Jobs
			X.XXXft <sup>2</sup> of commercial space	1 employee per 500ft <sup>2</sup> of commercial space <sup>b</sup>	- Jobs
<b>Subtotal</b>	<b>775.20 people</b>		<b>17.00 jobs</b>		
<b>Total</b>	<b>792.20 people and jobs</b>				
Land Area	7.90 hectares (exclusive of the Archaeological Area)				
Greenfield Density	100.28 people and jobs per hectare				



**Appendix III**  
**Draft Official Plan Amendment**



The Corporation of the City of Port Colborne

By-law no. \_\_\_\_\_

Being a by-law to adopt amendment no. X to the  
Official Plan for the City of Port Colborne

Whereas it is deemed expedient to further amend the Official Plan, heretofore adopted by Council for the City of Port Colborne Planning Area;

Therefore the Council of The Corporation of the City of Port Colborne under Section 17(22) of the Planning Act, hereby enacts as follows:

1. That Official Plan Amendment No. X to the Official Plan for the City of Port Colborne Planning Area, consisting of the attached map and explanatory text is hereby adopted.
2. That this By-law shall come into force and take effect on the day of passing thereof.

Enacted and passed this \_\_\_ day of \_\_\_\_\_, 2024.

\_\_\_\_\_  
William C Steele  
Mayor

\_\_\_\_\_  
Amber LaPointe  
Clerk

**AMENDMENT NO. X  
TO THE  
OFFICIAL PLAN  
FOR THE  
PORT COLBORNE PLANNING AREA**

**PREPARED BY:**

**CITY OF PORT COLBORNE  
DEPARTMENT OF PLANNING & DEVELOPMENT**

**Date**

**AMENDMENT NO. 8 TO THE OFFICIAL PLAN  
FOR THE  
PORT COLBORNE PLANNING AREA**

**INDEX**

The Statement of Components

Part A – The Preamble

Purpose

Location

Basis

Part B – The Amendment

Introductory Statement

Details of the Amendment

Implementation & Interpretation

Part C – The Appendices

1. Minutes of the Public Meeting

2. Department of Planning and Development Report

## **STATEMENT OF COMPONENTS**

### **PART A**

The Preamble does not constitute part of this Amendment.

### **PART B**

The Amendment, consisting of the following map, constitutes Amendment No. **X** to the Official Plan for the Port Colborne Planning Area.

Also attached is **PART C** – The Appendices, which do not constitute part of this Amendment. These appendices contain the background data, planning considerations and public involvement associated with this Amendment.

### **PART A - THE PREAMBLE**

#### **Purpose**

The purpose of Official Plan Amendment No. **X** is to amend the land use designation on Schedule A – City-Wide Land Use of the Port Colborne Official Plan and to implement land-use planning policies in order to facilitate the comprehensive development of the lands north of Barrick Road west of West Side Road (Highway 58) Stonebridge Village Subdivision.

A site-specific policy amendment is proposed to implement the land-use planning policies, including the proposed density.

#### **Location**

The lands affected by this amendment are legally described as Part of Lot 31, Concession 3, Geographic Township of Humberstone, City of Port Colborne, Regional Municipality of Niagara. The property does not have a municipal address.

#### **Basis**

Currently, the subject lands are designated Urban Residential. An application has been made to initiate amendments to the City of Port Colborne's Official Plan and Zoning By-law as they relate to these lands in order to permit development of the property.

It is intended to concurrently approve an Amendment to the City's Zoning By-law 6575/30/18, rezoning of the lands from the existing "RD – Residential Development" and "RD-65-H – Residential Development Site-Specific Holding" Zone to two (2) "Residential Second Density site-specific (R2-XX)" Zones, "Residential Third Density site-specific (R3-XX)" Zone, "Residential Fourth Density site-specific (R4-XX)" Zone, and "Public and Park (P)" Zone.

The proposed development exceeds the permitted densities within the Official Plan, and The City required an enhanced Official Plan analysis to address the existing holding provision and previous settlement with the former owner and the City to ensure coordinated comprehensive planning is completed through the exercise to create a vision and associated policies for the comprehensive development of the land.

### **PART B - THE AMENDMENT**

All of this part of the document entitled **PART "B"** – "The Amendment" consisting of the following text and map designated Schedule "A" constitutes Amendment No. X to the Official Plan for the City of Port Colborne. The Official Plan of the City of Port Colborne is hereby amended as follows:

#### **Mapping Changes**

Lands shown on Schedule A are designated Urban Residential. The Urban Residential

designation is to remain, with site-specific policies to guide comprehensive development of the land.

The current designation of the lands will be further refined, including the location of the stormwater management facility, park, and medium and medium/high density residential areas.

### Site-Specific Policy Additions

#### 1. Introduction:

The purpose and establishment of policies herein are intended to guide the coordinated development of the lands north of Barrick Road, east of West Side Road (Highway 58) and promote an appropriate built form that achieves a community of high-quality public and private realms to create a sense of identity and support the creation of a complete community. Within the policy framework herein, the overarching design principles are to:

- To provide a variety of housing types to accommodate a range of household sizes and incomes by developing the community with innovative, compact urban forms that foster community interactions;
- Integrate a modified grid pattern of roads to maximize connectivity within the community;
- Incorporate a unique community that is easily identifiable, yet compatible with adjacent land uses;
- Protect and preserve existing environmental features from any negative impacts associated with new and adjacent development;
- Enable the coordination and design of road networks, land-uses and servicing requirements needed to establish a comprehensive vision for the community.

