

October 18, 2024

Sent via email

Kirsten McCauley
Director of Community and Development Services
Town of Niagara-on-the-Lake
1593 Four Mile Creek Road
P.O. Box 100, Virgil, ON L0S 1T0

Dear Ms. McCauley:

**Re: Official Plan Amendment
Glendale Secondary Plan
Town of Niagara-on-the-Lake**

Regional staff have appreciated the opportunity to work collaboratively with the Town on the development of the Glendale Secondary Plan Update. Over the past three years, Regional staff have participated in all project phases, providing input on key documents, including background studies, the land use concept and various iterations of the draft policy set and schedules.

Secondary Plan Review

The proposed Official Plan Amendment, intended to implement the final recommendations of the Glendale Secondary Plan Update, has been reviewed by Regional staff with consideration for the Niagara Official Plan (NOP) approved by the Province in November 2022 and again through the Official Plan Adjustments Act, 2023 (Bill 150), in accordance with Policy 3.1.30.4.3 of the NOP regarding in-process secondary plans, as well as applicable transitional provisions of the NOP.

Regional staff have reviewed the proposed Official Plan Amendment which includes:

- Final Draft Policies
- Final Draft Schedules
- Appendix A – Natural Heritage System
- Appendix B – Urban Design Guidelines

Through this review staff have determined the following:

- The proposed Official Plan Amendment conforms to the NOP, and is consistent with or conforms to Provincial policy and plans that are in effect as of the date of this letter, as applicable, including those pertaining to growth management,

employment, the Natural Environment System (NES), servicing, urban design, and implementation.

- There will be no significant impacts relating to the Regional Master Servicing Plan and/or Transportation Master Plan.
- The proposed Official Plan Amendment has accounted for Regional capital impacts.
- Cross-boundary impacts or impacts on any adjacent municipality have been addressed to the satisfaction of the Region.

Based on the collaborative process between the Region and the Town, and final review, the proposed Official Plan Amendment is exempt from Regional approval in accordance with Section 7.4.1.6 and 7.4.1.7 of the NOP. Regional staff request to receive a copy of the final Recommendation Report and Official Plan Amendment, as endorsed by Town Council.

Legislative Changes

The Ministry of Municipal Affairs and Housing (MMAH) has announced the release of the new Provincial Planning Statement, 2024 (PPS 2024), which comes into effect October 20, 2024. The PPS 2024 will replace the Provincial Policy Statement, 2020 and A Place to Grow: Growth Plan for the Greater Golden Horseshoe (Provincial Growth Plan).

MMAH is currently consulting on transition regulations for the implementation of the PPS 2024. Given the timing of these changes, the comments in this letter are based on the Provincial and Regional policies currently in force as of the date of this letter (i.e. the Provincial Policy Statement, 2020, the Provincial Growth Plan, and the Niagara Region Official Plan).

Respectfully,



Diana Morreale, MCIP, RPP
Director, Growth Management and Planning
Niagara Region

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Town of Niagara-on-the-Lake**

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Respectfully,



Diana Morreale, MCIP, RPP
Director, Growth Management and Planning
Niagara Region

From: [Zirger, Rosi \(MNR\)](#)
To: [Planning Development](#)
Subject: RE: Reminder for Comments on Glendale Secondary Plan
Date: Wednesday, October 16, 2024 1:10:04 PM
Attachments: [image001.png](#)

CAUTION: This email originated from outside the Town of Niagara-on-the-Lake. Use caution when clicking on a link or opening an attachment unless you know that the content is safe. If unsure, forward the email to IT to validate.

Good afternoon

NEC staff will not be providing comments.

Regards
Rosi

Rosi Zirger

Senior Planner | Niagara Escarpment Commission
232 Guelph Street, Georgetown, Ontario, L7G 4B1
905-703-7216
rosi.zirger@ontario.ca | www.escarpment.org



Accessibility: As part of the NEC's commitment to providing accessible service, please let me know if you have any accommodation needs or require the contents of this email in an alternative format.

Availability: NEC staff provide services in person, via telephone, or via email. To better serve you, **we ask that you make an appointment if you prefer to meet in person.** You may request an appointment with staff at escarpment.org/appointments.

Did you know: You can now submit Development Permit Applications to the Niagara Escarpment Commission online? Visit our [website](#) to learn more.

Provided on behalf of the Niagara Catholic District School Board

October 11, 2024

Electronic Copy

Kirsten McCauley
Town of Niagara-on-the-Lake
1593 Four Mile Creek Road, P.O. Box 100
Virgil, Ontario L0S 1T0
Email: kirsten.mccauley@notl.com

Re: COMMENT LETTER
Glendale Secondary Plan
Queenston Road, Concession 7 Road, the Niagara Escarpment, and Homer Road
File No.: OPA-06-2022

Dear Kirsten McCauley,

On behalf of the Niagara Catholic District School Board (NCDSB), we have thoroughly reviewed the September 16, 2024 Draft of the Glendale Secondary Plan (GSP). In response to the proposed policies outlined in the plan, NCDSB respectfully submits the following comments:

Location:

The GSP lands are currently served by the following school attendance boundaries:

- St. Michael Catholic Elementary School (JK-8)
- Holy Cross Catholic Secondary School (9-12)

St. Michael Catholic Elementary School is located approximately 6.25km northeast of the GSP area, outside of the community of Virgil, which would require bussing for prospective students from the GSP area. Similarly, Holy Cross Catholic Secondary School is situated in St. Catharines, approximately 6.5 kilometers northwest of the GSP area.

Currently, local elementary and secondary schools have sufficient capacity to accommodate additional students. However, due to the significant volume and scale of residential development contemplated by the GSP, the NCDSB anticipates the need for **one (1) additional elementary school** to adequately serve the projected population in the GSP area.

Comments:

The NCDSB wishes to achieve policy language that both protects the interests of existing and future students and maintains flexibility as it pertains to service delivery.

The NCDSB is supportive of policies that:

1. Support enhanced communication between the NCDSB and municipality;
2. Incentivize the development community to collaborate with School Boards;
3. Allow School Boards to secure appropriate school sites; and
4. Encourage the collaborative shared use of school facilities and parkland.

The NCDSB appreciates the plan's commitment to clustering Public Service Facilities, including schools, as outlined in **Policy 5.1.15**. Co-locating educational facilities with other community services offers significant opportunities for cost-sharing and efficient land use, benefiting both the school system and the wider community. We encourage continued dialogue to explore opportunities for **shared-use agreements** that integrate school facilities with recreational spaces and community centers, ensuring the efficient use of shared resources. Additionally, the NCDSB has an **established permit process** that allows school spaces to be used by the community during non-school hours, further enhancing their role as key community hubs.

As the GSP anticipates a significant increase in residential units, the emphasis in **Policy 6.2.3** on creating walkable, interconnected neighborhoods is crucial. The NCDSB fully supports these policies to ensure that new developments within the New Residential designation incorporate safe and accessible routes to current and future school sites, promoting walkability, reducing the need for bussing, and minimizing the community's carbon footprint.

The NCDSB supports the identification of potential school locations within the GSP area, as outlined in **Policy 6.9.2** and **Schedule 1**. To ensure these sites effectively serve the projected population growth, we recommend early and ongoing collaboration between the Town and the NCDSB to secure and allocate appropriate land for a new elementary school. We strongly support the policy's encouragement of school proximity to parks, as this aligns with our vision of integrated community facilities that enhance both educational and recreational opportunities for students.

As a commenting agency, the NCDSB is committed to providing timely feedback on development applications both within the secondary plan area, and across its jurisdiction to assert the need for a school site and actively contribute to planning for school location options. Furthermore, the NCDSB supports the need for centrally located school sites that are strategically placed in relation to anticipated student population densities, optimizing access and ensuring sufficient space for both academic and recreational activities.

The NCDSB fully supports the focus on active transportation and pedestrian connectivity outlined in **Policy 7.1**. Safe and accessible routes to schools are essential to promoting active transportation options such as walking and cycling for students. We appreciate the Town's prioritization of school connectivity within the active transportation network, ensuring that new routes, sidewalks, and bike lanes provide safe, direct, and convenient access to both current and future school sites. This approach will not only promote sustainable commuting methods but also

reduce reliance on bussing, contributing to long-term environmental benefits and fostering healthier lifestyles for students.

The NCDSB strongly supports the inclusion of connecting links, such as sidewalks and bike lanes, in **Policy 7.4.2**, as these are critical for providing safe travel routes to schools. We appreciate the designation of schools as key destinations for these links and recommend that their design carefully consider school commuting patterns, particularly for younger students. To further enhance safety, we urge the integration of crosswalks, traffic calming measures, and clear signage around school zones as a priority. These elements will ensure safer walking and biking routes for students, promoting active transportation while minimizing potential risks during school commutes.

The NCDSB appreciates the opportunity to provide feedback on the GSP. We commend the Town's commitment to strategic planning that prioritizes safe, accessible, and sustainable community development, and we especially appreciate the careful consideration given to incorporating schools within the plan.

We will continue to monitor development growth in Niagara-on-the-Lake and the GSP area on behalf of the NCDSB as it relates to the cumulative impact on local schools. The NCDSB also requests notification of any modifications, community consultations, appeals, or notices of decision related to this plan.

Please note that further to the comments provided, the NCDSB reserves the right to revise their position as needed without further notice. Should you require additional information regarding these comments, please contact planning@ncdsb.com.

Sincerely,

A handwritten signature in black ink, appearing to read 'A Brutto', with a stylized flourish at the end.

Adam Brutto BURPI.
Senior Consultant
Watson & Associates Economists Ltd.

brutto@watsonecon.ca

Office: 905-272-3600 Ext. 278

Mobile: 905-967-4775

Fax: 905-272-3602

cc: Clark Euale, Niagara Catholic District School Board

October 15, 2024

Mayor and Members of Council
c/o the Town Clerk
1593 Four Mile Creek Road
P.O. Box 100
Virgil, ON L0S 1T0

Via email: clerks@notl.com

Dear Lord Mayor and Members of Council:

Re: *Glendale Secondary Plan Update*
File No. OPA-06-2022

We are the planning consultants for Niagara Townline Road Inc., who represent the registered owners (the “**owners**”) of lands generally located north of the Queen Elizabeth Way between York Road and Queenston Road. The “**subject lands**” are within the Niagara Townline Road Inc. ownership and collectively include Parcel 1, Parcel 2, Parcel 3 and Parcel 4 as illustrated on the attached Ownership Map (**Attachment A**). Attachment A also includes a detailed list of the registered owners for each associated property. The subject lands are within the existing and proposed Glendale Secondary Plan area.

On behalf of our client, we have been participating in the Glendale Secondary Plan Update process since 2022. Bousfields Inc. has previously submitted letters to the Region’s attention as part of the Secondary Plan update process (dated February 13, 2023, July 7, 2023 and June 10, 2024) and have participated in several landowners’ meetings and one-on-one meetings with the Region, Town and Secondary Plan project team. The owner has participated through this process in collaboration with the registered owners of parcels referred to as Parcels 5, 6 and 7 (Niagara York Road Inc.), generally to the south of the subject lands.

We reviewed the draft Official Plan Amendment (the “**OPA**”) which seeks to introduce an updated Glendale Secondary Plan (the “**Secondary Plan**”), along with the associated materials made available by the Town and Region as of September 18, 2024. We provide the following comments for consideration at the statutory public meeting for the OPA, proceeding in accordance with Section 17 of the *Planning Act*, which is scheduled for October 15, 2024. We will also be present to make a deputation on these issues.

Only a limited number of our comments provided to the Region to date (both verbally and in written form) have been incorporated into the proposed Secondary Plan. This letter summarizes our key comments and concerns, with proposed modifications to the Secondary Plan included.

1.0 Intensification and Heights

The Glendale Secondary Plan area is considered a Strategic Growth Area, where population growth is anticipated. As outlined in Section 3.1 of the proposed Secondary Plan, the population of Glendale could grow to approximately 14,000 people, which represents an increase of 12,600 people. Accordingly, within 30 years it is anticipated that 10 times the population will live in the Glendale area than currently does today. Section 3.1 goes on to state that the NROP establishes a minimum long-term density target for Glendale of 100 people and jobs combined per hectare.

These are significant increases in comparison to the existing development and are important targets to meet which will support the anticipated population growth of the Region, and Province more generally, over the next few decades. The emphasis on achieving growth targets is reinforced by the current housing crisis across the Greater Golden Horseshoe area. Intensification within the Glendale area becomes even more important with the anticipated introduction of a Regional Transit Hub, given the policy imperative to add density to locations well-served by high-order transit.

'Schedule 2 – Building Height' of the proposed Secondary Plan identifies height limitations on the subject lands of between 4 and 7 storeys (see **Figure 1**, which forms part of **Attachment B** to this letter). This proposed height limit is inconsistent with the Provincial, Regional and municipal policy framework which directs intensification to strategic growth areas. We understand that the height restrictions are a result of the Airport Zoning Regulations (the "**AZR**"), and not necessarily reflective of the level of intensification that could be accommodated within the Secondary Plan area.

Accordingly, we are supportive in principle of the inclusion of 'Schedule 2B – Enhanced Building Height' as part of the updated proposed Secondary Plan, which helps to provide a framework as to what heights are appropriate in the long-term. Policy 5.1.6(d) provides that these are locations where the Town may consider taller and denser buildings, subject to confirmation from Transport Canada.

However, Schedule 2B only identifies the subject lands within a zone permitting heights of up to 8 storeys. In our opinion, this is still too low considering the strategic importance of the Glendale Secondary Plan area and the need to plan and accommodate more housing within Niagara-on-the-Lake and the Region of Niagara generally. In particular, we think that there is an opportunity within the subject lands to achieve greater heights, at a scale similar to other parts of the Glendale Secondary Plan area. We note that Policy 5.1.6(d) only provides that the Town may consider taller buildings in locations identified by Schedule 2B, and accordingly variations to heights could be expected, subject to site-specific considerations.

