

Glendale Secondary Plan

Final

November 26, 2024



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1.0 INTRODUCTION

1.1 Approach

- a) Glendale has been identified as a Strategic Growth Area in the Niagara Region Official Plan and has been assigned a high priority for development and intensification in Niagara Region. Glendale is expected to:
 - i. Transform into a vibrant and complete community for people of all ages, lifestyles and abilities;
 - ii. Incorporate a mix of uses and built form within its urban districts;
 - iii. Protect, integrate, celebrate and connect to the natural and rural surroundings reflecting the distinct character of the area; and
 - iv. Put mobility first with a robust transit system and active transportation routes seamlessly connecting areas north and south of the QEW highway.
- b) This Secondary Plan (this Plan) is purposefully written to celebrate inclusivity and diversity, and therefore avoids the identification of any person, or group of people in the vision, principles and subsequent land use policy frameworks.
- c) This Plan establishes a framework for growth and development to the year 2051. It is the Town's primary tool for guiding development within Glendale. The detailed policies of this Plan build upon the vision for the future and a number of supportive principles that have been established through both the Glendale District Plan and this Plan. Together, the vision, principles and policies of this Plan provide a comprehensive framework to guide decision making about future growth, and to manage change in a way that ensures that the evolution of Glendale occurs in a way that enhances it as a successful and desirable place to live, work, play and to invest in.

1.2 Application

- a) The lands affected by this Plan are identified on **Schedule 1**, and are known as the Glendale Secondary Plan Area. The vision, principles, policies and schedules contained in this Plan constitute the Glendale Secondary Plan. Decision making will be based on conformity with all the relevant policies of this Plan. The text of this document and the following schedules constitute this Plan:
 - i. Schedule 1 - Land Use Designations;
 - ii. Schedule 2 - Building Height;
 - iii. Schedule 2B – Enhanced Building Height;
 - iv. Schedule 3 - Natural Heritage System;
 - v. Schedule 4 - Pedestrian Realm and Active Transportation Network; and
 - vi. Schedule 5 - Street Network.

- b) This Plan shall be read and interpreted in its entirety. The vision, principles and policies of this Plan must be considered together to guide its implementation and determine conformity. Individual policies should not be read or interpreted in isolation from other relevant policies.
- c) The following associated appendices are non-statutory elements of this Plan, and are provided for clarification purposes only:
 - i. Appendix A - The Natural Heritage System; and
 - ii. Appendix B - The Urban Design Guidelines.
- d) Council adopted companion documents, including the applicable Urban Design Guidelines, are needed to fully implement this Plan. All development shall be consistent with the relevant concepts and directives of those companion documents. Where there is a conflict between the policies of this Plan and the concepts and directives of any Council adopted Guidelines/Master Plans, the policies of this Plan shall prevail.
- e) This Plan forms part of the Niagara-on-the-Lake Official Plan and provides more detailed local development policies to guide growth and change within Glendale. This Plan is to be read in conjunction with the relevant policies of the Niagara-on-the-Lake Official Plan. Where there is a conflict between the designations and policies of this Plan and any policy of the Niagara-on-the-Lake Official Plan, the policies of this Plan shall prevail.
- f) Where there is a conflict between this Plan and any existing development approval, the existing development approval shall prevail. All development applications deemed complete by the Town prior to the approval of this Plan shall be subject to the Official Plan policies in place at the time the development application was deemed complete by the Town. For further clarity, amendments, extensions or revisions to existing approvals that require new applications under the Planning Act, after the adoption and approval of this Plan, shall be subject to the policies this Plan.

2.0 VISION & PRINCIPLES

2.1 Vision

Glendale will be a beautiful, healthy and complete urban community that fulfills its role in the urban structure of the Town and includes a full array of opportunities to live, work, learn and play in proximity.

Glendale aspires to be a diverse community that is inclusive, accessible, compact and well connected through all modes of travel. Future development in Glendale will put its mobility first with a robust transit system, cycling trails and pedestrian routes seamlessly connection areas north and south of the QEW.

Glendale will be framed by connection to green space along the Welland Canal, the creek valleys, the Niagara Escarpment and adjacent agricultural lands. Future development in Glendale will contribute to protecting, integrating and celebrating the natural and rural surroundings reflecting the distinct character of the area.

2.2 Fundamental Principles

- a) To achieve the vision, the policies of this Plan build upon the following fundamental principles:

- Principle 1** *Be a healthy community* - Glendale will be a healthy community that is accessible and connected, and inclusive with diverse mobility options and a range of housing options. Amenities and Public Service Facilities, including parkland, will be close to where people live and will be connected through a comprehensive active transportation system. Glendale will be a community where diversity is celebrated, residents are engaged, socially connected, and have equitable access to housing, support services and cultural activities.
- Principle 2** *Protect and enhance natural features and functions* - All of the significant natural heritage features and associated ecological functions within Glendale will be protected and their natural beauty and quality will be enhanced for the enjoyment of everyone.
- Principle 3** *Promote compact development and intensification* - New development will support the ongoing evolution of the Glendale secondary plan area into a more compact, walkable, and transit-supportive community. New development will be efficient, and will be provided with municipal infrastructure systems, including a full range of mobility options, Public Service Facilities and parkland in a cost-effective and fiscally responsible manner.
- Principle 4** *Provide a full range and mix of land uses* - Glendale will be a welcoming and inclusive community, providing a full range of residential, retail and service commercial uses, restaurants, educational, recreational, employment and cultural opportunities. Public Service Facilities, and parkland will be accessible to everyone.
- Principle 5** *Provide a diverse range of housing options, ensuring choice and affordability* - Glendale will provide a variety of housing options that meet the social, health, economic and well-being requirements of future residents, including additional needs housing and needs arising from demographic changes and employment opportunities. The range and mixture of housing options will accommodate a full spectrum of households, including housing options that meet the economic and affordability requirements of a growing and diverse population.
- Principle 6** *Encourage high quality design* - High quality urban design will promote the importance of Glendale within the structure of the Town. New development will demonstrate high quality urban design that contributes to the recognition of Glendale as a beautiful and successful mixed-use community. Existing low-rise residential communities will be protected from adverse impacts resulting from surrounding new development. Public Parkland, buildings and infrastructure will set the standard and will define the quality of development that is expected. Urban Design Guidelines will assist the Town in ensuring high quality design.
- Principle 7** *Promote sustainability, resiliency and a response to climate change* - Glendale will respond to a changing climate by promoting intensified and higher density development in support of an evolving high order transit system and robust active transportation network. In addition, this Plan will protect the natural heritage system and conserve biodiversity. Policies in association with the

attached Urban Design Guidelines will identify a host of opportunities to promote green building technologies and green infrastructure emplacement in support of enhanced sustainability and resiliency.

- Principle 8** *Establish an Integrated Pedestrian Realm and Active Transportation Network* - The Pedestrian Realm and Active Transportation Network will be recognized as highly interconnected, safe and conveniently located. Enhanced and connected parkland and sidewalk networks, including cycling facilities, will provide mobility options and enhanced connectivity making Active Transportation an attractive and practical travel option for everyone.
- Principle 9** *Support all mobility options, with a focus on transit to serve Glendale, Niagara and beyond* - This Plan supports all forms of mobility through a safe, connected transportation network. In addition to accommodating vehicular traffic, ongoing transit planning in Glendale will be integrated with land use planning to ensure that new development supports an enhanced level of transit service over time. The transit network will grow to connect core user groups and key destinations within Glendale and throughout the Town and beyond, with direct routes and street-side amenities that make taking public transit an attractive and practical travel option for everyone. Transit supportive development will be supported. The Niagara Transit Commission, in cooperation with the Town, shall explore opportunities to establish a centrally located Transit Hub within Glendale.
- Principle 10** *Create a new "main street" as a community focal point* - New development will create a new "main street" that will accommodate a range of smaller scale retail and service commercial uses in combination with residential apartments, an urban square and enhanced streetscapes. Collectively, this area will be recognized as having high quality urban design, a rich and balanced mixture of activities with a distinct, definable identity. This area will become the vibrant heart of the community - a gathering place for everyone to enjoy.
- Principle 11** *Support a flexible approach to economic development* - A flexible approach to local economic development will ensure the Town is able to adapt as trends change and remain prosperous, with a diversity of employment opportunities for its residents and a focus on entrepreneurial opportunities, including the rural/agricultural economy. The Town will leverage Glendale proximity to the Niagara District Airport to support and improve social and economic links.
- Principle 12** *Focus the funds generated by development in Glendale into Glendale* - The array of funds and required land contributions that are generated over time by the development activity within Glendale through various instruments under the Planning Act and the Development Charges Act need to be spent by the Town and the Region on appropriate projects in Glendale. This focus will ensure that there is a clear recognition, and response to the link between growth and the requirements for municipal investment in Public Service Facilities, as well as the municipal service infrastructure requirements, transportation and transit investments required to properly accommodate anticipated growth

3.0 GROWTH MANAGEMENT

3.1 Population and Employment Growth

- a) Glendale is identified as a Strategic Growth Area. This Plan is intended to guide growth and development in Glendale to the year 2051. It is understood that Glendale will evolve over the time horizon of this Plan to achieve the vision and principles outlined in this Plan, and transform into an integrated mixed-use community, to be developed at higher densities and in taller buildings than exist today.
- b) To the year 2051, it is estimated that:
 - i. The population of Glendale could grow to approximately 14,000 people, representing an increase of some 12,600 people.
 - ii. The employment base in Glendale, currently estimated at 5,200 jobs, is anticipated to increase by some 4,000 jobs by 2051, to a level of 9,200 jobs.
- c) The Niagara Region Official Plan (2022) establishes a long-term density target for Glendale at 100 people and jobs combined per hectare. Notwithstanding the identified population and employment growth, nothing in this Plan is intended to limit the achievement of the identified minimum density target within Glendale, provided applicable Airport Zoning Regulations for the Niagara District Airport are complied with, and the Town, in consultation with the Region, is satisfied that appropriate municipal service infrastructure capacity is available to service the area.

3.2 Phasing

- a) As a result of the long-term vision established in this Plan, the phasing of development, and particularly the harmonious accommodation of new development within the context of the existing development, will be a key consideration in the review of development applications within Glendale.
- b) Development approval will be considered on the basis of the following criteria;
 - i. Conforms with all of the relevant policies of the Official Plan and this Plan, and is consistent with the attached Urban Design Guidelines;
 - ii. Assists the Town in achieving the affordable housing target;
 - iii. Delivers needed Public Service Facilities, including the key elements of the Pedestrian Realm and Active Transportation Network;
 - iv. Considers compatible development, community impacts and community benefits; and
 - v. Integrates sustainable design elements, including green building technologies.
- c) Development applications will be considered in tandem with the capacity of the municipal service infrastructure systems (sewer, water, storm water management and transportation) as well as with Public Service Facilities and the identified components of the Pedestrian Realm and Active Transportation Network, over time.

- d) Prior to any development approval being granted, all required agreements must be in place, including financial agreements and development agreements, to provide for the identified and required elements of the municipal service infrastructure systems (sewer, water, stormwater management and transportation) as well as with the requirements for Public Service Facilities and the identified components of the Pedestrian Realm and Active Transportation Network, to the satisfaction of the Town and, where applicable, the Region.

3.3 Niagara Regional Native Centre

- a) The lands identified as the Niagara Regional Native Centre are not subject to any of the policies of this Plan. Nothing in this Plan is intended to limit the opportunity for the Native Centre to enjoy the use of their property for future development or for its use as a cultural/recreational facility. The Town will continue to cooperate with the Native Centre on any development plans on their lands, or on lands in proximity to the Native Centre, to ensure ongoing compatibility.

It is however, important to require that development on lands that directly abut the Niagara Regional Native Centre be made aware, through notifications registered on title, that activities on the Native Centre Site may, from time to time, generate noise, or other impacts that are not regulated by the Town and are part of the ongoing enjoyment of the property by those who participate in the activities of the Niagara Regional Native Centre.

- b) The statements included in this Section of this Secondary Plan would be applicable to any additional lands acquired by the Niagara Regional Native Centre within Glendale.
- c) Development on the Native Centre is to be excluded from the calculations related to overall density targets, and the land area of the Native Centre will not be considered part of the gross land area of the Secondary Plan Area.

3.4 Niagara College

- a) The lands identified as Niagara College on **Schedule 1** are occupied by the Niagara-on-the-Lake Campus of Niagara College, an important institution and asset to the Town. Niagara College is accommodated in a campus of well-designed buildings and set in a landscape setting that reflects the College's role as a focal point for the Glendale community.
- b) The College has prepared, in consultation with the Town, a College Master Plan of the site indicating the location and form of future development. The Town acknowledges that as the College grows and evolves, any such plan is subject to change. The Town is not an approval authority for development on the Niagara College lands, but will continue to cooperate with the College on any development plans and the Master Plan and provide comments as necessary.
- c) The preparation of any Amendment to the College Master Plan should include direction regarding the design treatment of any affected element of the Pedestrian Realm and Active Transportation Network. It is an objective of the Town to encourage students and employees of the College to walk, cycle or use transit to access the Campus. To achieve this objective, consideration should be given to the establishment of maximum on-site vehicular parking standards and minimum on-site bicycle parking requirements. In addition, wider sidewalks and bike lanes on key access routes and locations on transit routes should be pursued.

- d) The Region of Niagara will continue to monitor or assign infrastructure capacity for the Niagara College lands.
- e) The Niagara College lands have been fully considered as part of the contextual evaluations for municipal service infrastructure and transportation capacity, as well as within the Natural Heritage System background evaluations in support of this Plan. However, development on the Niagara College lands is to be excluded from the calculations related to overall density targets, and the land area of the College will not be considered part of the gross land area of the Secondary Plan Area.

4.0 GENERAL POLICIES FOR BUILDING A SUCCESSFUL COMMUNITY

- a) This Plan promotes Glendale as a Successful Community - A great place to live, to work, to play and to invest in. Being a Successful Community means making informed choices that take in to consideration the stated vision, a number of interrelated principles and the implementing policy framework. Every decision has implications for municipal service infrastructure, for growth management, for economic development and, importantly, for quality of place and quality of life. Decision making must be interdisciplinary, integrated and strategic to ensure economic, cultural, environmental and social rewards.

4.1 Housing Affordability

- a) The Town will encourage a range and mix of higher density housing types, styles, tenures and affordability characteristics to meet the economic requirements and affordability needs of a growing and diverse population.
- b) The following agreements/partnerships and associated implementation tools may be considered by the Town in an effort to achieve the affordable housing target of the Niagara-on-the-Lake Official Plan:
 - i. Enact a Municipal Housing Capital Facilities By-Law under the Municipal Act to enable the Town to enter into agreements with private and non-profit partners for the provision of affordable housing;
 - ii. Coordinate and collaborate with local housing groups, community partners, government agencies and the private sector to support the affordable housing policies of this Plan and to promote innovative housing forms, development techniques and incentives that will facilitate the provision of affordable housing; and
 - iii. Become directly involved in the supply of affordable housing through land acquisitions, use of surplus land, development partnerships, the provision of financial incentives and/or establishment of a not-for-profit housing corporation.
- c) The following strategies may be considered by the Town to achieve the affordable housing target:
 - i. Encourage the development of smaller dwelling units, where housing is considered to be more affordable due to lower construction costs;

- ii. Encourage all forms of affordable housing to be cost-effective to manage and maintain;
- iii. Establish alternative development standards and ensure that the provisions of the Zoning By-Law are sufficiently flexible to permit a range of innovative housing types and tenure models, including, for example, Additional Residential Units, tiny dwellings, cohousing, communal housing, and life-lease housing;
- iv. Work with all levels of government and institutional land owners to make surplus land available to providers of affordable housing;
- v. Apply for government grants and/or subsidies, including land dedication;
- vi. Provide financial incentive programs established through a Community Improvement Plan;
- vii. Streamline the approvals process for projects that provide affordable housing; and
- viii. Establish/support reduced Development Charges, parkland dedication requirements and/or parking requirements for projects that provide affordable housing.

4.2 Economic Development

- a) It is recognized that the Industrial/Business Park lands within Glendale represent one of Niagara's premier prestige business parks and is an important resource for both the Town and the Region in terms of attracting high quality jobs and businesses. This Plan includes the protection of the lands within the Industrial/Business Park designation for employment generating land uses. The key advantages of the Industrial/Business Park lands within Glendale are as follows:
 - i. Direct access/exposure to the QEW and close proximity to Highway 405;
 - ii. Proximity to the Niagara District Airport, the international border and Niagara College;
 - iii. Contains an available supply of serviced employment land; and
 - iv. A strategic gateway location for Niagara-on-the-Lake.
- b) It is estimated that growth in Glendale will warrant close to 24,000 square metres of new retail and service commercial facilities by 2043. Additional facilities will be required to serve growth to 2051. This space estimate summarizes the total warranted space based on the expenditure (retail) and per capita space ratio (services) demand analyses.

The space estimate ensures that full range of local-serving retail and services to support weekly and day-to-day shopping needs are available to support anticipated Glendale population growth. The space estimate also recognizes the proximity of existing regional shopping facilities.

Collectively, the lands within the Regional Commercial designation, as well as the lands within the Mixed-Use I and Mixed-Use II designations will provide significant opportunities to accommodate a complete range of commercial goods and services to foster competition and choice for the residents of Glendale, as well as for residents of the Town and the broader

Region. The New Residential designation provides opportunities to accommodate more local serving retail and service commercial uses.

- c) To help attract diverse opportunities for jobs, the Town will support a strong and healthy economy within Glendale by:
 - i. Constructing, upgrading and maintaining high quality, universally accessible municipal service infrastructure systems and Public Service Facilities;
 - ii. Facilitating efficient and convenient transportation options for the movement of people and goods;
 - iii. Planning for an appropriate range of housing to support the local labour force, home occupations, and home-based businesses, including artist studio/maker spaces and live/work units; and
 - iv. Supporting the ongoing physical and functional expansion of the nearby Niagara District Airport.
- d) The Town recognizes the important contribution of Niagara College, libraries and education service providers to the life-long learning opportunities for residents. The Town will support the growth and expansion of educational facilities as well as creative and cultural industries and institutions throughout Glendale as an important sector of the economy.