#### 2. Land Use:

The lands within the Enhanced Official Plan Amendment area are those that are intended to be used for Low, Medium and Medium/High Residential, Parkland and Open Space for a Stormwater Management Facility.

The predominant use of the land will be for residential purposes and subject to the following;

- The subject lands shall achieve a minimum density of 50 persons and jobs per hectare in accordance with Provincial, Regional, and Local policies for Greenfield density;
- The minimum number of units shall not be less than 350;
- Promotion of live/work building and professional home occupational uses. Provisions for home occupational uses shall be defined in the implementing Zoning By-law;
- Allowing for accessory dwelling units in accordance with Provincial mandates are to be permitted as-of-right, as long as the zoning provisions for accessory dwelling units and structures are adhered to;
- A mix of housing types are to be included in the Plan area to ensure a variety of housing units are available for all incomes;
- Adequate standards for the proposed dwellings shall be established in the Zoning By-law; and
- The subdivision proposal shall be designed to achieve a variety of visual aesthetics including complete streets and urban design features.

#### **2.1. Medium Density Residential**

##### *Permitted Uses*

- All single-detached dwelling;
- Semi-detached dwellings and duplexes;
- Triplexes;

- All forms of townhouse units including, but not limited to street townhouses and back-to-back street townhouse;
- Live/work townhouse dwellings;
- Accessory apartments/secondary suites;
- Accessory buildings and structures related to the primary residential dwelling unit where permitted;
- Home occupations;

#### *Development Policies*

- Medium Density Residential uses may have up to an overall density of 70 units per net hectare;
- Lands within this designation shall incorporate a similar lotting pattern to address compatibility with the adjacent existing uses;
- A variety of lot and dwelling sizes shall be provided in an effort to provide a range in affordability for this residential form;
- Medium Density Residential shall be located adjacent to West Side Road and internally within the site and shall gain access via the local road network;
- The maximum building height shall generally not exceed 11-metres, unless on-site conditions restrict below grade construction or described otherwise through the Zoning By-law Amendment;
- Medium Density Residential dwellings shall be permitted to include accessory dwellings provided all requirements of the zoning by-law can be met.

### **2.2. Medium/High Density Residential**

#### *Permitted Uses*

- Semi-detached dwellings;
- All forms of townhouse units including, but not limited to street townhouses and back-to-back street townhouse;
- Stacked townhouse dwellings; *and*
- Low to mid-rise apartment dwellings.

#### *Development Policies*

- Medium/High Density Residential uses shall be developed at an overall density ranging from 80 units per hectare to 150 units per hectare;
- The maximum building height will not exceed 6-storeys;
- All development within the high-density residential designation shall be subject to Site Plan Control.

### **2.3. Open Space**

- Public Parkland is to be obtained through the parkland dedication provisions of the Planning Act and will be within 5-minutes walking distance of all residents;
- The Public Park shall have substantial frontage on the abutting sidewalk and shall be developed generally consistent with the Urban Design Guidelines described later in this Plan;
- Convenient access for pedestrians shall be provided, and integration with pedestrian and bicycle path systems will be encouraged;
- The Public Park should form part of the broader Greenlands System comprised of watercourses, stormwater management facilities, hydro corridors, protected woodlands and school grounds;

### **3. Policies for the Public Realm:**

The public realm is comprised of public roads and their associated spaces and amenities, open spaces and stormwater management facilities.

#### **3.1. Streetscape**

Streetscape elements are considered elements of detail design that enhance character and functionality of space. Elements include pedestrian and active transportation facilities, street furniture, street trees and lighting.

- Deciduous trees are to line the streets. Tree species should be planted to form a continuous canopy at maturity;
- Street trees should include a variety of native, broad leaf species with a straight trunk in accordance with City standards;
- Height and style of lighting should be consistent with the hierarchy of the road, and lighting design should accommodate both pedestrian and vehicular movement and visibility;
- Sidewalks are to be provided at a minimum on one side of the public right-of-way's and on laneways where feasible.

### 3.2. Roads

Development in this area will accommodate a street network made up of a 'collector neighbourhood main street', local roads and laneways. In order to ensure maximum efficiency, connectivity, and mobility within the community, pedestrians, cyclists, and vehicular movement should function as an integrated network. The general guidelines for the road designs include;

- Provide clear, safe and efficient access to open space features;
- Ensure pedestrian access throughout the community;
- Create sense of comfort and promote walking and cycling;
- Allow for on-street parking to accommodate a complete street approach.

#### 3.2.1. Collector Neighbourhood Main Street (Street 'E')

Street 'E' is to be identified as a 'Collector Neighbourhood Main Street.' This street will have a special treatment and will provide an important connection from Barrick Road through the Plan area north. This Main Street shall be particularly attractive for pedestrians and cyclists. The following guidelines shall apply;

- Shall have a maximum right-of-way width of 20.0 metres;
- Sidewalks shall be provided on both sides of the street at a minimum width of 1.8 metres each;
- Enhanced landscaping and lighting shall be provided with curb-side parking along both sides of the street;
- Lay-by parking to be permitted due to rear laneways and to provide additional visitor parking.

#### 3.2.2. Local Urban Streets (Streets 'A', 'B', 'C', 'D')

Local Urban Streets are quiet residential streets on which the majority of medium density residential uses are found. The following guidelines shall apply;

- Local Streets, other than the Local Greenway, shall have a right-of-way width between 18.0 metres and 20.0 metres;
- A 1.5 metre sidewalk shall be provided on one side of the street;
- Deciduous boulevard trees shall be provided where feasible along the street;

#### 3.2.3. Laneways (Laneway 'A', 'B', 'C', 'D')

Laneways provide access to private driveways. Where laneways are used, the following general design requirements shall be considered;

- Laneways shall have a right-of-way width of between 10 metres and 12 metres;
- Are to be designed to accommodate vehicular access to the rear of the units on the Collector Main Street, or allow for units to independently front the laneways.