In this regard, we note that Council-adopted Official Plan Amendment No. 95, which applies to 235-253 Taylor Road, permits heights of up to 25 storeys (subject to an exemption to the AZR). Similarly, Official Plan No. 93, which applies to the lands on the north side of York Road generally east of Airport Road, permits heights of up to 10 storeys (subject to an exemption to the AZR). The Secondary Plan, particularly given that its planning horizon is to 2051, should be planning for the potential for greater heights on sites in a similar range to what City Council has already approved, where they can be appropriately accommodated.

Lastly, we note that Policy 5.1.6(d) provides that taller buildings in these locations shall be implemented by an Official Plan Amendment. In our opinion, an OPA should not be required to implement these buildings of greater heights. As stated, the heights on Schedule 2 are too restrictive for a strategic growth area and are being driven by AZR constraints rather than a determination of an appropriate level of intensification. A successful complete community in a location such as this should include medium- and high-density housing, not just low-rise uses. The greater heights identified on Schedule 2B will better support the achievement of applicable population targets (which are minimums) and create more housing for existing and future residents of Niagara-on-the-Lake. The heights anticipated through Schedule 2B reflect a more forward-thinking framework for the next 30 years of the Glendale area. An amendment to the Secondary Plan on a site-by-site basis should not be required to meet this vision. Furthermore, an applicant seeking to implement this vision should not be subject to a requirement for “enhanced contributions” beyond what is already expected through other policies of the Secondary Plan, as is currently contemplated for in Policy 5.1.6(f).

Based on the foregoing, we recommend the following policy revisions to the proposed Glendale Secondary Plan (September 2, 2024) language:

- **Revise Policy 5.1.6(d) to not require an Official Plan Amendment to permit the heights identified on Schedule 2B**
- **Delete Policy 5.1.6(f), with respect to conditions on additional heights and densities**
- **Revise Schedule 2B to permit up to 10 storeys on the subject lands, which are currently identified for up to 8 storeys**

2.0 Glendale Avenue Extension

Glendale Avenue is not proposed to be extended to the subject lands as part of the proposed Secondary Plan, as per 'Schedule 5 – Road Network' (see **Figure 2**). If Glendale Avenue is not going to be built by the Region, then this should be deemed surplus and this land should be designated for development. In our opinion, these lands should be designated New Residential, to allow for the comprehensive residential land use in this location. Alternatively, a special policy area could be added outlining the longer-term land use potential.

Given the location of these lands, they should be considered for consolidation with abutting lands. In this regard, if these lands are deemed to be surplus a portion of these lands could be added to the subject lands through a future purchase and sale agreement.

Based on the foregoing, we recommend the following policy revisions to the proposed Glendale Secondary Plan (September 2, 2024) language:

- **Designate the lands at the terminus of Glendale Avenue as New Residential to allow for future development.**
- **Introduce a site-specific policy that provides that if the Glendale Extension lands are deemed to be surplus, consolidation of ownership with the abutting lands would be encouraged for future development.**

3.0 Land Use Policies

The Secondary Plan currently designates the majority of the subject lands as Mixed-Use Areas II, with the northerly portion of Parcel 1 and all of Parcel 2 are designated as Existing Residential (see **Figure 3**). As stated above, the proposed Secondary Plan does not currently accommodate for the extension of Glendale Avenue. Therefore, without an extension of Glendale Avenue to the subject lands, it does not seem appropriate to designate these lands as Mixed-Use Areas II, particularly as within the Mixed-Use Areas

II designation does not currently permit standalone residential buildings (as summarized in greater detail below). We request that these lands be redesignated to New Residential, to reflect the anticipated residential make-up of the surrounding land use, lack of commercial street frontage, and absence of accessibility (both visually and physically).

With regards to the Mixed-Use II policies, standalone residential buildings are prohibited within the designation by Policy 6.5.3(3). Policy 6.5.3(f) provides an exemption that standalone residential buildings may be considered if the site develops as a mixed-use site. We disagree with these two policies, as in our opinion standalone residential uses should be permitted within the land use designation. Residential-only buildings can contribute to the mixed-use nature of an area, by complementing and supporting the success of proximate non-residential buildings. Furthermore, being too specific about the type of building desired within an entire land use designation may limit the viability of development moving forward.

The Population, Commercial & Employment Analysis prepared by Urban Metrics, dated February 28, 2024 (the “PCEA”) notes that there is a need for local serving retail and service commercial uses. The PCEA continues and notes that there will be a need for approximately 68,000 to 87,000 square feet of commercial space by 2031 and 187,000 to 240,600 square feet by 2043. Based on our review, no analysis has been provided confirming how much floor area would be generated by all of the required ground floor commercial space in the Mixed-Use areas designation in the proposed Secondary Plan. Based on our overview, if all the buildings in the Mixed-Use areas are developed with ground floor commercial area, it appears that the total amount of commercial space generated would be significantly more than that need identified in the PCEA.

Furthermore, the proposed Secondary Plan does not contemplate that some of the local servicing commercial uses would be located at the existing outlet centre, which is designated Regional Commercial Designation and permits local servicing commercial uses such as grocery stores, pharmacies, and personal service uses. Given the existing commercial uses at the outlet centre, additional commercial uses may be better suited on those lands rather than the subject lands.

As outlined in the material prepared by KPEC provided to the Region through the commenting process, the commercial needs identified in the PCEA are overstated and the lower end of the range of “Other Retail” is the more likely scenario for additional retail demand and the over provision of retail within other lands scattered outside the two retail

designations may result in unnecessary retail vacancy which would act as a drag on any mixed-use development that may be required to provide ground-floor retail.

In our opinion, given the limited need of commercial floor space identified in the PCEA, the Secondary Plan should not require but rather *encourage* ground floor commercial uses in Mixed-Use Areas II. The implications of requiring more commercial uses than there is a market for could have impacts on development proceeding or could result in significant vacant non-residential space.

In addition, the land use designation policies include maximum net density values. In our opinion, assigning maximum density values is restrictive, and built form should instead be evaluated based on site-specific considerations, such as built form impact resulting from a building or buildings. Including a maximum density within the Secondary Plan is not in keeping with the directive for intensification and population growth, as it could limit opportunities on a site-by-site basis.

Furthermore, the maximum density values identified in the land use designation policies, which have been modified to directly relate to specific building heights, have not accommodated for the heights identified on the Enhanced Building Height Overlay. Staying silent on this potential for more intense development does not establish a framework for longer-term intensification. We recommend removing specific density restrictions from the Secondary Plan and focusing instead on appropriate built form.

Based on the foregoing, we recommend the following policy revisions to the proposed Glendale Secondary Plan (September 2, 2024) language:

- **Redesignate the subject lands (i.e. Parcels 1, 2, 3 and 4) to New Residential designation**
- **Delete Policy 6.2.3(b) with respect to maximum densities in the New Residential designation**
- **Delete Policy 6.5.3(c) with respect to maximum densities in Mixed-Use Areas II**
- **Delete Policy 6.5.3(e), which prohibits standalone residential buildings, and introduce a policy which *encourages* mixed-use buildings containing both non-residential and residential uses within the Mixed-Use II designation.**
- **Delete Policy 6.5.3(f) with respect to permission for mixed-use buildings on mixed-use sites only.**

4.0 Parkland

We appreciate that parkland dedication is required on development sites through the *Planning Act* and acknowledge the alignment with recent amendments to the *Planning Act* through the options of strata parkland or a privately owned public space instead of a simple parkland dedication (as outlined in Policy 7.3.2(a)). However, we think, in keeping with the Province's recent Bill 23, the same range of options should apply to lands within the Mixed-Use I and Mixed-Use II designation, and therefore the direction for land dedication for sites over 1,500 square metres in gross land area set out in Policy 7.3.2(c) should be revised.

Based on the foregoing, we recommend the following policy revisions to the proposed Glendale Secondary Plan (September 2, 2024) language:

- **Delete Policy 7.3.2(c), with respect to development sites greater than 1,500 square metres of gross land area.**

5.0 Glendale Urban Design Guidelines

In our opinion, the Glendale Urban Design Guidelines should include guidelines for taller buildings beyond 7-storeys in height. Tall buildings are already approved in the area on a site-specific basis and are contemplated in the OPA through the Enhanced Building Height Overlay. Design guidelines should be in place to help direct and guide tall building development, particularly in the event that a height exemption from the AZR is granted by Transportation Canada.

Based on the foregoing, we recommend that the urban design guidelines be expanded to provide guidelines related to tall buildings.

6.0 Concluding Thoughts and Next Steps

We request that Council modify the Glendale Secondary Plan from its current form based on the revisions included in this letter. We further request that you include the undersigned on any communications and notices of decisions relating to the Glendale Secondary Plan.

We thank you for the opportunity to participate. Should you have any questions or wish to discuss any of these matters in greater detail, please do not hesitate to contact the undersigned.

Yours truly,
Bousfields Inc.



David Falletta MCIP, RPP
Partner



Caitlin Allan MCIP RPP
Partner

Cc. *Clients*
Michelle Sergi, Niagara Region
Kristen McCauley, Niagara-on-the-Lake

Attachment A – Ownership Summary and Key Map**Parcel 1**

PIN: 46358-0092 (LT)

Property Description: PT LT 1 CON 9 GRANTHAM PT 1, 2, 3 30R6928 S/T RO391716; S/T RO83054; NIAGARA-ON-THE-LAKE

Registered Owner: Jeremia Rudan, Darko Vranich

Parcel 2

PIN: 46358-0028 (LT)

Property Description: PT LT 1 CON 9 GRANTHAM PT 1 30R4882; S/T RO83053; NIAGARA-ON-THE-LAKE

Registered Owner: Jeremia Rudan, Darko Vranich

Parcel 3

PIN: 46358-0199 (LT)

Property Description: PT LT 1 CON 9 GRAN PT 1, 30R11202; T/W EASE OVER PT 2, 30R9834 AS IN LT185306; NIAGARA ON THE LAKE

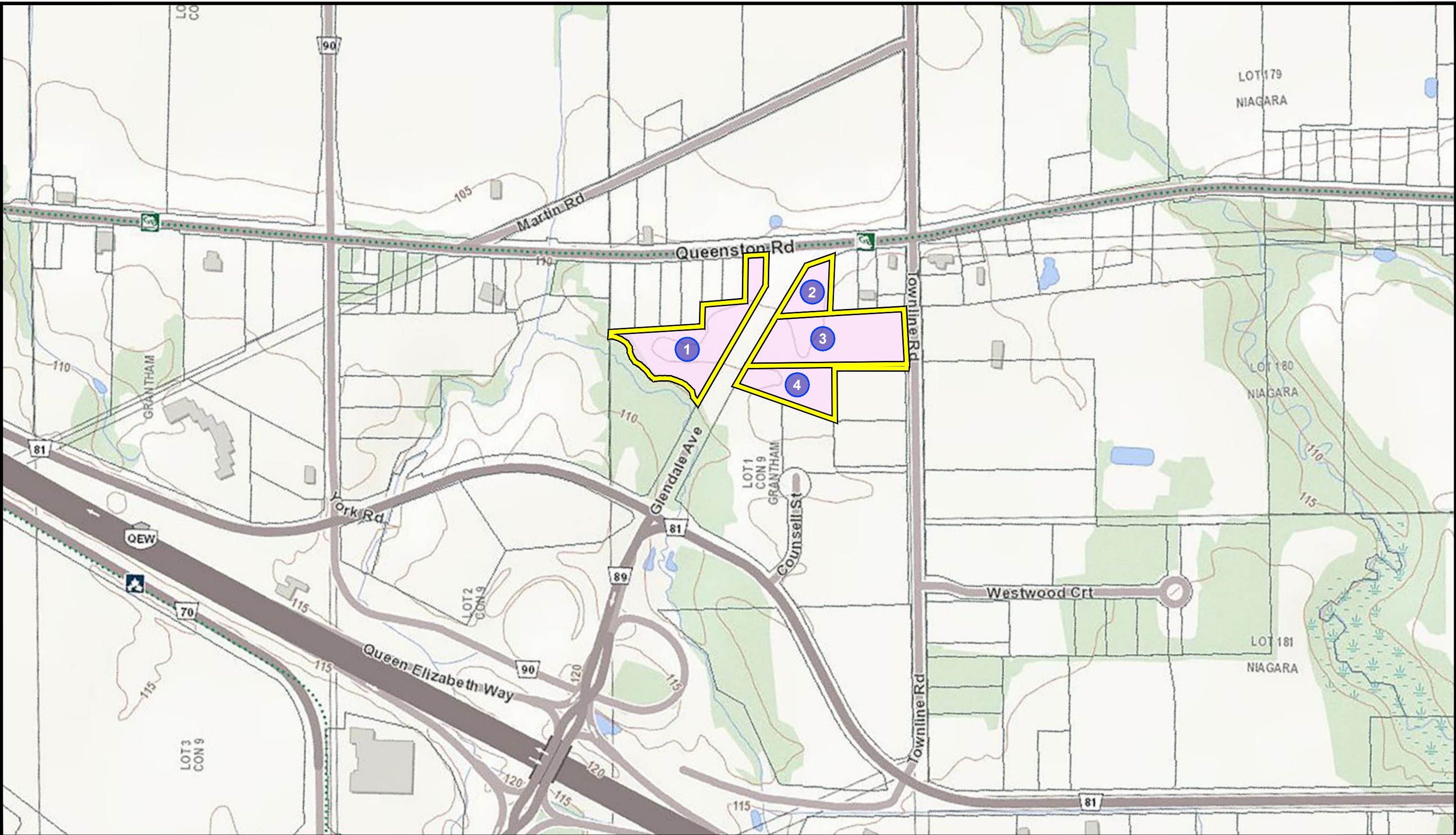
Registered Owner: Niagara Townline Road Inc.