4.3 Urban Design

- a) All public and private sector development within Glendale shall be consistent with the Urban Design Guidelines attached to the Plan as **Appendix B**, and shall, where applicable, be subject to Site Plan Control. To promote high quality urban design, the Town may require the submission of an Urban Design Brief in support of development applications within Glendale.
- b) All development within Glendale shall be compatible with the surrounding community. The following shall be considered when evaluating the compatibility of development proposals:
 - i. The use, height, massing, orientation and landscape characteristics of nearby properties to ensure an appropriate transitions between the built forms and uses ;
 - ii. On-site amenity space is provided and is reflective of, or enhances, the existing patterns of private and public amenity space in the vicinity; and
 - iii. Appropriate streetscape patterns, including block lengths, setbacks and building separations are implemented.

The transition between different building types will be a key consideration in determining compatible development. This Plan provides guidance on the various planning and design tools to be implemented to ensure compatible development and an appropriate transition between different building types, heights and land uses.

- c) The Niagara Escarpment is an essential part of the character of Glendale, and views to the Escarpment are important assets to protect. This Plan recognizes the importance of the relationship between topography and building height and the impacts on significant views to and of the Niagara Escarpment.

- d) All development within Glendale, with a focus on the Pedestrian Realm and Active Transportation Network, parking lots and other publicly accessible areas, consistency/adequacy of achieving the following CPTED considerations:
 - i. Adequate lighting shall be provided and should be designed, where possible, with regard for vehicular, cyclist and pedestrian requirements so that the size, height, and style of lighting reflects and complements the character of the community;
 - ii. Clear sight lines, for example allowing view from one end of the walkway to the other;
 - iii. Appropriate landscaping, but avoiding landscaping that might create blind spots or hiding places;
 - iv. Adequate fencing;
 - v. Clear signage that delineates permitted use and speed; and
 - vi. Streetscape and building design that promotes “eyes on the street”.
- e) All Town or Region-owned, leased, funded, or operated Public Service Facilities, parks or open spaces, municipal service infrastructure systems and any other space that is accessible to the public shall comply with the Accessibility for Ontarians with Disabilities Act. Further, barrier free design for all development shall be achieved through Site Plan Approval, where applicable, and the enforcement of the Accessibility for Ontarians with Disabilities Act.

4.4 Compatible Development

- a) A key element of this Plan is to ensure that new development is compatible with its surrounding built form and landscape context. It is recognized that all communities evolve over time, and one of the most important challenges for decision makers is to establish an approach to development approval that ensures that change is understood on the basis of “Compatible Development”. The concept and definition of compatible development is intended to ensure that all new development within the Town is appropriately integrated into the existing built form and landscape and enhances the image, livability and character of Glendale. The starting point is to consider the tested definition of “Compatible Development”, as follows:

“Compatible development means development that may not necessarily be the same as, or even similar to the existing buildings/development in the vicinity, but, nonetheless, enhances an established community and coexists with existing development without causing any undue, adverse impact on surrounding properties.”
- b) Compatible development shall be considered in the evaluation of all development proposals throughout Glendale, in consideration of the use, height, massing, orientation and landscape characteristics of nearby properties. Key to this consideration is the transition between different uses and built forms, and how impacts can be mitigated through the application of angular planes, setbacks, stepbacks and landscape features.
- c) To ensure compatible development, all development applications shall be consistent with the Urban design Guidelines attached to the Plan as **Appendix B**.

4.5 Environmental Sustainability

- a) This Plan promotes the development of Glendale based on a vision, fundamental principles and policies that aim to maximize the environmental benefits of complete communities and sustainable development through the efficient use of land and infrastructure. The Town will utilize planning and capital investment tools, as well as urban design and low impact development approaches, in its strategic planning for infrastructure and the approval of new development. In addition, the Town will encourage:
 - i. Initiatives related to biodiversity enhancement, water conservation, energy conservation, air quality enhancement and integrated waste management opportunities;
 - ii. Opportunities for energy efficiency and alternative energy strategies, such as district energy generation, renewable/alternative energy systems and distribution and demand management plans;
 - iii. Innovative residential and public building designs that utilize green building technologies and contribute to low carbon design, energy use reduction and natural resource conservation, as well as synergies between buildings and site management practices;
 - iv. Green infrastructure technologies that complement existing infrastructure, including the requirement for innovative low impact development opportunities and best practices that minimize the risks associated with natural hazards; and
 - v. Tools such as the Community Benefits Strategy and By-law, Community Improvement Plans, and associated incentive programs to assist with the implementation of development standards that promote environmentally sustainable design and resiliency and that respond to a changing climate.
- b) The Town will encourage and support alternative energy systems, renewable energy systems, and district energy systems to accommodate current and projected needs of the community. In addition, the Town will, in consultation with the Region and other agencies, encourage and support:
 - i. The preparation of a Community Energy Plan, designed to identify opportunities for back-up power sources, to improve energy efficiency, reduce greenhouse gas emissions and foster local sustainable energy solutions;
 - ii. Energy efficient building design that meets Leadership in Energy & Environmental Design (LEED) standards, or equivalent;
 - iii. The development of renewable energy sources and systems in appropriate locations, and may provide for the provision of on- site renewable energy installations (i.e. roof-top and ground mounted solar, geothermal) developed in accordance with Provincial and Federal legislation, policies and regulations;
 - iv. Reductions in energy consumption in all Town owned, maintained and operated facilities and equipment. The Town will ensure that all new Town facilities are designed to meet a high standard of environmentally conscious design for energy and water conservation; and

- v. Development patterns that promote design and building orientation which will maximize energy efficiency and considerations, considers the mitigating effects of vegetation, maximizes opportunities for the use of renewable energy systems and alternative energy systems, and maximizes vegetation within Glendale.
- c) The Town will evaluate the contribution to sustainability and resiliency of each development application in accordance with the policies of this Plan. The Town shall support and encourage strategies to reduce energy use and carbon neutrality for buildings and infrastructure to reduce its greenhouse gas emissions and increase its climate resiliency.
- d) To support reducing emissions in the transportation sector, the Town shall encourage the installation of a publicly accessible electric vehicle charging network throughout Glendale.

5.0 LAND USE AND BUILT FORM POLICIES

5.1 Land Use Specific Policies

5.1.1 Land Uses Permitted in All Land Use Designations

- a) Within all of the land use designations, with the exception of the Environmental Protection designation, the following uses are permitted, subject to the relevant policies of this Plan:
 - i. Any element of the Pedestrian Realm and Active Transportation Network;
 - ii. Emergency services facilities, generally having convenient access to Regional or Collector Streets and appropriately integrated with the surrounding development, including appropriate architectural design, landscaping and buffering from residential buildings;
 - iii. Renewable energy systems, subject to relevant Provincial legislation and regulations;
 - iv. Municipal service infrastructure (sewer, water stormwater management) and public and private streets; and
 - v. Public and private utilities, including electricity generation facilities and transmission and distribution systems, as well as telecommunication facilities subject to any regulatory requirements, such as the provisions of the Environmental Assessment Act.

The location of such uses and facilities shall be justified and compatible with surrounding land uses.

5.1.2 Permitted Land Uses

- a) Each land use designation identified in this Plan includes a specified list of permitted uses. In addition to the specified list of permitted uses, uses accessory to any of the identified permitted uses are also permitted.

- b) The specified list of permitted uses within each land use designation may be further refined through the implementing Zoning By-law to ensure that new development is appropriate in the context of the adjacent and surrounding community.

5.1.3 Land Uses Prohibited in All Land Use Designations

- a) The following uses are prohibited in all land use designations in this Plan:
 - i. Any use that is considered noxious due to materials used or produced, or methods or processes employed, that emit pollution from noise, vibration, odours, smoke, dust or any other forms of pollution;
 - ii. Uses or produce or store hazardous substances;
 - iii. Uses that involve waste management, recycling and/or the storage of contaminated materials; and
 - iv. Uses that are prohibited pursuant to the provisions of the Environmental Protection Act.
- b) Noxious and/or Offensive Uses means any land use or industrial/manufacturing process that discharges contaminants and has an adverse effect on any existing sensitive land use. Noxious and/or Offensive Uses shall be prohibited anywhere within Glendale.

For the purposes of this definition:

- i. Adverse Effect means one or more of:
 - > Impairment of the quality of the natural environment for any use that can be made of it;
 - > Injury or damage to property or plant or animal life;
 - > Harm or material discomfort to any person;
 - > An adverse effect on the health of any person;
 - > Impairment of the safety of any person;
 - > Rendering any property or plant or animal life unfit for human use;
 - > Loss of enjoyment of normal use of property; and
 - > Interference with normal conduct of business (definition from the Environmental Protection Act);
 - ii. Contaminant means any solid, liquid, gas, odour, heat, sound, vibration, radiation or combination of any of them resulting directly or indirectly from human activities that causes or may cause an adverse effect (definition from the Environmental Protection Act); and
 - iii. Discharge means when used as a verb, includes to deposit, leak or emit and, when used as a noun, includes addition, deposit, emission or leak (definition from the Environmental Protection Act).
- c) The implementing Zoning By-law may incorporate general provisions setting out those specific uses which are prohibited in all zone categories.

5.1.4 Sensitive Land Uses

- a) Sensitive Land Use means buildings, amenity areas or outdoor spaces where routine or normal activities occurring at reasonably expected times would experience one or more adverse effects from contaminant discharges generated by a nearby major facility. Sensitive land uses may be a part of the natural or built environment. Examples may include, but are not limited to: residences, day care centres, and educational and health facilities (definition from the Provincial Policy Statement).
- b) Proposals for new uses permitted within the Industrial/Business Park Designation within Glendale in proximity to existing sensitive land uses shall demonstrate compatibility through the preparation of a Land Use Compatibility Study to identify appropriate measures to mitigate adverse impacts. Such a study shall be completed in accordance with the Ministry of Environment, Conservation and Parks Land Use and Compatibility Guidelines, to the satisfaction of the Town and in consultation with other agencies, as required and shall:
 - i. Identify any appropriate measures to mitigate adverse impacts from the source; and
 - ii. Ensure compliance for adjacent regulated industries is maintained.

5.1.5 Building Heights

- a) Unless specifically identified in the policies of this Plan, the building heights for various locations throughout Glendale are identified on **Schedule 2**. The maximum building heights shown in **Schedule 2** (including the height of any mechanical penthouses or roof ornamentation) comply with the Airport Zoning Regulations. The building heights are expressed in number of storeys, as well as the more specific height expressed in metres in the legend of **Schedule 2**. Where there is a question of which limitation specifically applies, it is the height limitation in metres, as expressed in the legend of **Schedule 2**.

5.1.6 Additional Building Heights

- a) The height limitations established in this Plan are in accordance with the requirements of the existing Airport Zoning Regulations for the Niagara District Airport and are not subject to change without prior approval from Transport Canada. Under sub-section 5.9(2) of the Aeronautics Act, the Minister of Transport may exempt an applicant from the application of Airport Zoning Regulations, if the exemption is in the public interest and not likely to affect aviation safety or security and the current or future usability of the Niagara District Airport.
- b) The building height restrictions of the Airport Zoning Regulation apply unless a permanent exemption to the in-force Airport Zoning Regulation has been granted by Transport Canada, in which case the maximum building height shall not exceed the height specified within the granted exemption. The Niagara District Airport, Transport Canada and Town are encouraged to collaborate in undertaking a comprehensive update to the Airport Zoning Regulations to address provisions related to maximum building height.
- c) For development throughout Glendale to achieve the maximum height identified on **Schedule 2B**, the Town shall be satisfied that that the building is compatible with, and can be sensitively integrated with, the surrounding and abutting land uses, including providing an appropriate transition to adjacent Low-Rise built forms. The Town may implement special measures in the Zoning By-law, such as angular planes, step backs, increased building setbacks, or enhanced landscape buffers to ensure sensitive integration.

- d) The Town may consider taller and denser buildings in locations as identified by the Enhanced Building Height Overlay on **Schedule 2B**, subject to confirmation from Transport Canada that additional height and/or density can be appropriately accommodated on the subject site without any undue impact on airport operations.

Further, taller and denser buildings in locations identified within the Enhanced Building Height Overlay on **Schedule 2B**, shall be implemented through an Amendment to this Plan, and any Implementing Zoning By-law may be subject to an 'H' Hold Provision.

Notwithstanding the above, a temporary exemption may be required for any equipment which exceeds Airport Zoning Regulations for the Niagara District Airport

- e) For a development site to achieve the identified maximum height or density, as identified on **Schedule 2B**, the Town shall be satisfied that that the building is compatible with, and can be sensitively integrated with, or transitioned to residential uses in Low-Rise built forms. In these circumstances, the Town shall require supporting studies, such as shadow, wind and privacy assessments, as well as an urban design brief which demonstrates how the proposed development represents high-quality and context sensitive design that implements policies of this secondary plan.
- f) Approved Official Plan Amendments that permit heights exceeding those determined by the Airport Zoning Regulation are identified on **Schedule 2B**, and include:
- i. OPA No. 93 (By-law 2024-039) which redesignates the subject lands to “Hospitality Precinct (EX-HP-02)” to permit residential uses in conjunction with commercial uses, limit the maximum building heights, and enables the use of a Holding (H) symbol respecting an exemption to the Airport Zoning Regulation. OPA No.93 permits an 8-storey hotel and a 10-storey residential apartment building; and
 - ii. OPA No. 95 (By-law 2024-048) which redesignates the lands to site-specific “Village Centre (EX-VC-01)” to permit an increased building height, additional commercial uses, reduced setbacks to Taylor Road and Glendale Avenue, increased density, the provision of internal public amenity space, and enables the use of a Holding (H) symbol respecting an exemption to the Airport Zoning Regulation. OPA No. 95 permits one 25-storey landmark building along Taylor Road and maximum heights of 17 to 25 storeys for all other buildings located on the southern portion of the subject lands.

5.1.7 Contaminated Sites

- a) Potentially contaminated sites include lands where contaminants may be present due to previous industrial, transportation, utility or similar uses. Sources of site contamination can include disposal of waste materials, raw material storage, residues left in containers, maintenance activities and spills. Some commercial uses such as gasoline stations and automotive repair garages have a similar potential.
- b) Prior to considering a proposal for redevelopment of potentially contaminated sites, the Town and the Ministry of Environment and Climate Change will be satisfied that the soil quality is suitable for the proposed use. Studies which document the present and past uses of the site and surrounding lands may be required by the Town and MECP, to show the presence, types and concentration of contaminants, and remedial action plan for decommissioning and clean-up of contaminated sites.

5.1.8 Additional Residential Units

- a) For the purpose of this Plan, an urban residential lot is a parcel of land that accommodates a single detached, semi-detached, or townhouse dwelling and is serviced by appropriate water and wastewater services.
- b) Where Additional Residential Units are specifically identified as a permitted use, they can be either within an existing dwelling, or within an accessory detached building on a residential lot. Each specified residential lot is permitted to have either 1 or 2 Additional Residential Units (attached), or an Additional Residential Unit (detached), as identified below, up to a maximum of 3 residential dwelling units (1 primary unit and 2 accessory units) per residential lot.
- c) Up to 2 Additional Residential Units (attached) may be created and used in accordance with the implementing Zoning By-law. An Additional Residential Unit (attached) that is wholly enclosed within an existing single detached, semi-detached, and/or townhouse dwelling is permitted, subject to conformity with the implementing Zoning By-law.
- d) An Additional Residential Unit (detached) is permitted in a detached accessory building on a lot that includes a primary single detached, semi-detached, and/or townhouse building, subject to conformity with the following policies:
 - i The Additional Residential Unit (detached) shall only be created and used in accordance with the implementing Zoning By-law. The implementing Zoning By-law will establish a maximum and minimum distance from the primary dwelling;
 - ii. The detached building that accommodates the Additional Residential Unit (detached) shall be clearly subordinate to the primary building on the lot in terms of height and building footprint; and,
 - iii. The property containing the Additional Residential Unit (detached) will be prohibited from being severed from the property.
- e) All Additional Residential Units conform with the Ontario Building Code, Fire Code, and any other applicable legislation, regulation, or standard.
- f) The Town shall require a maximum of 1 parking space for any Additional Residential Unit, regardless of whether there are 1 or 2 Additional Residential Units developed. The required parking space may be provided as a tandem parking space.

5.1.9 Additional Needs Housing

- a) Additional Needs Housing includes all types of residences licensed or funded under a Federal or Provincial statute for the accommodation of persons living under supervision and who, by reason of their age, emotional, mental, social, or physical condition, require a group living arrangement for their well-being.
- b) Additional Needs Housing shall conform to the associated criteria for uses/buildings that are also identified as permitted within the relevant designation, subject to the implementing Zoning By-law.

5.1.10 Live-Work Units

- a) Live-work units are subject to the associated development policies identified in this Plan. Where live-work units are specifically identified as a permitted use, they shall provide:
 - i. Amenity areas and buffering with planting and/or fencing from adjacent residential dwellings; and
 - ii. Adequate parking and drop-off/pick-up facilities.

5.1.11 Home-Based Businesses

- a) Where home-based businesses are identified as a permitted use they shall only be permitted in accordance with the following provisions:
 - i. The use does not substantially alter the character of the property, and the use is compatible with the adjacent community;
 - ii. The use is primarily carried out within the dwelling unit;
 - iii. The use is clearly secondary to the primary use of the property as a residence in terms of floor space utilization;
 - iv. The property is the principal residence of the person carrying on the home occupation use;
 - v. Outside storage of goods, materials, or equipment related to the home occupation use shall not be permitted; and
 - vi. Compliance with on-site parking requirements, including parking for service vehicles such as trailers and commercially licensed vehicles and other provisions regulating home occupations in the implementing Zoning By-law.
- b) The implementing Zoning By-law may include additional provisions regulating home-based businesses. The Town may implement a Licensing By-law to regulate home-based businesses.

5.1.12 Day Care Facilities

- a) Where day care facilities are identified as a permitted use they shall be permitted subject to specific regulations in the implementing Zoning By-law and in accordance with the following policies:
 - i. The use will not cause any traffic hazards or an unacceptable level of congestion on surrounding streets;
 - ii. The use is intended to serve and support the surrounding community; and,
 - iii. The site is large enough to accommodate the building, on-site play areas, parking and pick-up/drop-off facilities and appropriate buffering, where required.
- b) Where possible, day care facilities should be provided in the early phases of the development of Glendale and integrated with Public Service Facilities, mixed-use developments and residential developments.

