

John Federici, MCIP, RPP

From: Municipal Planning <[REDACTED]>
Sent: April 2, 2025 5:23 PM
To: John Federici, MCIP, RPP
Subject: RE: New Applications - OPA-01-2025 and ZBA-01-2025 - 524 York Road (Phase 2)

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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/-/media/Extranet-Pages/Safety/Dig-safety-for-contractors/faqs.pdf?rev=3d3a2ccd7027463c89a953133aad4e4>

Please continue to forward all municipal circulations and clearance letter requests electronically to [REDACTED]

Regards,

Willie Cornelio CET (he/him)

Sr Analyst, Municipal Planning
Engineering

ENBRIDGE

[REDACTED]
500 Consumers Rd, North York, ON M2J1P8

enbridge.com

Safety. Integrity. Respect. Inclusion.

John Federici, MCIP, RPP

From: Kevin Sidey <[REDACTED]>
Sent: April 17, 2025 12:53 PM
To: John Federici, MCIP, RPP
Cc: Todd Watson
Subject: RE: New Applications - OPA-01-2025 and ZBA-01-2025 - 524 York Road (Phase 2)

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Good Afternoon John,

Please be advised that NOTL Hydro expects to supply power to this proposed development by extending the three phase primary underground that was previously installed up to the transformer at the Holiday Inn during Phase 1. The expectation is to extend three phase power from this point to additional transformer(s), and ultimately back out to York Rd to complete a loop feed for the site.

We ask that the developers electrical consultant contact us directly for discussion on the proposed electrical distribution and equipment placement on the property.

If you have any questions or concerns, please do not hesitate to contact me.

Thanks,

Kevin Sidey | Sr. Engineering Technologist
Niagara-on-the-Lake Hydro Inc.

Office [REDACTED] [REDACTED]
www.NOTLhydro.com | [Facebook](#) | [Twitter](#)
8 Henegan Rd, PO Box 460, Virgil, ON L0S 1T0

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April 16, 2025

Via Email Only

John Federici, MCIP RPP
Senior Planner
Town of Niagara-on-the-Lake
1593 Four Mile Creek Road
P.O. Box 100, Virgil, ON L0S1T0

NPCA File: PLOPA202500400

Dear John Federici,

**Re: Niagara Peninsula Conservation Authority (NPCA) Comments
Official Plan Amendment, Zoning Bylaw Amendment
Address: 524 York Road (Phase 2)**

The Niagara Peninsula Conservation Authority (NPCA) has received the above noted applications to facilitate the development of a ten (10) storey hotel building consisting of 207 hotel suites in addition to two (2) standalone restaurants each being one (1) storey in height. The current proposal is for the second phase of development on the southern portion of the lands. Phase 1, consisting of two hotel buildings and associated parking areas and roadways was constructed previously. The comments below pertain to Phase 2 only.

The NPCA regulates watercourses, flood plains (up to the 100 year flood level), Great Lakes shorelines, hazardous land, valleylands, and wetlands under *Ontario Regulation 41/24 of the Conservation Authorities Act*. The *NPCA Policy Document: Policies for the Planning and Development in the Watersheds of the Niagara Peninsula Conservation Authority* provides direction for managing NPCA regulated features. As the site is traversed by Six Mile Creek and a steep valley associated with this section of the watercourse, development of this property is subject to current NPCA policies and regulations.

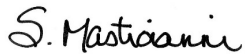
During the commenting phases for Phase 1, a Geotechnical Investigation was completed for the entire build out of the subject lands. This report was completed by Soil-Mat and dated May 15, 2015. This report identified the location of the stable top of slope associated with the adjacent valley in the south west corner of the subject lands. The report also concluded that the proposed development at that time could be constructed uphill of the stable top of slope with no slope stability concerns. The NPCA notes that the proposed development plan spoken to within the report is different than what is currently proposed today.

While the Plan submitted with these applications show the approved stable top of slope and a 7.5m setback, the works now proposed are different than previously contemplated in the Geotechnical report. Further, the Report is now almost 10 years old.

Based on the age of the original Geotechnical Report and the fact that it speaks to a different development configuration, the NPCA requires an addendum or update to the report, that reviews the current proposal and can confirm if the conclusions and recommendations of the original report are still valid. If further recommendations are provided by the Geotechnical Engineer, those shall be provided within the addendum. This update or addendum shall be submitted to the NPCA for review and approval prior to final comments from this office.

I hope this information is helpful. Do not hesitate to contact me with any questions or concerns.

Regards,



Sarah Mastroianni
Manager, Planning and Permits

John Federici, MCIP, RPP

From: TC Energy <[REDACTED]>
Sent: April 17, 2025 9:17 AM
To: John Federici, MCIP, RPP
Subject: RE: New Applications - OPA-01-2025 and ZBA-01-2025 - 524 York Road (Phase 2)

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Hello,

On behalf of TransCanada PipeLines Limited (TCPL), please be advised that we do not have any comments to provide on this application as TCPL's pipeline right-of-way is more than 200 metres from the subject site.

Happy long weekend!

Cheers,
Christine

CHRISTINE FANDRICH (She/her), **Hons. BA, CPT | Planning and Design Technician**



PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE

12 James Street North, Suite 301, Hamilton, ON, L8R2J9

T: [REDACTED]

C: [REDACTED]



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Public Works Infrastructure Planning and Development Division

1815 Sir Isaac Brock Way, Thorold, ON L2V 4T7

905-980-6000 Toll-free:1-800-263-7215

Via Email Only

April 22, 2025

File Number: PLOPA202500803, PLZBA202500804

John Federici, MCIP, RPP
Senior Planner
Town of Niagara-on-the-Lake
1593 Four Mile Creek Road
Virgil, ON L0S 1T0

Dear Mr. Federici:

Re: Regional and Provincial Comments
Official Plan Amendment and Zoning By-law Amendment Applications
Town File Number(s) : OPA-01-2025, ZBA-01-2025
Applicant: Darko Vranich
Location: 524 York Road, Niagara-on-the-Lake

Regional Public Works Infrastructure Planning and Development Division staff have reviewed the Official Plan Amendment and Zoning By-law Amendment application for 524 York Road in the Town of Niagara-on-the-Lake ("subject lands").

The applicant is proposing to redesignate the subject lands to "Hospitality Precinct" with an exception to permit an increased height and surface parking along public streets and to modify the existing "Glendale Community Zoning District – Regional Commercial (RC1-15) – Site Specific Zone" with site specific provisions to permit the development of a 10-storey hotel building and two commercial buildings (restaurants). A Holding (H) Provision is proposed which shall not be removed until such time as an exemption to the Airport Zoning Regulation is granted by Transport Canada for building heights greater than 140 metres above sea level on the southern portion of the subject lands.