Parcel 4

PIN: 46358-0202 (LT)

Property Description: PT LT 1 CON 9 GRAN PT 2 30R11202; T/W EASE OVER PT 2 30R9834 AS IN LT185306; NIAGARA ON THE LAKE

Registered Owner: 2085308 Ontario Limited



Subject Lands

Key Map

Attachment B – Figures List

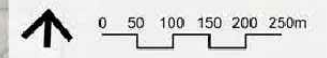
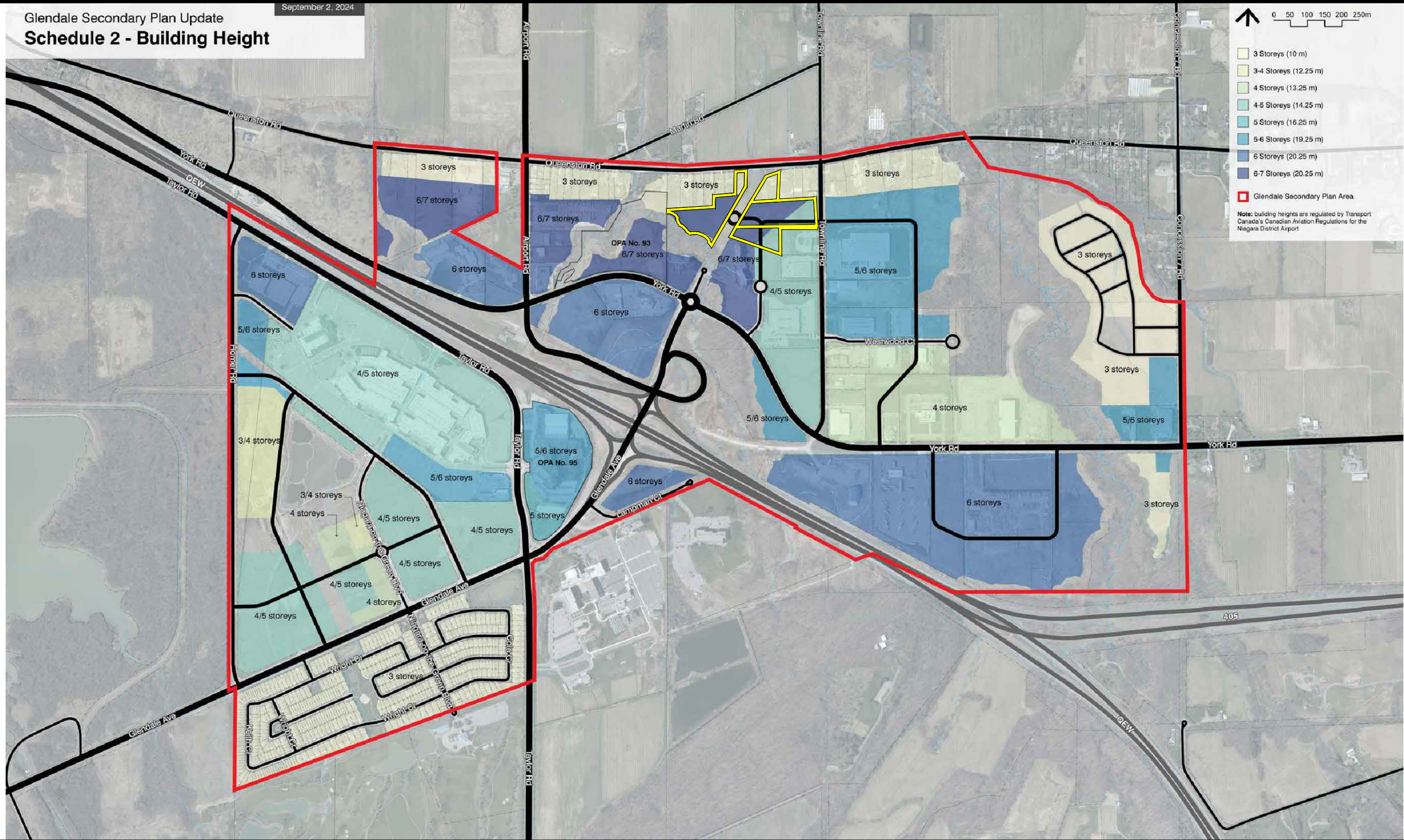
Figure 1 – ‘Schedule 2 – Building Height’ with subject lands identified

Figure 2 – ‘Schedule 5 – Roads Network’ with subject lands identified

Figure 3 – ‘Schedule 1 – Land Use Designations’ with subject lands identified

Glendale Secondary Plan Update
Schedule 2 - Building Height

September 2, 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



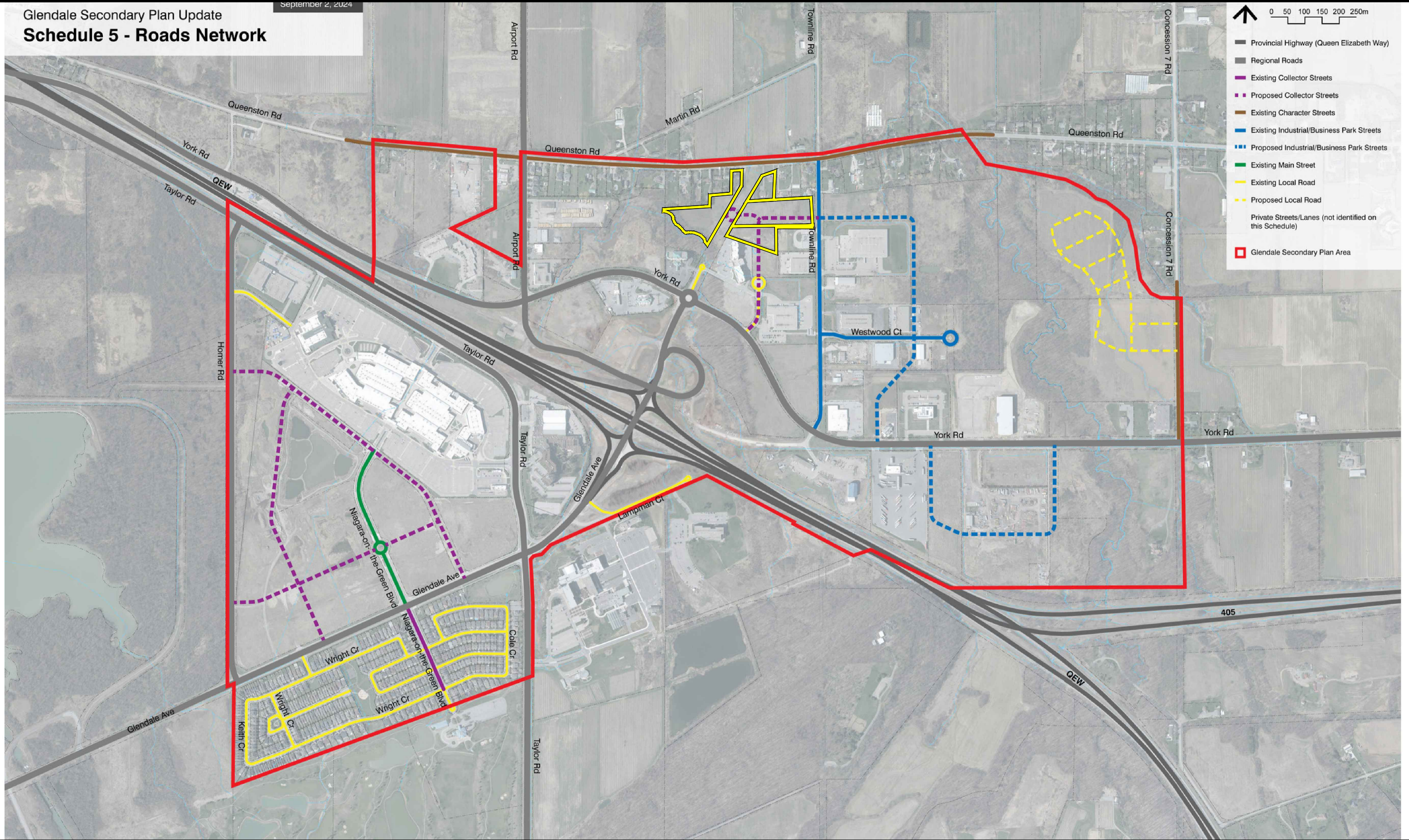
Subject Lands

Figure 1

Glendale Secondary Plan Update Schedule 5 - Roads Network

0 50 100 150 200 250m

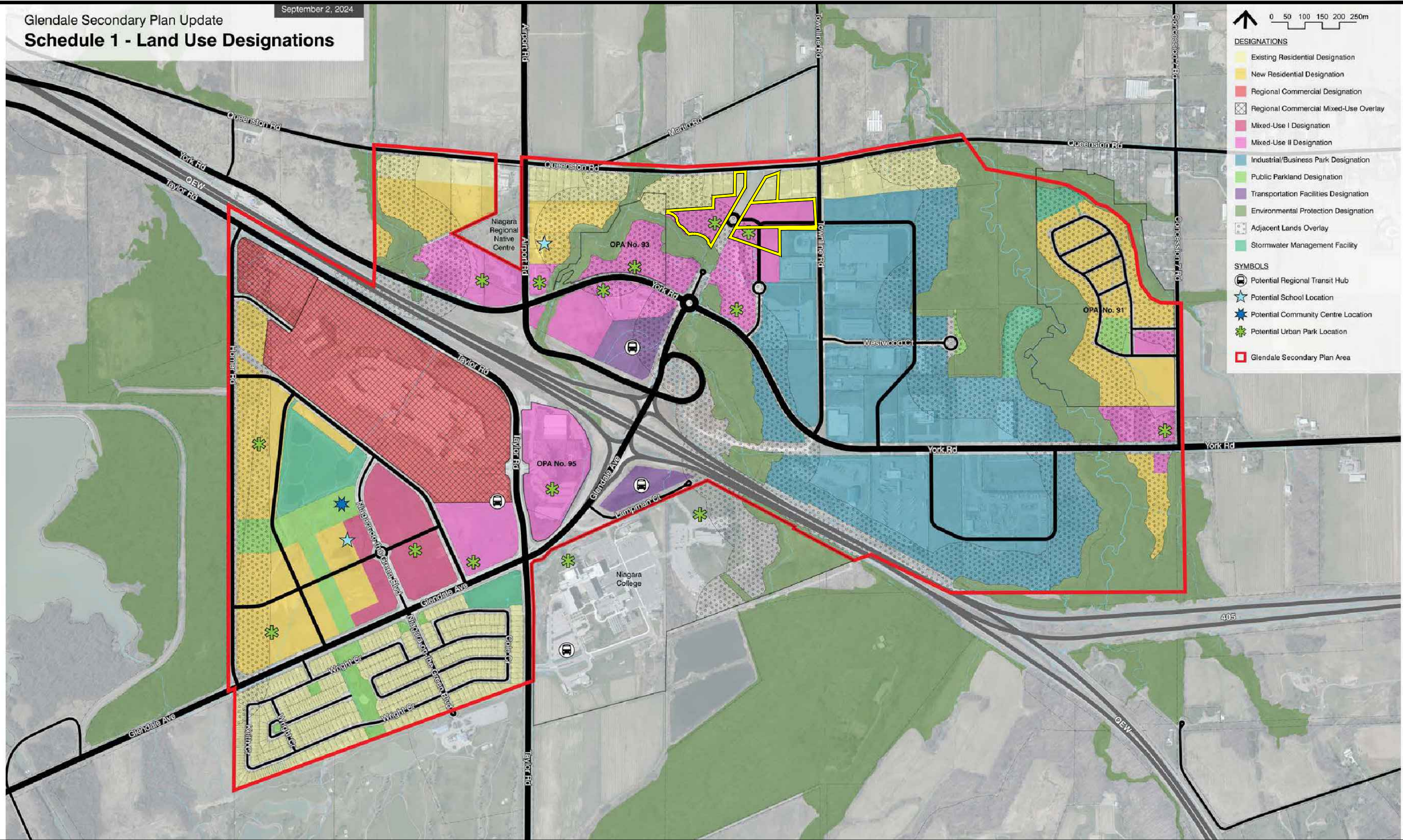
- Provincial Highway (Queen Elizabeth Way)
- Regional Roads
- Existing Collector Streets
- Proposed Collector Streets
- Existing Character Streets
- Existing Industrial/Business Park Streets
- Proposed Industrial/Business Park Streets
- Existing Main Street
- Existing Local Road
- Proposed Local Road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



Subject Lands

Glendale Secondary Plan Update
Schedule 1 - Land Use Designations

September 2, 2024



Subject Lands

Figure 3

October 10, 2024

File No.: 596274-1

Sent Via E-mail to: gary.zalepa@notl.com, erwin.wiens@notl.com, gary.burroughs@notl.com, wendy.cheropita@notl.com, tim.balasiuk@notl.com, maria.mavridis@notl.com, sandra.oconnor@notl.com, adriana.vizzari@notl.com, Andrea.Kaiser@niagararegion.ca, and clerks@notl.com

Lord Mayor and Council
1593 Four Mile Creek Road
P.O. Box 100
Virgil, ON L0S 1T0

- and -

Donna Delvecchio
Town Clerk
1593 Four Mile Creek Road
P.O. Box 100
Virgil, ON L0S 1T0

Dear Lord Mayor and Council:

**Re: Glendale Secondary Plan: September 2, 2024 Draft
Public Meeting of October 15, 2024
Comments from Niagara-on-the-Green Properties Inc. and 1120048 Ontario Limited**

I write on behalf of Niagara-on-the-Green Properties Inc. and 1120048 Ontario Limited (collectively, "NOTG"). We thank you for accepting the following comments about the Glendale Secondary Plan and refer you to the attached letter from David Falletta and Caitlin Allen of Bousfields, which provide detailed planning comments.

NOTG is the registered owner of a significant amount of land in Glendale, including the undeveloped lands south of the Outlet Collection, between Homer Road and Taylor Road. NOTG has a proud history in Glendale, including developing the original Niagara-on-the-Green community south of Glendale Ave and its involvement in lands sales which became the Outlet Collection of Niagara, Leon's Furniture, and Royal Niagara Golf Club.

NOTG is encouraged by the cooperative work done with Regional and Town Staff in preparing the draft Glendale Secondary Plan. Our client has participated in countless discussions and made many formal communications with Staff in recent years. The Region and Town have incorporated several of NOTG's suggestions into the draft Glendale Secondary Plan.

NOTG's Master Plan

In April 2023, NOTG shared a "Master Plan" vision for its lands; a concept of what may become on NOTG's lands. The Master Plan includes the development of low, medium, and high density residential, mixed-use buildings and parkland. The Plan calls for approximately 7,125 new people when finished. In other words, about *half* of the minimum forecasted population for Glendale would go on these lands. It's important these lands are planned and developed in a way that works for the Town, Region and the landowner.