#### 4. Policies for the Private Realm:

The private realm is comprised of the built form developments and their relationship to each other, open spaces and roads.

##### 4.1. *Blocks and Lots*

Development block configuration should demonstrate the following standards;

- Developable lands shall be subdivided into a series of development blocks, defined by a highly interconnected grid, or modified system of public roads and lanes;
- The size and configuration of each development block will:
  - Be appropriate to its intended use;
  - Facilitate and promote active transportation; and
  - Provide a sufficient number and, where appropriate, range of building lots to achieve cost effective and efficient development pattern;
- Development blocks shall be configured to ensure visual diversity and to avoid long and monotonous blocks;
- Each development lot or block must have frontage on a public road or laneway.

##### 4.2. *Built Form*

- Building form and siting shall minimize the impacts of noise, wind and shadows on adjacent properties;
- New development will be compatible with adjacent and neighbouring development by ensuring that the siting and massing of new buildings does not result in undue adverse impacts on adjacent properties particularly in regard to adequate privacy conditions for residential buildings and their outdoor amenity area;
- Land use compatibility between scales of buildings shall be achieved through appropriate siting, design and landscape treatment;
- A variety of architectural elements such as entry porches, dormers, material detailing will be employed to create a distinctive character for each block.

##### 4.3. *Building Relationship to Roads and Open Space*

- Buildings shall be street-front oriented and provide direct street access for pedestrians;
- Buildings and site design should be used to reduce or minimize the incidence of crime through the implementation of Crime Prevention Through Environmental Design (CPTED) principles including natural surveillance, natural access control, territorial reinforcement and space assessment;
- To reinforce the road, land and block pattern, the following measures will be employed:
  - Siting and massing of buildings will provide a varying relationship;
  - Buildings located adjacent to, or at the edge of parks and open spaces will provide opportunities for overlook into the open space.

##### 4.4. *Variety of Housing Types*

- Notwithstanding Section 4.2, a variety of built form and residential densities are to be promoted and appropriately integrated into the design.

##### 4.4.1. *Single-Detached Dwellings & Semi-Detached Dwellings*

- Where appropriate, varied setbacks are encouraged to provide an interesting street edge;
- To foster a stronger sense of connectivity, select dwellings will feature front steps leading directly to the sidewalk;
- Select single-detached dwellings are to have parking allocated to the rear of the property, utilizing laneways to optimize space and minimize visual clutter along the streets;
- A variety of dwelling elevations are to be considered to generate visual diversity

and interest;

- Colour selections should avoid duplication amongst adjacent units.

#### 4.4.2. Townhouses

- The siting, massing and façade design of townhouse units are to be coordinated on a block-by-block basis;
- The townhouses are to reinforce common characteristics while including variation for differentiation and aesthetic interest;
- Variety in the design of roofs is required to break up the massing of townhouse blocks;
- The massing and built form of townhouse units adjacent to single/semi-detached dwellings is to be complementary to those dwellings through height and architectural elements to promote visual integration;
- Townhouses shall be oriented toward the street with front doors and windows facing the street;
- Where garages are provided in the front yard, they should be paired to allow for more substantial front yard green space.

#### 4.4.3. Apartment

- A variety of exterior cladding materials are to be considered to compliment the surrounding architecture;
- A great amount of fenestration is to be incorporated to encourage strong visual connections between the dwellings and public realm;
- The apartment building and the surrounding landscaping shall be designed to help define the street edge and engage the public realm;

### **IMPLEMENTATION AND INTERPRETATION**

The implementation and interpretation of this amendment shall be in accordance with the respective policies of the Port Colborne Official Plan and an amendment to the City Zoning By-law to rezone the subject lands.

### **PART C – THE APPENDICES**

The following appendices do not constitute part of Amendment No. 8 but are included as information to support the Amendment.

APPENDIX I – Draft Minutes of the Public Meeting on X Date

APPENDIX II – Department of Planning & Development Report 2024-XX

**Appendix IV**  
**Draft Zoning By-law Amendment**

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The Corporation of the City of Port Colborne

By-law no. \_\_\_\_\_

Being a by-law to amend Zoning By-law 6575/30/18 respecting lands legally described Part of Lot 31, Concession 2, Geographic Township of Humberstone, now in the City of Port Colborne, Regional Municipality of Niagara.

Whereas By-law 6575/30/18 is a by-law of The Corporation of the City of Port Colborne restricting the use of land and the location and use of buildings and structures; and

Whereas, the Council of The Corporation of the City of Port Colborne desires to amend the said by-law.