A virtual pre-consultation meeting for this application was held on July 18, 2024, with the Applicant and Town and Regional staff in attendance. Since this meeting, the *Provincial Planning Statement, 2024* ("2024 PPS") has replaced the *Provincial Policy Statement, 2020* and *A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020*, effective as of October 20, 2024. As such, the following comments will reflect the policies of the 2024 PPS.

As noted below, Regional staff require an Environmental Impact Study Addendum and Revised Transportation Impact Study or Addendum to complete the review of these applications.

Planning Act Changes

Staff advise pursuant to the *Planning Act*, as of March 31, 2025, Niagara Region became an upper-tier municipality without planning responsibilities. The council of an upper-tier municipality, on conditions agreed upon with the council of a lower municipality, may provide advice and assistance to lower-tier municipalities in respect of planning matters generally. Town Council approved entering into a service level agreement with Niagara Region ('Planning Services Agreement') to continue providing support and advice to the Town of Niagara-on-the-Lake for certain planning matters.

Please be advised that through this change to the Planning Act, the Niagara Official Plan, 2022 (NOP) is effectively an official plan of the Town of Niagara-on-the-Lake, which remains in effect until the Town revokes or amends it to provide otherwise. As such, Town staff should be satisfied that the application conforms to NOP policies.

On this basis, the following planning comments are provided as advice to assist Town staff in their review of the applications. Under the Memorandum of Understanding for Engineering Review between the Town and the Region, the comments related to Regional infrastructure, servicing and waste collection are Regional requirements with respect to the Region's interests. These issues should be addressed as part of the current application.

Noise Impacts

According to the *Provincial Planning Statement, 2024 (PPS)* and *Niagara Official Plan, 2022 (NOP)*, major facilities (including transportation corridors as well as industrial uses) and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants. Further, the Regional Road Traffic Noise Control Policy (PW5.NO1.0) requires that all development applications for sensitive uses along existing Regional roads be considered for noise abatement features.

The development is subject to aircraft noise from the Niagara District Airport, traffic-related noise from York Road and the QEW, as well as stationary noise from rooftop mechanical equipment at the nearby commercial uses. Staff note that the NPC-300 Guidelines classify hotel/motel uses as a noise sensitive commercial purpose building, which qualifies as a noise sensitive land use.

Regional staff have reviewed the *Noise Impact Study* prepared by Thornton Tomasetti (dated February 18, 2025). Through the study it was confirmed that indoor sound levels are predicted to meet NPC-300 thresholds, provided central air conditioning is installed

for all units located at the east and west facades of the building. It is recommended that the Type 'D' warning clause be included in the development agreements for the development.

Staff note that an assessment of stationary noise impacts on the hotel use is not included in the study since the hotel suites will have non-openable windows and are not considered points of reception. With respect to aircraft noise, since NEF noise contours for the Niagara District Airport Area are not yet available, alternative data provided from the Niagara District Airport was used to assess aircraft noise impacts.

Regional staff recommend the inclusion of a clause in the future site plan agreement pertaining to the implementation of the recommended noise mitigation measures. Additionally, it is recommended that final architectural drawings be stamped by an acoustical engineer to ensure that the noise control measures have been incorporated and NPC-300 indoor sound level criteria has been addressed/satisfied.

Urban Design

Regional Urban Design staff is satisfied with the conceptual landscape design. Staff suggest that more trees be added along Regional Road 81 (York Road) abutting the surface parking areas to provide visual screening. Due to the available space additional columnar trees may be a good fit and would enhance the appeal of the site to residents and visitors.

Based on the *Pedestrian Wind Assessment* prepared by RWDI (dated February 18, 2025), the proposed hotel building appears to create gusts that may exceed the safety criterion in the area at the corner of the site at Regional Road 81 (York Road) and Counsell Street. Therefore, the design of the building and the design of the site should include mitigative elements that will reduce wind speeds and bring these within the safety criterion. These mitigative elements should be identified in the urban design brief to guide the building design through the Site Plan Process should this Official Plan Amendment be approved. Wind mitigation elements should be identified in future plans and must be located within the private realm.

Natural Environment System

The subject lands are impacted by the Regional Natural Environment System (NES), consisting of a Permanent/Intermittent watercourse and an Other Woodland. As such, consistent with NOP policies, Regional Environmental Planning staff requested an Environmental Impact Study (EIS) to confirm the extent of designated NES features and assess impacts associated with the proposed development.

Accordingly, staff have reviewed the Scoped EIS prepared by Colville Consulting Inc. (dated January 2025). Staff note that the Scoped EIS confirms the presence of both an "Other Woodland" and an Intermittent Watercourse. No other Regionally designated NES features were identified on the subject lands. Staff have no objections to the

classification of the watercourse; however, additional information is required regarding the assessment methodology used to classify the woodland.

The EIS indicates that canopy cover within the woodland community is variable and appears to average approximately 50-55%. In contrast, based on staff's observations, the canopy cover appears to exceed 60%, which is characteristic of a Forest (FOD) community. These observations are further supported by analysis from the previously completed Phase 1 EIS for this site, which identified the woodland as a Dry-Fresh Oak-Hardwood Deciduous Forest (FOD 2-4). The Phase 1 EIS also noted that the woodland extends off-site, encompassing approximately 7 hectares in total — 5 hectares south of York Road and 2.5 hectares to the north, including 0.9 hectares on the subject lands. Based on staff observations and the findings of the Phase 1 EIS, the woodland appears to meet the criteria for classification as a Significant Woodland. Consistent with NOP Policy 3.1.9.5.1, Significant Woodlands are to be fully protected, and removals are not permitted. Appropriate buffer widths are to be determined through the EIS process.

Due to the noted discrepancies in the Ecological Land Classification (ELC) type and reported canopy cover, staff request that additional justification be provided to support the findings presented in the EIS. At a minimum, this should include ELC field notes that detail how the various forest strata were assessed. Additionally, staff require a joint site visit – accompanied by an Ontario Land Surveyor – to verify the woodland boundary in the field. Should the site visit determine that the woodland is more accurately characterized as an "Other Woodland," any proposed removals must comply with NOP policies, which require the preparation of a Woodland Enhancement Plan. Details regarding the requirements of such a plan are outlined in the NOP Glossary of Terms. Currently, the EIS prepared by Colville Consulting proposes the removal of woodland identified as an "Other Woodland" but does not address the need for a Woodland Enhancement Plan.