Height and Density

Over the last year, considerable discussion has occurred around height and density in Glendale. Our client is pleased with the inclusion of draft policies and a schedule that contemplates an "Enhanced Building Height" overlay. This reflects the fact that medium and tall buildings will be built on the NOTG lands, similar to those approved elsewhere in the Glendale area, such as those on White Oaks' lands and at 393 York Road.

Although our client supports the principle of the "Enhanced Building Height", the proposed mechanisms to advance this height policy is impractical. The current language requires a future Official Plan Amendment, which is unnecessary. Rather, only a zoning bylaw amendment should be required, which can incorporate an "H" Hold provision to ensure building compatibility, the provision of supporting studies, and the receipt of an Airport Zoning Regulation height exemption. Requiring an Official Plan Amendment does not make sense, given that the Town's Official Plan currently contemplates tall buildings on White Oaks' lands and at 393 York Road.

Additionally, the Enhanced Building Height policies are problematic because they contemplate "enhanced contributions" for "for public service facilities, sustainability measures, streetscape elements and/or attainable/assisted housing". Simply put, the Town cannot ask for bonus items for height, particularly where that height has been supported by the Town on neighbouring land in the recent past.

Parks and Public Service Facilities

NOTG wants to create a complete community. They envision a main street, mixed use buildings, and a variety of parks, and maybe a community centre on its park lands.

However, our client should not be required to *overcontribute* to these facilities. In the current draft Secondary Plan, almost 5 hectares of the NOTG's lands would be park – approximately 13.7% of its net lands. This is well above the 5% requirement and does not align with NOTG's Master Plan.

Staff suggest that our client will be financially compensated for this over-dedication and they appreciate this acknowledgement. However, we are unclear how the Town will afford to purchase significant portions of NOTG's lands or how the Town intends to value such lands.

In addition to the over-dedication of parkland, the draft Secondary Plan contemplates a school site, a potential community centre, and four urban park locations. To our ongoing surprise, *no facilities* are contemplated on the Outlet Collection lands immediately north. These facilities should be more evenly distributed in the area, to ensure a complete community and equal distribution between landowners.

Commercial Space

As noted, NOTG supports the development of a main street with commercial uses at grade, notwithstanding that doing so will be challenging based on market conditions.

Given this challenge, NOTG cannot meet a policy requirements for ground floor commercial space in other buildings that surround the main street. The policies that mandate ground floor commercial are unachievable and inconsistent with the Town's own background work. NOTG can build a successful mixed-use community with a variety of buildings, including those that do not have ground floor commercial.

If Glendale is planned with a commercial main street, flexible policies should apply elsewhere to allow for ground floor commercial where practical, rather than an unrealistic mandatory requirement.

Other Matters

We ask that you consider Bousfields' attached letter which provides detailed comments on the matters mentioned above, including proposed policy amendments. Bousfields' letter also includes comments on density, transit hub, urban design guidelines, Eco Park, and inclusionary zoning. For brevity, we have not detailed those items in this letter, but these comments should be considered with the same level of importance as the balance of the items.

David Falletta of Bousfields and my partner, Katarzyna Sliwa, will be in attendance at the October 15, 2024 public meeting. We look forward to sharing our comments with you at that time.

We further appreciate the opportunity to meet with Staff to discuss these comments for incorporation in the next draft of the Secondary Plan.

Yours truly,

Dentons Canada LLP



Isaiah Banach
Counsel

Encl.

Copy: Kirsten McCauley, Director, Community and Development Services, Town of Niagara-on-the-Lake
Diana Morreale, Director, Development Approvals, Niagara Region
Amy Shanks, Senior Development Planner, Niagara Region
David Falletta and Caitlin Allan, Bousfields
Clients
Katarzyna Sliwa, Dentons



BOUSFIELDS INC.

Project No. 20362

October 9, 2024

Mayor and Members of Council
c/o the Town Clerk
1593 Four Mile Creek Road
P.O. Box 100
Virgil, ON L0S 1T0

Via email: clerks@notl.com

Dear Lord Mayor and Members of Council:

Re: *Glendale Secondary Plan Update*
File No. OPA-06-2022

We are the planning consultants for Niagara-on-the-Green Properties Inc. and 1120048 Ontario Limited, the registered owners of the Niagara-on-the-Green lands, as legally described in Appendix A – Registered Owner PINs (“**NOTG**”). NOTG owns a large assembly of land just south of the Outlet Collection at Niagara, generally bounded by Homer Road to the west, Glendale Avenue to the south and Taylor Road to the east (“**subject site**” or the “**NOTG lands**”). The subject site is within the proposed existing Glendale Secondary Plan area, although NOTG is also the registered owner of lands outside the proposed Secondary Plan area (east of Homer Road), and it makes the comments in this letter in relation to all its lands.

On behalf of our client, we have been participating in the Glendale Secondary Plan Update process since 2022. Bousfields Inc. has previously submitted five letters to the Region’s attention as part of the Secondary Plan update process (dated December 23, 2022, February 13, 2023, July 11, 2023, December 22, 2023 and June 10, 2024). In addition, NOTG submitted a letter directly to the Region dated May 16, 2023 and their legal counsel (Dentons) submitted a letter dated October 10, 2023.

We reviewed the draft Official Plan Amendment (the “**OPA**”) which seeks to introduce an updated Glendale Secondary Plan (the “**Secondary Plan**”), along with the associated materials made available by the Town and Region as of September 18, 2024. We provide the following comments for consideration at the statutory public meeting for the OPA,

proceeding in accordance with Section 17 of the *Planning Act*, which is scheduled for October 15, 2024. We will also be present to make a deputation on these issues.

We appreciate the ways in which some of our previous comments provided to the Region have been incorporated into the draft updated Secondary Plan, including the introduction of the Enhanced Building Height Overlay which provides a framework for taller buildings in the Glendale Area in locations where an exemption is granted by Transport Canada to the Airport Zoning Regulation (“**AZR**”) for the Niagara District Airport. However, there are still important comments that have not been addressed, which we have outlined in this letter. Proposed modifications to the language of the Secondary Plan to address our comments have also been identified.

1.0 Intensification and Heights

The Glendale Secondary Plan area is considered a Strategic Growth Area, where the majority of the Town’s population growth is anticipated. As outlined in the Section 3.1 of the proposed Secondary Plan, the population of Glendale could grow to approximately 14,000 people by 2051, which represents an increase of 12,600 people. Accordingly, within 30 years it is anticipated that 10 times the population will live in the Glendale area than currently does today. Section 3.1 goes on to state that the Niagara Region Official Plan (2022) establishes a minimum long-term density target for Glendale of 100 people and jobs combined per hectare.

These are significant increases in comparison to the existing development and are important targets to meet to support the anticipated population growth of the Region, and Province more generally, in the next decades. The emphasis on achieving growth targets is reinforced by the housing crisis across the Greater Golden Horseshoe. Intensification within the Glendale area becomes even more important with the anticipated introduction of a Regional Transit Hub, given the policy imperative to add density to locations well-served by transit.

‘Schedule 2 – Building Height’ of the proposed Secondary Plan identifies height limitations on the subject site of between 4 and 5 storeys (see **Figure 1**, included in **Appendix B** of this letter). This proposed height limit is inconsistent with the Provincial, Regional and municipal policy framework which directs intensification to strategic growth areas. We understand that the height restrictions are a result of the AZR, and not necessarily reflective of the level of intensification that could be accommodated within the Secondary Plan area.

Accordingly, we are supportive in principle of the inclusion of ‘Schedule 2B – Enhanced Building Height’ as part of the updated proposed Secondary Plan, which helps to provide a framework as to what heights are appropriate in the long-term. Proposed Policy 5.1.6(d) provides that “the Town may consider taller and denser buildings in locations identified by the Enhanced Building Height Overlay on Schedule 2, 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”. On Schedule 2B, the NOTG lands are included within zones permitting heights of up to 8 storeys and up to 20 storeys (see **Figure 2**).

However, Policy 5.1.6(d) goes on to identify that “taller and denser buildings in locations identified by the Enhanced Building Height Overlay shall be implemented by an Official Plan Amendment, and any Implementing Zoning By-law may be subject to an ‘H’ Hold Provision”. Policy 5.1.6(e) provides that for a development site to achieve the identified maximum height on Schedule 2B, the Town must be satisfied that the building is compatible with its surroundings, and will require certain supporting studies. Policy 5.1.6(f) provides that in considering an application for additional height and density, “the Town may also identify and require enhanced contributions for public service facilities, sustainability measures, streetscape elements and/or attainable/assisted housing.”

In our opinion, an Official Plan Amendment should not be required to implement the taller and denser buildings anticipated through Schedule 2B. As stated, the heights on Schedule 2 are too restrictive for a strategic growth area, and are being driven by AZR constraints rather than a determination of an appropriate level of intensification. A successful complete community in a location such as this should include medium- and high-density housing, not just low-rise uses. The general heights identified on Schedule 2B will support the achievement of applicable population targets (which are minimums) and create more housing for existing and future residents of Niagara-on-the-Lake. The heights anticipated through Schedule 2B reflect a more forward-thinking framework for the next 30 years of the Glendale area. An amendment to the Secondary Plan on a site-by-site basis should not be required to meet this vision. Furthermore, an applicant seeking to implement this vision should not be subject to a requirement for “enhanced contributions” beyond what is already expected through other policies of the Secondary Plan. This is particularly problematic for the NOTG lands, where considerable public service facilities, streetscape elements and attainable/assisted housing are already contemplated on these specific lands. This concern is further set out in Section 3.0 below.

Lastly, in our opinion, the heights anticipated on Schedule 2B are still too low considering the strategic importance of the Glendale Secondary Plan area and the need to plan and accommodate more housing within Niagara-on-the-Lake and the Region of Niagara generally. We note that Policy 5.1.6(d) only provides that the Town may consider taller and denser buildings in locations identified by the Overlay, and accordingly variations to the maximum heights could be expected, subject to site-specific considerations.

In this regard, we note that Council-adopted Official Plan Amendment No. 95, which applies to 235-253 Taylor Road, permits heights of up to 25 storeys (subject to an exemption to the AZR). Similarly, Official Plan No. 93, which applies to the lands on the north side of York Road generally east of Airport Road, permits heights of up to 10 storeys (subject to an exemption to the AZR). The Secondary Plan, particularly given that its planning horizon is to 2051, should be planning for the potential for greater heights on sites in a similar range to what City Council has already approved, where they can be appropriately accommodated.

Based on the foregoing, we recommend the following policy revisions to the proposed Glendale Secondary Plan (September 2, 2024) language:

- **Revise Policy 5.1.6(d) as follows:**

The Town ~~may~~ **shall** 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.

~~Any Implementing Zoning By-law permitting 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.

- **Revise Policy 5.1.6(e) as follows:**

~~Through the review of a Zoning By-law Amendment application to permit 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.

- **Delete Policy 5.1.6(f), with respect to conditions on additional heights and density**

~~In considering applications for additional height and density on a site specific basis, the Town may also identify and require enhanced contributions for public service facilities, sustainability measures, streetscape elements and/or attainable/assisted housing.~~

- **Revise Schedule 2B to permit up to 25 storeys in the locations currently identified for up to 20 storeys**
- **Revise Schedule 2B to permit up to 10 storeys in the locations currently identified for up to 8 storeys**

2.0 Parkland

'Schedule 1 – Land Use Designations' and 'Schedule 4 – Pedestrian Realm and Active Transportation Network' appears to identify approximately 4.86 hectares of the NOTG lands as the Public Parkland designation, which would be approximately 13.7% of the net subject site area (see **Figure 3 and Figure 4**). This represents an over-dedication of parkland beyond the *Planning Act* requirements. On behalf of our client, in April 2023, we provided a Master Plan for the NOTG lands, which identified parkland that met the *Planning Act* requirements (see **Figure 5**). In our opinion, Schedules 1 and 4 should be modified to eliminate the parkland west of the westerly planned public road on the NOTG lands, and designate these lands to New Residential. We have identified the area to redesignate on Figures 3 and 4.

Over-providing parkland on the NOTG lands is not in balance with other planning goals and objectives. In our opinion, the over-dedication of parkland on a single site, in addition to other community contributions (see Section 3.0 below), limits development opportunities and the level of new housing that can be achieved.

We received feedback from the Region that if a landowner over-dedicates parkland, they will be compensated by the Town for that over-dedication. While NOTG appreciates the acknowledgement of compensation and future negotiations with the Town for parkland, in

our view, this is not an appropriate or practical solution to the problem. Given that this significant parkland over-dedication is known, but has not yet occurred, it is not appropriate to adopt an OPA that maintains such over-dedication on the NOTG lands.

Based on the foregoing, we request that Schedule 1 and 4 should be modified to eliminate the parkland west of the westerly planned public road on the NOTG lands, and designate these lands to New Residential, as per Figures 3 and 4 of this letter.

3.0 Public Service Facilities

‘Schedule 1 – Land Use Designation’ and ‘Schedule 4 – Pedestrian Realm and Active Transportation Network’ illustrates four Potential Urban Park Locations, a Potential School Location, and a Potential Community Centre Location all on the NOTG lands (see **Figure 3 and Figure 4**). In our opinion, there is not an equal distribution of the public service facilities throughout the Secondary Plan Area, especially when considering that public parkland is also identified and designated on the subject site. In particular, we note that the Secondary Plan permits the intensification of the lands proposed for Regional Commercial Designation immediate north of the subject site, yet it does not identify any public service facilities on those lands.

Based on the foregoing, we recommend that Schedules 1 and 4 be revised to provide for a more equal distribution of public service facilities throughout the Secondary Plan area and particularly on the lands surrounding the NOTG lands. This should include the relocation of the school and at least two urban parks to other sites.

4.0 Transit Hub

‘Schedule 1 – Land Use Designations’ identifies a potential transit hub in four potential locations in the Secondary Plan area (see **Figure 3**). We are in support of multiple locations for the potential transit hub, and are in support of Policy 6.10.1(a) which advises that a Transit Hub Feasibility Study will be undertaken to identify the appropriate scale, function, and location. However, we note that Principle 10 in Section 2.2(a) still refers to the potential transit hub being near to the main street, which is in direct reference to the NOTG site. We request that the language in Principle 10 be updated to be consistent with the direction in the balance of the Plan to explore alternatives.