Now therefore, and pursuant to the provisions of Section 34 of the Planning Act, R.S.O. 1990, The Corporation of the City of Port Colborne enacts as follows:

1. This amendment shall apply to those lands described on Schedule "A" attached to and forming part of this by-law.
2. That the Zoning Map referenced as Schedule "A1" forming part of By-law 6575/30/18 is hereby amended by changing those lands described on Schedule A from:

Residential Development (RD)	to	Second Density Residential (R2-XX) Site-Specific Zone
Residential Development (RD) Zone	to	Second Density Residential (R2-XX) Site-Specific Zone
Residential Development (RD-65-H) Site-Specific Holding Zone	to	Second Density Residential (R2-XX) Site-Specific Zone
Residential Development (RD) Zone	to	Third Density Residential (R3-XX) Site-Specific Zone
Residential Development (RD-65-H) Site-Specific Holding Zone	to	Third Density Residential (R3-XX) Site-Specific Zone
Residential Development (RD-65-H) Site-Specific Holding Zone	to	Fourth Density Residential (R4-XX) Site-Specific Zone
Residential Development (RD) Zone	to	Public + Park (P) Zone

3. That Section 37 entitled "Special Provisions" of Zoning By-law 6575/30/18, is hereby further amended by adding the following:

**Part 1:**

**Section 2 – General Provisions**

Notwithstanding the provisions of Permitted Encroachments, the following regulations shall apply:

- a. Deck or Platform Encroachment (height above ground floor level to 0.61m) are to have a minimum setback from the corner side lot line of 2.0-metres.
- b. Deck or Platform Encroachment (more than 0.61m but less than 1.2m) are to have a minimum setback from the corner side lot line of 2.0-metres.

### **Section 3 – Parking Provisions**

Notwithstanding the Parking Provisions of Section 3, the following regulation shall apply:

- a. Standard Parking Space Obstructed on Two Sides      3.0 m x 5.2 m

### **Section 6 – Second Density Residential (R2) Zone**

Notwithstanding the provisions of the Second Density Residential Zone, the following regulation shall apply:

- a. Minimum Lot Frontage      10.0 metres
- b. Minimum Lot Frontage – Corner Lot      14.25 metres
- c. Minimum Lot Area      0.03 hectares
- d. Minimum Front Yard      4.5 metres to dwelling  
6.0 metres to garage
- e. Minimum Corner Side Yard      2.0 metres

## **Part 2 and 3:**

### **Section 2 – General Provisions**

Notwithstanding the provisions of Permitted Encroachments, the following regulations shall apply:

- a. Deck or Platform Encroachment (height above ground floor level to 0.61m) are to have a minimum setback from the corner side lot line of 1.6-metres, and a minimum setback from the front lot line of 1.5-metres.
- b. Deck or Platform Encroachment (more than 0.61m but less than 1.2m) are to have a minimum setback from the corner side lot line of 1.6-metres, a minimum setback from the rear lot line of 1.6-metres, and a minimum setback from the front lot line of 1.5-metres.
- c. Deck or Platform Encroachment (1.2m or greater) are to have a minimum setback from the rear lot line of 2.0-metres, and a minimum setback from the front lot line of 1.0-metres.

### **Section 3 – Parking Provisions**

Notwithstanding the Parking Provisions of Section 3, the following regulation shall apply:

- a. The required parking spaces per unit for  
7.8-m Detached Dwelling      1 space per unit
- b. The required parking spaces per unit for  
8.4-m Detached Dwelling      1 space per unit
- c. Standard Parking Space Obstructed on Two Sides      3.0 m x 5.2 m
- d. Maximum Width of a parking area on a residential  
lot with 4 or fewer dwelling units      Delete

### **Section 6 – Second Density Residential (R2) Zone**

Notwithstanding the provisions of the Second Density Residential Zone, the following regulation shall apply:

### 7.8-metre Detached Dwellings

- |                                      |  |
|--------------------------------------|--|
| a. Minimum Lot Frontage              | 7.8 metres   |
| b. Minimum Lot Frontage – Corner Lot | 8.9 metres   |
| c. Minimum Lot Area                  | 0.0215 hectares  |
| d. Minimum Front Yard                | 3.0 metres to dwelling                                 |
| e. Minimum Interior Side Yard        | 0.6 metres on one side<br>1.2 metres on the other side |
| f. Minimum Corner Side Yard          | 2.0 metres   |
| g. Minimum Rear Yard                 | 7.0 metres   |
| h. Maximum Lot Coverage              | 50%  |
| i. Maximum Height                    | 11.0 metres  |

### 8.4-metre Detached Dwellings

- |                                      |  |
|--------------------------------------|--|
| a. Minimum Lot Frontage              | 8.4 metres   |
| b. Minimum Lot Frontage – Corner Lot | 9.4 metres   |
| c. Minimum Lot Area                  | 0.0125 hectares  |
| d. Minimum Front Yard                | 3.0 metres to dwelling   |
| e. Minimum Interior Side Yard        | 0.6 metres on one side<br>1.2 metres on the other side<br>3.0 metres if no attached garage |
| f. Minimum Corner Side Yard          | 1.6 metres   |
| g. Minimum Rear Yard                 | 4.0 metres<br>2.6 metres for corner lot  |
| h. Maximum Lot Coverage              | 50%  |
| i. Maximum Height                    | 11.0 metres  |

## **Part 4 and 5:**

### **Section 2 – General Provisions**

Notwithstanding the provisions of Accessory Buildings, the following regulations shall apply:

- |                         |     |
|-------------------------|-----|
| a. Maximum Lot Coverage | 15% |
|-------------------------|-----|

Notwithstanding the provisions of Accessory Uses to a Dwelling, Section 2.9.2 Home Based Business, the following regulations shall apply:

- The use occupies a maximum floor area of 50% of the total dwelling unit floor area
- There are to be separate entrances to the dwelling unit for the home-based business
- In addition to the parking provision of the By-law, on-street parking is permitted

Notwithstanding the provisions of Permitted Encroachments, the following regulations shall apply:

- Deck or Platform Encroachment (height above ground floor level to 0.61m) are to have a minimum setback from the corner side lot line of 2.0-metres, and a minimum setback from the front lot line of 1.5-metres.
- Deck or Platform Encroachment (more than 0.61m but less than 1.2m) are to have a minimum setback from the corner side lot line of 2.0-metres, a minimum setback from the rear lot line of 1.6-metres, and a minimum setback from the front lot line of 1.5-metres.
- Deck or Platform Encroachment (1.2m or greater) are to have a minimum setback from the rear lot line of 2.0-metres, and a minimum setback from the front lot line of 1.0-metres.