Furthermore, in accordance with NOP policies and the approved EIS Terms of Reference (TOR), the EIS Addendum must evaluate Supporting Features and Areas (Policy 3.1.15) and Enhancement Areas (Policy 3.1.16). This analysis has not been included in the submitted EIS. Additionally, as noted in comments on the TOR, all field survey data sheets are to be appended to the final EIS document. These materials should be included in the forthcoming EIS Addendum.

At this time, Regional staff is unable to complete our review of these application from an environmental perspective as additional information is requested to confirm that the proposal will not have negative impacts to the Regional NES. An EIS Addendum (with changes clearly identified to facilitate review) is requested to address the concerns summarized above.

We are available to meet with the Town and applicant to further discuss our comments, if desired. Please feel free to contact Adam Boudens, Senior Environmental Planner at [REDACTED] or [REDACTED] should you have any questions or like to arrange a meeting. Alternatively, please contact Cara Lampman,

Manager, Environmental Planning at [REDACTED] or [REDACTED].

Regional Road

Road Allowance

The subject lands have frontage along Regional Road 81 (York Road). The applicant is to be aware of the following property requirements, which will be addressed through the future site plan application for this development:

- A daylighting triangle of 6 metres by 6 metres is required at the corner of York Road and Counsell Street to maintain sightlines.

The required property is to be conveyed free and clear of any mortgages, liens or other encumbrances, and is to be described by Reference Plan. The cost of providing this plan will be the full responsibility of the applicant. The applicant will arrange for a land surveyor to submit the preliminary undeposited survey plan along with all related documents to Regional Surveys staff for review and approval. Surveys staff will advise the land surveyor of any required revisions to the plan. Once the plan is deposited and the transfer registered, the Region will clear the applicable condition.

Should the applicant have any questions, please direct them to contact the individuals listed below.

For inquiries specific to the transfer of property to the Region, contact:

- Jordan Hadler, Law Clerk

E-mail: [REDACTED]

Phone: [REDACTED]

For inquiries specific to the reference plan, contact:

- Normans Taurins, Manager, Surveys & Property Information

E-mail: [REDACTED]

Phone: [REDACTED]

Road Use Permits

The applicant is responsible for obtaining any applicable road use permits:

- A construction encroachment permit is needed for any construction work to be completed on or below the Regional road allowance.
- An entrance permit is needed for any private road entranceway, driveway, gate or facility constructed as a means of access to a Regional road.
- A sign permit is needed for placing any sign, notice or advertisement within 20 metres of the centreline of a Regional road.
- A road occupancy permit is needed for any item that will be installed and remain on a regional road allowance for a period of time.

Permit applications can be made through the following link:

<https://www.niagararegion.ca/living/roads/permits/>

Restorations within the Regional right-of-way are to be to Niagara Region standards:

<https://www.niagararegion.ca/living/roads/permits/construction-encroachment-specifications.aspx>

Protection of Survey Evidence

Survey evidence adjacent to Regional road allowances is not to be damaged or removed during the development of the property. Any agreements entered into as part of this application should include a clause requiring for the applicant to obtain a certificate from an Ontario Land Surveyor stating that all existing and new evidence is in place at the completion of said development.

Transportation

Transportation Impact Study

Staff have reviewed the *Transportation Impact Study* (TIS) prepared by Paradigm (dated February 2025) and offer the following comments:

- The ideal Saturation Flow Rates input for regional intersections would reflect those listed in Niagara Region's Traffic Impact Assessment Guidelines (2023) available at: <https://www.niagararegion.ca/business/pdf/traffic-impact-study-guidelines.pdf>
- Staff note that there appears to be an error with Appendix A in the submitted TIS document. Please re-attach Appendix A.
- Staff noted a slight discrepancy between SBT movement volume at Glendale Avenue and York Road in Figure 2.7 (16) compared to the TMC (19).
- It is noted that the TIS indicates that a traffic signal is warranted at York Road and Townline Road under 2044 Total Traffic Conditions, and that the concept plan included in the TIS shows a roundabout at this intersection. Regional staff will eventually require that an intersection control study (ICS) be completed to confirm the appropriate intersection control (i.e. signal or roundabout). It is the Region's current assumption that this ICS would be completed in support of planning applications for Phase 6 and/or Phase 7, as would the associated detailed design drawings.
- The TIS recommends that southbound travel at the existing Counsell Street and York Road intersection be restricted to right-out only, presumably via an extension of the existing median along York Road to prohibit southbound vehicles from performing a left-turn movement. Staff questions whether this solution is viable given the current tenant at 550 York Road (Purolator), as this would require delivery vehicles to detour to York Road and Glendale Road in order to turnaround using the roundabout. As such, staff requests that the applicant confirm the proposed approach with Town staff, given the Purolator accesses are on Counsell Street (municipal jurisdiction), and the access changes may result in business impacts and may not be supported.

Please circulate the requested information/clarifications and any subsequent revisions to the TIS for Regional review and comment.

Standard Tree Planting Note

The developer is responsible for any proposed street tree plantings within the Regional boulevard and all associated costs. However, prior to these tree plantings, the proposed tree locations must be staked with the tree species labelled, and the developer is required to contact the individual listed below to assess and approve the proposed locations and species:

- Jeff Hill, Supervisor, Forestry & Road Operations
Email: [REDACTED]
Phone: [REDACTED]

Regional Bicycle Network

The subject lands have frontage on a roadway identified as part of the Regional bicycle network. If the bicycle route is currently not established and identified with signage, it is the intent of the Region to make provisions for doing so when an appropriate opportunity arises. Please be aware that the addition or upgrade of bicycle facilities may require other changes to the road cross-section.

Servicing

Functional Servicing Review

Regional staff have reviewed the submitted *Functional Servicing Report* prepared by Quartek Group Inc. (dated February 7, 2025) and have no further comments. Staff agree that the proposed development is to be serviced through the existing local system.

Sewer Use By-Law

Niagara Region has a Sewer Use By-Law that requires the owner/occupant of commercial, institutional or industrial premises to install and maintain a suitable maintenance access point (manhole) at each sanitary connection to allow observation, sampling and flow measurement of sewage effluent from the development. Each maintenance access point must be located on the property of the owner, as close to the property line as possible.