In addition, we recommend that the timeline referred to in Policy 6.10.1(c) be from the date of final approval of the Secondary Plan rather than a development application. This would add urgency to the Region to prioritize its commitment to establish a Regional Transit Hub in the Secondary Plan area. The most recent modification by the Region to extend the timeline from 3 to 5 years is not indicative of this commitment. We request that a timeline of 3 years, which was in earlier drafts, be re-established.

Based on the foregoing, we recommend the following policy revisions to the proposed Glendale Secondary Plan (September 2, 2024) language:

- **Revised Policy 2.2 (a), Principle 10 as follows:**

Create a new "mainstreet" as a community focal point-New development will create a new "mainstreet" that will accommodate a range of smaller scale retail and service commercial uses in combination with residential apartments, an urban square and enhanced streetscapes—~~and potentially, a Regional Transit Hub.~~ 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.

- **Revise Policy 6.9.1 (c) to read as follows:**

Where an agreement to acquire the site for the Regional Transit Hub has not been established within a maximum of ~~5~~ 3 years from the date ~~the Secondary Plan comes into effect 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

5.0 Land Use Policies

We are concerned that the Mixed-Use Areas I designation does not permit standalone residential buildings, as Policy 6.4.2(a) only includes permission for residential apartment units above or behind a non-residential permitted use. This is too restrictive, particularly for the properties that are not located on the main street. Residential-only buildings can contribute to the mixed-use nature of an area, by complementing and supporting the success of proximate non-residential buildings. Furthermore, being too specific about the

type of building desired within an entire land use designation may limit the viability of any development moving forward. We request that the Mixed-Use Areas I designation policies be revised to permit standalone residential buildings.

Standalone residential buildings are also prohibited within the Mixed-Use II designation by Policy 6.5.3(e). Policy 6.5.3(f) provides an exemption that standalone residential buildings may be considered if the site is developed as a mixed-use site. We disagree with these two policies, as in our opinion standalone residential uses should be permitted within this land use designation for the reasons stated above.

The Population, Commercial & Employment Analysis prepared by Urban Metrics, dated February 28, 2024 (the “PCEA”) notes that there is a need for local serving retail and service commercial uses. The PCEA provides there will be a need for approximately 68,000 to 87,000 square feet of commercial space by 2031 and 187,000 to 240,600 square feet by 2043. Based on our review, no analysis has been provided confirming how much floor area would be generated by all of the required ground floor commercial space in the lands being designated as Mixed-Use Areas in the proposed Secondary Plan. Based on our overview, the amount of commercial space generated from the lands designated for Mixed-Use would generate significantly more than that need identified in the PCEA.

Furthermore, the proposed Secondary Plan does not contemplate that some of the local servicing commercial uses would locate on the outlet centre lands north of the NOTG lands, which is designated Regional Commercial Designation and permits local servicing commercial uses such as grocery stores, pharmacies, and personal service uses. Given the existing commercial uses at the outlet centre, additional commercial uses may be better suited on those lands than the NOTG lands.

In our opinion, given the limited need of commercial floor space identified in the PCEA, the Secondary Plan should not require but *encourage* ground floor commercial uses in Mixed-Use Area I and Mixed-Use Areas II. If there is a desire to designate areas to provide specific local commercial uses, those areas should be much smaller. The implications of requiring more commercial uses than there is a market for could have impacts on development proceeding, or could result in significant vacant non-residential space.

Lastly, the land use designation policies include maximum net density values. In our opinion, assigning maximum density values is restrictive, and built form should instead be evaluated based on site-specific considerations, such as built form impact resulting from

a building or buildings. Including a maximum density within the Secondary Plan is not in keeping with the directive for intensification and population growth, as it could limit opportunities on a site-by-site basis.

Furthermore, the maximum density values identified in the land use designation policies, which have been modified to directly relate to specific building heights, have not accommodated for the heights identified on the Enhanced Building Height Overlay. Staying silent on this potential for more intense development does not establish a framework for longer-term intensification. We recommend removing specific density restrictions from the Secondary Plan and focusing instead on appropriate built form.

Based on the foregoing, we recommend the following policy revisions to the proposed Glendale Secondary Plan (September 2, 2024) language:

- **Revise Policy 6.4.2(a)(xiii) as follows:**

Residential apartments ~~units, above or behind a non-residential permitted use;~~

- **Revise Policy 6.4.3(a) as follows:**

~~Retail commercial facilities will be encouraged within the Mixed-Use I designation. 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.

- **Delete Policy 6.4.3(c), with respect to maximum densities in Mixed-Use Areas I**
- **Delete Policy 6.5.3(c), with respect to maximum densities in Mixed-Use Areas II**
- **Delete Policy 6.5.3(e) and replace with the following language:**

~~Stand-alone, non-residential buildings may be permitted within the Mixed-Use II designation. Standalone 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.~~

Mixed-use buildings, containing non-residential and residential uses, are encouraged within the Mixed-Use II designation.

- **Delete Policy 6.5.3(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 to be dedicated to non-residential uses, to the satisfaction of the Town.~~

6.0 *Glendale Urban Design Guidelines*

In our opinion, the urban design guidelines should include guidelines for taller buildings beyond 7-storeys in height. Tall buildings are already approved in the area on a site-specific basis and are contemplated in the OPA through the Enhanced Building Height Overlay. Design guidelines should be in place to help direct and guide tall building development.

Based on the foregoing, we recommend that the urban design guidelines be expanded to provide guidelines related to tall buildings.

7.0 *Eco Park*

The supporting Natural Heritage Study, prepared by NRSI and dated March 28, 2024 (the “NHS Study”) labels a portion of the NOTG’s lands as Eco Park on Maps 1 and 1a. We previously raised this as we thought the mapping was an inadvertent error; however, we received a response that the identification was maintained to be consistent with the Niagara District Plan. In our opinion, this is not a satisfactory response as the Town proposes to make significant changes from this District Plan in numerous other areas. We reiterate our request to change NOTG’s lands from the Eco Park in the NHS Study, particularly in this case where there is a clear error.

Based on the foregoing, it is our opinion that the NHS Study should be updated to remove the Eco Park identification on the NOTG lands.

8.0 Inclusionary Zoning

The Proposed Secondary Plan provides the Town may implement Inclusionary Zoning in Glendale. This policy has no application as inclusionary zoning can only occur on lands identified as a Protected Major Transit Station Area (“**PMTSA**”) or where a community planning permit system has been established. With respect to Glendale, the secondary plan area is not considered a PMTSA and the Secondary Plan has not created a framework for a community planning permit system. Additionally, the policy suggests that inclusionary zoning may be implemented “when permitted by Provincial policy”. However, there is no time “when” Inclusionary Zoning will be permitted.

Based on the foregoing, it is our opinion that Policy 9.1.5(j) should be deleted, and could be reintroduced through an amendment at a later time if the area is identified as a PMTSA or a community planning permit system is established.

9.0 Conclusion

We request that Council modify the Glendale Secondary Plan from its current form based on the revisions included in this letter. A summary of all modification requested is included as **Appendix C**.

We further request that you include the undersigned, and Isaiah Banach, (isaiah.banach@dentons.com), on any communications and notices of decisions relating to Glendale Secondary Plan. We thank you for the opportunity to participate. Should you have any questions or wish to discuss any of these matters in greater detail, please do not hesitate to contact the undersigned.

Yours truly,
Bousfields Inc.



David Falletta MCIP, RPP
Partner



Caitlin Allan, MCIP RPP
Partner

Cc. Clients

Michelle Sergi, Niagara Region

Diana Morreale, Niagara Region

Kristen McCauley, Niagara-on-the-Lake

Isaiah Banach, Dentons

Appendix A – Registered Owner PINS

Niagara-on-the-Green Properties Inc. and 1120048 Ontario Limited

- PIN 46356-0002 (LT) - PART LOT 4, CON 9 GRANTHAM PART 8, 30R15156; TOWN OF NIAGARA-ON-THE-LAKE
- PIN 46415-0953 (LT) - PART LOTS 5 & 6 CONCESSION 9 GRANTHAM, PART 5, 30R15156; TOWN OF NIAGARA-ON-THE-LAKE
- 46415-0954 (LT) - PART LOTS 5 & 6 CONCESSION 9 GRANTHAM, PART 7, 30R15156; TOWN OF NIAGARA-ON-THE-LAKE
- PIN 46356-0051 (LT) - PART LOTS 3 & 4, CON 9 GRANTHAM, BEING PARTS 1, 2, 5, 6, 7 & 9 ON 30R14202; TOGETHER WITH AN EASEMENT OVER PT LTS 3 & 4 CON 9 GRANTHAM BEING PART 1 ON 30R8858 EXCEPT PARTS 3 & 14 ON 30R9998; EXCEPT PARTS 1 TO 5 ON 30R14073 AS IN NR320411; TOGETHER WITH AN EASEMENT OVER PT LT 4 CON 8 GRANTHAM BEING PART 4 ON 30R11062, PT RDAL BTN CON 8 & CON 9 GRANTHAM BEING PART 3 ON 30R11062 AS IN NR320411; TOGETHER WITH AN EASEMENT OVER PT LT 4 CON 8 GRANTHAM, PT RDAL BTN CON 8 & 9 GRANTHAM BEING PARTS 7 & 8 ON 30R14073 AS IN NR320411; SUBJECT TO AN EASEMENT OVER PT LTS 3 & 4 CON 9 GRANTHAM, BEING PART 1 ON 30R14073 IN FAVOUR OF PT LTS 3 & 4 CON 9 GRANTHAM BEING PART 1 ON 30R8858 EXCEPT PARTS 3 & 14 ON 30R9998; EXCEPT PARTS 1 TO 5 ON 30R14073 AS IN NR320411; SUBJECT TO AN EASEMENT OVER PT LTS 3 & 4 CON 9 GRANTHAM, BEING PART 1 ON 30R14073 IN FAVOUR OF PART OF LOT 4 CON 8 GRANTHAM, BEING PART 4 ON 30R11062, PT RDAL BTN CON 8 & 9 BEING PT 3 ON 30R11062 AS IN NR320411; SUBJECT TO AN EASEMENT OVER PT LTS 3 & 4 CON 9 GRANTHAM, BEING PART 1 ON 30R14073 IN FAVOUR OF PT LT 4 CON 8 GRANTHAM, PT RDAL BTN CON 8 & 9 GRANTHAM BEING PARTS 7 & 8 ON 30R14073 AS IN NR320411; TOGETHER WITH AN EASEMENT OVER BLK 1 PL 30M415 AS IN NR402466; SUBJECT TO AN EASEMENT OVER PT 2 ON 30R14202 IN FAVOUR OF BLK 1 PL 30M415 AS IN NR402466; TOWN OF NIAGARA-ON-THE-LAKE
- PIN 46356-0052 (LT) - PT LT 4 CON 9 GRANTHAM, BEING PART 8 ON 30R14202; TOGETHER WITH AN EASEMENT OVER PT LTS 3 & 4 CON 9 GRANTHAM BEING PART 1 ON 30R8858 EXCEPT PARTS 3 & 14 ON 30R9998; EXCEPT PARTS 1 TO 5 ON 30R14073 AS IN NR320411; TOGETHER WITH AN EASEMENT OVER PT LT 4 CON 8 GRANTHAM BEING PART 4 ON 30R11062, PT RDAL BTN CON 8 & CON 9 GRANTHAM BEING PART 3 ON 30R11062 AS IN NR320411; TOGETHER WITH AN EASEMENT OVER PT LT 4 CON 8 GRANTHAM, PT RDAL BTN CON 8 & 9 GRANTHAM BEING PARTS 7 & 8 ON 30R14073 AS IN NR320411; SUBJECT TO AN EASEMENT OVER PT LTS 3 & 4 CON 9 GRANTHAM, BEING PART 1 ON 30R14073 IN FAVOUR OF PT LTS 3 & 4 CON 9 GRANTHAM BEING PART 1 ON 30R8858 EXCEPT PARTS 3 & 14 ON 30R9998; EXCEPT PARTS 1 TO 5 ON 30R14073 AS IN NR320411; SUBJECT TO AN EASEMENT OVER PT LTS 3 & 4 CON 9 GRANTHAM, BEING PART 1 ON 30R14073 IN FAVOUR OF PART OF LOT 4 CON 8 GRANTHAM, BEING PART 4 ON 30R11062, PT RDAL BTN CON 8 & 9 BEING PT 3 ON 30R11062 AS IN NR320411; SUBJECT TO AN EASEMENT OVER PT LTS 3 & 4 CON 9 GRANTHAM, BEING PART 1 ON 30R14073 IN FAVOUR OF PT LT 4 CON 8 GRANTHAM, PT RDAL BTN CON 8 & 9 GRANTHAM BEING PARTS 7 & 8 ON 30R14073 AS IN NR320411; TOWN OF NIAGARA-ON-THE-LAKE
- PIN 46356-0053 (LT) - PT LTS 3 & 4 CON 9 GRANTHAM, BEING PTS 3 & 10 ONN 30R14202; TOGETHER WITH AN EASEMENT OVER PT LTS 3 & 4 CON 9 GRANTHAM BEING PART 1 ON 30R8858 EXCEPT PARTS 3 & 14 ON 30R9998; EXCEPT PARTS 1 TO 5 ON 30R14073 AS IN