5.1.13 Neighbourhood Scale Public Service Facilities & Retail and Service Commercial Uses

- a) Neighbourhood scale Public Service Facilities, or neighbourhood scale retail and service commercial uses may be permitted in both the Existing Residential and New Residential designations, subject to an implementing Zoning By-law and Site Plan Approval, and subject to the following locational criteria:
 - i. Direct or convenient access to a Regional or Collector Street;
 - ii. Design which is compatible with surrounding land uses, and maintains the scale, density and character of the area. The implementing Zoning By-law will establish an appropriate Gross Floor Area limitation for each individual use/business, and will limit the number of individual uses/businesses permitted within a cluster of such uses;
 - iii. Provision of adequate buffering and transition to ensure compatibility with surrounding existing sensitive uses; and
 - iv. Provision of adequate off-street parking to serve the particular use, while retaining sufficient usable yard space to maintain the existing visual characteristics of the area.
- b) Neighbourhood scale Public Service Facilities, or neighbourhood scale retail and service commercial uses may be developed as part of a mixed use building.
- c) When neighbourhood scale retail and service commercial uses are proposed in a cluster format, they shall be limited to a maximum of 4 individual businesses and to between 1,800 and 3,800 square metres of total gross Floor area. Individual, stand alone businesses shall be limited in scale to 1,800 square metres.

5.1.14 Places of Worship

- a) Where a place of worship is specifically identified as a permitted use in a designation in this Plan, it shall be permitted, subject to the following criteria:
 - i. The use will not cause any traffic hazards or an unacceptable level of congestion on surrounding streets; and
 - ii. The site is large enough to accommodate the building, on-site parking areas and appropriate amenity areas and buffering, where required.

5.1.15 Public Service Facilities

- a) The relevant policies of the Niagara-on-the-Lake Official Plan will guide the provision of Public Service Facilities. Public Service Facilities include facilities designed to meet the recreational, health, social, educational, self-directed learning and cultural needs of the residents including elementary and secondary schools, public libraries, museums, cultural centres, or other similar uses. Public Service Facilities will be encouraged to provide multi-functional and shared-use facilities and services to better serve the residents and achieve capital and operating cost efficiencies.
- b) The Town shall ensure that the Public Service Facilities required for development are secured as a part of the development approvals process and appropriately phased in accordance with the proposed development.

- c) In determining appropriate locations for Public Service Facilities, the Town shall have regard for the type of service provided by the facility, recognizing that some uses will serve a localized population, while others will serve the whole or large portions of the Town. Where appropriate, Public Service Facilities are encouraged to be incorporated within both public and private development.
- d) Where Public Service Facilities are specifically permitted within a designation in this Plan, they will be subject to the specific regulations in the Zoning By-law. It is desirable that Public Service Facilities can be clustered together to promote cost-effectiveness and facilitate service integration. The development of Public Service Facilities shall be subject to the following criteria:
 - i. The use will not cause any traffic hazards or an unacceptable level of congestion on surrounding streets;
 - ii. The site is large enough to accommodate the building, on-site parking areas and appropriate amenity areas and buffering, where required; and
 - iii. Direct access shall be provided to Public Service Facilities from all parts of the surrounding community through a comprehensive Active Transportation Network.

6.0 LAND USE DESIGNATIONS

- a) In accordance with Schedule 1, Glendale is comprised into the following land use designations:
 - i. The Existing Residential designation;
 - ii. The New Residential designation;
 - iii. The Regional Commercial designation, including the Regional Commercial Mixed-Use Overlay;
 - iv. The Mixed-Use I designation;
 - v. The Mixed-Use II designation;
 - vi. The Industrial/Business Park designation;
 - vii. The Public Parkland designation (included in Section 7.0);
 - viii. The Transportation Facilities designation; and
 - ix. The Environmental Protection designation, including the Adjacent Lands Overlay.
- b) In addition to the identified land use designations, **Schedule 1** also identifies existing stormwater management facilities. Stormwater management facilities are not considered as a land use designation. They are, however provided with a planning policy framework within Section 8.2.3 of this Plan.

6.1 The Existing Residential Designation

6.1.1 Intent

- a) The Existing Residential designation recognizes existing low-rise neighbourhoods and estate style lots within Glendale. It is the intent of this designation to ensure that existing housing stock and the existing character of the neighbourhood are appropriately conserved.

6.1.2 Permitted Uses

- a) The following uses may be permitted on lands within the Existing Residential designation, as shown on **Schedule 1**, subject to the relevant policies of this Plan:
 - i. Single-detached dwellings, semi-detached dwellings, duplex dwellings, multi-plex dwellings and all forms of townhouses;
 - ii. Additional residential units;
 - iii. Additional needs housing;
 - iv. Home-based businesses;
 - v. Neighbourhood scale Public Service Facilities;
 - vi. Neighbourhood scale office uses, retail and service commercial uses; and
 - vii. Day care facilities.

6.1.3 General Development Policies

- a) This Plan encourages sensitive infill development of vacant or underutilized parcels of land, where such development will be compatible with the existing character of the neighbourhood and where it will contribute to the more efficient use of municipal infrastructure, parkland and Public Service Facilities.
- b) Within the Existing Residential designation, any additions to existing structures, or any new development is required to complement existing adjacent development in terms of its scale, character, height, design and mass. Specifically, the following policies apply to any application for development:
 - i. Changes to lot frontage and/or lot depth may be permitted subject to an implementing Zoning By-law;
 - ii. Development will respect and reinforce the existing physical character of the neighbourhood, including in particular:
 - > Patterns of streets, blocks and lanes and public building sites;
 - > Size and configuration of lots;
 - > Heights, massing, scale and dwelling type of nearby residential properties;

- > Setbacks of buildings from the street or streets;
 - > Prevailing patterns of rear and side yard setbacks and landscaped open space; and
 - > Continuation of special landscape or built-form features that contribute to the unique physical character of a neighbourhood.
- c) Some lands within the Existing Residential designation directly abut, or are in proximity to the Niagara Regional Native Centre. It is a requirement that all new development be made aware, through notifications registered on title, that activities on the Native Centre Site may, from time to time, generate noise, or other impacts that are not regulated by the Town and are part of the ongoing enjoyment of the property by those who participate in the activities of the Niagara Regional Native Centre.

6.2 The New Residential Designation

6.2.1 Intent

- a) The New Residential designation will promote new well-designed and attractive residential communities that act as a transition to rural landscapes and/or environmental features that are adjacent to, and outside of the boundaries of Glendale.

6.2.2 Permitted Uses

- a) The following uses may be permitted on lands within the New Residential designation, as shown on **Schedule 1**, subject to the relevant policies of this Plan:
- i. Single-detached dwellings, semi-detached dwellings, duplex dwellings, multi-plex dwellings, all forms of townhouses and apartments;
 - ii. Additional residential units;
 - iii. Additional needs housing;
 - iv. Live-work units;
 - v. Home-based businesses;
 - vi. Neighbourhood scale Public Service Facilities;
 - vii. Neighbourhood scale office uses, retail and service commercial uses;
 - viii. Day care facilities; and
 - ix. Places of worship.

6.2.3 General Development Policies

- a) The Town may require a Development Concept Plan be prepared prior to the approval of any development application - Draft Plan of Subdivision/Condominium, or Zoning By-law

Amendment - within the New Residential designation identified on **Schedule 1**. The determination of whether a Development Concept Plan is required shall be to the satisfaction of the Town based on an assessment of the scale of the proposed development, its proximity to other lands expected to be developed and the general complexity of the issues that need to be resolved.

- b) Maximum net densities within the New Residential Designation shall be linked to the maximum building height and based on a lot coverage of 60 percent. Maximum densities are as follows:
- i. Where the maximum height is up to 3 storeys - 1.8 FSI;
 - ii. Where the maximum height is up to 4 storeys - 2.4 FSI;
 - iii. Where the maximum height is up to 5 storeys - 3.0 FSI;
 - iv. Where the maximum height is up to 6 storeys - 3.6 FSI; and
 - v. Where the maximum height is up to 7 storeys - 4.2 FSI.

The Town may consider additional density in the implementing Zoning By-law where over 75 percent of the required parking is provided in structured parking facilities (above grade, or below grade)

- c) Neighbourhood scale office uses, retail and service commercial uses shall be further defined and regulated by the implementing Zoning By-law to ensure that they are compatible with the surrounding residential neighbourhood.
- d) The height, mass, scale and arrangement of buildings and structures will achieve a harmonious design and integrate with the surrounding area. Development plans shall be designed to:
- i. Create a pedestrian-oriented and highly interconnected street and block pattern, with connections to adjacent districts within Glendale, and to Public Service Facilities and the Pedestrian Realm and Active Transportation Network and the transit system;
 - ii. Provide appropriate transition to/integration among adjacent uses/built forms; and
 - iii. Avoid back lotting along any public street or any element of the Pedestrian Realm and Active Transportation Network.
 - iv. Ensure the majority of residents are within a 5-minute walk (approximately 400 metres) to any, or all of the following community features:
 - > Parkland;
 - > Public Service Facilities, particularly schools and recreation facilities; and/or retail and service commercial uses; and
 - v. Ensure adequate municipal services can be provided to accommodate the needs of the development.
- e) Where development abuts a Regional Street right-of-way, the design of vehicular access, pedestrian and amenity areas shall be subject to regulation by the Region, and shall be consistent with any applicable Regional Design Guidelines.

- f) Some lands within the New Residential designation directly abut, or are in proximity to the Niagara Regional Native Centre. It is a requirement that all new development be made aware, through notifications registered on title, that activities on the Native Centre Site may, from time to time, generate noise, or other impacts that are not regulated by the Town and are part of the ongoing enjoyment of the property by those who participate in the activities of the Niagara Regional Native Centre.

6.3 The Regional Commercial Designation

6.3.1 Intent

- a) The lands within the Regional Commercial designation serve as a major inter-regional shopping and entertainment destination, complementing the Town's other attractions. It is the intent of this Plan to facilitate the ongoing evolution of this district, keeping in mind that there is the potential for future opportunities for development contributing to Glendale's long-term build-out as a more complete community by providing amenities for residents, workers and students and integrating a mix of land uses over time.

6.3.2 Permitted Uses

- a) The following uses may be permitted on lands within the Regional Commercial designation, as shown on **Schedule 1**, subject to the relevant policies of this Plan:
 - i. Restaurants, retail and service commercial uses of all types and scales;
 - ii. Winery and brewing facilities;
 - iii. Entertainment uses;
 - iv. Office and major office uses;
 - v. Private education, recreation and health-related facilities;
 - vi. Public Service Facilities;
 - vii. Day care facilities; and
 - viii. Commercial and/or accessory parking facilities at-grade and/or in structures.

6.3.3 General Development Policies

- a) Development shall be pedestrian-friendly. Buildings shall be oriented to streets or other open spaces. Sidewalks shall be generous, interconnected and designed to a high standard. The arrangement and width of stores shall encourage walking.
- b) Mixed use buildings containing retail or service uses on the ground floor and other permitted, compatible uses on upper floors shall be encouraged.
- c) Requirements for building setbacks, minimum landscaped areas, buffer strips, maintenance of existing trees, privacy screening and other appropriate measures to enhance the greening of commercial uses and to protect adjoining residential areas from the effects of commercial

activity will be applied in all new commercial development. Further, prior to approval, applications for development in the Regional Commercial designation shall be subject to an urban design and architectural review process.

- d) Along the south side of the Regional Commercial designation, development shall provide an appropriate built form transition to abutting development within the New Residential designation. Large parking lots and service areas generally should be screened or buffered by development.
- e) Adequate off-street parking shall be provided for all new commercial development. Parking generally shall be located at the rear or side of buildings. Large parking areas shall be divided by landscape strips planted with trees. Landscaped berms should buffer parking areas from the south service street to obscure views of the parking areas from the QEW.
- f) Above-ground parking structures should be designed to appear as fenestrated buildings with a regular pattern of openings and materials that are compatible in type and quality with those of surrounding buildings.
- g) Loading, servicing and garbage areas should generally be located at the rear of buildings and screened from public view.
- h) Vehicular accesses for new commercial developments will be restricted, as necessary, to minimize the effect of turning movements on adjoining streetways. Wherever possible, joint accesses will be designed to serve multiple commercial uses.
- i) Buildings facing the QEW shall have enhanced design features and use high quality building materials.

6.3.4 Regional Commercial Mixed-Use Overlay

- a) Ongoing development within the Regional Commercial designation must be responsive to current trends in retail development. As such, a Regional Commercial Mixed-Use Overlay has been included on **Schedule 1** to recognize the long-term potential of this area to support additional uses, including residential apartments, and to facilitate the arrangement of land uses, configuration of streets, parkland, Public Service Facilities and parking, and the form and density of buildings to be determined when a future development proposal is submitted.
- b) The Town may require that a Development Concept Plan be prepared prior to the approval of the Draft Plan of Subdivision/Condominium, or implementing Zoning By-law Amendment application, to the satisfaction of the Town based on an assessment of the scale of the proposed development, its proximity to other lands expected to be developed and the general complexity of the issues that need to be resolved. Minor changes/additions within the Regional Commercial designation may be exempt from the requirement for a Development Concept Plan, at the discretion of the Town.
- b) New development within the Regional Commercial Mixed-Use Overlay that is not already permitted by the existing zoning, shall be subject to an implementing Zoning By-law Amendment, as well as Site Plan Approval, where applicable.

6.4 The Mixed-Use I Designation

6.4.1 Intent

- a) The Mixed-Use I designation is intended to provide a focal point for commercial and social activities for residents, workers, students and visitors in Glendale. The lands within the Mixed-Use I designation are expected to become a community "main street" and shall include a diverse mixture of retail and service commercial uses and restaurants at-grade, as well as office uses and a range of apartment dwellings above the first floor.

6.4.2 Permitted Uses

- a) Permitted uses on lands within the Mixed-Use I designation as identified on **Schedule 1** may include, subject to the relevant policies of this Plan:
 - i. Restaurants, retail and service commercial uses;
 - ii. Winery and brewing facilities;
 - iii. Artisan studios and maker spaces;
 - iv. Entertainment uses;
 - v. Home-based businesses;
 - vi. Hotels, including ancillary uses;
 - vii. Office uses;
 - viii. Private education, recreation and health-related facilities;
 - ix. Places of worship;
 - x. Public Service Facilities;
 - xi. Day care facilities;
 - xiii. Residential apartment units above or behind a non-residential permitted use
 - xiv. Additional needs housing;
 - xv. Commercial and/or accessory parking facilities at-grade and/or in structures.

6.4.3 General Development Policies

- a) It is estimated that the amount of retail commercial facilities within the Mixed-Use I designation should be between 7,500 and 11,000 square metres of retail commercial gross floor area, in addition to other opportunities for service commercial uses and offices. The scale, range and mix of retail commercial facilities would ideally include a supermarket or major grocery store, a pharmacy together with a range of other services and specialty retail outlets.

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- b) In addition to the maximum building height within the Mixed-Use I designation as identified on **Schedule 2**, the minimum building height shall be 2 storeys, or 8 metres, whichever is greater.
- c) Maximum net densities within the Mixed-Use I Designation shall be linked to the maximum building height and based on a lot coverage of 60 percent, where parking is to be provided in unstructured, outdoor parking lots. In that circumstance, the maximum densities are as follows:
 - i. Where the maximum height is up to 4 storeys - 2.4 FSI;
 - ii. Where the maximum height is up to 5 storeys - 3.0 FSI;

Where at least 75 percent of the required parking is to be provided in structured parking facilities (above grade, or below grade), the maximum densities shall be linked to the maximum building height and based on a lot coverage of 90 percent. The maximum densities are as follows:

- iii. Where the maximum height is up to 4 storeys - 3.6 FSI; and
 - iv. Where the maximum height is up to 5 storeys - 4.5 FSI.
- d) Buildings and sites throughout the Mixed-Use I designation may develop as individual sites or as comprehensively planned complexes. Comprehensive planning will promote a unified approach to urban design, traffic impact and access, and stormwater management. Larger or proximal sites, or multiple vacant/underutilized sites may be required to prepare a Development Concept Plan to illustrate how these properties could be developed comprehensively, to the satisfaction of the Town.
- e) Restaurants, retail and service commercial uses shall be limited in size. The scale of all permitted land uses shall be further regulated by the implementing Zoning By-law to ensure that the desired community "main street" character is achieved. Notwithstanding that limitation, a food store is specifically exempt from this policy.
- f) The Mixed-Use I designation promotes mixed-use buildings and developments that include second floor residential apartments and/or office space that is appropriate for the accommodation of local serving businesses, including health and wellness facilities, finance uses, co-working space, professional offices and other similar activities. The following policies are applicable:
 - i. Stand-alone, non-residential buildings may be permitted within the Mixed-Use I designation. Stand-alone residential buildings are prohibited. Where residential development is proposed, it is a requirement of this Plan that no dwelling units be permitted at-grade and a minimum of 75% of the at-grade Gross Floor Area be occupied by non-residential uses, to the satisfaction of the Town; and
 - ii. An array of non-residential uses are encouraged at-grade in the Mixed Use I designation. Where these uses and facilities are proposed for sites with primary frontage along Niagara-on-the-Green Boulevard, development will be designed in a manner that prioritizes street and sidewalk frontage for retail, service commercial and restaurant purposes. Buildings shall address and have main entrances on Niagara-on-the-Green Boulevard.

- g) It is encouraged that parking facilities in the Mixed-Use I designation be located in a structure either above or below grade. Above-ground parking structures shall be designed to appear as fenestrated buildings with a regular pattern of openings and materials that are compatible in type and quality with those of surrounding buildings.
- h) Parking shall not be located between the front of buildings and Niagara-on-the-Green Boulevard. Loading, servicing and garbage areas generally shall be located at the rear of buildings, and shall be screened from public view.
- i) Development in the Mixed Use I designation shall enhance the quality of the Pedestrian Realm and Active Transportation Network by:
 - i. Requiring that front and exterior side elevations address the adjacent streetscape with minimal or no setback, forming a strong and identifiable urban edge;
 - ii. Requiring articulated façades using window displays or outdoor patios that contribute to a pedestrian friendly street environment; and
 - iii. Incorporating wayfinding signage to direct residents and visitors to shops, services and attractions.

6.5 The Mixed-Use II Designation

6.5.1 Intent

- a) It is the intent of this Plan to promote within the Mixed-Use II designation, as identified on **Schedule 1**, the development of a diverse mixture of retail and service commercial uses, restaurants, cultural, entertainment and recreational land uses, as well as office uses and a range of residential apartment dwellings.