### Live/Work Townhouse

- |                               |                                      |
|-------------------------------|--------------------------------------|
| a. Minimum Lot Frontage       | 5.5 metres                           |
| b. Minimum Lot Area           | 0.0150 hectares                      |
| c. Minimum Front Yard         | 3.0 metres to dwelling               |
| d. Minimum Interior Side Yard | 1.2 metres on one side<br>1.2 metres |
| e. Minimum Corner Side Yard   | 4.4 metres                           |
| f. Minimum Rear Yard          | 12.0 metres                          |
| g. Maximum Height             | 14.0 metres                          |
| h. Minimum Landscaped Area    | 25%                                  |
| i. Landscape Buffer           | 1.2 metres                           |

### 7.8-m Single-Detached Dwelling and 8.4-m Single-Detached Dwelling

The zone requirements of the Second Density Residential (R2-XX) Zone shall apply.

## **Part 6:**

### **Section 3 – Parking Provisions**

Notwithstanding the Parking Provisions of Section 3, the following regulations shall apply:

- |  |                      |
|--|----------------------|
| e. The required parking spaces per unit for Apartment Building | 1 space per unit     |
| f. The required parking spaces per unit for Stacked Townhouses | 1.25 spaces per unit |
| g. Standard Parking Space Obstructed on Two Sides              | 3.0 m x 5.2 m        |

Notwithstanding the Landscape Provisions for Parking Areas, the following regulations shall apply:

- The lot line abutting a public road is to be 3.0-metres from a proposed area with 100 or greater parking spaces.
- The lot line abutting a residential, institutional or public park zone is to be 3.0-metres from the proposed area with 100 or greater parking spaces.

### **Section 8 – Fourth Density Residential (R4) Zone**

Notwithstanding the permitted uses of the Fourth Density Residential Zone, the following uses are to be permitted:

- Stacked Townhouse Dwelling

Notwithstanding the provisions of the Fourth Density Residential Zone, the following regulation shall apply:

#### **Apartment Building**

- |                             |             |
|-----------------------------|-------------|
| a. Minimum Front Yard       | 4.2 metres  |
| b. Minimum Corner Side Yard | 3.0 metres  |
| c. Maximum Height           | 23.0 metres |

#### **Semi-Detached Dwelling**

- |                         |  |
|-------------------------|--|
| a. Minimum Lot Frontage | 16.0 metres                                    |
| b. Minimum Lot Area     | 0.04 hectares                                  |
| c. Minimum Front Yard   | 4.5 metres to dwelling<br>6.0 metres to garage |

Stacked Townhouse

a. Minimum Lot Frontage	40.0 metres
b. Minimum Lot Area	0.015 hectares
c. Minimum Front Yard	5.0 metres to dwelling
d. Minimum Interior Side Yard	2.0 metres
e. Minimum Corner Side Yard	1.5 metres
f. Minimum Rear Yard	24.0 metres
g. Maximum Lot Coverage	50%
h. Maximum Height	14.0 metres
i. Minimum Landscaped Area	25%
j. Landscape Buffer	1.2 metres

4. That this by-law shall come into force and take effect on the day that it is passed by Council, subject to the provisions of the Planning Act.
5. The City Clerk is hereby authorized and directed to proceed with the giving notice of the passing of this by-law, in accordance with the Planning Act.

Enacted and passed this                      day of                      , 2024.