NR320411, TOGETHER WITH AN EASEMENT OVER PT LT 4 CON 8 GRANTHAM BEING PART 4 ON 30R11062, PT RDAL BTN CON 8 & CON 9 GRANTHAM BEING PART 3 ON 30R11062 AS IN NR320411; TOGETHER WITH AN EASEMENT OVER PT LT 4 CON 8 GRANTHAM, PT RDAL BTN CON 8 & 9 GRANTHAM BEING PARTS 7 & 8 ON 30R14073 AS IN NR320411; SUBJECT TO AN EASEMENT OVER PT LTS 3 & 4 CON 9 GRANTHAM, BEING PART 1 ON 30R14073 IN FAVOUR OF PT LTS 3 & 4 CON 9 GRANTHAM BEING PART 1 ON 30R8858 EXCEPT PARTS 3 & 14 ON 30R9998; EXCEPT PARTS 1 TO 5 ON 30R14073 AS IN NR320411; SUBJECT TO AN EASEMENT OVER PT LTS 3 & 4 CON 9 GRANTHAM, BEING PART 1 ON 30R14073 IN FAVOUR OF PART OF LOT 4 CON 8 GRANTHAM, BEING PART 4 ON 30R11062, PT RDAL BTN CON 8 & 9 BEING PT 3 ON 30R11062 AS IN NR320411; SUBJECT TO AN EASEMENT OVER PT LTS 3 & 4 CON 9 GRANTHAM, BEING PART 1 ON 30R14073 IN FAVOUR OF PT LT 4 CON 8 GRANTHAM, PT RDAL BTN CON 8 & 9 GRANTHAM BEING PARTS 7 & 8 ON 30R14073 AS IN NR320411; TOWN OF NIAGARA-ON-THE-LAKE

- PIN 46356-0054 (LT) - PT LT 4 CON 8 GRANTHAM; PT RDAL BTN CON 8 & CON 9 GRANTHAM CLOSED BY R0757127, BEING PT 7 30R14073; SUBJECT TO AN EASEMENT OVER PT LT 4 CON 8 GRANTHAM; PT RDAL BTN CON 8 & CON 9 GRANTHAM BEING PARTS 7 & 8 ON 30R14073 IN FAVOUR OF PART LOTS 3 & 4 CON 9 BEING PART 1 ON 30R14073 AS IN NR320411; TOGETHER WITH AN EASEMENT OVER PART LOTS 3 & 4 CON 9 BEING PART 1 ON 30R14073 AS IN NR320411; TOWN OF NIAGARA-ON-THE-LAKE
- PIN 46356-0056 (LT) - PART OF LOT 3, CONCESSION 9 GRANTHAM DESIGNATED AS PARTS 1 & 2 ON PLAN 30R-14184; TOWN OF NIAGARA-ON-THE-LAKE
- PIN 46356-0059 - PT LT 3 CON 9 GRANTHAM PT 5, 30R14073; TOWN OF NIAGARA-ON-THE-LAKE
- PIN 46416-0608 (LT) - LOT 21, PLAN 30M267; NIAGARA ON THE LAKE
- PIN 46416-0609 (LT) - LOT 22, PLAN 30M267; NIAGARA ON THE LAKE
- PIN 46416-0610 (LT) - LOT 23, PLAN 30M267, S/T LT175510; NIAGARA ON THE LAKE

Appendix B – Figures

Figure 1 – Schedule 2, Building Heights, with NOTG lands identified

Figure 2 – Schedule 2B, Enhanced Building Height, with NOTG lands identified

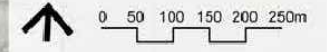
Figure 3 – Schedule 1 – Land Use Designations, with NOTG lands identified

Figure 4 – Schedule 4 – Pedestrian Realm and Active Transportation Network, with NOTG Lands identified

Figure 5 – Master Plan for NOTG lands (April 2023)

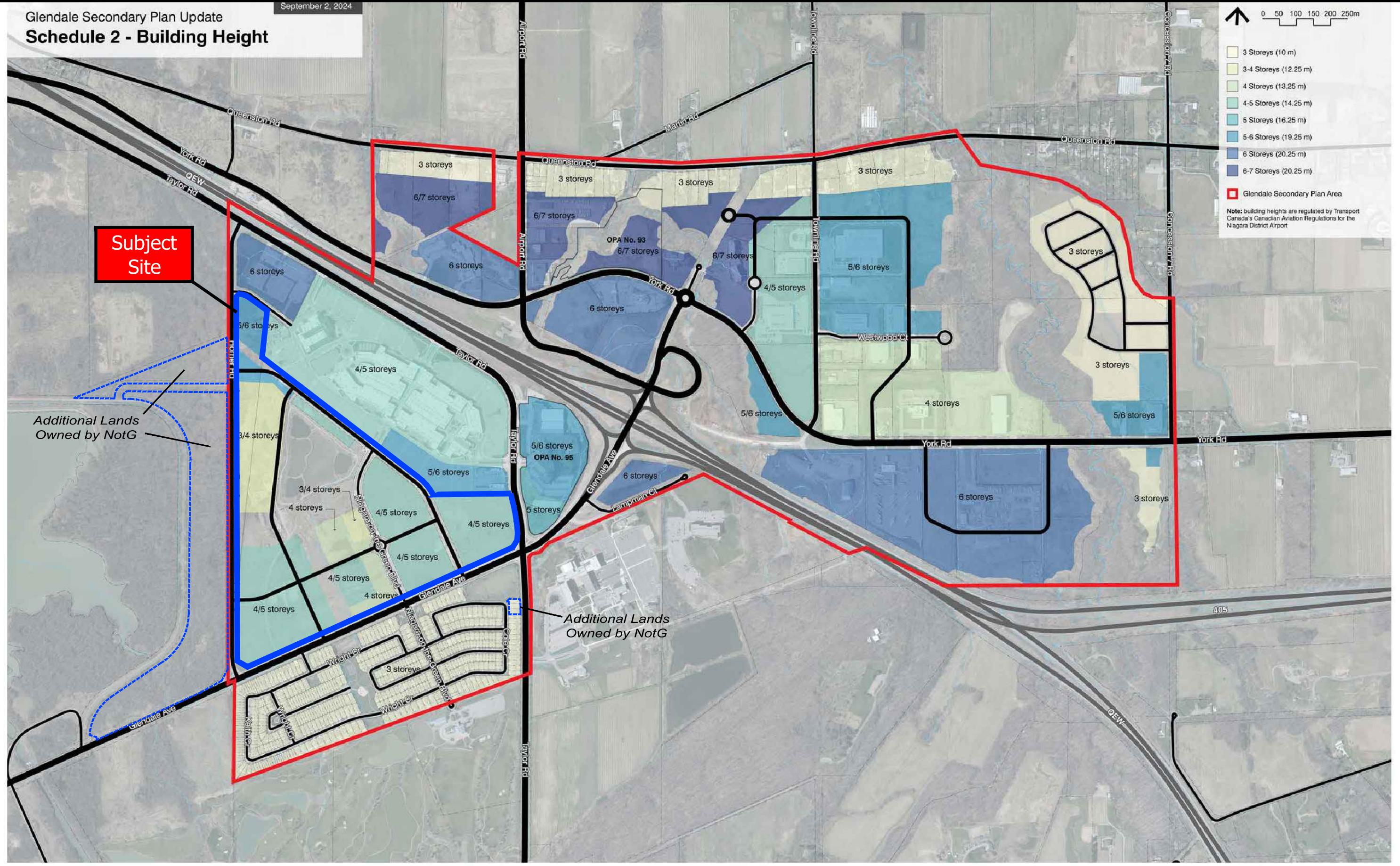
Glendale Secondary Plan Update
Schedule 2 - Building Height

September 2, 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



Subject Site

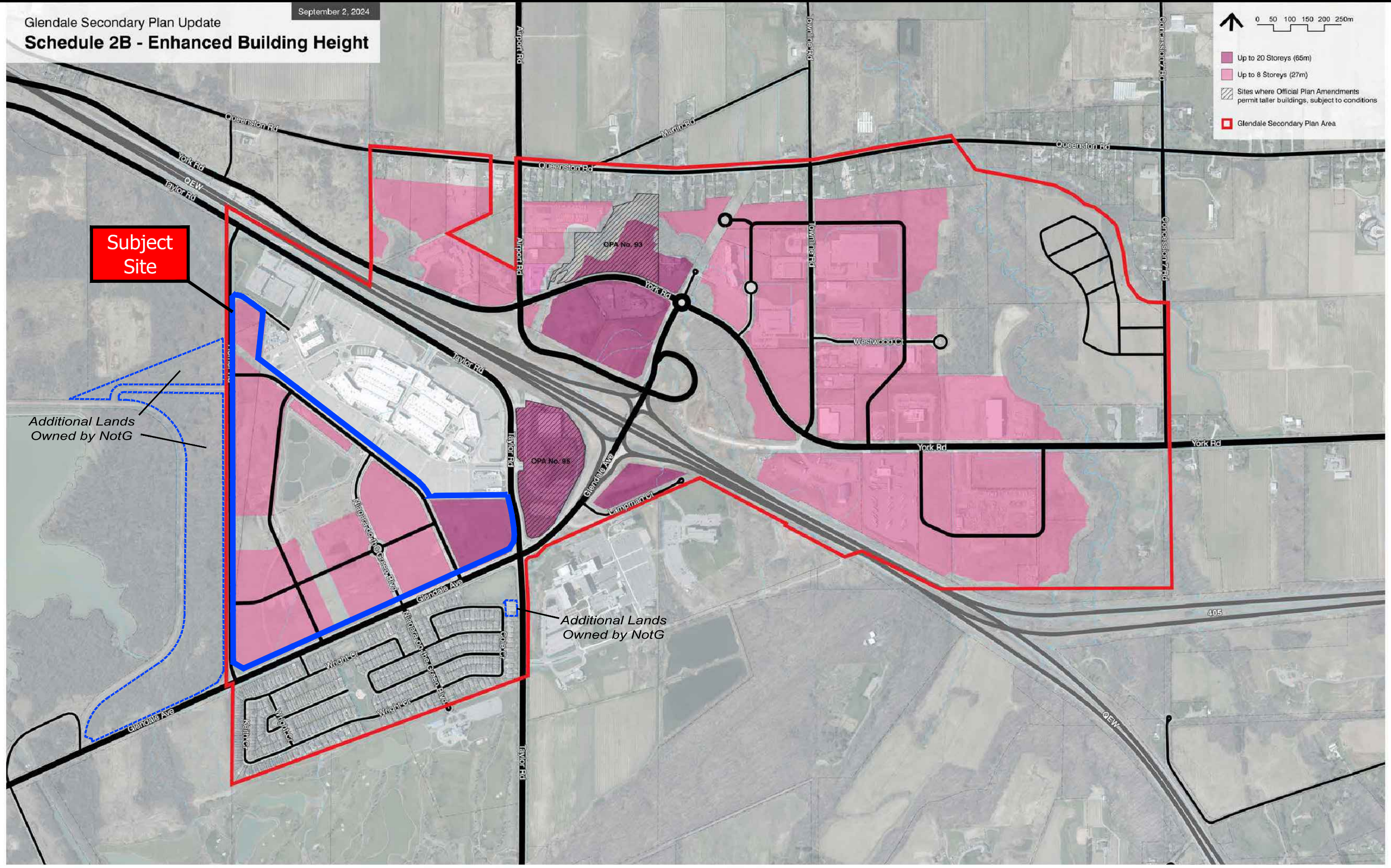
Additional Lands Owned by NotG

Additional Lands Owned by NotG

Glendale Secondary Plan Update
September 2, 2024
Schedule 2B - Enhanced Building Height

0 50 100 150 200 250m

- 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



Subject Site

Additional Lands Owned by NotG

Additional Lands Owned by NotG

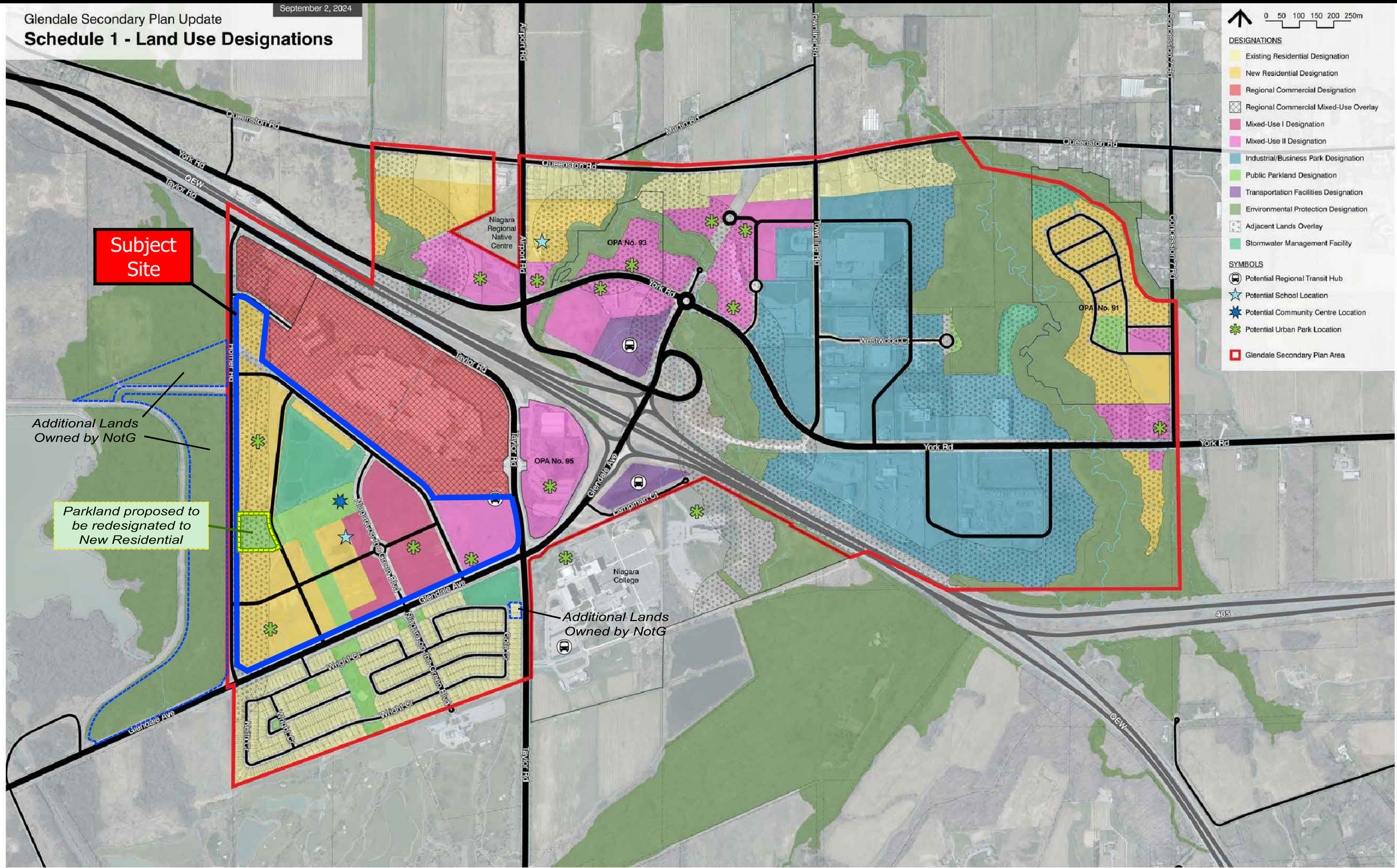
Figure 2

Glendale Secondary Plan Update
Schedule 1 - Land Use Designations

September 2, 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
 - Glendale Secondary Plan Area