The full requirements of the Region's Sewer Use By-Law are available online:

<https://www.niagararegion.ca/living/sewage/sewage-bylaw.aspx>

Stormwater Management

The stormwater management (SWM) strategy outlined in the submitted Second Addendum of the SWM Report prepared by Quartek Group Inc. (no date) indicates that the existing Six Mile Creek East Branch SWM quantity control facility will be utilized. Region staff assume that the SWM facility is owned and operated by the Town, and then at the discretion of Town staff, the applicant may be required to provide reference confirming that the subject site is within the facility drainage area and a maximum post-development impervious area of 75% has been designated to this site.

Waste Collection

Niagara Region provides curbside waste collection for developments that satisfy its Procedure for Requirements for Waste Collection. The proposed development may be eligible to receive Regional curbside waste collection provided that the owners/tenants bring the waste to the curbside on their designated pick up day, and that the applicable waste collection limits noted below are not exceeded.

Commercial Waste Collection Limits:

- Green – 8 green carts (weekly)
- Waste – 8 bag/can limit (bi-weekly)

Region staff have reviewed the submitted site plan (A.201) and acknowledge that the development is proposing to utilize in-ground Molok waste containers. The applicant is advised that this method of waste storage is not eligible for Regional collection and waste collection for the subject property will be the responsibility of the owner through a private waste collection contractor.

Circular Materials Ontario is responsible for the delivery of residential blue and grey box recycling collection services, and related information may be found at the following link: <https://www.circularmaterials.ca/resident-communities/niagara-region/>

Conclusion

In order to complete the review of these applications, Regional Public Works Infrastructure Planning and Development Division staff request the submission of an EIS Addendum and Revised TIS/TIS Addendum addressing the comments summarized in this letter.

The planning comments contained in this letter are intended to assist the Town in considering the applications in accordance with the Council approved service level agreement with Niagara Region. Please be advised that through this change to the Planning Act, the NOP is effectively an official plan of the Town of Niagara-on-the-Lake, which remains in effect until the Town revokes or amends it to provide otherwise. As such, Town staff should be satisfied that the application conforms to NOP policies.

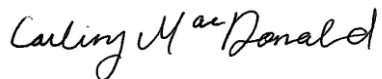
April 22, 2025

The engineering comments and conditions related to Regional infrastructure, servicing and waste collection are Regional requirements with respect to the Region's interests under the MOU for Engineering Review between the Town of Niagara-on-the-Lake and Niagara Region.

If you have any questions related to the above comments, please contact me at

[REDACTED]

Kind regards,



Carling MacDonald
Development Planner, Niagara Region

cc: Pat Busnello, MCIP, RPP, Manager of Development Planning, Niagara Region
Josh Wilson, P.Eng., Manager of Development Engineering, Niagara Region
Maggie Ding, P.Eng., Stormwater Management Engineer, Niagara Region
Adam Boudens, M.Sc., Senior Environmental Planner, Niagara Region
Philippe Biba, Development Approvals Technician, Niagara Region

John Federici, MCIP, RPP

From: Daniel Pilon <[REDACTED]>
Sent: May 2, 2025 11:00 AM
To: John Federici, MCIP, RPP
Cc: George, Marcia (TC/TC); McCabe-DeHaan, Tracy; Henri DeBruyn [REDACTED]; Scott, Blake (TC/TC)
Subject: RE: New Applications - OPA-01-2025 and ZBA-01-2025 - 524 York Road (Phase 2)
Follow Up Flag: Follow up
Flag Status: Completed

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John,

Appreciate your patience and conversations surrounding the application. You'll find my comments below. Please reach out if you need further, or need it in a different format.

Marcia/Tracy/Blake/Henri – I have copied you so that you're aware of our response to our request for comments on the development application before the Town. This is essentially a similar response to what was provided to them with the three prior development applications as well (including the one before you with respect to "White Oaks").

Dan

The land development application that has been provided to the Niagara District Airport for comments has been reviewed by staff, and those observations are included here.

A letter of "No Objection" will not be provided by the airport to the proponent. The application is in contravention of the Federal Airport Zoning Regulations (AZRs), as it includes a building at heights that would penetrate the limitations imposed on the land by the AZRs.

Those regulations were put in place in order to ensure the safety of aircraft, protect for current operations, and for the future use and configuration of the airfield.

Our engagement through the Technical Advisory Committee of the Glendale Secondary Plan has clearly identified these items, and we have taken the exact same position as in the prior development applications in the Glendale Secondary Area, when the proposals included buildings at heights exceeding guidance as per the Airport Zoning Regulations. They include:

- Given the number of applications, their complexity and the volume of the buildings that are proposed, the ability to review and comment on each of the applications is not feasible or timely.

- There are no pre-existing objects in the area that are ‘grandfathered’ from our AZRs – objects pre-dating the 1984 implementation of the regulations, such as the Skyway.
- We currently do not have a Master Plan in place, providing guidance and directions for future developments of the facility. Without that plan to guide those decisions for a 20 to 30 year period, maintaining the protections afforded by the AZRs would be a best practice until such time that the Master Plan can be completed. This would then inform the review and comment on the implications of these applications.
- Managing these requests in a fragmented approach is not a best practice for dealing with the AZRs – for either the airport, Transport Canada, our municipal partners/shareholders, or the developers requesting direction and guidance for their plans.
- Given the numerous development application requests, we believe that a formal review of our AZRs – rather than a case-by-case review – would be consistent and support the provision of direction for future development of the Glendale Secondary Area, and the additional lands surrounding the airport impacted by the existing AZRs.


Beneficially, Niagara District Airport is in the process of completing a Master Plan, with a likely completion and approval later in 2025. Additionally, we have, in concert with the Town, been engaged in discussions with Transport Canada regarding the process to review our existing AZRs to ensure that they remain relevant for the growth of the airport and surrounding communities. The provision of any support for these developments would be contingent on the direction and completion a new Master Plan, and the beginning and completion of a formal review of our AZRs and implementation of the results of such a review.

I would highlight, that while the AZRs are pertaining to the airport and its surrounding lands, the airport itself is only a commenting agency to these applications, as the regulations themselves are Federal regulations of Transport Canada.

Appreciate your time and patience in receiving this information, and please connect with me for clarification or further needs.



Daniel Pilon
 CEO, Niagara District Airport

 www.niagaradistrictairport.ca

 468 Niagara Stone Road, Virgil, ON L0S 1J0

John Federici, MCIP, RPP

From: Ali, Usama (MTO) <[REDACTED]>
Sent: June 7, 2025 11:07 AM
To: John Federici, MCIP, RPP
Subject: RE: New Applications - OPA-01-2025 and ZBA-01-2025 - 524 York Road (Phase 2)
Attachments: RE: (240479) 524 York Road – Parcel 6 & 7, TIS

Follow Up Flag: Follow up
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Good Day John;

I apologize for the delay.