6.5.2 Permitted Uses

- a) Permitted uses on lands within the Mixed-Use II designation identified on **Schedule 1**, may include, subject to the relevant policies of this Plan:
 - i. Restaurants, retail and service commercial uses;
 - ii. Winery and brewing facilities;
 - iii. Artisan studios and maker spaces;
 - iv. Entertainment uses;
 - v. Home-based businesses;
 - vi. Hotels, including ancillary uses;
 - vii. Convention/conference facilities;
 - viii. Office and major office uses;
 - ix. Private education, recreation and health-related facilities;

- x. Private clubs;
 - xi. Places of worship;
 - xii. Public Service Facilities;
 - xiii. Day care facilities;
 - xiv. Residential apartments
 - xv. Additional needs housing;
 - xvi. Commercial and/or accessory parking facilities at-grade and/or in structures.
- b) In addition to the identified list of permitted uses within the Mixed-Use II designation, modestly scaled research and development facilities, light manufacturing uses and warehousing facilities, or other low-impact employment generating uses in wholly enclosed buildings may also be permitted, subject to the implementing Zoning By-law.

6.5.3 General Development Policies

- a) The Town shall encourage compatible development, redevelopment and rehabilitation throughout the Mixed-Use II designation by supporting development applications that conform to the policies of this Plan and the implementing Zoning By-law.
- b) In addition to the maximum building height within the Mixed-Use II designation as identified on **Schedule 2**, the minimum building height shall be 3 storeys, or 12 metres, whichever is greater. Notwithstanding the minimum building height limit, no minimum building height shall be required for buildings that accommodate only modestly scaled research and development facilities, light manufacturing and warehouse facilities or other low impact employment generating land uses.
- c) Maximum net densities within the Mixed-Use II Designation shall be linked to the maximum building height and based on a lot coverage of 60 percent, where parking is to be provided in unstructured, outdoor parking lots. In that circumstance, the maximum densities are as follows:
- i. Where the maximum height is up to 4 storeys - 2.4 FSI;
 - ii. Where the maximum height is up to 5 storeys - 3.0 FSI;
 - iii. Where the maximum height is up to 6 storeys - 3.6 FSI;
 - iv. Where the maximum height is up to 7 storeys - 4.2 FSI;
- Where at least 75 percent of the required parking is to be provided in structured parking facilities (above grade, or below grade), the maximum densities shall be linked to the maximum building height and based on a lot coverage of 90 percent. The maximum densities are as follows:
- v. Where the maximum height is up to 4 storeys - 3.6 FSI;

- vi. Where the maximum height is up to 5 storeys - 4.5 FSI;
 - vii. Where the maximum height is up to 6 storeys - 5.4 FSI; and
 - viii. Where the maximum height is up to 7 storeys - 6.3 FSI.
- d) Buildings and sites throughout the Mixed-Use II designation may develop as individual sites or as comprehensively planned complexes. Comprehensive planning will promote a unified approach to common issues such as urban design, traffic impact and access and stormwater management. Larger sites, or proximal sites, or multiple vacant, or underutilized sites may be required to prepare a Development Concept Plan as identified in this Plan to support development, to the satisfaction of the Town.
- e) Stand-alone, non-residential buildings may be permitted within the Mixed-Use II designation. Stand-alone residential buildings are prohibited. Where residential development is proposed, it is a requirement of this Plan that no dwelling units be permitted at-grade and a minimum of 60% of the at-grade Gross Floor Area be occupied by non-residential uses, to the satisfaction of the Town.
- f) Notwithstanding the policy above, on comprehensively planned, larger sites, with multiple buildings proposed, the Town may consider stand-alone residential buildings, as long as the site is developed as a mixed-use site. Mixed-use sites shall include a minimum of 50% of the total Gross Floor Area be dedicated to non-residential uses, to the satisfaction of the Town.
- g) An array of non-residential uses are encouraged at-grade in the Mixed Use II designation. Buildings shall address and have main entrances on a street or abutting parkland.
- h) It is encouraged that parking facilities in the Mixed-Use II designation be located in structure. Above-ground parking structures shall be designed to appear as fenestrated buildings with a regular pattern of openings and materials that are compatible in type and quality with those of surrounding buildings.
- i) Parking shall not be located between the front of buildings and the street. Loading, servicing and garbage areas generally shall be located at the rear of buildings and screened from public view.
- j) The design of buildings shall enhance the quality of the Pedestrian Realm and Active Transportation Network by including transparent frontages, the articulation of facades and the use of quality materials at the street level. Development in the Mixed Use II designation shall enhance the quality of the Pedestrian Realm and Active Transportation Network by:
- i. Requiring that front and exterior side elevations address the adjacent streetscape with minimal or no setback, forming a strong and identifiable urban edge;
 - ii. Requiring articulated façades using window displays or outdoor patios that contribute to a pedestrian friendly street environment; and
 - iii. Incorporating wayfinding signage to direct residents and visitors to shops, services and attractions.
- k) Where any lands within the Mixed-Use II designation immediately abut any lands within the Industrial/Business Park designation, or an existing industrial use, it shall be the responsibility of any new development within the Mixed-Use II designation to provide an appropriate

transition condition, including enhanced setbacks, landscaping, angular planes or height reductions, and to mitigate any adverse impacts that may emanate from any permitted use within the abutting Industrial/Business Park designation, or existing industrial use, in accordance with the Ministry of Environment, Conservation and Parks Land Use and Compatibility Guidelines, to the satisfaction of the Town and in consultation with other agencies, as required.

- l) Some lands within the Mixed-Use II designation directly abut, or are in proximity to the Niagara Regional Native Centre. It is a requirement that all new development that includes sensitive land uses be made aware, through notifications registered on title, that activities on the Native Centre Site may, from time to time, generate noise, or other impacts that are not regulated by the Town and are part of the ongoing enjoyment of the property by those who participate in the activities of the Niagara Regional Native Centre.
- m) Buildings facing the QEW shall have enhanced design features and use high quality building materials.

6.6 Industrial/Business Park Designation

6.6.1 Intent

- a) It is the intent of this Plan to recognize the existing employment generating land uses within the Industrial/Business Park designation, and to build upon the accessibility and visibility attributes of these lands in proximity to the Glendale Avenue interchange, along the QEW and abutting Niagara College.

6.6.2 Permitted Uses

- a) Permitted uses on lands within the Industrial/Business Park designation identified on **Schedule 1**, may include, subject to the relevant policies of this Plan:
 - i. Industrial uses, including:
 - > Light manufacturing facilities;
 - > Warehousing and distribution centres;
 - > Municipal works yard;
 - > Research and development facilities;
 - > Data processing facilities;
 - > Transportation servicing and maintenance facilities;
 - > Construction and agricultural equipment sales and rental facilities; and
 - ii. Office and major office uses;
 - iii. Institutional and major institutional uses;
 - iv. Private education, recreation and health-related facilities;

- v. Winery and brewing facilities; and
 - vi. Commercial and/or accessory parking facilities at-grade and/or in structures.
- b) In addition to the identified list of permitted uses within the Industrial/Business Park designation, the following uses may also be permitted, subject to the implementing Zoning By-law:
- i. Retail commercial uses that sell products manufactured, or assembled on-site; and
 - ii. Restaurant, retail and service commercial uses catering to the daily needs of employees within the Industrial/Business Park area.

6.6.3 General Development Policies

- a) Development within the Industrial/Business Park designation will accommodate built forms that support Niagara College and major office uses. Development is also expected to attain high-quality urban design, at densities that are transit-supportive. Development within the Industrial/Business Park designation should ultimately aim to achieve an overall density of 60 jobs per hectare. Development will incorporate identified elements of the Pedestrian Realm and Active Transportation Network, as shown on **Schedule 4**.
- b) The conversion of lands within the Industrial/Business Park designation to non-employment generating uses is not encouraged and shall only be considered through an Official Plan Amendment, supported by a comprehensive assessment, which demonstrates all of the following:
- i. There is an identified need for the conversion;
 - ii. The lands are not required over the long term for the employment purposes for which they are designated;
 - iii. The Town will meet employment density targets identified in this Plan;
 - iv. The conversion will not adversely affect the overall viability of lands within the Industrial/Business Park designation, and the overall achievement of the employment density targets and other policies of this Plan; and
 - v. There is existing or planned infrastructure and public service facilities in place to accommodate the proposed use.
- c) The following policies shall apply to parking, outside storage and loading areas within the Industrial/Business Park designation:
- i. Parking areas shall be encouraged at the side or rear of buildings. Parking between the front wall of a building and the public right-of-way shall be limited to two tiers. Landscaped areas shall be used to provide a buffer between parking areas and buildings and between parking areas and the street; and
 - ii. Loading areas shall be located at the side or rear of a building. Garbage areas shall be screened and located at the rear of buildings. Servicing and garbage areas enclosed within the building are encouraged.

Exceptions to the these identified policies are permitted without Amendment to this Plan, provided the exceptions satisfy the principles and objectives for the Industrial/Business Park designation and the broader community of Glendale.

- d) Development within the Industrial/Business Park designation shall be compatible with existing and planned sensitive land uses in proximity. Appropriate transition conditions, including enhanced setbacks, landscaping, angular planes or height reductions, and other mitigation techniques shall be employed to resolve any adverse impacts that may emanate from any permitted use within the Industrial/Business Park designation on any existing or planned sensitive land uses in proximity.
- e) Buildings facing the QEW shall have enhanced design features and use high quality building materials.

6.7 The Transportation Facilities Designation

6.7.1 Intent

- a) It is the intent of this Plan to recognize lands owned by the Ministry of Transportation Ontario that are incorporated within the infrastructure of the Glendale Avenue and QEW Interchange in accommodating transportation related facilities that will benefit Highway users and the Glendale community.

6.7.2 Permitted Uses

- a) Permitted uses on lands within the Transportation Facilities designation identified on **Schedule 1**, may include, subject to the relevant policies of this Plan:
 - i. Commuter parking facilities, either at grade or in structure;
 - ii. Tourist information booths; and
 - iii. A Transit Hub facility.

6.7.3 General Development Policies

- a) Any development of any permitted use within the Transportation Facilities designation shall only occur through the approval of the Ministry of Transportation Ontario, and shall be subject to all of the design criteria of the Ministry, including any applicable setback requirements.

6.8 The Environmental Protection Designation

6.8.1 Intent

- a) It is the intent of this Plan to ensure that lands within the Environmental Protection designation are protected from the impacts of development and that the biodiversity, ecological and hydrological function of the features incorporated within the designation are protected, maintained, restored or, where possible, enhanced for the long-term , as established through the comprehensive subwatershed study completed in support of this Plan.

6.8.2 Permitted Uses

- a) Permitted uses, subject to the results of an Environmental Impact Study, on lands within the Environmental Protection designation may include:
 - i. Conservation uses;
 - ii. Small-scale buildings or structures appropriate and supportive of public parks and trails and other associated passive recreational opportunities and facilities; and
 - ii. Buildings or structures necessary for flood or erosion control.
- b) In addition to the permitted land uses listed, the following uses may also be considered:
 - i. Environmentally sensitive elements of the Pedestrian Realm and Active Transportation Network, which are supported by an Environmental Impact Study;
 - ii. Municipal service infrastructure (sewer, water stormwater management) and public and private streets which are supported by a completed Environmental Impact Study or similar study; and
 - iii. Public and private utilities, including electricity generation facilities and transmission and distribution systems, as well as telecommunication facilities subject to any regulatory requirements, such as the provisions of the Environmental Assessment Act.

The impact of these facilities on the environment will be minimized. Municipal service infrastructure and public and private utilities, including private streets, will only be permitted if it can be demonstrated that the advantages of any project outweigh its disadvantages. All assessments must be supported by an Environmental Impact Study (EIS) or similar study. The evaluation will require consideration of the:

- i. Ecological value and sensitivity of the particular feature(s);
- ii. Expected impact of the proposed project on the agricultural and conservation lands and ability to mitigate those impacts;
- iii. Need for and benefits of the proposed project; and
- iv. Advantages and disadvantages of alternative locations for the proposed project.

The Town will consult with the authority having regulatory jurisdiction over the feature prior to allowing any public utility to locate in the Environmental Protection designation.

6.8.3 Components

- a) The detailed inventory of all of the components of the Natural Heritage System are identified in Appendix A, attached to this Plan. The Environmental Protection designation, which is derived from the detailed inventory, is identified on **Schedule 1**, and is comprised of core areas, recommended buffers, linkages, and recommended restoration/enhancement areas that are identified as supporting features and areas. Core areas are comprised of wetlands, significant woodlands, significant valley lands, significant wildlife habitat, other woodland and habitat for endangered and threatened species, permanent and intermittent watercourses

and fish habitat. Buffers of various widths have been included in the Environmental Protection designation, with the recommended width relating to the ecological sensitivity of the core area and with regard for existing Provincial policies.

6.8.4 General Development Policies

Boundaries

- a) The boundaries of the Environmental Protection designation shown on **Schedule 1** and on **Schedule 3** has been conceptually delineated. It is the intent of this Plan that their precise locations be determined in consultation with any other agency having jurisdiction, at the time of the consideration of specific development applications.
- b) Minor adjustments to the boundary of the Environmental Protection designation may be facilitated through an Environmental Impact Study without the need to Amend this Plan. Where a minor adjustment to the boundary of the Environmental Protection designation is approved by the Town, in consultation with any agency having jurisdiction, the abutting land use designation as identified on **Schedule 1** and on **Schedule 3**, shall apply
- c) Significant changes to the Environmental Protection designation as identified on **Schedule 1** and on **Schedule 3** shall only be considered through an Environmental Impact Study, submitted in support of an Amendment to this Plan.

Limited Development

- d) No new lot creation, buildings or structures, nor the cutting of trees, or the removal or placing of fill of any kind whether originating on the site or elsewhere, may be permitted within the Environmental Protection designation, except with the approval of the Town, in consultation with any agency having jurisdiction. Lands within the Environmental Protection designation shall generally not form part of any new lots to be created for the purposes of development, other than to facilitate the establishment of the uses permitted by this Plan.

Environmental Impact Study

- e) Where development, redevelopment and/or site alteration is proposed within the Environmental Protection designation, the Town shall require that an Environmental Impact Study be prepared by a qualified professional with appropriate in-season field work, and in accordance with any applicable Federal, Provincial, Regional, and Town requirements that demonstrates that there will be no negative impacts on any natural heritage features, and/or their ecological functions, to the satisfaction of the Town, in consultation with any agency having jurisdiction.
- f) Where fish habitat and/or the habitat of endangered species and/or the habitat of threatened species are identified, the required Environmental Impact Study shall ensure that all Provincial and Federal requirements have been satisfied.

Scoping/Waiving of an Environmental Impact Study

- g) Where an application for development, redevelopment and/or site alteration within the Environmental Protection designation is of a minor nature, the Town, in consultation with any agency having jurisdiction, may scope or waive the requirement for an Environmental Impact Study.

No Negative Impact

- h) The establishment of any permitted use shall demonstrate no negative impact to any natural heritage feature and/or associated ecological functions, as demonstrated through the required Environmental Impact Study. Where a permitted use requires impact mitigation, the mitigation shall result in no negative impact on the natural heritage features and/or their ecological functions.

Existing Uses and Structures

- i) Existing legal non-conforming uses and structures within the Environmental Protection designation are permitted and may be replaced if destroyed by natural causes. An application for the expansion or enlargement of such uses and structures may be considered by the Town, subject to the submission of an Environmental Impact Study, in consultation with any agency having jurisdiction. The application shall demonstrate no negative impact to the natural heritage features and/or their ecological functions, and may require an application for rezoning.
- j) **Schedule 1** and **Schedule 4** identify symbolically an existing stormwater management facility that is identified within the Environmental Protection designation. The limits of the stormwater management facility shall be determined through appropriate study. On the basis of the required study, the facility may be removed from the Environmental Protection designation, without Amendment to this Plan, to the satisfaction of the Town.

Existing Approvals

- k) Where an existing development has received approval from the Town prior to the date of the approval of this Plan, has not yet been developed, but is now within the Environmental Protection designation identified on **Schedule 1**, the Town will work with the developer to mitigate the impacts of that development on the natural heritage features and/or their ecological functions, or consider allowing the existing approval to lapse, if applicable.
- l) Where a development has been partially, but not fully approved, and still requires subsequent approvals under the Planning Act, or where a request to extend an existing approval is made, the Town may require that an updated Environmental Impact Study or scoped environmental review be carried out to ensure that there is no negative impact to any natural heritage feature and/or their ecological functions in support of an extension to an existing approval, or any new approval required under the Planning Act.

Removal or Destruction of a Natural Feature

- m) The removal or destruction of any natural heritage feature, trees/woodlots, and/or any associated ecological function by unauthorized development, tree cutting or site alteration is prohibited. Such removal or destruction will not provide the rationale for the removal of these lands from the Environmental Protection designation. Restoration, to the satisfaction of the Town, in consultation with any agency having jurisdiction, will be required where the removal or destruction of a significant natural heritage feature and/or their ecological functions by unauthorized development or site alteration has occurred. Charges or penalties may be imposed pursuant to a Site Alteration By-law or Tree Cutting By-law.

Dedication of Lands

- n) Lands within the Environmental Protection designation may be dedicated to the Town, other public authority, or to a Land Trust, or other not-for-profit agency, subject to the approval of the Town, without cost.
- o) Where lands within the Environmental Protection designation are proposed for dedication to the Town, they shall be conveyed in a satisfactory physical condition and if an open watercourse is involved, the dedication shall provide sufficient land for property maintenance operations to be carried out. Such land shall not be acceptable as parkland dedication.

6.8.5 The Adjacent Lands Overlay

- a) The intent of the Adjacent Lands Overlay is to trigger the requirement for the preparation of an Environmental Impact Study to support applications for development. Lands within 120 metres and abutting the Environmental Protection designation are shown on **Schedule 3** as the Adjacent Lands Overlay. Adjacent Lands may have ecological functions or linkages that are important to the long-term health of the identified natural heritage features and/or their ecological functions.
- b) Where development, redevelopment and/or site alteration is proposed within the Adjacent Lands Overlay, the Town shall require that an Environmental Impact Study be prepared by a qualified professional with appropriate in-season field work, and in accordance with any applicable Federal, Provincial and Town requirements that demonstrates that there will be no negative impacts on any natural heritage features, and/or their ecological functions, to the satisfaction of the Town, in consultation with any agency having jurisdiction.
- c) Depending upon the scale of the proposed development, and in consideration of the context of the subject site, the Town, in consultation with any agency having jurisdiction, may scope or waive the requirement for an Environmental Impact Study.
- d) The uses permitted and the associated development policies on any specific site or area within the Adjacent Lands Overlay may include those land uses permitted by the underlying land use designation, as identified on **Schedule 1**, subject to the results of an Environmental Impact Study when required by the Town. In addition to any permitted land uses, the extension of existing municipal infrastructure projects where the alignments or locations of those facilities have been established in this Plan, and/or an approved Environmental Assessment, may be permitted on lands within the Adjacent Lands Overlay, subject to the application of specific mitigation measures as set out in an approved Environmental Impact Study.
- e) Where an application for development, redevelopment and/or site alteration within the Adjacent Lands Overlay is of a minor nature, the Town, in consultation with any agency having jurisdiction, may scope or waive the requirements for an Environmental Impact Study.
- f) In cases where an Environmental Impact Study was completed and approved in support of the existing planning approval within the Adjacent Lands Overlay, further Environmental Impact Study requirements may be waived by the Town, in consultation with any agency having jurisdiction.