Subject Site

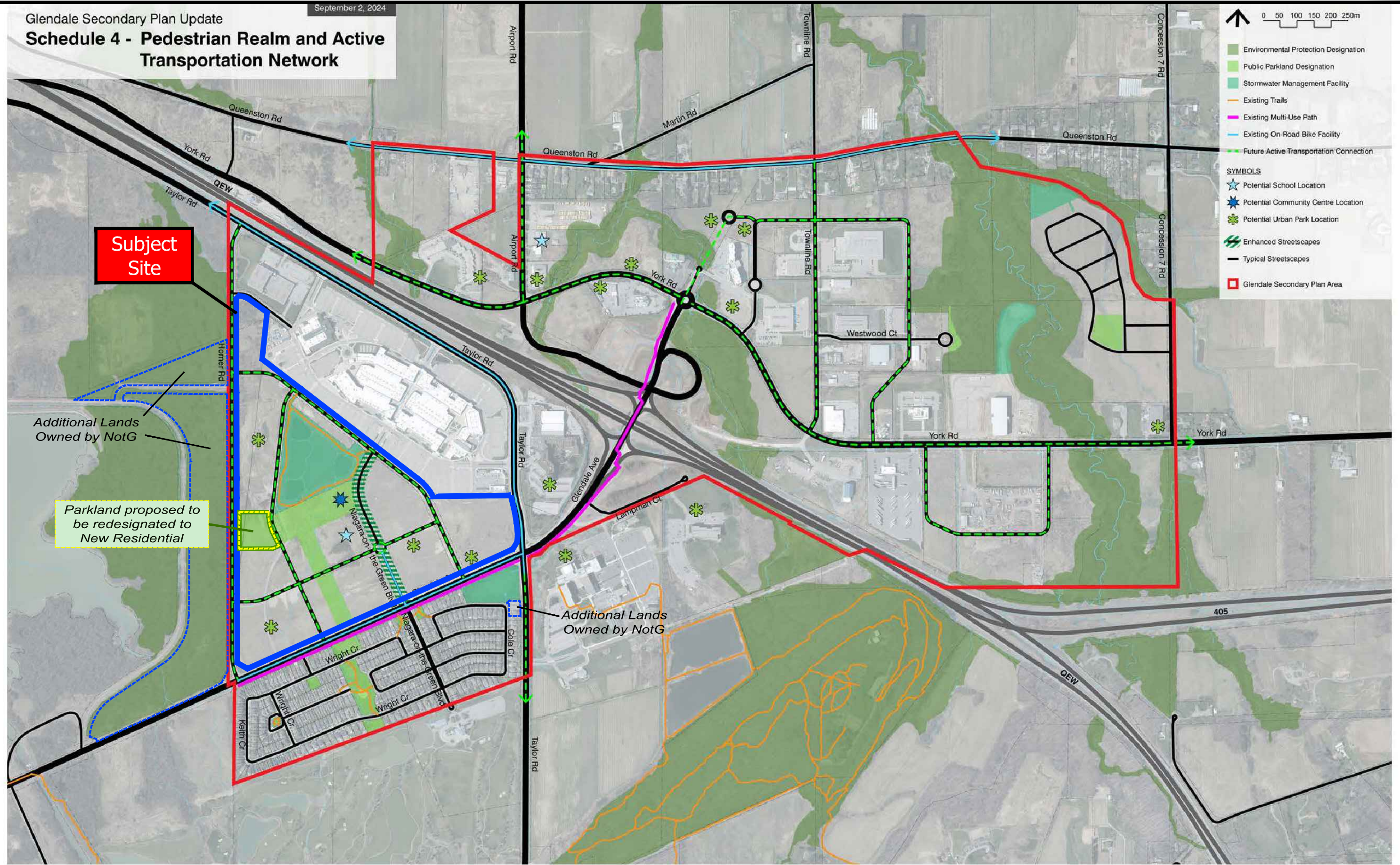
Additional Lands Owned by NotG

Parkland proposed to be redesignated to New Residential

Additional Lands Owned by NotG

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

September 2, 2024



0 50 100 150 200 250m

- Environmental Protection Designation
- Public Parkland Designation
- Stormwater Management Facility
- Existing Trails
- Existing Multi-Use Path
- Existing On-Road Bike Facility
- - - Future Active Transportation Connection

SYMBOLS

- ★ Potential School Location
- ★ Potential Community Centre Location
- ★ Potential Urban Park Location
- - - Enhanced Streetscapes
- Typical Streetscapes
- Glendale Secondary Plan Area

Subject Site

Additional Lands Owned by NotG

Parkland proposed to be redesignated to New Residential

Additional Lands Owned by NotG

Niagara-on-the-Green Master Plan.

Concept Plan



LEGEND

- Subject Site
- Low Density Residential - Single-Detached Dwellings
- Medium Density Residential - Townhouses
- Medium Density Residential - Rear Lane Townhouses
- Medium Density Residential - Back-to-Back Townhouses
- High Density Residential - Mid-rise Buildings
- Mixed Use High Density - Tall Buildings
- Main Street Mixed Use - Mid-rise Buildings
- Parks
- Open Space
- ① Community Park
- ② Existing Stormwater Management Pond
- ③ Future Development
- ④ MTO Lands

Appendix C – Summary of Modifications Requested

- **Revised Policy 2.2 (a), Principle 10 as follows:**

Create a new "mainstreet" as a community focal point-New development will create a new "mainstreet" that will accommodate a range of smaller scale retail and service commercial uses in combination with residential apartments, an urban square and enhanced streetscapes ~~and potentially, a Regional Transit Hub~~. 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

- **Revise Policy 5.1.6(d) as follows:**

The Town ~~may~~ shall 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.

~~Any Implementing Zoning By-law permitting 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.

- **Revise Policy 5.1.6(e) as follows:**

~~Through the review of a Zoning By-law Amendment application to permit 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.

- **Delete Policy 5.1.6(f), with respect to conditions on additional heights and density**

~~In considering applications for additional height and density on a site specific basis, the Town may also identify and require enhanced contributions for public service facilities, sustainability measures, streetscape elements and/or attainable/assisted housing.~~

- **Revise Policy 6.4.2(a)(xiii) as follows:**

Residential apartments ~~units, above or behind a non-residential permitted use;~~

- **Revise Policy 6.4.3(a) as follows:**

~~Retail commercial facilities will be encouraged within the Mixed-Use I designation. 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.

- **Delete Policy 6.4.3(c), with respect to maximum densities in Mixed-Use Areas I**
- **Delete Policy 6.5.3(c), with respect to maximum densities in Mixed-Use Areas II**
- **Delete Policy 6.5.3(e) and replace with the following language:**

~~Stand-alone, non-residential buildings may be permitted within the Mixed-Use II designation. Standalone 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.~~

Mixed-use buildings, containing non-residential and residential uses, are encouraged within the Mixed-Use II designation.

- **Delete Policy 6.5.3(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 to be dedicated to non-residential uses, to the satisfaction of the Town.~~

- **Revise Policy 6.9.1 (c) to read as follows:**

Where an agreement to acquire the site for the Regional Transit Hub has not been established within a maximum of ~~5~~ 3 years from the date ~~the Secondary Plan comes into effect 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

- **Delete Policy 9.1.5(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.~~

- **Revise Schedule 2B to permit up to 25 storeys in the locations currently identified for up to 20 storeys**
- **Revise Schedule 2B to permit up to 10 storeys in the locations currently identified for up to 8 storeys**
- **Modify Schedule 1 and 4 to eliminate the parkland west of the westerly planned public road on the NOTG Lands, and designate these lands to New Residential.**
- **Revise Schedules 1 and 4 be revised to provide for a more equal distribution of public service facilities throughout the Secondary Plan area and especially on the lands surrounding the NOTG lands, as per Figures 3 and 4 of this letter.**

In addition:

- we recommend that the urban design guidelines be expanded to provide guidelines related to tall buildings.
- We recommend that the NHS Study should be updated to remove the Eco Park identification on the NOTG lands.

From: Lingard, Norman <norman.lingard@bell.ca>
Sent: Tuesday, October 8, 2024 11:04 AM
To: Kirsten McCauley MCIP, RPP <kirsten.mccauley@notl.com>
Subject: Glendale Secondary Plan - OPA - 06- 2022

You don't often get email from norman.lingard@bell.ca. [Learn why this is important](#)

CAUTION: This email originated from outside the Town of Niagara-on-the-Lake. Use caution when clicking on a link or opening an attachment unless you know that the content is safe. If unsure, forward the email to IT to validate.

Good morning Kirsten,

Bell Canada thanks you for the circulation and opportunity to participate in the Town of Niagara-on-the-Lake's Glendale Secondary Plan process.

About Bell Canada

Bell Canada is Ontario's principal telecommunications infrastructure provider, developing and maintaining an essential public service. The *Bell Canada Act*, a federal statute, requires that Bell supply, manage and operate most of the trunk telecommunications system in Ontario. Bell is therefore also responsible for the infrastructure that supports most 911 emergency services in the Province. The critical nature of Bell's services is declared in the *Bell Canada Act* to be "for the general advantage of Canada" and the *Telecommunications Act* affirms that the services of telecommunications providers are "essential in the maintenance of Canada's identity and sovereignty."

As defined in the *Provincial Planning Statement, 2024*, infrastructure is inclusive of communications/telecommunications, which reinforces the importance in providing efficient and cost-effective telecommunications services to meet current needs and future growth. Managing and promoting growth and development that is integrated with planning for infrastructure supports the Provinces vision of long-term economic prosperity.

Furthermore, the 2024 PPS states that infrastructure should be “strategically located to support the effective and efficient delivery of emergency management services” (Section 3.1.3), which is relevant to telecommunications since it is an integral component of the 911 emergency service.

To support the intent of the *Bell Canada Act* and *Telecommunications Act* and ensure consistency with Provincial policy, Bell Canada has become increasingly involved in municipal policy and infrastructure initiatives. We strive to ensure that a partnership be established which allows for a solid understanding of the parameters of Bell’s infrastructure and provisioning needs and the goals and objectives of the municipality related to utilities.

Comments on the Secondary Plan

Bell Canada is most interested in changes to the transportation network and/or policies and regulations relating to the direction of population growth and public infrastructure investments, heritage character, urban design, broadband and economic development related objectives and how Bell can further assist the Town of Niagara-on-the-Lake to be a connected community. We have reviewed the information provided, and are pleased to provide the following comments in order to plan and facilitate the expansion of telecommunications and broadband infrastructure for future development.

To facilitate the provisioning of this infrastructure, we appreciate the Town’s continued support in ensuring that sufficient notice and time to comment on planning applications are provided, particularly for Draft Plan of Condominium, Draft Plan of Subdivision and Site Plan Control/Approval. This ensures an understanding by applicants of Bell’s conditions and provisioning requirements.

Bell would also emphasize that receiving engineering and servicing/utility plans/drawings, as soon as possible in the process, assists in the development and expedition of our provisioning plan. As a result, we would strongly recommend that this consideration be highlighted in any pre-circulation/consultation meetings with prospective applicants. This will assist Bell in providing comments and clearance letters in an efficient manner, assisting the Town in meeting approval times. Such drawings should be submitted to: planninganddevelopment@bell.ca by the applicant/their agents.

Moving forward, Bell Canada would like to continue to ensure that the landowners/developers are aware of and familiar with our conditions as they pertain to forthcoming Site Plans, Draft Plans of Subdivision and/or Draft Plans of Condominium as follows:

Condition:

“The Owner acknowledges and agrees to convey any easement(s) as deemed necessary by Bell Canada to service this new development. The Owner further agrees and

acknowledges to convey such easements at no cost to Bell.

The Owner agrees that should any conflict arise with existing Bell Canada facilities or easements within the subject area, the Owner shall be responsible for the relocation of any such facilities or easements at their own cost.”

The Owner is advised to contact Bell Canada at planninganddevelopment@bell.ca during the detailed utility design stage to confirm the provision of communication/telecommunication infrastructure needed to service the development.

It is the responsibility of the Owner to provide entrance/service duct(s) from Bell Canada’s existing network infrastructure to service this development. In the event that no such network infrastructure exists, in accordance with the Bell Canada Act, the Owner may be required to pay for the extension of such network infrastructure.

If the Owner elects not to pay for the above noted connection, Bell Canada may decide not to provide service to this development.

Future Involvement

We would like to thank you again for the opportunity to comment, and would request that Bell continue to be circulated on any future materials and/or decisions released by the Town in relation to this initiative. Please forward all future documents to circulations@wsp.com and should you have any specific questions, please contact the undersigned.

Yours truly,

Norm Lingard
Senior Consultant – Municipal Liaison
Network Provisioning
norman.lingard@bell.ca | ☎ 365.440.7617



Please note that WSP operates Bell Canada’s development, infrastructure and policy tracking systems, which includes the intake and processing of municipal circulations. However, all responses to circulations and requests for information will come directly from Bell Canada, and not from WSP. WSP is not responsible for the provision of comments or other responses.