MTO's concern is that the proponent did not reach out to MTO to comment on the draft Terms of Reference (ToR) prior to preparing the MD-TIS as instructed. As a result, the MD-TIS was not fully analyzed. A resubmission of the MD-TIS will be required.

Re: **Provision of MTO Comments on OPA/ZBA (Submission 1)**

Town File: **DT. 2025-01-27**

Application Address: **524 York Road being Parcel 5, Niagara-On-The-Lake, ON (QEW)**

ZBA Purpose: **Amend Site-Specific provision to seek relief of Hotel Height and number of required loading and parking spaces**

OPA Purpose: **Amend the Hospitality Precinct designation to increase the permitted height and density and to permit standalone restaurants**

Proposed: **1 10-Storey Hotel and 2 1-Storey Restaurants (11,373m²) with 297 parking spaces**

MTO is supportive of the zoning and official plan in principle. After review, the Ministry offers the following OPA/ZBA comments for Submission 1:

Site Plan

MTO is satisfied with the submission.

Traffic

1. The proponent/consultant did not reach out to MTO with a draft Terms of Reference (ToR) prior to starting the MD-TIS as previously requested (refer to November 28, 2024 5:46 PM in attached email). MTO requires the proponent to provide a draft ToR for comment as originally requested prior to preparing the MD-TIS. Once MTO approves the draft ToR, a resubmission of the MD-TIS will be required.

2. MTO noticed some inconsistencies with the volumes - Niagara Region volumes must be counted June 15-Sept 15 to achieve peak. The proponent counted Thursday Jan 25 and Sat Feb 3 and counted when LT at the on-ramps were closed (see below):

2.4 Traffic Volumes

Paradigm collected existing traffic counts at the diverging diamond interchange on Thursday, January 25, 2024, and Saturday, February 3, 2024. During data collection, the left-turning on-ramps were closed. Volumes for these movements are referenced from the *White Oaks Village, 253 Taylor Road Transportation Impact & Parking Study Update* completed by Paradigm in February 2024.⁹

Pyramid Traffic Inc. collected existing traffic counts at the other study area intersections on Thursday, November 14, 2024, and Saturday, November 16, 2024. It is noted that movements travelling to and from Counsell Street cul-de-sac have been reclassified to reflect their true movement patterns more accurately.

3. The proponent used Pyramid to collect other data – which is not a RAQS qualified company and seasonal factors was not used either.

Drainage

1. Rooftop storage are not considered in calculations as per MTO's policy. MTO does not consider rooftop storage to be permanent in nature. If the consultant insists on providing rooftop storage system, then they must undertake an evaluation of SWM system assuming that rooftop storage system is lost and confirm that there is no impact on MTO's drainage system. Ponding limit for 100-year storm event should be provided to confirm that the proposed development will not impact the MTO's drainage system under such condition.
2. Provide a drainage mosaic with major flow direction in case roof top storage is taken out of model.

Site Lighting

For developments adjacent to a provincial highway that includes area or architectural lighting, the developer must provide the following on a Photometric & Lighting Plan:

- To-scale site plan showing the site location and the highway
- Lighting layout showing pole/luminaire locations and orientation
- Luminaire installation info such as mounting height, orientation angle, shielding info, etc.
- Luminaire material info including catalog info and photometric data file
- Lighting calculation plan showing horizontal illuminance levels at and beyond the MTO right-of-way in metric units of lux to 1 decimal place minimum

Regarding light trespass onto MTO right-of-way:

It is Central Region practice to have zero light trespass onto MTO right-of-way. In some cases, this may not be achievable, however every effort should be explored in attempt to achieve this. Concessions may be granted on a case-by-case basis up to the MTO highway lighting trespass restriction practice, which is 1 lux in residential areas and 3 lux in other areas (ie. Crown land, commercial areas, parks, etc.). Electrical Engineering has a draft policy for light trespass onto the MTO right-of-way that requires the calculation of Threshold Increment (TI) to be limited to 15%. TI describes the % that the contrast between an object and its background has to be increased for the object to have the same visibility with glare as without glare. The TI method is not yet a widely adopted practice in North America, however we do currently permit the application of this draft policy.

As always, following the granting of a permit, if it is determined that light glare from the installation adversely affects the travelling public, the developer will be required to address the problem at their expense, and to the satisfaction of the ministry.

MTO permits should not be applied for at this time – please address the above in future plan(s) and submitted comment matrix.

I trust that the above is clear, however if you have any questions, please feel free to ask. Also, if you prepare a recommendation report to Council, please advise us of the Town's recommendation.

Best Regards,

Usama Ali

Corridor Management Planner (Hamilton/Niagara) | Corridor Management Office/Operations Division
Ministry of Transportation (Central Operations) | Ontario Public Service



Taking pride in strengthening Ontario, its places and its people

John Federici, MCIP, RPP

From: Ali, Usama (MTO) <[REDACTED]>
Sent: November 10, 2025 7:05 PM
To: Adam Makarewicz
Cc: Drew Cobean; John Federici, MCIP, RPP; David Falletta; Rachel Nault; Peter Horn
Subject: RE: (240479) 524 York Road – MD-TIS
Attachments: MTO Traffic simulation protocol.pdf; HWY 1 @ GLENDALE AVE - RAMP 61.pdf; GLENDALE AVE @ AIRPORT RD - RR 90.pdf; GLENDALE AVE @ LAMPMAN CRT.pdf; GLENDALE AVE @ TAYLOR RD.pdf; GLENDALE AVE @ YORK RD.pdf; HWY 1 @ GLENDALE AVE - RAMP 51 2025.pdf; HWY 1 @ GLENDALE AVE - RAMP 51.pdf; HWY 1 @ GLENDALE AVE - RAMP 61 2025.pdf; Table 3 - Trip Generation (secure).pdf

Follow Up Flag: Follow up
Flag Status: Completed

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Good Day Adam:

Re: **1) Provision of MTO Comments on Draft ToR (MD-TIS)**
2) Address Paradigm's Question on the traffic data for the 253 Taylor Road study

Application Address: **524 York Road (Parcels 5, 6, & 7) and 253 Taylor Road, Niagara-On-The-Lake, ON (QEW)**

Proposed:

- 1. Parcel 5 (10-Storey Hotel & Restaurants)**
- 2. Parcel 6 (2 8-Storey & 1 Storey Bldgs)
Parcel 7 (1 8-Storey & 1 23-Storey Bldgs)**
- 3. 253 Taylor Road (Mixed-Use development with 4 Towers ranging from 18-25 storeys with 810 units)**

Given the complexity and proximity of the interchange to the roundabout, the traffic analysis must be done in microsimulation. Comments in red below on their TOR and other comments in the email provided on October 27, 2025 3:41 PM.