6.9 Policies for Land Use Symbols

6.9.1 Potential Regional Transit Hub Symbol

- a) The Potential Regional Transit Hub Symbol has been applied to a number of properties on **Schedule 1**, in a number of land use designations throughout Glendale. Further study and refinements will be required as part of a Transit Hub Feasibility Study/Environmental Assessment to identify the appropriate location, function and land needs of this facility. Any development which occurs in proximity to the location of the Potential Regional Transit Hub Symbol prior to the planning for this facility shall demonstrate how transit will be supported and accommodated.
- b) The Regional Transit Hub facility may be a stand-alone facility that is acquired and developed by the Niagara Region Transit Commission, or it may be part of a mixed-use development that is developed as part of an agreement between the land owner/developer and the Niagara Region Transit Commission.
- c) Where an agreement to acquire the site for the Regional Transit Hub has not been established within a maximum of 5 years from the date that a development application affecting lands with the Potential Regional Transit Hub Symbol is deemed complete, the removal of the Potential Regional Transit Hub Symbol may be facilitated without the need for an Amendment to this Plan.

6.9.2 Potential School Location Symbol

- a) Schools are included in the definition of Public Service Facilities and are a permitted use in a number of land use designations, however, on **Schedule 1** the Potential School Location Symbol identifies locations within Glendale that prioritize proximity to residential neighbourhoods. The detailed location, size and configuration of each School site is to be determined through the subsequent development approval processes.
- b) Where possible, Schools should be located adjacent to Parks to provide opportunities to maximize efficiencies and encourage shared use of amenities and facilities. The School Boards are encouraged to work with the Town to establish urban school development parameters that are appropriate for an evolving urban community context, including smaller sites and multi-storey buildings and consideration of co-locating with compatible uses to support the urban vision for the area .
- c) The Town shall consult with School Boards as part of the development approval process for lands that include the Potential School Location Symbol. It shall be the responsibility of the applicable School Board to identify the need for a School Site, and to subsequently acquire the lands.
- d) It shall be a requirement of this Plan that agreements for the purchase of lands for School Sites be executed in a timely manner to ensure that acquisition decisions do not frustrate the achievement of ongoing development within Glendale. Where the need for a School, or an agreement to acquire the site has not been established within a maximum of 5 years from the date that a development application affecting lands with the Potential School Location Symbol is deemed complete, the removal of the Potential School Location Symbol may be facilitated without the need for an Amendment to this Plan.

6.9.3 Potential Community Centre Location Symbol

- a) A Potential Community Centre is identified as a Public Service Facility and is a permitted use in a number of land use designations, subject to the relevant policies of this Plan. The Potential Community Centre Location Symbol is identified on **Schedule 1** in 1 location within Glendale. It is the intent of this symbol to identify potential location for the Community Centre, which is to be acquired by the Town. The detailed location, size and configuration of the Potential Community Centre site is to be determined through the subsequent development approval processes. A Community Centre may be co-located on Public Parkland.
- b) Where an agreement to acquire the site for a Community Centre has not been established within a maximum of 5 years from the date that a development application affecting lands with the Potential Community Centre Location Symbol is deemed complete, the removal of the Potential Community Centre Location Symbol may be facilitated without the need for an Amendment to this Plan.

6.9.4 Potential Urban Park Location Symbol

- a) An Urban Park is an important element within the Pedestrian Real and Active Transportation Network and is a permitted use in a number of land use designations, subject to the relevant policies of this Plan. It is the intent of the Potential Urban Park Symbol, as identified on **Schedule 1** and on **Schedule 4**, to identify potential locations for the Urban Park Spaces. The detailed location, size and configuration of the Potential Urban Park Spaces are to be determined through the subsequent development approval processes.

7.0 THE PEDESTRIAN REALM AND ACTIVE TRANSPORTATION NETWORK

7.1 Defining The Pedestrian Realm and Active Transportation Network

- a) Moving people into, out of and through the community easily and safely, and providing a variety of spaces for socializing, special events and recreation, is a priority of this Plan. Each element of the Pedestrian Realm and Active Transportation Network must be considered in concert with one another and within the context of the evolving Glendale community. A comprehensive understanding of how these spaces work together, complement each other and support their adjacent uses, will lead to a more connected, accessible and logical network of pedestrian spaces and mobility options throughout the Glendale.
- b) The Pedestrian Realm and Active Transportation Network, identified on **Schedule 4**, in Glendale shall be comprised of various and diverse components that will all play vital roles in animating Glendale and connecting the various components of the community together with all modes of transportation.
- c) The components of the Pedestrian Realm and Active Transportation Network, along with the lands within the Public Parkland designation, represent significant contributions to the provision of recreational opportunities and for social activity within Glendale. Specific planning, design and maintenance considerations are required to ensure the vitality and longevity of these spaces. The various components of the Pedestrian Realm and Active Transportation Network include:
 - i. Public Parkland designation;

- ii. Urban Park Spaces; and
- iii. Connecting Links.

Streetscapes are also an important component of the Pedestrian Realm and Active Transportation Network, and they are discussed in more detail in Section 8.1.

- d) Components of the Pedestrian Realm and Active Transportation Network are permitted in multiple land use designations in this Plan. Public Parkland is identified as a land use designation, while the other components are identified symbolically and/or conceptually on **Schedule 1** and on **Schedule 4**. All components of the Pedestrian Realm and Active Transportation Network will:
 - i. **Be connected** - Promote accessibility throughout the community by linking all of the community elements together with mobility options for vehicles, transit, pedestrians, and cyclists as well as opportunities to accommodate all other forms of micro-mobility;
 - ii. **Be designed to the highest standards** - Top quality building materials meeting accessibility needs and standards informed planting choices and environmental sustainability are priorities in the design of all components of the Pedestrian Realm and Active Transportation Network;
 - iii. **Be safe and secure** - It is crucial that all elements of the Pedestrian Realm and Active Transportation Network be designed to maximize user safety and security;
 - iv. **Prioritize pedestrian and cyclist comfort** - Access to sunlight and protection from wind and other elements will be considered to support year-round use. Amenities, such as backed seating, tables, washrooms, water fountains and waste receptacles shall be of a high quality and readily available within all components of the Pedestrian Realm and Active Transportation Network;
 - v. **Be well maintained** - Comprehensive maintenance schedules will be developed by the Town for all components of the Pedestrian Realm and Active Transportation Network, including existing and new, to ensure safe, accessible and healthy landscapes.

7.2 The Public Parkland Designation

7.2.1 Intent

- a) The intent of the Public Parkland designation is to recognize existing public park space elements that have already been established in Glendale prior to the approval of this Plan, and to identify important new elements of the Public Parkland System to be established throughout Glendale as development occurs over time. It is also the intent of this Plan for the lands within the Public Parkland designation to be fully integrated and connected to the other elements of the Pedestrian Realm and Active Transportation Network.

7.2.2 Permitted Uses

- a) Existing and new, larger elements of the Public Parkland System are identified on **Schedule 1** as being within the Public Parkland designation. Permitted uses in the Public Parkland designation may include:

- i. Active and passive recreational uses;
 - ii. Public Service Facilities, including Community Centres; and
 - iii. Existing stormwater management facilities.
- b) Limited retail commercial and restaurant uses which serve the main permitted use may be permitted subject to the relevant policies of this Plan, and the requirements of the implementing Zoning By-law.

7.2.3 General Development Policies

- a) All accessory buildings and structures within the Public Parkland designation shall be subject to the implementing Zoning By-law. No building or structure within the Public Parkland Designation shall exceed 15 metres. The actual height of any development will be calculated from established grade to the top of the building, including the mechanical penthouse and any roof ornamentation.
- b) Existing parks within the Public Parkland designation are embedded within Existing Residential Neighbourhood designation and have an established role and function within the current community. Any subsequent changes to the role, function, design or programming within these existing park spaces will be facilitated through a public consultation process.
- c) The lands identified within the Public Parkland designation on **Schedule 1** and on **Schedule 4**, that are not yet owned by the Town are generally intended to serve the development accommodated within the New Residential designation, and shall be acquired as fee simple parkland through the development approval process. The Town may utilize parkland dedication tools and funds received through the receipt of cash-in-lieu of land to acquire these parks.
- d) Lands within the Public Parkland designation may, in some instances, include existing stormwater management facilities. They are a permitted use, however, changes to their scale and function shall be supported by an appropriate technical justification.

7.3 Urban Park Spaces

7.3.1 Key Components

- a) It is the intent of this Plan to ensure that the Town actively seeks out opportunities to assemble the full range of parkland opportunities, including larger parcels of land acceptable for a range of recreational programming, as identified on **Schedule 1** and **Schedule 4** as within the Public Parkland designation. Urban Park Spaces, identified symbolically on **Schedule 1** and **Schedule 4** are to be linked to the Public Parkland components via the Active Transportation Network.
- b) All development applications shall make a public parkland contribution and/or cash-in-lieu of land in accordance with the policies of this Plan and the requirements of the Planning Act.
- c) The Urban Park Spaces are to be located outside of the adjacent street right-of-way. The Urban Park Spaces appropriate for Glendale are comprised of the following elements:

- i. Urban Squares; and
 - ii. Pocket Parks.
- d) Adjustments to the general location of the Urban Park Spaces identified symbolically on **Schedule 1** and **Schedule 4** can be made through the development application process without an Amendment to this Plan, subject to the Town being satisfied that Urban Park Spaces are being accommodated on the identified site and are appropriately connected to the broader Pedestrian Realm and Active Transportation Network.

7.3.2 Policies for Urban Park Spaces

- a) The lands identified as subject to the Potential Urban Park Symbol on **Schedule 1** and on **Schedule 4** may be secured through the development approval process as:
- i. Fee Simple parkland dedication (Town ownership);
 - ii. Strata Parks - acquired through Strata Title arrangements under the Condominium Act (Town ownership); or
 - iii. A Privately Owned Public Space (POPS).

The Town may utilize parkland dedication tools and funds received through the receipt of cash-in-lieu of land to acquire these parks, where applicable.

- b) Strata Parks and POPS shall be secured through appropriate legal agreements to ensure ongoing public access, as well as appropriate design and maintenance standards over the long-term. Given concerns about life-cycle costs, and programing control, Strata Parks and POPS may not be fully credited toward the achievement of parkland dedication requirements.
- c) On any development site within the Mixed-Use I designation, or Mixed-Use II designation that is greater than 1,500 square metres of gross land area shall provide a land dedication to the satisfaction of the Town. Smaller sites may include a land dedication and/or cash-in-lieu of land, to the satisfaction of the Town. Land dedication may be secured through fee simple dedication, strata ownership arrangements, or as a Privately Owned Public Space, subject to appropriate agreements.
- d) Urban Squares, which are the largest element of the Urban Park Spaces anticipated within Glendale, are to be distributed throughout Glendale, generally on larger development sites/blocks. Urban Squares are pedestrian spaces that accommodate socializing in a dense urban area.
- e) Pocket Parks, which are the smallest component of the Urban Park Spaces anticipated within Glendale, are to be distributed throughout Glendale. Pocket Parks are small scaled components of the Pedestrian Realm and Active Transportation Network. They are expected to be generally greater than 75 square metres in size.

7.4 Connecting Links

7.4.1 Key Components

- a) The Connecting Links element of the Pedestrian Realm and Active Transportation Network includes a number of linear components intended to provide a fine-grained and highly connected network that maximizes access to, from and within Glendale for pedestrians, cyclists and all forms of micro-mobility options. The various Connecting Links are identified conceptually on **Schedule 4**, and include:
 - i. The sidewalk system - to be located within the street right-of-way, for use primarily by pedestrians;
 - ii. Bike lanes - to be located within the street right-of-way, for use by cyclists as well as other forms of micro-mobility; and
 - iii. Multi-use trails - may be located within, or outside of a street right-of-way, for the shared or for the exclusive use of pedestrians, cyclists and other forms of micro-mobility.

7.4.2 Policies for Connecting Links

- a) Connecting Links are sometimes included within the various street right-of-ways (sidewalks and bike lanes) and are sometimes provided within their own right-of-way (off street multi-use trails). All Connecting Links must be safe and comfortable to ensure the greatest amount of encouragement for travelers in Glendale to travel by means other than the private automobile. All Connecting Links shall be designed to be consistent with the Urban Design Guidelines attached to this Plan as **Appendix B**, and in accordance with the following:
 - i. Provide comfortable, people-friendly environments with sufficient boulevard separation from vehicular traffic which may include shade trees, street furniture, parking for bicycles, lighting and signage, safe street crossings and other traffic controls;
 - ii. Ensure a sufficient width to accommodate mobility aids and comfortable pedestrian flows, personal mobility devices and incorporate suitable travel surfaces appropriate for the intended type of traffic and be of a material that requires minimal maintenance;
 - iii. Minimize hazard and conflict exposures through the provision of adequate lighting, signage and wayfinding as well as the management of vehicle speeds where on-street facilities are provided;
 - iv. Minimize street crossings and, where viable, provide pedestrian overpasses/underpasses where Connecting Links intersect with Regional or Collector Streets;
 - v. Connect to:
 - > Other components of the Pedestrian Realm and Active Transportation Network;
 - > Lands within the Environmental Protection designation and the Public Parkland designation; and

- > Key destinations within Glendale, including Niagara College, Elementary Schools, Public Parkland, Community Centres and retail shopping opportunities.
- b) Sidewalks shall be provided on both sides of all Collector Streets and new Local Streets within Glendale. Sidewalks shall, at a minimum, meet the requirements of the Accessibility for Ontarians with Disabilities Act. Additional sidewalk width may be specified through the relevant policies for Enhanced Streetscapes.
- c) Bike lanes built within the street right-of-way shall be required on all Collector Streets within Glendale. Bike lanes built within the street right-of-way may be considered on new Local Streets where cycling traffic, where warranted by use levels.
- d) Multi-use trails are identified conceptually on **Schedule 4**. The actual location and design of the identified off-street multi-use trails will be determined by the Town through the development approval process. The Town may adjust the location and/or alignment of the off-street multi-use trails to accommodate the actual on-ground route, and to respond to new opportunities and/or constraints that arise from time-to-time, without the need for an Amendment to this Plan.

8.0 TRANSPORTATION, SERVICE INFRASTRUCTURE + UTILITIES

8.1 A Multi-Modal Transportation System

8.1.1 Intent

- a) It is the intent of this Plan to:
 - i. Maintain a safe, multi-modal, and integrated Transportation System, including Active Transportation facilities, that permits the safe and efficient movement of people and goods within Glendale and beyond; and
 - ii. Enhance the Transit System by ensuring that transit routes and stops are connected to the Pedestrian Realm and Active Transportation Network, and that transit is frequent and reliable enough to serve Glendale's anticipated population and business community, and to foster a seamless, multi-modal community where daily travel does not rely primarily on the use of a private automobile.
- b) The multi-modal Transportation System in Glendale, consists of two equally important and entirely inter-connected elements: the Pedestrian Realm and Active Transportation Network (**Schedule 4**) and the Street Network (**Schedule 5**). The Transportation System serves as the framework on which to provide for travel by all modes, with a focus on, but not limited to, walking, cycling, emerging micro-mobility opportunities and transit.
- c) The multi-modal Transportation System is premised on the pattern of development and increases in traffic volumes anticipated within Glendale over time. All development, including all public works related to the Transportation System, shall conform with the relevant policies of the Niagara-on-the-Lake Official Plan and this Plan. This Plan provides a broad based policy framework with respect to:

- i. The Street Network;
- ii. Streetscapes;
- iii. Public Transit;
- iv. Transportation Demand Management;
- v. Parking, Access and Service Facilities; and
- vi. The Niagara District Airport.

8.1.2 The Street Network

Intent

- a) The Street Network is intended to establish the pattern of development Blocks within Glendale. All new development will only be permitted where a lot has frontage onto a public streetway. To provide for flexibility in land tenure and subject to a site-specific implementing Zoning By-law, consideration may be given to permitting the creation of Development Sites/Blocks where lands front onto a Private Street or Laneway. Permission will only be given where the Private Street or Laneway will be constructed and maintained to the satisfaction of the Town.

Streetscapes

- b) Streetscapes associated within Glendale will accommodate key components of the Pedestrian Realm and Active Transportation Network - which solidifies their importance as a defining feature of the community. Glendale is expected to accommodate a wide variety of pavement widths and street rights-of-way, which requires a flexible approach to streetscape design, including trees/planting programs, street furniture and lighting. Inherent to this design flexibility, programming strategies are also a key element of street life activation.
- c) All streetscapes within Glendale are to be defined by their attractive, tree-lined open space character and by their emphasis on environmental quality. Streetscape design will place an emphasis on creating comfortable and convenient facilities for all users, and they may also incorporate transit routes.

Street Typologies

- d) The Street Network identified on **Schedule 5** includes facilities that are not under the jurisdiction of the Town, including:
 - i. **The Queen Elizabeth Way (QEW):** The main function of the QEW is to accommodate large volumes of inter-regional and regional traffic. All development adjacent to the QEW and the Glendale interchange is subject to the requirements and permits of the Ministry of Transportation Ontario;
 - ii. **Existing Regional Roads** - including Glendale Avenue, Taylor Road, Airport Road, York Road and Homer Road. Existing Regional Roads are under the jurisdiction of Niagara Region. Their main function is to move large volumes of vehicles over long distances, accommodate public transit routes, stops and associated facilities, and provide for active transportation options inside these right-of-ways.

Right-of-way widths, access and design treatments for Regional Roads within Glendale shall be consistent with the Region's Complete Streets Design Manual and shall conform with any relevant Niagara Region Official Plan policies and/or engineering standards.