\_\_\_\_\_  
William C Steele Mayor

\_\_\_\_\_  
Amber LaPointe Clerk

**Appendix V**  
**Zoning Plans**



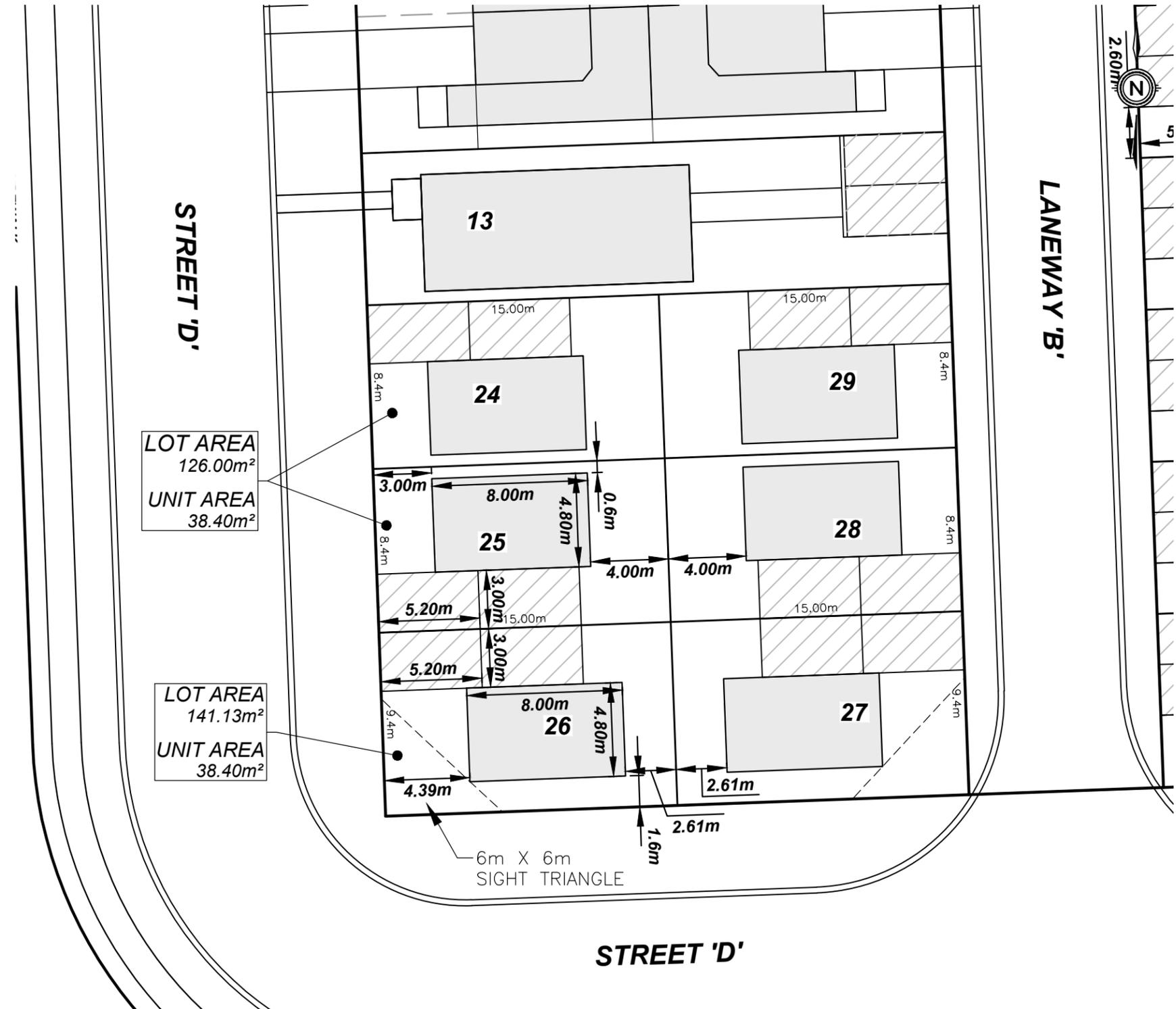
7.8m SINGLES - LOTS 13-23		
SECOND DENSITY RESIDENTIAL ZONE (R2)		
PROVISION	REQUIRED	PROVIDED
MINIMUM LOT FRONTAGE PER UNIT	12.0 m Interior	7.8 m Interior
	15.0 m Corner	8.9 m Corner
MINIMUM LOT AREA	400 m <sup>2</sup>	218.40 m <sup>2</sup>
MINIMUM FRONT YARD	6.5 m to dwelling	3.0 m to dwelling
MINIMUM INTERIOR SIDE YARD	1.0 m	0.6m one side, 1.2 m the other
MINIMUM CORNER SIDE YARD	3.5 m	2.0 m
MINIMUM REAR YARD	6.0 m	10.20 m
MAXIMUM LOT COVERAGE	50%	43.48%
MAXIMUM HEIGHT	11.0 m	11.0 m



**STONEBRIDGE VILLAGE**  
**7.8m SINGLE DETACHED TYPICAL**  
 CITY OF PORT COLBORNE  
**ZONING PLAN**

DATE	2024-04-17
SCALE	1:250 m
REF No.	.
DWG No.	<b>2300-ZONING</b>

8.4m SINGLES - LOTS 24-53		
SECOND DENSITY RESIDENTIAL ZONE (R2)		
PROVISION	REQUIRED	PROVIDED
MINIMUM LOT FRONTAGE PER UNIT	12m Interior 15m Corner	8.4m Interior 9.4m Corner
MINIMUM LOT AREA	400 m <sup>2</sup>	126m <sup>2</sup>
MINIMUM FRONT YARD	6.5m to dwelling	3.0m to dwelling
MINIMUM INTERIOR SIDE YARD	1.0m	0.6m on one side   1.2m on other side; if no attached garage then 3.0m
MINIMUM CORNER SIDE YARD	3.5m	1.60m
MINIMUM REAR YARD	6.0m	4.0m, except 2.61m for corner lot
MAXIMUM LOT COVERAGE	50%	30.48%
MAXIMUM HEIGHT	11.0m	11.0m
MINIMUM LANDSCAPED AREA	25%	44.78%