Our Traffic Office reviewed the draft ToR and provides the following comments:

1. MTO require the submission of a full TIS (following MTO TIS guidelines and by a RAQS qualified consultant) to assess the future impact of the proposed development to identify if there are any warranted highway/road improvements. Given the complexity and proximity of the interchange to the roundabout, the traffic analysis must be done in microsimulation. Both editable/printable and locked version of the MDTIS is required. Digital micro-simulation files are required at time of submission.

2. The consultant is responsible for thoroughly reading and adhering to the MTO TIS guidelines. If any reasonable requirements are missed, it is the consultant's obligation to provide them. The absence of a specific instruction in the TOR does not negate the necessity of fulfilling the reasonable requirement.
3. Any data collected for the MDTIS must be by a RAQS qualified company/consultant. It is the responsibility of the RAQS qualified consultant to ensure the proper data is used (ex. season or non MTO) and seasonal factors applied as appropriate. Winter counts are not accepted. It is the consultants responsibility to update and use proper data. Niagara Region data must be collected June 15 to Sept 1 to achieve peak volumes, recent MTO data is attached.
4. Any functional designs provided in the TIS, are not accepted or approved until P&D/TIMD review once the TIS is approved.
5. A summary of the key findings on the transportation impact of the proposed development on the highway corridor shall be presented, along with a summary of the recommended improvements. Any improvements identified in the TIS as warranted within the first five years of the development's operation shall be constructed prior to opening day. Please note that 'monitoring' is not an acceptable recommendation.
6. Use simple growth rate for volume projections.
7. Use a 2.9% growth rate at the MTO ramps.
8. Project Delivery (MTO) must comment on any future improvements or construction in the area, which may include hwy widening.
9. Using VISSIM or AIMSUN micro simulation software package, conduct calibration and validation analysis on existing conditions on the road segments within the study limit. Undertake Level of Service calculations using the calibrated model, and assess existing road segments and intersection operations under the existing conditions.
10. Undertake a micro-simulation analysis for the future horizon conditions. Traffic shall be modelled for, the a.m. and p.m. peak weekday & weekend periods (3 hours/period). The model should provide a reliable estimate of the entire study area operation.
11. The projected LOS deficiencies shall be identified, indicating the time period for such deficiencies within the project limits including ramps, ramp terminals and intersections or roundabouts.
12. The MTO simulation protocol shall be followed in undertaking the micro-simulation analysis.
13. As part of the MDTIS if a LTL warrant analysis is required, if the value of the left turning volume % falls between two charts, the designer should check storage lengths produced using the two warrant charts that it falls between and then select the more conservative value after considering other project-specific factors (for example, if the LTL volume % is 16%, the designer should be using both the 15% and 20% warrant charts and then select the most conservative storage length of the two. Similarly, for a 28% left turning volume %, the 25% and 30% warrant charts should be looked at and the conservative storage length should be selected). If the left turning volume % is less than 5%, the 5% warrant chart must be used. In a constrained environment (other than cost) where the installation of conservative left turn storage length creates challenges, the designer should review the pros and cons of all elements and document such. If the intersection is being newly proposed, the designer should compare the safety of other similar (traffic volume and geometry) intersections in the corridor or vicinity with the proposed intersection.
14. If local data is available, or an alternative methodology for trip generation is proposed, including the use of proxy sites (we would require the average of 3 proxy sites), the use of this data or methodology shall be discussed and approved by MTO in advance of the preparation of the TIS. For trip generators considered by MTO as unique or not adequately estimated by ITE trip generation parameters, an alternative methodology for trip generation shall be discussed and approved by MTO prior to starting the TIS.
15. All intersection capacity analysis on impacted intersections or interchanges within MTO facilities must follow MTO/TAC protocols. When evaluating impacts at intersections please refer to the TAC's Geometric Design Guide for Canadian Roads, MTO Design Supplement for TAC's Geometric Design Guide for Canadian Roads (http://www.mto.gov.on.ca/phmpmbp/Reference%20Materials/HwyDes-MTO_DS_TAC_GDG-April2020-Final.pdf) and the OTM Books.)
16. Use the guiding principles included in the ITE's Trip Generation Handbook for the selection between rates and equations.

17. The need for geometric improvements shall be reviewed at all locations in the study area and for each proposed development stage. The TIS shall clearly identify transportation impacts by movement, the transportation system improvements that are needed to mitigate these impacts, and the timing of any recommended improvements. A schematic representation of all geometric improvements shall be included as part of the TIS, identifying lane arrangements and intersection improvements for each horizon year.
18. The need for traffic signals and/or underground traffic signal utility provisions shall be reviewed at all locations affected by the proposed development and for each proposed development stage. Determination of whether traffic signals or provisions for signals are warranted shall be made according to the process described in OTM Book 12. Eight (8) hours of data as a minimum are required to assess signal warrants for existing and background conditions. We do not typically use Average Hour Volume.
19. Queue and storage lengths for left turn and through movements for signalized intersections under MTO jurisdiction need to be calculated using the arrival rate method explained on MTO's Signal Timing Policy. For queues/storage lengths for right turn movements please refer to Chapter 9 of TAC's Geometric Design Guide for Canadian Roads. Queue assessment shall include a review to determine if the thru queues impede access to auxiliary lanes or if they reach the adjacent intersection. For LT and thru, must convert trucks to passenger vehicles, use factor of 2.0. Provide the results in tabular form. For thru and left turn queues include: peak period, movement, volume, cycle length, %trucks, pcp, m value, number of vehicles and total length. For right turn storage length include: peak period, volume, cycle length, design speed, total length.
20. Signal timing optimization can improve operations however, the resulting settings should still be consistent with our Signal Timing Policy. For example: the timing settings cannot be adjusted to favour the sideroad over the highway.