- e) The Street Network identified on **Schedule 5** includes facilities that are under the jurisdiction of the Town. All streets under the jurisdiction of the Town shall be designed to be consistent with the Urban Design Guidelines attached to this Plan as **Appendix B**, Town and to conform with any relevant policies of the Niagara-on-the-Lake Official Plan and the following policies:
- i. All Streets will be safe, accessible, secure and shall implement the relevant policies of the Accessibility for Ontarians with Disabilities Act;
 - ii. Street furnishings, plantings, materials, and techniques must be consistent in physical form and spacing and be of the highest quality. Pattern and repetition are essential to imprint a recognizable sense of place;
 - iii. The design of streetscapes shall create defined and continuous zones for planting, street furnishings, utilities and pedestrian, cyclist and vehicular traffic.
 - iv. Street design shall ensure:
 - > That the ultimate right-of-way width for any Street will be sufficient to accommodate the intended traffic volumes as well as appropriate Active Transportation Facilities and streetscape amenities; and
 - > That the number, type, and design of permitted entrances onto streets shall protect the existing, or planned function of the street. Development abutting Collector and Local Streets shall consolidate vehicular accesses wherever possible to minimize conflicts with the Pedestrian Realm and Active Transportation Network and to limit impacts on traffic flow.
- f) The following street types are under the jurisdiction of the Town:
- i. **Existing and Proposed Collector Streets:** Collector Streets are intended to afford organization for the street system and to provide the main connecting points to the Regional Roads. They are expected to be reasonably continuous, and to carry significant traffic volumes. Collector Streets shall have the ability to accommodate transit;
 - ii. **Character Streets** - including Queenston Road and Concession 7 Road. Character Streets are intended to provide access to individual lots, or Development Sites/Blocks and to establish an appropriate transition between the more urban elements of Glendale to the surrounding rural/agricultural landscape;
 - iii. **Industrial/Business Park Streets:** Industrial/Business Park Streets are under the jurisdiction of the Town. They are intended to provide access to individual lots, or Development Sites/Blocks;
 - iv. **Main Street:** The Main Street (Niagara-on-the-Green Boulevard) is expected to support significant pedestrian traffic as well as to provide access to individual development lots and blocks in a traditional "main street" built form; and

- v. **Existing and Proposed Local Streets:** Local Streets are intended to provide access to individual residential lots, or Development Sites/Blocks;
- g) In addition to the components of the Street Network that are under public sector jurisdiction, the Town may also facilitate **Private Streets/Rear Laneways**. Private Streets and Laneways are the responsibility of the owner. They are intended to provide access to individual residential lots, or Development Sites/Blocks. Right-of-way widths, access and design treatments for Private Streets and Laneways within Glendale shall be consistent with the Urban Design Guidelines attached to this Plan as **Appendix B**, and shall conform with any relevant Niagara-on-the-Lake Official Plan policies or engineering standards.

The Town shall promote Shared private driveways will provide vehicular and servicing access to Development Sites/Blocks and shall be coordinated within the Sites/Blocks to give access to multiple buildings. Shared private driveways will be designed to meet technical standards of the Region or the Town.

8.1.3 Public Transit

- a) The Town will collaborate with the Niagara Region Transit Commission in supporting the expansion of Local, Regional and Inter-Regional transit service to Glendale. This Plan encourages the use of transit by connecting patrons and residents with transit services through the accommodation of local transit service and the Pedestrian Realm and Active Transportation Network. The provision of high-quality walking and cycling facilities is encouraged to further increase the potential catchment area of transit services within Glendale.
- b) The Town will ensure, as part of the development approval process, that lands are secured where appropriate for transit routes, transit stops and associated facilities, including assisting the Niagara Region Transit Commission with the securement of an appropriately located Transit Hub facility.

8.1.4 Transportation Demand Management

- a) Transportation Demand Management (TDM) refers to a variety of strategies to reduce congestion, reduce reliance on the single- occupant vehicle, and achieve a more sustainable transportation system. TDM is a multi-modal approach that supports cycling, walking, transit and carpooling, by introducing incentives and disincentives to reduce reliance on the single-occupant vehicle. TDM works to change how, when, where and why people travel.
- b) The Town may implement a comprehensive Transportation Demand Management program and may consider reduced parking requirements for development and/or redevelopment where a comprehensive Transportation Demand Management Report is submitted to the satisfaction of the Town.

8.1.5 Parking, Access and Service Facilities

- a) It is the intent of this Plan to minimize the amount of surface automobile parking in GLENDALE in order to realize the intensity of built-form anticipated by this Plan. Vehicle parking will be managed to minimize adverse impacts including environmental and visual impacts.
- b) Adequate parking, loading and garbage collection/storage facilities for all permitted land uses shall be provided on-site. Parking facilities for Low-Rise Buildings are encouraged to be in

- structure. Parking facilities for Mid-Rise Buildings shall be primarily accommodated in structure and, where possible, so should loading and garbage collection areas.
- c) It is recognized that surface parking may be provided for development on an interim basis in the early phases of new development. It is a requirement of this Plan that all applications for development demonstrate the transition to an end state scenario where buildings, rather than parking, become the predominant feature of the streetscape.
 - d) Where provided, the design of surface parking shall consider:
 - i. Planting strips and landscaped traffic islands, medians, or bump-outs shall also be provided within lots to break up the expanse of hard surface;
 - ii. Pedestrian-scaled lighting, walkways, landscaping, and signage to enhance pedestrian safety, movement and comfort through parking lots to the adjacent sidewalks; and
 - e) The majority of parking, other than short-term surface parking (taxi, delivery, pick-up and drop-off), for any Mid-Rise Building shall be primarily provided in underground, or in above-ground parking structures. Parking structures shall:
 - i. Have well designed facades which appear as a fenestrated building, with well-articulated openings and high-quality materials;
 - ii. Have entrances off of public or private streets and be integrated with the design of the building; and
 - iii. Have pedestrian entrances to integrated parking structures which are easily identified, well-lit and designed with consideration for CPTED principles.
 - f) Access to parking/loading facilities that are within buildings shall be designed to accommodate trade vehicles, moving vans, garbage trucks and delivery vehicles. In general, loading, garbage collection and parking areas should not be located where they are perceived from the Streetscape and should be hidden from view. Where possible, access to parking, loading and garbage collection areas should be located on the street with the least pedestrian traffic.
 - g) Where above-ground parking structures front onto a public or private street or element of the Pedestrian Realm and Active Transportation Network, active ground floor uses are encouraged to provide attractive facades, animate the streetscape and enhance pedestrian and cyclist safety. An above-ground structure should incorporate minimum 4.25 m floor to floor height requirements for future conversion of the at-grade parking level to active, non-residential land uses. Parking within above-ground structures shall be screened from view at the sidewalk level. The street and park frontage wall where an active use is not provided for, shall be enhanced by architectural detailing such as architectural panels and display windows.
 - h) Service and loading facilities, including garbage storage, shall be enclosed within a building for all Mid-Rise Buildings and in all cases shall be accessed from a Local Street. Where loading and servicing is visible at the rear or side of a building, it shall be screened by the main building, landscape treatment or other screening. Underground loading and service areas shall be encouraged.

- i) The Town may consider permitting parking, including access to parking, under Local Streets or under the elements of the Pedestrian Realm and Active Transportation Network provided the purpose, function and character of these facilities is not materially or qualitatively compromised, and subject to the Town’s design and construction requirements and a strata title agreement with conditions established to the satisfaction of the Town.
- j) Where a development cannot provide off-street parking on its own site, the Town may permit the provision of the required parking spaces on an alternative site, provided that the alternative site is within convenient walking distance (approximately 200 metres) of the proposed development, and the developer enters into an agreement with the Town to ensure the continued availability of the alternative site as a parking area.
- k) The provision of automobile parking shall be encouraged to be minimized in accordance with the relevant provisions of the implementing Zoning By-law. If through the development approval process relief from either the minimum or maximum parking rates is sought, the proposed rates must be justified by a Parking Study.

Further, and where appropriate, the Town may accept cash-in-lieu of parking as an alternative to providing any required parking. Where cash-in-lieu of parking is accepted, the funds generated shall be used to provide additional public parking or the aesthetic and/or functional improvement of existing public parking areas within Glendale.

- l) The Town shall monitor the need for public parking in Glendale and may prepare a public parking strategy that addresses, among other matters, the role of a municipal parking authority.
- m) Bicycle parking, carpool and carshare parking should be prioritized and located in convenient and accessible locations in proximity to main entrance points or destinations.
- n) Both short-term street-level bike parking, as well as long-term sheltered bike parking shall be provided. Bicycle parking facilities shall be designed to maximize user convenience in terms of physical location, weather protection, security and ease of use, including but not limited to meeting the provisions of the implementing Zoning By-law. Bicycle parking requirements will be identified through the development approval process.

8.1.6 Niagara District Airport

- a) While outside the Glendale area, the Niagara District Airport represents a significant local and regional asset that enhances the development potential of the lands immediately next to the airport and the surrounding area. The Airport conducts its own master planning and is subject to relevant Federal legislation and regulations.

8.1.7 Implementation of the Transportation System

- a) The implementation of the Transportation System for Glendale will be planned and designed to accommodate all modes of travel and for universal accessibility, prioritizing walking, cycling and transit. The planned street network will balance the needs of all users while recognizing the importance of encouraging a range of active street life during both day and night.
- b) The Transportation System will be established incrementally through the development approval process. The network will be developed in conformity with the policies of this Plan, as well as the relevant policies of the Town and the Region. The intent is to ultimately

develop a connected and continuous network, while recognizing constraints that create barriers which limit the achievement of a completely connected network.

- c) The Street Network identified on **Schedule 5** shall be conveyed to the municipality as a condition of approval of development. The Town, at its discretion, in exceptional circumstances, may also directly purchase lands for planned infrastructure improvements.
- d) Adjustments to the Transportation System identified on **Schedule 5**, through the development approval process, will not require an Amendment to this Plan provided the general intent and purpose of this Plan is maintained and the Town is satisfied that the role and function of such streets and facilities are maintained.
- e) The Town shall assist the Region in protecting and obtaining lands required for rights-of-way, street widening , parking, transportation facilities through the development process.
- f) The Town shall assist the Niagara Transit Commission in protecting and obtaining lands required for the provision of public transit services, including the Transit Hub facility, through the development process.

8.2 Municipal Service Infrastructure + Utilities

8.2.1 General Policies

- a) Municipal service infrastructure includes water, wastewater and stormwater facilities that are a critical element in the development of Glendale. The objectives of this Plan with respect to municipal service infrastructure are to:
 - i. Provide adequate and sufficient systems of water supply, sanitary sewage disposal and storm drainage to all areas of development in Glendale in accordance with the phasing policies this Plan and based on sound financial planning.
 - ii. Develop necessary municipal service infrastructure enhancements and undertake improvements to existing servicing infrastructure bearing in mind the ultimate servicing requirements of the municipality, and the municipality’s ability to finance such projects.
- b) Municipal service infrastructure in Glendale shall be planned in an integrated and financially sustainable manner, having regard for the long-term development potential for GLENDALE and including evaluations of long-range scenario-based land use planning and financial planning supported by infrastructure master plans, asset management plans, environmental assessments and other relevant studies and should involve:
 - i. Leveraging investments in municipal service infrastructure enhancements to direct growth and development in accordance with the policies of this Plan;
 - ii. Providing sufficient municipal service infrastructure capacity for the ultimate intensification of Glendale;
 - iii. Identifying the full life cycle costs of municipal service infrastructure and developing options to pay for these costs over the long-term, as determined by the Town and Region; and

- iv. Considering the impacts of a changing climate.
- c) All development within Glendale shall be provided with full municipal servicing infrastructure, unless otherwise exempted by this Plan.
- d) In planning for the expansion of existing municipal service infrastructure corridors, the Town will encourage the co-location of linear water, wastewater and stormwater service infrastructure, wherever possible.
- e) The processing and approval of development applications shall be contingent upon the availability of water and wastewater capacity within the local municipal system in addition to capacity identified by the Region.
- f) Planned municipal service infrastructure enhancements shall be implemented through the development process as set out in this Plan and the relevant policies of the Niagara-on-the-Lake Official Plan. The Town, at its discretion, in exceptional circumstances, may also directly purchase lands for planned infrastructure improvements.

8.2.2 Municipal Water and Wastewater Servicing Infrastructure

- a) All new development within Glendale is required to connect to urban municipal water and wastewater service infrastructure upon confirmation that capacity is available within those systems. The phasing of development shall be coordinated with the phasing of municipal water and wastewater service infrastructure.

8.2.3 Stormwater Management Infrastructure

- a) Existing stormwater management facilities are identified on **Schedule 1**. They are expected to remain as stormwater management facilities in the long-term. Opportunities to modestly redesign or reconfigure any existing stormwater management facility may be considered by the Town without the need for an Amendment to this Plan. However, any significant application to remove, reuse, or reconsider the configuration of any existing stormwater management facility shall require an Amendment to this Plan.
- b) New stormwater management facilities in Glendale shall be consistent with the attached Urban Design Guidelines and in accordance with the following policies:
 - i. Planning for stormwater management will:
 - > Minimize, or where possible, prevent increases in contaminant loads;
 - > Minimize changes in water balance and erosion;
 - > Not increase risks to human health and safety and property damage;
 - > Maximize the extent and function of vegetative and pervious surfaces;
 - > Provide controls on invasive species where possible;
 - > Promote stormwater management best practices, including stormwater attenuation and re-use, and low impact development;

- ii. No development will occur without appropriate regard for storm run-off, on-site collection and channeling of stormwater to an adequate outlet. Drainage will be to a storm sewer outlet satisfactory to the Town;
- iii. Detention ponds may be used in areas with open drainage channels as part of the storm drainage system to maintain pre-development flows into the outlet stream.
- iv. Proposals for large-scale development proceeding by way of a Plan of Subdivision/Condominium, Consent or Site Plan Approval will be supported by a stormwater management plan or equivalent, that:
 - > Incorporates an integrated treatment approach to minimize stormwater flows and reliance on stormwater ponds, which includes appropriate low impact development and green infrastructure - including consideration of porous pavements, bioretention basins, enhanced swales, green roofs and rain gardens among others;
 - > Establishes planning, design and construction practices to minimize vegetation removal, grading and soil compaction, sediment erosion and impervious surfaces;
- v. Design of development proposals will incorporate on-site control techniques to minimize peak stormwater flows, provide erosion control and to ensure adequate water quality treatment in accordance with current Provincial, Regional and Town policies and guidelines;
- vi. Permanent or temporary sediment retention basins may be required to control quantities of suspended materials washed from the sites;
- vii. Development will be permitted only on lands having soil and drainage conditions which are suitable for development and only with appropriate stormwater management and sediment control;
- viii. The design of artificial channelization of watercourses, which use concrete-lined channels and can sterilize the natural environment and fish habitat, is discouraged. The use of naturalized methods of stormwater management is promoted;
- ix. Stormwater management facilities that service development within Glendale shall be located within the defined boundaries of Glendale.

8.2.4 Utilities and Telecommunications Networks

- a) All new development will be required to be served by adequate public and private utilities and telecommunications networks, that are or will be, established to serve the anticipated development. These utilities and networks can be phased in a manner that is cost-effective and efficient.

Public and Private Utilities

- b) Public and private utilities will be installed, where possible, within public street allowances. Where facilities cannot be located in a public street allowance, the provision of easements shall be permitted provided that their location does not detract from the function, amenity or safety of adjacent land uses.

- c) In planning for the expansion of existing and planned transportation and/or infrastructure corridors, the Town will encourage the co-location of linear public and private utilities.
- d) Public and private utilities where feasible, shall be located underground and be grouped into a single utility conduit, in a street allowance or easement. Where facilities are required to be located above grade, such as telecommunications towers, the Town shall require that appropriate locations are identified in consideration of the location requirements for larger infrastructure elements, whether within public rights-of-way, or on private property.
- e) Public and private utilities involving outdoor storage will require special attention and may not be permitted in all areas if deemed incompatible.
- f) Right-of-ways or easements for public and private utilities and telecommunications networks may be provided without Amendment to this Plan.

Telecommunications

- g) The Town has developed a Comprehensive Telecommunications Plan and Telecommunication Facilities Protocol that establishes an approach to the location and development of telecommunication facilities in the Town.
- h) The Town supports initiatives to improve telecommunications coverage and capacity in the Town.
- i) New equipment sites:
 - i. Are to be directed to locations that are technically suitable to meet the vast majority of each carriers' network requirements into the near future;
 - ii. Shall be designed to accommodate the colocation of additional providers and equipment, including that of new or emerging carriers;
 - iii. Compatible and appropriate with surrounding uses, having limited impact on existing land uses in the vicinity; and
 - iv. Consistent with the Telecommunications Facilities Protocol.
- j) Right-of-ways or easements for telecommunications networks may be provided without Amendment to this Plan.

9.0 IMPLEMENTATION + INTERPRETATION

9.1 Implementation

9.1.1 Plan Coordination

- a) The Town shall work cooperatively with the Province, Niagara Region, relevant transit authorities and any other agency having jurisdiction, as well as with landowners, the public and developers, in order to facilitate and coordinate implementation of public and private

development in Glendale in accordance with this Plan.

- b) The Town shall ensure that all construction shall adhere to the regulations of the Ontario Building Code, the Fire Code, the Accessibility for Ontarians with Disabilities Act and any other relevant legislation.

9.1.2 Plan Review

- a) The Town will review the policies of this Plan to identify planning issues and trends affecting the ongoing evolution of GLENDALE, to analyze the effectiveness of the policies of this Plan and to allow for adjustments and updating. It is critical to review, update, and consolidate this Plan from time to time to ensure its continued relevance and usefulness.
- b) The Town will review existing and future legislation contained in the Planning Act, the Municipal Act, the Ontario Heritage Act, the Development Charges Act and other relevant Provincial statutes that apply to areas of municipal jurisdiction. The Town will, where appropriate, amend existing policy and/or implementing Zoning By-laws or pass new implementing Zoning By-laws to ensure land uses are properly regulated in accordance with the policies of this Plan, relevant legislation and associated regulations.