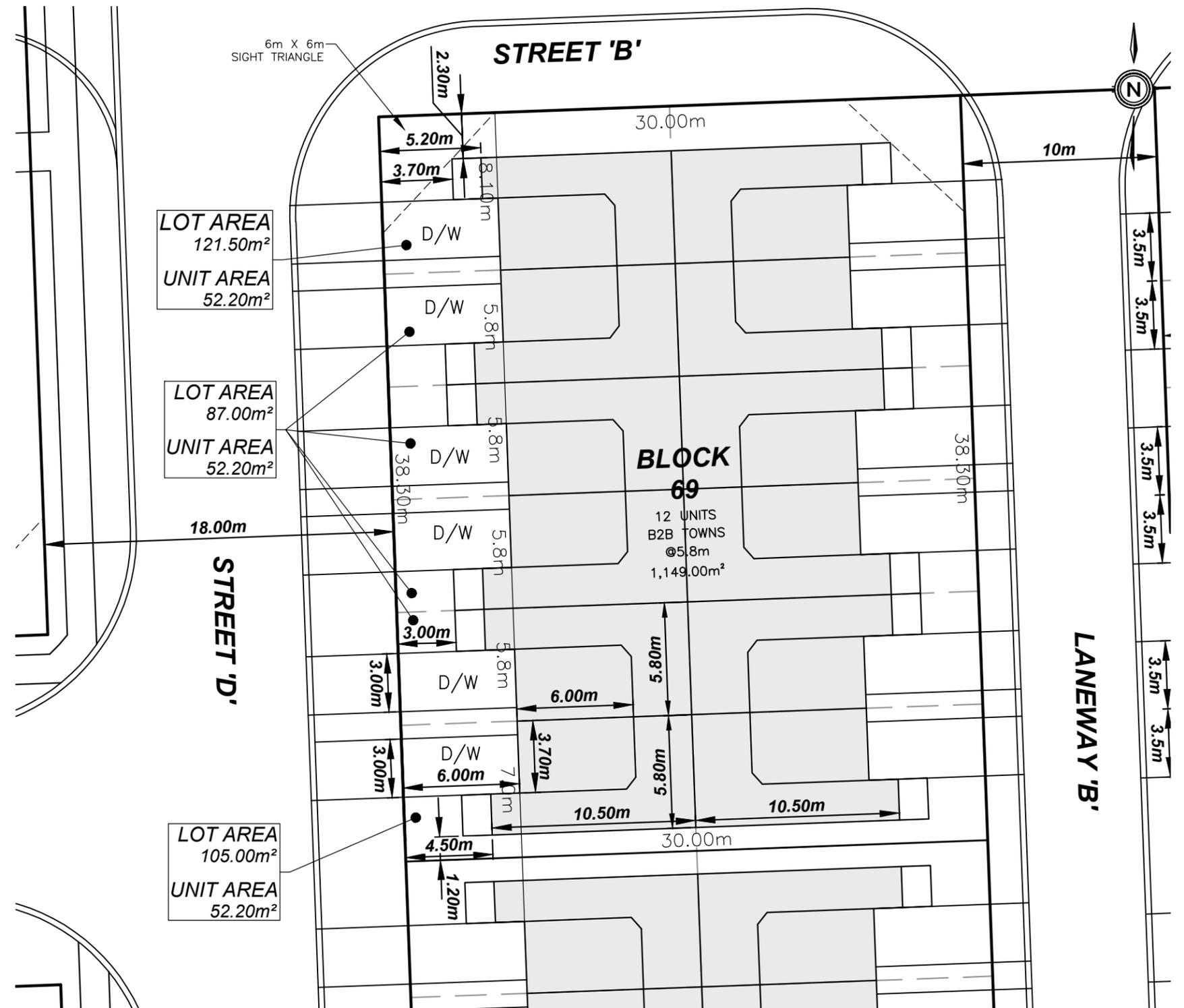
**STONEBRIDGE VILLAGE**  
**8.4m SINGLE DETACHED TYPICAL**  
CITY OF PORT COLBORNE  
**ZONING PLAN**

DATE	2024-04-17
SCALE	1:250 m
REF No.	.
DWG No.	<b>2300-ZONING</b>

**BACK-TO-BACK TOWNHOUSES - BLOCK 65-70**

**THIRD DENSITY RESIDENTIAL ZONE (R3)**

PROVISION	REQUIRED	PROVIDED
MINIMUM LOT FRONTAGE PER UNIT	6.0m	5.8m
MINIMUM LOT AREA	200m <sup>2</sup>	87m <sup>2</sup>
MINIMUM FRONT YARD	7.5m	4.5m to dwelling   6.0m to garage
MINIMUM INTERIOR SIDE YARD	3.0m	1.2m
MINIMUM CORNER SIDE YARD	4.5m	2.0m
MINIMUM REAR YARD	6.0m	N/A
MAXIMUM HEIGHT	11.0m	14.0m
MINIMUM LANDSCAPED AREA	25%	15.69%
A 3.0m LANDSCAPE BUFFER SHALL BE REQUIRED WHEN A TOWNHOUSE DEVELOPMENT ABUTS THE BOUNDARY OF THE RESIDENTIAL FIRST DENSITY, RESIDENTIAL SECOND DENSITY OR RESIDENTIAL THIRD DENSITY		1.2m
COMMON WALLS SHALL BE CENTRED ON THE COMMON LOT LINE		
THERE IS NO MINIMUM INTERIOR SIDE YARD AND/OR REAR YARD FOR COMMON WALLS		