In addition to the above, MTO provides the comments for the ToR in red:

- **524 York Road, Phase 2**, located on the northeast corner of Glendale Avenue and York Road. The development is proposing approximately 207 hotel rooms and 556 m² of restaurant use. Vehicle access is proposed via two driveway connections to Counsell Street and Glendale Avenue through a shared east/west drive aisle bisecting the Phase 1 and Phase 2 lands. Buildout is anticipated in one phase, 2030; timing is subject to market conditions.
- **524 York Road, Parcel 6 and Parcel 7**. Parcel 6 is located at the northwest corner of York Road and Townline Road and Parcel 7 is located at the southwest corner of York Road and Townline Road. Parcel 6 is proposing 744 residential units and 4,330 m² of retail/commercial uses and Parcel 7 is proposing 541 residential units, for a total of 1,285 residential units. Vehicle access for Parcel 6 is proposed via two driveway connections to Townline Road, and vehicle access to Parcel 7 is proposed via a single driveway connection to York Road. Buildout is anticipated in three phases: 2030, 2032, and 2034; timing is subject to market conditions.
- **253 Taylor Road**, generally located in the northeast quadrant of the Glendale Avenue and Taylor Road intersection. The concept plan includes two mixed-use buildings with 810 residential units and 1,516 m² (16,313 sq. ft.) of ground floor commercial. Vehicle access to the overall site is proposed via the existing south and north driveways to Taylor Road. Buildout is anticipated in two phases: 2037, and 2030; timing is subject to market conditions.

We'd like to prepare our report based on the following scope, subject to your comments:

PROPOSED TERMS OF REFERENCE

Study Area Intersections:

- Glendale Avenue at York Road (roundabout);

- York Road at Counsell Street (unsignalized);
- Glendale Avenue at Hotel Driveway (unsignalized);
- Counsell Street at Hotel Driveway (unsignalized);
- QEW at Glendale Avenue North Ramp (signalized); and
- QEW at Glendale Avenue South Ramp (signalized).
- Glendale at Lampman Crt
- Glendale at Taylor Rd

Analysis Periods:

- Weekday AM peak hour;
- Weekday PM peak hour; and
- Saturday peak hour.

Existing Data:

- TMCs at intersections under MTO jurisdiction collected by Paradigm in January and February 2024; and
- TMCs at intersections under Town or Region jurisdiction collected by Pyramid Traffic Inc. in November 2024.
- Niagara Region data must be collected June 15 to Sept 1 to achieve peak volumes, recent MTO data is attached.

Horizon Year: Typically MTO requires three analysis years for the TIS - the opening date of the development, five years, and 10 years from the opening date. Where applicable, each major phase in a multi-phased development shall be assessed separately for the five and 10-year horizons beyond full build-out of the site. Please include the opening date of the developments – it appears to be 2034, please confirm.

Existing conditions;

- 2027 (interim phasing);
- 2030 (interim phasing);
- 2032 (interim phasing);
- 2034 (interim phasing);
- 2039 (five years post full build-out); and
- 2044 (ten years post full build-out).

Capacity Analysis:

- Synchro 12, HCM 2000. Microsimulation is required using VISSIM or Aimsun

Background Traffic:

- Background traffic annual growth rate of 2% as confirmed by the Region’s forecasting EMME model. Please use 2.9% for MTO ramps

Trip Generation:

- ITE Trip Generation Data 11th Edition estimates for the AM, PM, and Saturday peak hours with no modal split reductions.
- Trip generation for **253 Taylor Road** is consistent with *White Oaks Village, 253 Taylor Road Transportation Impact & Parking Study Update* completed by Paradigm in February 2024. This TIS was not finalized or approved to date, last comments dated June 2024.

Usama Ali’s Notes.

Comments was not sent to NOTL in 2024. My sincere apologies. I received 2 separate comments on M Fri 2024-05-10 and 2024-06-24, for whatever reason, these comments was not combined.

1st Traffic Comments on Fri 2024-05-10

Our review of the updated Transportation Impact and Parking Study report has detected a few discrepancies in the synchro analysis reports as follows:

1. Table 2.2C Base Year Operations (Sat peak hour): The storage lengths identified in the table need to be corrected. For instance, the WBL and WBR storages are more extended than 40m and 60m, as shown in the table and Synchro reports. Review and amend, as necessary, the available storage for all auxiliary lanes at both ramp terminals.
2. (p.274) Glendale NB & E-N ramp: The EBL move needs to be corrected by relabelling as WBR.
3. (p.275) Glendale SB & W-S ramp: The W-S is a free-flow ramp that transitions into lane 3 on Glendale Ave and continues southbound up to Taylor Rd. Therefore, it does not call for analysis.
4. (p.276) Glendale SB & Glendale NB & QEW WB off-ramp: Per the splits/phases diagram, Phase 2 and Phase 6 are grouped within the same phase pair. Please note they are conflicting moves and cannot be served during one phase. Here, the signal control should be a two-phase operation; the controller simply alternates between northbound and southbound greens, while Ph 8 can operate concurrently with Ph 6.
5. (p.290) Glendale SB Glendale NB & QEW WB off-ramp - The cardinal direction NWR does not match the rest of the movements and should be replaced with a more identical/matching term, i.e., WBR.
6. (p.288/319) The Glendale NB & E-N off-ramp is mistakenly analyzed as an un-signalized intersection, whereas it is, in fact, a signalized one.
7. Based on Google Maps info, I believe the DDI comprises the following four intersections that need to be analyzed:

Intersection Traffic Control

- a. Glendale SB & Glendale NB & QEW E_N ramp Signals
- b. Glendale SB & QEW E-S ramp Stop Control
- c. Glendale NB & Glendale SB south intersection Signals
- d. Glendale NB & QEW W-N ramp Stop Control

Please share if you have any maps displaying IC configurations that are different from Google Maps.

Please rectify the above errors and reviewing and updating the entire analysis is crucial for the report to be accurate.

2nd Traffic Comment on Mon 2024-06-24,

1. Upon careful examination of Table 3.1A, I have noted several inconsistencies between the grand totals and the calculations, which are crucial for accuracy of the report. Some discrepancies, particularly for the Saturday peak hour being the

- highlighted trip generator, are highlighted in the attached copy of the Table. The Table along with the associated tables and analysis shall be revised accordingly.
2. The lane configurations identified for most ramp terminal intersections in the Synchro analysis must be corrected. Specifically, I need assistance studying the Glendale SB and QEW WBLT intersection, labelled 16 on the synchro map. Still, the synchro report identifies it as Glendale SB & W-S Ramp instead of E-S (east to south) ramp. I request a thorough re-examination all other intersections and update them, as necessary.
 3. After reviewing Table 2.2C, it is noticed that during Saturday peak hours (base year), the WBLT move is failing with service level 'F' and continues to fail for all future horizon years. I was just wondering when Glendale NB gets green for 40 seconds in each cycle and Glendale SB has a red. During this interval, there should be practically no traffic on the Glendale SB section downstream of the signalized intersection. The 40-second gap is sufficient for the WBL turning traffic to clear off the ramp efficiently.
 4. The report indicates that Paradigm undertook traffic data collection for the study. However, we have been informed that Paradigm is no longer RAQS-qualified for data collection. We have a serious concern with this issue that needs to be addressed.