9.1.3 Monitoring the Plan

- a) In order to evaluate the effectiveness of this Plan in general, the Town will monitor development activity and changes in land use within Glendale and may develop key performance indicators for this Plan. Where it is deemed necessary due to changes in the physical, social or economic makeup of the municipality, or as a result of new Provincial and/or municipal planning policy priorities/directions, this Plan shall be appropriately updated. The monitoring and measuring the performance of this Plan is critical to determine if:
 - i. The assumptions inherent to this Plan remain valid;
 - ii. The implementation of the policies fulfills the overall vision, principles and intent of the policies of this Plan;
 - iii. That development is being carried out in conformity with the policies of this Plan and consistent with the associated plans, guidelines and manuals adopted by the Town; and
 - iv. The priorities identified in this Plan remain constant or require change.
- b) In terms of monitoring this Plan from a growth management perspective, the Town will establish an annual program to monitor and report on the level of development in Glendale. The monitoring program, which may be established in collaboration with the Region, will address matters such as:
 - i. Population and employment generated by existing and approved development;
 - ii. Implementation and timing of required municipal service infrastructure enhancements; and
 - iii. Implementation of street and intersection enhancements and consideration of any changes in modal split, travel behavior and parking requirements.

9.1.4 Existing Uses

- a) Land uses which legally existed as of the date of adoption of this Plan may be recognized by an appropriate zoning category in the implementing Zoning By-law and replacements, extensions and/or the construction of accessory buildings may be permitted in accordance with the relevant policies of this Plan and the Niagara-on-the-Lake Official Plan.

9.1.5 Other Provincial Planning Tools

Community Benefits Charges By-law

- a) The Town may enact a Community Benefits Charge By-law that applies to the Town as a whole, and/or specifically to Glendale. The Town may prepare a Background Study and enact a By-law under the provisions of the Planning Act, to ensure that the capital cost of defined Community Benefits can be collected. The required Background Study will articulate those community benefits that may be considered for funding under the Community Benefits By-law, including consideration of:
 - i. Affordable housing;
 - ii. Streetscape improvements, including facilities that support transit;
 - iii. Improvements to the Pedestrian Realm and Active Transportation Network;
 - iv. Improvements to public parks; and
 - v. Other community and cultural facilities to be identified in the required Background Study.
- b) In addition to the exemptions included within the Planning Act, the Town may exempt some or all of the Community Benefits Charge, or exempt certain development from the Community Benefits Charge as a means to promote specific development, redevelopment or revitalization objectives in accordance with this Plan.

Parkland Dedication By-law

- c) Parkland Dedication will occur in accordance with the provisions of the Planning Act. All development within Glendale shall be required to make an appropriate contribution to the Public Parkland and/or Urban Park Space System, as follows:
 - i. For industrial and commercial developments, 2% of the gross land area;
 - ii. For all other forms of development, 5% of the gross land area; and
 - iii. For mixed-use forms of development, parkland dedication shall be calculated using a pro-rated formula that assigns the parkland dedication requirement on the basis of the percentage of gross floor area for each use.
- d) Subject to the Town preparing a Parks Plan that can justify the use of the alternate rates, in the case of land proposed for development or redevelopment for residential purposes, the Town's Parkland Dedication Bylaw may require that:

- i. Land be conveyed to the Town at a rate of 1 hectare for 600 net new dwelling units proposed, or at a lesser rate as may be specified in the By-law. The land conveyed shall be used by the Town for park or other public recreational purposes; or
- ii. Where cash-in-lieu of land is to be collected, it shall be limited to a maximum equivalent value of 1 hectare for each 1000 dwelling units.

Notwithstanding that alternative rate, on sites of 5 hectares or less, the maximum parkland dedication shall be 10% and on sites greater than 5 hectares, the maximum parkland dedication shall be 15%.

- e) In all circumstances, the Town may also accept cash-in-lieu of any required parkland dedication, or part thereof.
- f) Encumbered or strata lands, as well as privately owned publicly accessible spaces may be eligible for parkland dedication. Landowners can identify the land they intend to provide for parkland, with the Town able to appeal to the Ontario Land Tribunal if there is a disagreement.
- g) This Secondary Plan is based on the requirement that development is to occur comprehensively, where Public Parks are expected to be established for the benefit of the broader community and that some land owners may be required to dedicate more land for Public Parks than others. The intent of the Town is to ensure, through the policies of this Secondary Plan, the development approval process and/or legal mechanisms available to the Town under the Planning Act, or any other legislative opportunity, that land owners asked to over contribute lands for Public Parks are appropriately compensated for their relative loss of development potential by the Town, through the Town's cash-in-lieu of parkland account, or more directly by benefitting land owners who are dedicating less land than they are required for Public Park purposes.

Community Planning Permit System

- h) The Town may prepare a background study and enact a By-law under the provisions of the Planning Act, to establish a Community Planning Permit System within GLENDALE. Where a Community Planning Permit System has been ordered by the Province, the Town may utilize the Inclusionary Zoning tool.

Conditional Zoning (Holding)

- i) A By-law may be passed under the provisions of the Planning Act and the policies of the Niagara-on-the-Lake Official Plan, to zone lands for their intended purpose, subject to conditions where the lands are designated in any designation which permits development. The conditions imposed may relate to any matter which implements the policies of this Plan including the provision of sewer and water services, streets, transit, parks, recreation and other community facilities, and commitments to specific design, tree planting, travel demand management, the Pedestrian Realm and Active Transportation Network, sustainability plans and the existing Airport Zoning Regulations.

Inclusionary Zoning

- j) Pursuant to the Planning Act, Inclusionary Zoning may, when permitted by Provincial policy, be implemented by the Town within Glendale. Inclusionary Zoning would authorize the inclusion of affordable housing units within buildings or projects containing other residential

units, and for ensuring that those affordable housing units are maintained as such over time. The Town may utilize the Inclusionary Zoning tool in conjunction with the establishment of a Community Planning Permit System.

9.1.6 Conveyance/Acquisition of Lands

- a) Where lands have been identified as required for the construction of the street network or for parkland, and where such lands are the subject of a development application, the dedication of such lands shall be required as a condition of development approval, in accordance with the Planning Act.
- b) It is the intent of the Town to work cooperatively with the Region, the Province, the Government of Canada, Land Trusts and private property owners to increase of supply of attainable/assisted housing in accordance with the policies of this Plan.
- c) It is the intent of the Town to work cooperatively with the Region, the Conservation Authority, the Province, the Government of Canada, Land Trusts and private property owners to establish ongoing financial, policy and legislative support for the protection and enhancement of all significant natural heritage features and their associated ecological and hydrological functions, within the Environmental Protection Designation of the Natural Heritage System, or the increase of supply of affordable housing in accordance with the policies of this Plan.
- d) Mechanisms to secure lands within Glendale for the purposes of implementing this Plan in accordance with the provisions of the Planning Act may include, but are not limited to, the following property acquisition tools:
 - i. Land dedications/conveyance;
 - ii. Voluntary sale and public purchase through funds allocated in the Town's budget;
 - iii. Land swaps/exchanges;
 - iv. Donations, gifts, bequests from individuals and/or corporations;
 - v. Density transfers; and/or
 - vi. Other appropriate land acquisition methods.
- e) Where land is required for maintenance/utility easements or emergency access to serve any proposed development, such land will be obtained by and at the expense of the owner of such proposed development to the satisfaction of the appropriate agency, in the course of approving plans of subdivision, development or redevelopment applications and consents for land severance.

9.1.7 Municipal Finance

- a) The implementation of this Plan must be fiscally responsible, by ensuring that the required capital expenditures to provide required municipal service infrastructure enhancements and transportation system improvements are paid for in an equitable and appropriate manner.

- b) Development will be monitored to ensure that a balance is maintained between demands for municipal service infrastructure enhancements and transportation system improvements and the overall fiscal capacity of the Town.
- c) Where possible, the Town will use financial mechanisms available to it under any legislative authority, including the Municipal Act, Development Charges Act, Planning Act and any other applicable legislation, for the purposes of land use planning and the provision of municipal service infrastructure enhancements, transportation system improvements, the Public Realm/Active Transportation Network and any identified community benefits.
- d) The Town may request a Municipal Financial Impact Assessment from the owner/applicant of any development application. The terms of reference of such a study will be determined by the Town. The Assessment will be prepared, and may be peer reviewed at the owner/applicant's expense. Development applications or proposals may be refused or deferred on the basis of financial impact and burden on the Town, if suitable mitigation measures are not available.
- e) It is the intent of this Plan that, wherever possible, the Town, on the basis of the policies contained within this Plan and the NOTL OP, establish a staged program for the implementation of municipal service infrastructure enhancements, transportation system improvements, public works and/or any other municipally-assisted projects within GLENDALE. A five-year capital improvement program should be developed to systematically implement necessary capital improvements. This program should be reviewed annually as part of the capital budget procedure.

9.1.8 Development Applications

Airport Height Assessment

- a) An Airport Height Assessment shall be required for any proposed development within Glendale that does not comply with the Airport Zoning Regulations identified on **Schedule 2**. The required Airport Height Assessment shall address the proposal's compliance with the Airport Zoning Regulations for the Niagara District Airport, and shall be supported by detailed building elevations, topographic survey and site grading plans. If the Airport Height Assessment identifies that an exemption to the Airport Zoning Regulations is required, the report shall also include an impact assessment, in accordance with the requirements of sub-section 5.9(2) of the Federal Aeronautics Act.

Urban Design Brief

- b) An Urban Design Brief may be required to support a development proposal as part of a complete development application. This requirement will be identified by Planning Staff at the Pre-Consultation meeting. The scope and level of detail expected in the Urban Design Brief will depend on the scale, site, nature, and complexity of the development proposal.
- c) An Urban Design Brief is intended to describe and illustrate the proposed design for a development proposal and demonstrate how the design meets the intent of Glendale's Urban Design Guidelines and other Town and Regional guidelines, standards, and policies. Planning Staff will use the Urban Design Brief to assess the urban design aspects of development applications to ensure high quality design is achieved in the public and private realms. The Town is committed to urban design excellence that results in a complete, functional, sustainable, and attractive built environments consistent with Niagara-on-the-Lake's character and vision for the future, as outlined in the Town's Official Plan.

- d) Components of an Urban Design Brief
 - i. Overview of existing site conditions and surrounding context;
 - ii. Identification of relevant policies and applicable elements of the Urban design Guidelines attached to this Plan as **Appendix B**;
 - iii. Analysis of the design rationale for the building, landscape, and site design elements of the proposed development;
 - iv. Explanation of why the proposed development represents the optimum design solution; and
 - iv. A written description, plans, elevations, diagrams, and/or photographs to illustrate the design choices of the proposed development and site design.

Development Concept Plan

- e) A Development Concept Plan may be required to support a development proposal as part of a complete development application. This requirement will be identified by Planning Staff at the Pre-Consultation meeting.
- f) Where a Development Concept Plan is required by the Town, the exercise shall promote comprehensive planning, and shall be required to:
 - i. Identify the detailed land use and density distribution, and to ensure that the required density target is achieved;
 - ii. Confirm the boundaries of the Environmental Protection designation;
 - iv. Identify the components of the Pedestrian Realm and Active Transportation Network;
 - v. Identify the location for any required Public Service Facilities;
 - vi. Identify the detailed street pattern, including Local Streets, although the Local Street network may be conceptual;
 - vii. Articulate the details for the provision of sewer, water and stormwater management systems;
 - ix. Identify phasing and order of development, including any uses in the public interest to be developed in the earlier phases (e.g., attainable/assisted housing, Public Service Facilities, parks); and
 - x. Potentially form the basis for a Developer's Group Agreement, where the identified Conceptual Plan Area includes multiple landowners.
- g) A Development Concept Plan is a non-statutory instrument that shall be adopted by Council. The preparation of a Development Concept Plan shall conform with all relevant policies of this Plan and shall be consistent with the Urban Design Guidelines attached to this Plan as **Appendix B**. The Terms of Reference for any Development Concept Plan shall be approved by the Town, and shall include all of the necessary supporting technical studies, to the

satisfaction of the Town. Required Development Concept Plans shall form the basis for the subsequent approval of Draft Plans of Subdivision/Condominium and implementing Zoning By-laws.

9.2 Interpretation

9.2.1 Land Use Boundaries and Streets

- a) The location of boundaries and symbols, including land use designations shown on the Schedules to this Plan are intended to indicate the general location, except where they coincide with highways, streets, watercourses, or other clearly recognizable or defined physical features.
- b) Future street and active transportation networks shown on the Schedules to this Plan are illustrated in approximate locations only. As such, Amendments to this Plan will not be required in order to make minor adjustments provided that the general intent of this Plan is preserved. Such minor deviations will not necessarily be reflected on the attached Schedules to this Plan.
- c) Where a parcel of land is subject to two or more land use designations, the policies of each designation shall apply to the portion of the lands so designated.

9.2.2 Numeric Standards

- a) It is intended that all numeric standards be considered approximate and not absolute, with the exception of the limitations on building height, which are established by the Niagara District Airport, and are not subject to any increases. Amendments to this Plan shall not be required for minor variations from the criteria providing the general intent of this Plan is maintained.

9.2.3 Subsequent Legislation

- a) Where a Provincial or Federal Act, regulation or guideline is referred in this Plan, it is intended that such reference be interpreted to include any subsequent legislation, regulation or guideline that may replace the specified Act. Similarly, where reference is made to the Region or Provincial Ministries or agencies, it is intended that such reference be intended to include any Ministry, agency or government branch who may assume responsibility for a particular policy/regulation currently administered by the referenced organization.
- b) Where reference is made to any Town By-law, or any Appendix to this Plan, it is intended that such reference be interpreted to include any subsequently revised or updated version, that may replace the specified By-law or Appendix to this Plan.

9.2.4 Technical Revisions

- a) Where an error is discovered in the text or a Schedule such as a typographical, grammatical, spelling, numbering or other similar type of mistake, the error may be corrected without obtaining an Amendment to this Plan provided that the general intent, purpose and substance of this Plan is maintained.

9.2.5 Definitions

- a) This Plan includes a number of words or phrases that require a common understanding of their meaning:
- i. The term “conform with” when used in this Plan means to comply with the policies or requirements of this Plan. Conformity is a mandatory requirement of this Plan, unless otherwise modified by specific wording to the contrary;
 - ii. The term “consistent with” when used in this Plan means to comply/conform with the policies or requirements of this Plan, unless there are compelling circumstances that do not permit compliance/conformity;
 - iii. The use of the words “shall”, “will”, or “must”, when used in connection with an action by the Town are not to be interpreted as the Town's requirement to undertake actions immediately or as a commitment on the part of the Town to take action within a specified timeframe;
 - iv. The use of the words “shall”, “will”, or “must”, when used in connection with a requirement for development applications, is a mandatory policy or requirement of this Plan;
 - v. The use of the words “should” or “may” when used in this Plan means something that ought to be done. It is however, a discretionary, not a mandatory policy or requirement of this Plan;
 - vi. The term “encourage” when used in this Plan means to give support to, or give favorable consideration to a matter or thing;
 - vii. The term “enhance” when used in this Plan means to complement and improve the physical, functional, aesthetic or intrinsic value of the natural environment, neighbourhood, place, area, building, structure or facility; and
 - viii. The term “target” when used in this Plan means a goal to be achieved, or a specific desired outcome that supports the achievement of an objective.
- b) For the purpose of interpreting this Plan, the definitions in the Planning Act, the Ontario Heritage Act, the Provincial Policy Statement, or any other applicable Provincial legislation, plans and guidelines shall apply. In all other instances, terms shall be defined in accordance with their common usage and, if necessary, reference to the Canadian Oxford Dictionary.

Glendale Secondary Plan

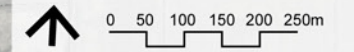
Schedules

November 20, 2024

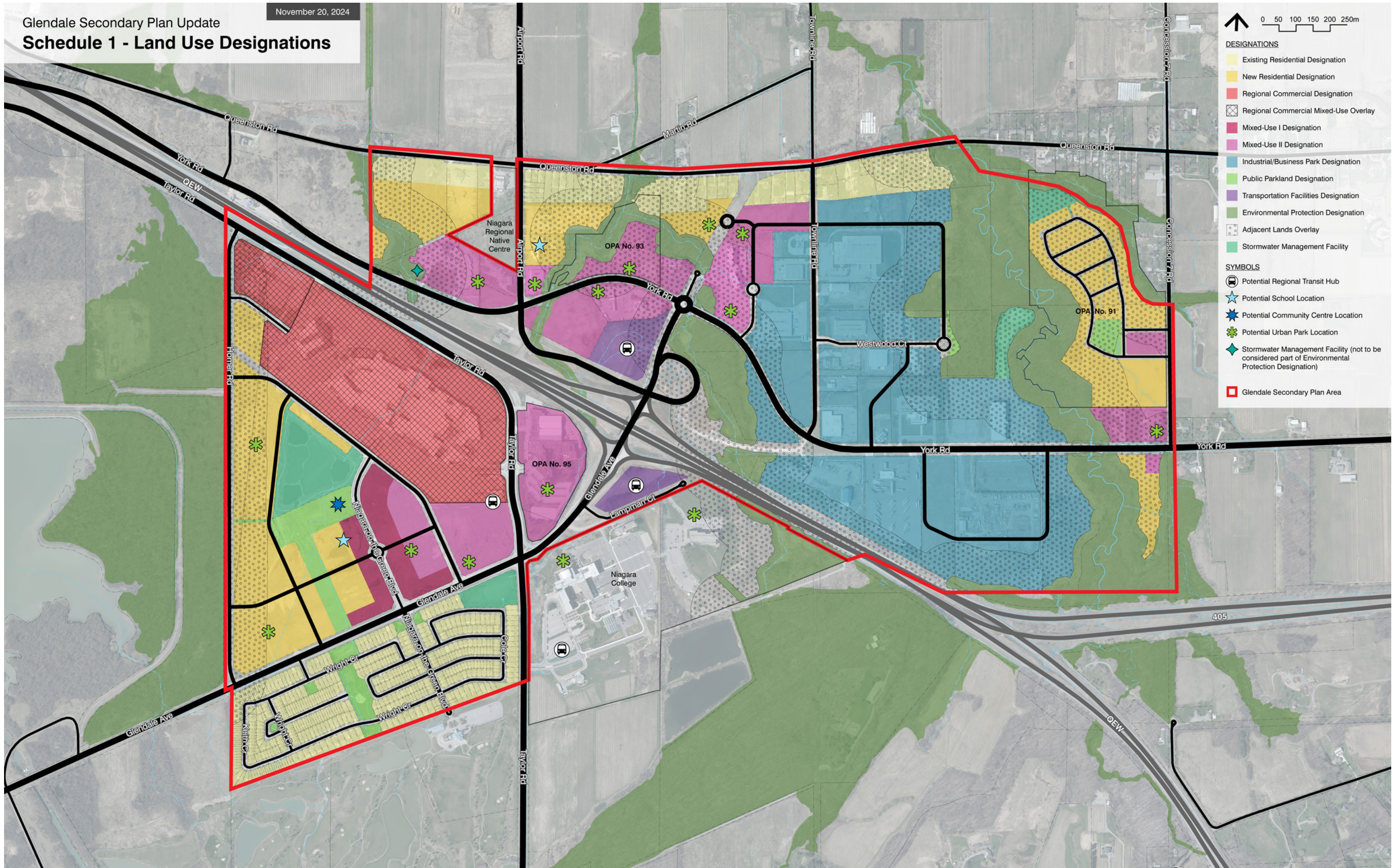


Glendale Secondary Plan Update
Schedule 1 - Land Use Designations

November 20, 2024

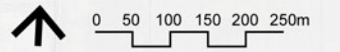


- DESIGNATIONS**
- Existing Residential Designation
 - New Residential Designation
 - Regional Commercial Designation
 - Regional Commercial Mixed-Use Overlay
 - Mixed-Use I Designation
 - Mixed-Use II Designation
 - Industrial/Business Park Designation
 - Public Parkland Designation
 - Transportation Facilities Designation
 - Environmental Protection Designation
 - Adjacent Lands Overlay
 - Stormwater Management Facility
- SYMBOLS**
- Potential Regional Transit Hub
 - Potential School Location
 - Potential Community Centre Location
 - Potential Urban Park Location
 - Stormwater Management Facility (not to be considered part of Environmental Protection Designation)
 - Glendale Secondary Plan Area