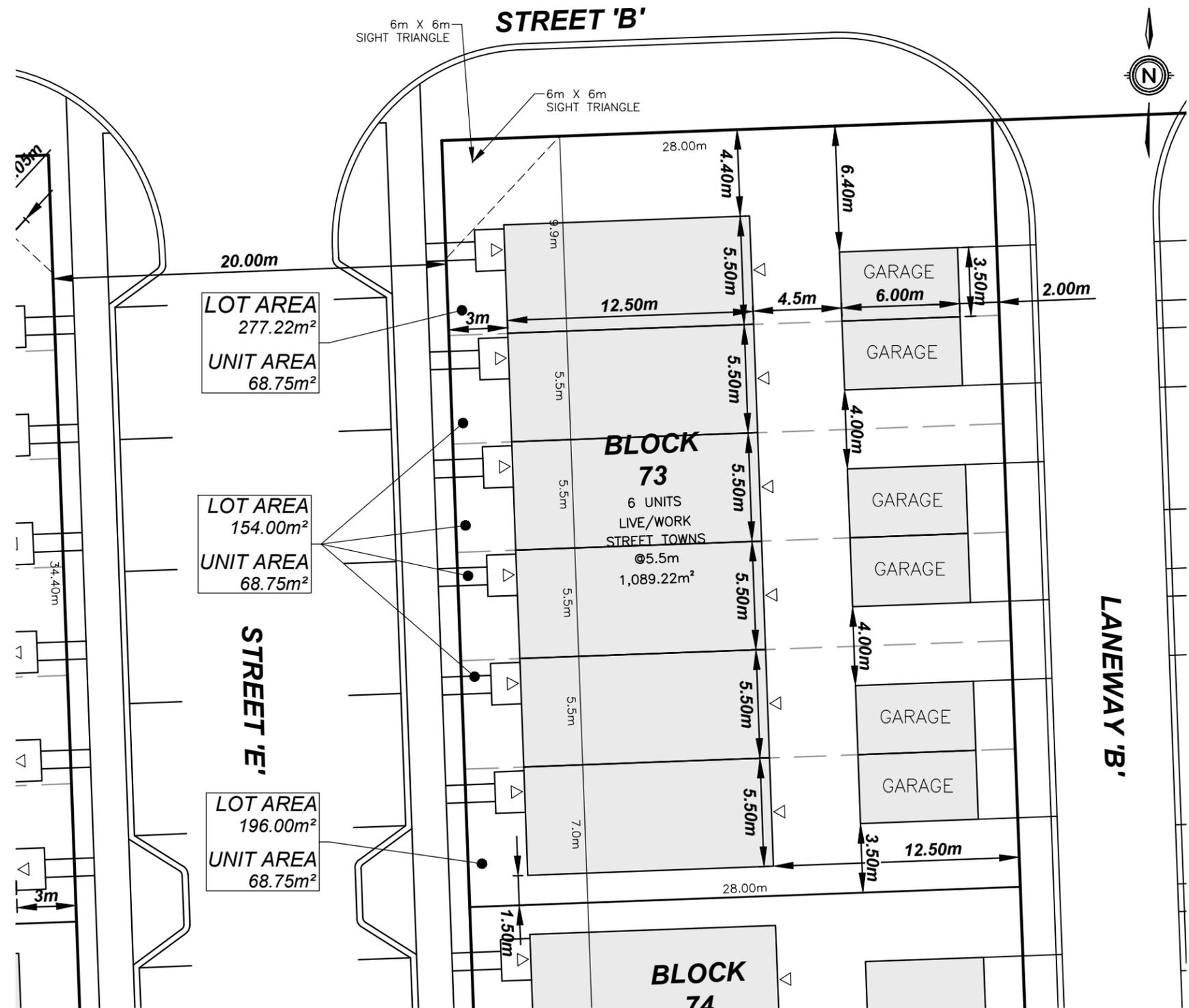
**UPPER CANADA  
CONSULTANTS**  
ENGINEERS / PLANNERS

**STONEBRIDGE VILLAGE  
BACK TO BACK STREET TOWNS TYPICAL  
CITY OF PORT COLBORNE  
ZONING PLAN**

DATE	2024-04-17
SCALE	1:250 m
REF No.	.
DWG No.	<b>2300-ZONING</b>

LIVE/WORK TOWNHOUSES - BLOCK 71-74		
THIRD DENSITY RESIDENTIAL ZONE (R3)		
PROVISION	REQUIRED	PROVIDED
MINIMUM LOT FRONTAGE PER UNIT	6.0m	5.5m
MINIMUM LOT AREA	200m <sup>2</sup>	154m <sup>2</sup>
MINIMUM FRONT YARD	7.5m	3.0m to dwelling
MINIMUM INTERIOR SIDE YARD	3.0m	1.2m
MINIMUM CORNER SIDE YARD	4.5m	4.4m
MINIMUM REAR YARD	6.0m	12.5m
MAXIMUM HEIGHT	11.0m	14.0m
MINIMUM LANDSCAPED AREA	25%	34.28%
A 1.2m LANDSCAPE BUFFER SHALL BE REQUIRED WHEN A TOWNHOUSE DEVELOPMENT ABUTS THE BOUNDARY OF THE RESIDENTIAL FIRST DENSITY, RESIDENTIAL SECOND DENSITY OR RESIDENTIAL THIRD DENSITY		
COMMON WALLS SHALL BE CENTRED ON THE COMMON LOT LINE		
THERE IS NO MINIMUM INTERIOR SIDE YARD AND/OR REAR YARD FOR COMMON WALLS		

ACCESSORY BUILDINGS: DETACHED GARAGES		
PROVISION	REQUIRED	PROVIDED
MINIMUM INTERIOR SIDE YARD	1.0m; 0m common wall	2.0m; 0m for common wall
MINIMUM CORNER SIDE YARD	4.5m	6.4m
MINIMUM REAR YARD SETBACK	1.0m	2.0m
MAXIMUM HEIGHT	6.0m	6.0m
MAXIMUM LOT COVERAGE	10%	13.64%
SHALL NOT BE LOCATED IN FRONT YARD OR CORNER SIDE YARD		
COMMON WALLS SHALL BE CENTRED ON THE COMMON LOT LINE FOR JOINTLY OWNED DOUBLE GARAGES PROVIDED THAT SUCH GARAGES NOT LOCATED IN FRONT YARD OR CLOSER THAN 1m TO ANY OTHER LOT LINE		



**UPPER CANADA  
CONSULTANTS**  
ENGINEERS / PLANNERS

**STONEBRIDGE VILLAGE  
LIVE/WORK STREET TOWNS TYPICAL  
CITY OF PORT COLBORNE  
ZONING PLAN**

DATE	2024-04-17
SCALE	1:250 m
REF No.	.
DWG No.	<b>2300-ZONING</b>