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From: Nadeen Shehaiber <nshahaiber@niagaracollege.ca>

Sent: Monday, October 7, 2024 11:17 AM

To: Shanks, Amy <Amy.Shanks@niagararegion.ca>

Cc: Pamela Skinner <PSKINNER@niagaracollege.ca>; Jim Huppunen <jhuppunen@niagaracollege.ca>; Stephanie Amice <samice@niagaracollege.ca>; Kirsten McCauley MCIP, RPP <kirsten.mccauley@notl.com>; Stea, Angela <Angela.Stea@niagararegion.ca>; Morreale, Diana <Diana.Morreale@niagararegion.ca>

Subject: RE: Glendale Secondary Plan Update- Meeting with Niagara College

You don't often get email from nshahaiber@niagaracollege.ca. [Learn why this is important](#)

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Hi Amy,

Thank you for the meeting and providing the updated links. As the College is exempt from the Plan and has been removed from the other sections, we do not have any further comments.

Regards,

Nadeen

From: [Municipal Planning](#)
To: [Planning Development](#)
Subject: RE: Glendale Secondary Plan - OPA - 06- 2022
Date: Thursday, September 26, 2024 2:30:38 PM

CAUTION: This email originated from outside the Town of Niagara-on-the-Lake. Use caution when clicking on a link or opening an attachment unless you know that the content is safe. If unsure, forward the email to IT to validate.

Thank you for your circulation.

Enbridge Gas does not object to the proposed application(s) however, we reserve the right to amend or remove development conditions. This response does not signify an approval for the site/development.

Please always call before you dig, see web link for additional details:
<https://www.enbridgegas.com/safety/digging-safety-for-contractors>

Please continue to forward all municipal circulations and clearance letter requests electronically to MunicipalPlanning@Enbridge.com.

Regards,

Willie Cornelio CET (he/him)
Sr Analyst, Municipal Planning
Engineering

ENBRIDGE
TEL: 416-495-6411
500 Consumers Rd, North York, ON M2J1P8
enbridge.com
Safety. Integrity. Respect. Inclusion.

From: [A Jupiter](#)
To: [Planning Development](#)
Subject: Re: Glendale Secondary Plan Notice
Date: Wednesday, September 18, 2024 10:17:03 AM

You don't often get email from giove.vito@gmail.com. [Learn why this is important](#)

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I will not be attending, but I love the idea of cleaning up that area with businesses creating jobs and homes. It desperately needs it! I am in full support!

On Wed, Sep 18, 2024 at 9:14 AM Planning Development
<planning.development@notl.com> wrote:

Good morning,

You are receiving this information because you have been involved in the Glendale Secondary Plan process in the past and have requested to be notified of any upcoming meetings.

Please see attached a Notice of Public Meeting for the Glendale Secondary Plan Official Plan Amendment in Niagara-on-the-Lake.

Thank you,

Community and Development Services

Town of Niagara-on-the-Lake
1593 Four Mile Creek Road
P.O. Box 100, Virgil, ON L0S 1T0
Telephone: (905) 468-3266
Website: www.notl.com

August 14, 2024

Dear Councillors and Planners,

THE GLENDALE SECONDARY PLAN AND POSSIBILITIES FOR CREATING A PARK-AND-RIDE HUB FOR VISITORS TO NOTL

One of the major controversies currently facing NOTL is how to manage visitor traffic entering Old Town. The recent draft Tourism Strategy Executive Summary recommends a “new parking structure” (p36) to cope with the masses of cars entering the heritage district. The prospect of attempting to build such an inappropriate structure in Old Town will make the recent opposition to planning proposals pale by comparison. However, it’s hard to envisage any other option for providing additional parking in close proximity to Old Town.

I strongly believe that the best long-term solution to traffic congestion on regional roads and in Old Town and Virgil is a Park-and-Ride hub for visitors at a major entry point to NOTL. Combined with Hop-On-Hop-Off buses within and linking tourist destinations, Niagara-on-the-Lake can remain sustainable as one of North America’s most attractive and relaxing visitor destinations. If personal vehicles travelling through NOTL and entering Old Town aren’t significantly reduced, NOTL will become renowned for traffic mismanagement and people will become increasingly reluctant to visit or hold events here.

To me, the Glendale intersection seems the ideal place for a Park-and-Ride hub for visitors to Old Town. In the final draft of the Glendale Secondary Plan, transport facilities have been designated in two small areas for possible public transit hubs, but the opportunity for a Park-and-Ride hub has been overlooked. There is little available land left that is designated either for industrial/business use or mixed use, and therefore suitable for a Park-and-Ride hub. However, the area including and adjacent to the current car pool hasn’t yet been built on, and **I respectfully suggest that the Town consider this area for a combined car-pool and Park-and-Ride area.**

As additional information, I’m attaching an extract from my submission in 2022 in response to the draft Transportation Plan put forward that year. The extract provides a town-wide context and description of what I hope NOTL’s transit system will provide in the not-to-distant future.

Sincerely,
Frances Stocker

1. **REGIONAL TRANSIT.** Create a transit system that enables visitors and residents to travel conveniently and efficiently to and from St. Catharines and Niagara Falls, and that links with a significantly upgraded GO train service. I propose that Council and staff advocate strongly within the region and beyond for regular, year-round transit that means residents and visitors can conveniently travel:
 - To and from St. Catharines and Niagara Falls, including GO train stations
 - By GO train as an acceptable option for year-round trips to and from Toronto, either for day trips or longer stays.

2. **VISITORS TRAVELING TO AND FROM NOTL. Develop one or two Park and Ride hubs at strategic points on the outskirts of the Town, which will serve key locations (Old Town, Queenston, Virgil, etc.). Park and Ride destinations will be a transfer point for Hop-On/Hop-Off routes serving visitor attractions and residential areas.**
 - Park and Ride may be the only, if not the best, way to reduce day-visitor car traffic in the Town.
 - For decades, Park and Ride has been an essential part of reducing vehicle congestion in towns that are popular destinations for visitors.
 - With plenty of examples available, Park and Ride can be immediately researched as a priority for reducing congestion, and improving visitors' and residents' enjoyment of the Town.
 - These hubs might also be places where visitors can pick up a bicycle, ebike or scooter

3. **TRANSIT IN NOTL.** Develop a multi-route Hop On/Hop Off (HOHO) system within NOTL.
 - To achieve the goal of making transit an attractive alternative to personal cars, HOHO stops must be within a five-minute walk for all urban residents, year-round.
 - This configuration will also allow overnight visitors leave their car at their accommodation and use HOHO, Park and Ride, and transit to travel throughout the Niagara tourist region.
 - A full range of routes can be developed over time such as
 - Old Town visitor
 - Old Town residential
 - Visitor destination routes for non-urban destinations, and to link with WEGO
 - Routes within Virgil, St. David's and Glendale
 - Inter-community routes, including Queenston

From: [Kirsten McCauley MCIP, RPP](#)
To: [Alexandria Attree](#)
Subject: FW: Glendale Secondary Plan Update Comments
Date: Tuesday, November 26, 2024 11:43:03 AM

-----Original Message-----

From: Steve Hardaker [REDACTED]
Sent: Wednesday, October 23, 2024 2:34 PM
To: Kirsten McCauley MCIP, RPP <kirsten.mccauley@notl.com>
Cc: Steve Hardaker [REDACTED]; Linda Hardaker [REDACTED]
Subject: Glendale Secondary Plan Update Comments

CAUTION: This email originated from outside the Town of Niagara-on-the-Lake. Use caution when clicking on a link or opening an attachment unless you know that the content is safe. If unsure, forward the email to IT to validate.

Hello Kirsten. I would like to formally submit the comments below for the Glendale Secondary Plan Update:

1. Schedule 2B: Enhanced Building Height from the final draft of the Updated Glendale Secondary Plan. This is a new Schedule that has never been articulated before now and appears to complement Schedule 2A. Understanding that the regulatory height limits are generally 5-6 storeys due to the close proximity of the Niagara District Airport, with a Transport Canada exemption from the Aeronautical Act, there could be higher builds introduced to Glendale. This was the case for the recently approved White Oaks development as well as the 2 housing/hotel towers on the north side of the QEW (York Road and Airport Road). The proponents for both those developments are now seeking an exemption from Transport Canada.

Schedule 2B now identifies two attritional properties where heights up to 20 storeys could be permitted. One of those parcels is across Glendale at Taylor Road. The other parcel is between York Road and the loop ramp on the north side of the QEW. The other parcels in Glendale can now consider building heights up to 8 storeys according to the Schedule 2B.

I am very concerned that Glendale is now starting to go vertical in a higher number of areas. And the potential heights I am seeing discussed could lead to clusters of high-raises throughout Glendale and more specifically between Glendale Avenue and the Outlet Collection across from the Niagara on the Green neighbourhood. I understand Glendale will see higher densities than what is the norm for Niagara-on-the-Lake. But these potential heights are too much and it appears in some cases in contravention of Principle 6 of the Glendale Secondary Plan Update.

2. The other interesting tidbit that is discussed in the updated Plan is how a Transport Canada exemption can be achieved. If the Town approves a build that exceeds the regulatory height, they will place a 'H' Hold Provision on the development. Currently, it is then the developer's responsibility to seek the exemption from the Aeronautical Act (as is currently underway at White Oaks and at York Road and Airport Road). And each parcel is considered as a separate exemption. This updated Plan now does mention the possibility that the Town will seek a blanket exemption for the entire settlement area. That would then take the onus off the developer, and it would then speed up the process as there would no longer be a need to approve with a Hold Provision.

I am very concerned, if the Town proceeds with a blanket exemption for all of Glendale. I feel this will only further encourage developers/land owners to seek even higher builds in the community. I believe the exemption requirement should remain on a build by build basis.

Thank you for your consideration.

Steven Hardaker

124 Cole Crescent
Niagara-on-the-Lake, ON. L0S 1J0



Sent from my iPad



MEMORANDUM

To: Kirsten McCauley, Director, Community and Development Services, Town of NOTL
Amy Shanks, MCIP, RPP, Senior Development Planner, Niagara Region

Date: November 5, 2024

No. of Pages: 3

From: James Webb, MCIP, RPP

Re: Glendale Secondary Plan - Proposed Modifications
360 York Road, Glendale Industrial Mall, Town of Niagara-on-the-Lake

Further to our on-going discussions regarding the draft Glendale Secondary Plan we are providing for consideration by the Study Team the following comments and recommendations for revisions to the draft document. Our recommendations are presented in the form of a Special Policy Area that will apply to the Glendale Industrial Mall and a request for modifications to the general text and Schedules of the document.

As staff are aware, the 7.5 acre Glendale Industrial Mall was initially developed in the late 1970's to accommodate a range of employment uses in keeping with Prestige Industrial Zoning of the Town's Zoning By-law. The site is currently developed as such and contains three buildings having a combined gross floor area of 66,000 square feet, accommodating a range of light industrial uses including manufacturing, warehousing, fabrication, automotive, laboratory, and logistics related uses. The original Site Plan also identified an on-site private stormwater management facility and footprint for future development of additional buildings, with the potential to expand the gross floor area by 40,000 – 60,000 square feet.

Consistent with our prior submissions, our primary concern with the draft Secondary Plan is the proposal to change the land uses of the subject property from employment uses to a mixed use designation that includes residential uses, a limited range of commercial uses, and restricted scope of low impact employment generating uses. The proposal to designate adjoining lands as mixed use is also in our view inappropriate, and is seen as being prejudicial based on the potential for land use conflicts with the existing and long standing uses of Glendale Mall. Additional concerns include the boundaries of the Natural Heritage features, the lack of recognition of the existing SWM facility, and a symbol that suggests a location for a future municipal park.

The following suggested Site Specific Policies are intended to reflect the owners' concerns with the draft Policies and outline a framework where the existing uses are appropriately recognized and permitted to remain and expand, while at the same time recognizing the planning horizon objectives that the area may transition towards a broader mix of uses including residential development.

This framework will inform the future adoption of a comprehensive Zoning By-law Amendment to implement the Policies of the Secondary Plan.

SPECIAL POLICY AREA “A”: The following policies shall apply to the lands located at 360 York Road designated as Mixed Use II and are identified as Special Policy Area “A” on Schedule 1 to the Glendale Secondary Plan.

- In addition to the uses permitted in Section 6.5.2 (a) and (b), the Mixed Use II Designation, light industrial uses including manufacturing, fabrication, and warehousing shall be also be permitted. The expansion of existing buildings or the development of new buildings shall have regard for Section 5.1.4 (b) - Sensitive Land Uses, and Section 6.8.5 – the Adjacent Lands Overlay.
- Notwithstanding Section 6.5.3 (b), no minimum building height shall apply to any employment related use.
- Consistent with Section 8.2.3 (a), the existing private stormwater management facility located at 360 York Road is intended to remain, and this existing infrastructure shall be permitted to be reasonably redesigned or reconfigured without the need for an amendment to the Secondary Plan. Such redesign or reconfiguration shall be subject to Section 6.8.5 – Adjacent Lands Overlay.

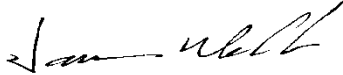
RECOMMENDED AMENDMENTS TO DRAFT SECONDARY PLAN (EXCLUSIVE OF SPA)

- Recommend amendment to Section 6.5.3 (k), General Development Policies for the Mixed Use II designation, to insert reference to Site Specific Area “A”, as below:
 - *Where any lands within the Mixed Use II Designation about any lands within the Industrial/Business Park Designation or Special Policy Area “A”, it shall be....*
- In addition, Section 6.5.3 (k) to require the completion of a Land Use Compatibility Study where sensitive land uses are proposed adjacent to Special Policy Area “A” in keeping with Section 5.1.4 (b).
- Schedule 1 and 3 shall be revised to remove the existing stormwater management facility from the Environmental Protection Designation, SMW facility shall be included within the limits of Special Policy Area “A” with the underlying designation as Mixed Use II and the Adjacent Lands Overlay.
- Schedules 1 – 6 to be revised to identify the subject lands as Special Policy Area “A”.
- Schedule 1 to be revised to delete the Potential Urban Park Location symbol. A sensitive land use adjoining employment uses could cause lands use conflicts, an alternative location should be considered.

Once the Study Team has had the opportunity to review this submission we would suggest a follow-up meeting be scheduled to discuss the above recommendations and appropriate modifications to the Secondary Plan. In the interim, please contact our office should you have any questions or require additional information regarding this submission.

Yours truly,

WEBB Planning Consultants



James Webb, MCIP, RPP

cc: Gerald Asa, Glendale Industrial Mall
Sara Premi, Sullivan Mahoney LLP