Glendale Secondary Plan Update Schedule 2 - Building Height

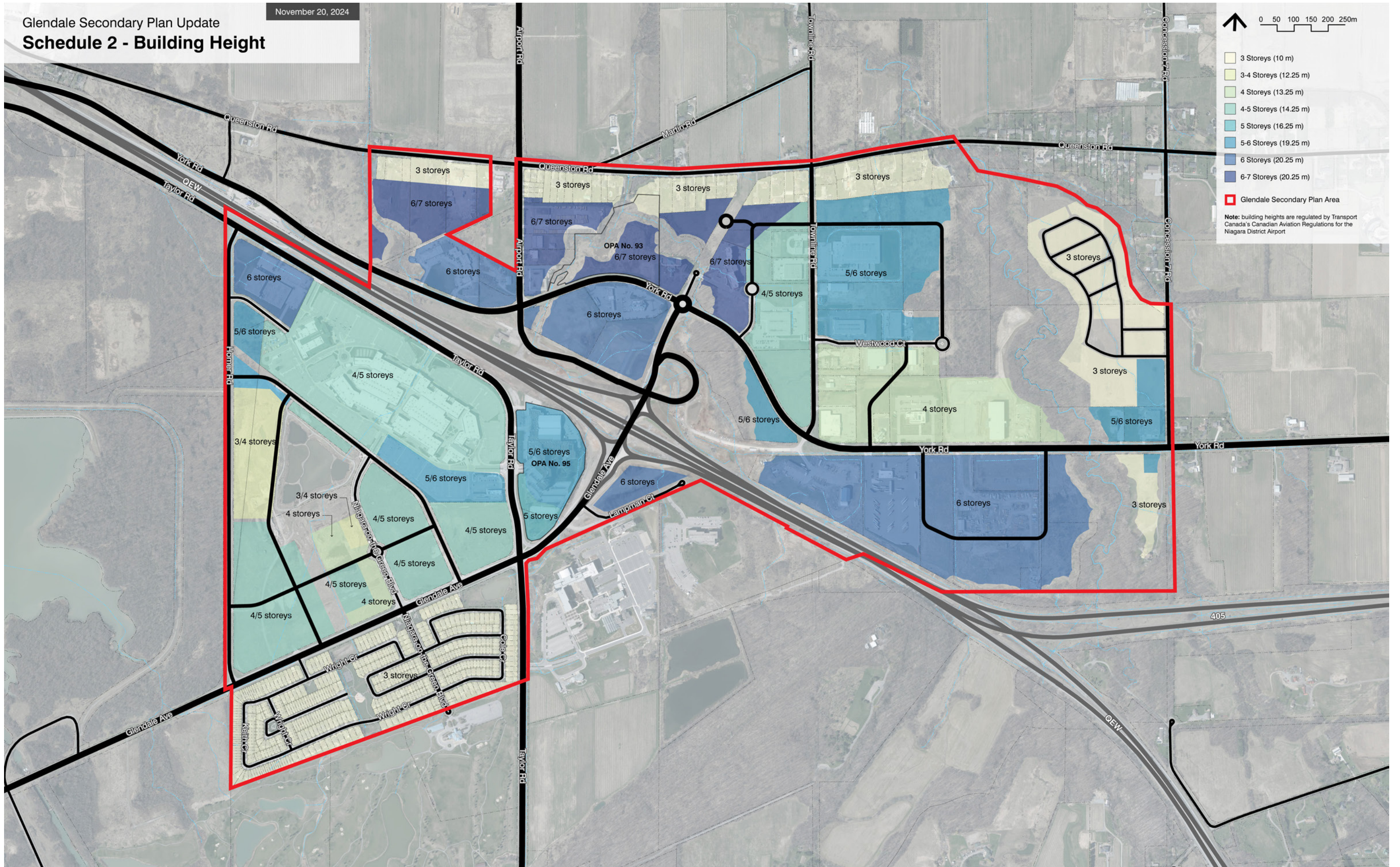
November 20, 2024



- 3 Storeys (10 m)
- 3-4 Storeys (12.25 m)
- 4 Storeys (13.25 m)
- 4-5 Storeys (14.25 m)
- 5 Storeys (16.25 m)
- 5-6 Storeys (19.25 m)
- 6 Storeys (20.25 m)
- 6-7 Storeys (20.25 m)

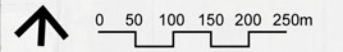
Glendale Secondary Plan Area

Note: building heights are regulated by Transport Canada's Canadian Aviation Regulations for the Niagara District Airport

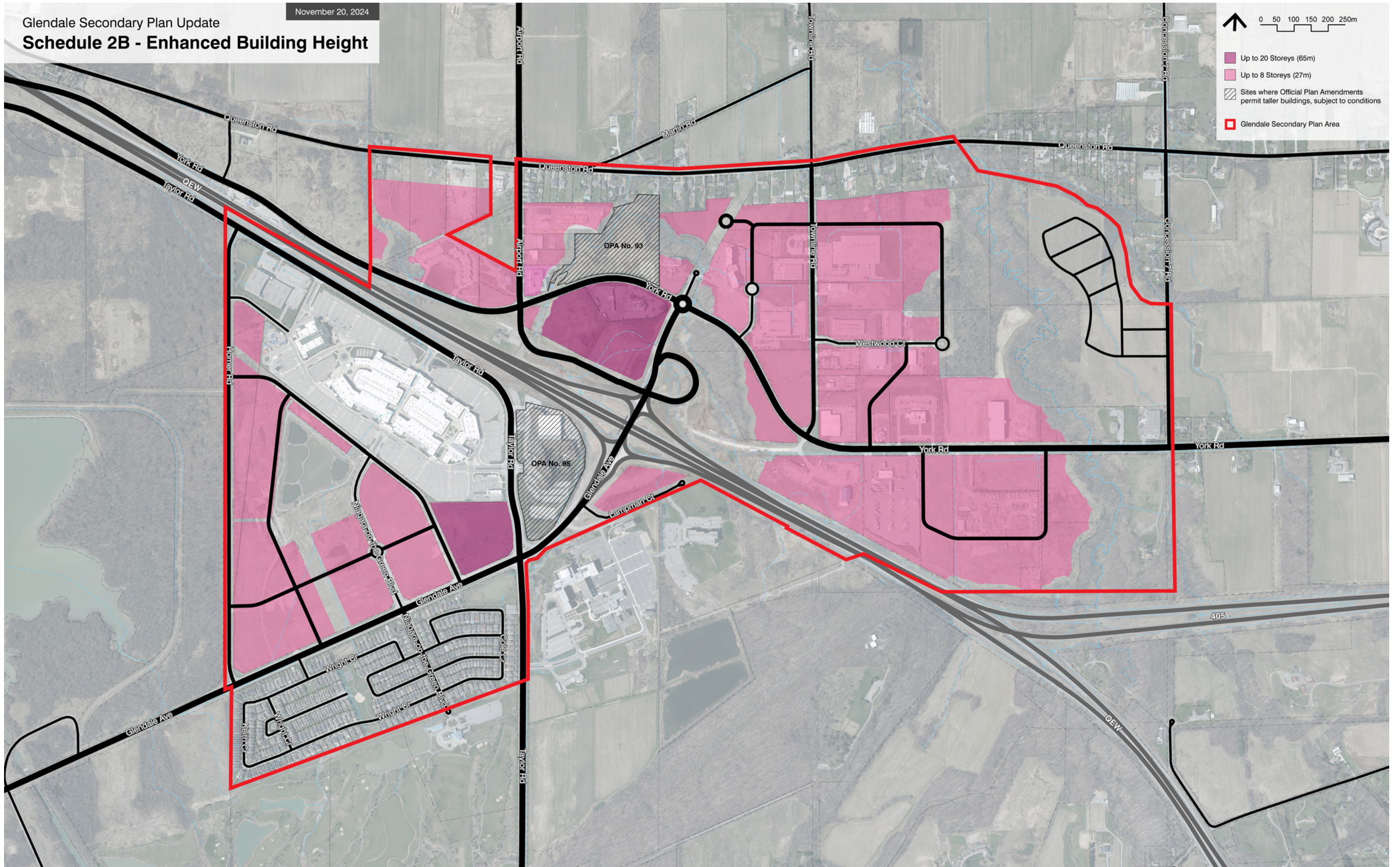


Glendale Secondary Plan Update
Schedule 2B - Enhanced Building Height

November 20, 2024



- Up to 20 Storeys (65m)
- Up to 8 Storeys (27m)
- Sites where Official Plan Amendments permit taller buildings, subject to conditions
- Glendale Secondary Plan Area

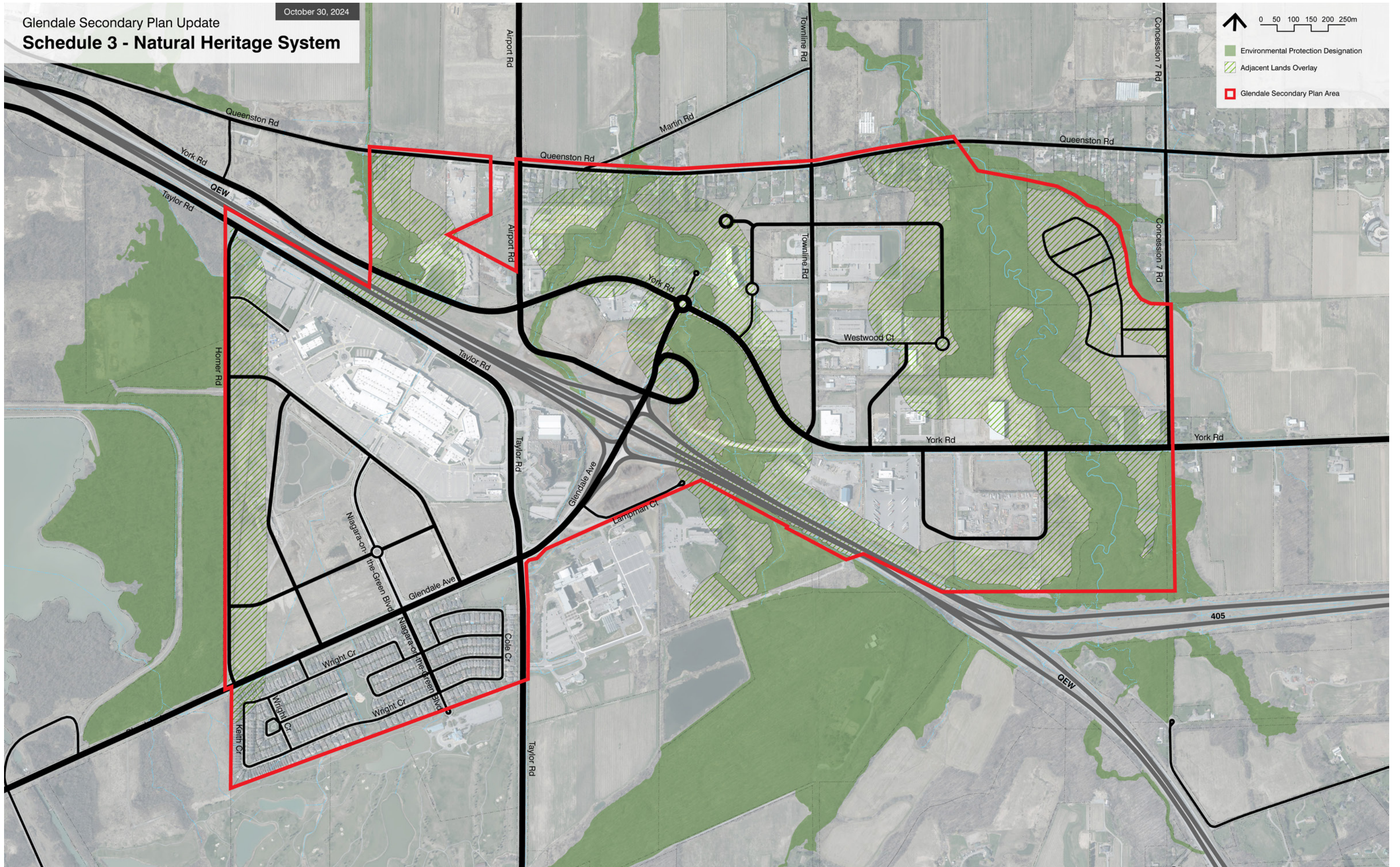


Glendale Secondary Plan Update
Schedule 3 - Natural Heritage System

October 30, 2024

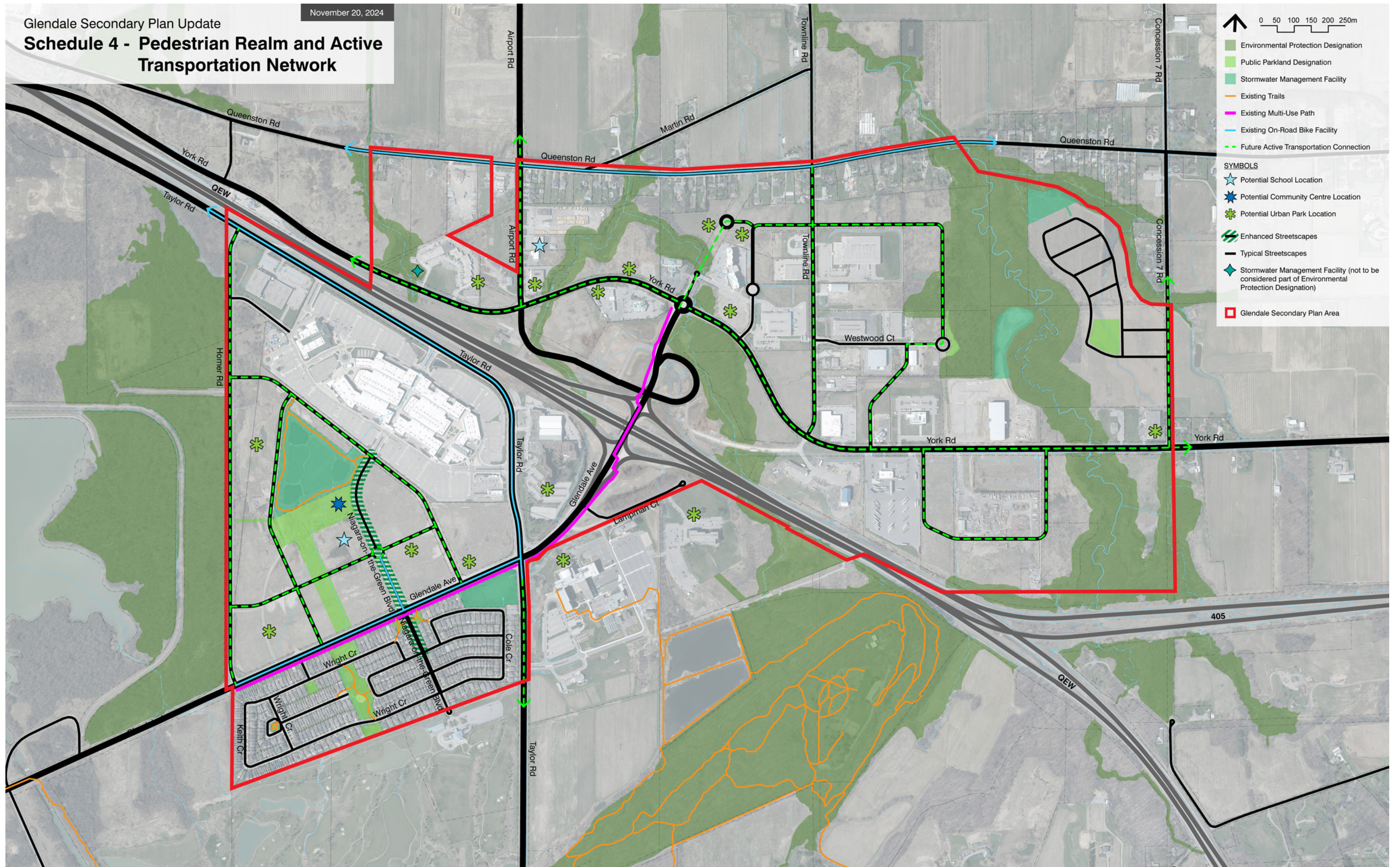
0 50 100 150 200 250m

- Environmental Protection Designation
- Adjacent Lands Overlay
- Glendale Secondary Plan Area



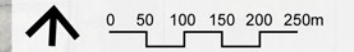
Glendale Secondary Plan Update
Schedule 4 - Pedestrian Realm and Active Transportation Network

November 20, 2024



Glendale Secondary Plan Update Schedule 5 - Roads Network

October 30, 2024



- Provincial Highway (Queen Elizabeth Way)
- Regional Roads
- Existing Collector Streets
- Proposed Collector Streets
- Existing Character Streets
- Existing Industrial/Business Park Streets
- Proposed Industrial/Business Park Streets
- Existing Main Street
- Existing Local Road
- Proposed Local Road
- Private Streets/Lanes (not identified on this Schedule)
- Glendale Secondary Plan Area