Site Traffic Distribution: [see MTO TIS guidelines, trip distribution/assignment page 16](#)

- **524 York Road Phase 2, Parcel 6, and Parcel 7**, existing Traffic Patterns.
- **253 Taylor Road**, 2016 Transportation Tomorrow Survey zone 6052 and existing traffic patterns (consistent with *White Oaks Village, 253 Taylor Road Transportation Impact & Parking Study Update* completed by Paradigm in February 2024).

Remedial Measures: [see other comments](#)

- Left-turn lane warrants;
- Intersection improvements; and
- Signal warrants.

Access and Circulation Review:

- AutoTURN assessment.

Report: [see other comments](#)

- Report documenting the study methodologies, findings, conclusions, and recommendations.

Thank You,

Usama Ali

Corridor Management Planner (Hamilton/Niagara) | Corridor Management Office/Operations Division

Ministry of Transportation (Central Operations) | Ontario Public Service



Taking pride in strengthening Ontario, its places and its people

Upcoming Absence: November 10 & 11

John Federici, MCIP, RPP

From: Boudens, Adam <[REDACTED]>
Sent: December 15, 2025 12:07 PM
To: Peter Horn; John Federici, MCIP, RPP
Cc: Ian Barrett; Nash Colville; David Falletta; Young, Katie
Subject: RE: Woodland Enhancement Component for 524 York Road, Niagara-on-the-Lake
Attachments: Woodland Enhancement Component for 524 York Road, Niagara-on-the-Lake.pdf

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 were expecting it or know that the content is safe. Forward the email to IT to validate.

Hi Peter,

Regional Environmental Planning staff have reviewed the *Updated Restoration Locations for 524 York Road* figure and accompanying memo prepared by Colville Consulting Inc. (dated December 12, 2025). Overall, staff are satisfied that suitable off-site restoration areas have been identified to address the woodland impacts associated with Phases 1 and 2 of the 524 York Road redevelopment. A revised Environmental Impact Study (EIS) should be submitted to incorporate this updated information as part of the future resubmission.

With respect to the associated Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) applications, Regional staff will recommend that the full extent of existing Natural Environment System (NES) features be placed within a Holding Zone until Official Plan policies related to the removal of the Other Woodland have been satisfactorily addressed.

The Holding provision will ensure the following matters are resolved prior to the removal of the identified feature:

- Completion of detailed restoration design, including size, configuration, connectivity to the NES, and native species composition of the new woodland;
- Preparation of a long-term maintenance and management program;
- Provision of financial securities to cover restoration costs; and
- Execution of legal agreements securing the long-term protection of the new woodland.

Please let me know if you have any questions or wish to discuss further.

Happy Holidays!
Adam

Adam Boudens, MSc
Senior Environmental Planner /
Ecologist
Public Works Department
Niagara Region



P: [Redacted]
W: www.niagararegion.ca
E: [Redacted]



My workday may look different from your workday. Please do not feel obligated to respond outside of your normal working hours.

John Federici, MCIP, RPP

From: Municipal Planning <[REDACTED]>
Sent: January 12, 2026 3:12 PM
To: John Federici, MCIP, RPP
Subject: RE: Second Submission - OPA-01-2025 and ZBA-01-2025 - 524 York Road (Phase 2)

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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 continue to forward all municipal circulations and clearance letter requests electronically to [REDACTED].

Regards,

Willie Cornelio CET (he/him)

Sr Analyst, Municipal Planning
Engineering

ENBRIDGE

TEL: [REDACTED]
500 Consumers Rd, North York, ON M2J1P8

enbridge.com

Safety. Integrity. Respect. Inclusion.

John Federici, MCIP, RPP

From: Ali, Usama (MTO) <[REDACTED]>
Sent: January 27, 2026 4:49 PM
To: John Federici, MCIP, RPP
Cc: Peter Horn
Subject: RE: Second Submission - OPA-01-2025 and ZBA-01-2025 - 524 York Road (Phase 2)

Follow Up Flag: Follow up
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Good Afternoon John:

Re: **Provision of MTO Comments (Submission 2)**

OPA/ZBA Resubmission: **OPA-01-2025 and ZBA-01-2025**

Application Address: **524 York Road being Parcel 5, Niagara-On-The-Lake, ON (QEW)**

ZBA Purpose: **Amend Site-Specific provision to seek relief of Hotel Height and number of required loading and parking spaces**

OPA Purpose: **Amend the Hospitality Precinct designation to increase the permitted height and density and to permit standalone restaurants**

Proposed: **7-Storey Hotel and 1-Storey Restaurants (11,859m²) with 273 parking spaces**

Planner's Note:

- Original Development was for a 1 10-Storey Hotel and 2 1-Storey Restaurants (11,373m²) with 297 parking spaces
- Parcel 5 is captured in a MD-TIS

MTO is supportive of the OPA/ZBA and these comments was provided to the NOTL in Submission 1.

After review, the Ministry offers the following OPA/ZBA comments for Submission 2:

Site Plan

The MTO is satisfied with this submission.

Traffic

Pending.

Drainage

The MTO is satisfied with this submission

Site Lighting

The MTO is satisfied with this submission

I trust that the above is clear, however if you have any questions, please feel free to ask. Also, if you prepare a recommendation report to Council, please advise us of the Town's recommendation.

Best Regards,

Usama Ali

Corridor Management Planner (Hamilton/Niagara) | Corridor Management Office/Operations Division

Ministry of Transportation (Central Operations) | Ontario Public Service



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Upcoming Absence: January 26 thru 28

John Federici, MCIP, RPP

From: Sarah Mastroianni <[REDACTED]>
Sent: January 23, 2026 10:18 AM
To: John Federici, MCIP, RPP
Subject: RE: Second Submission - OPA-01-2025 and ZBA-01-2025 - 524 York Road (Phase 2)

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 were expecting it or know that the content is safe. Forward the email to IT to validate.

Good morning, John.

NPCA staff have reviewed the revised second submission materials for the above noted applications. Based on our review responsibilities, the NPCA has interest in this site, and the development will be subject to our regulations due to the valley area and watercourse (Six Mile Creek) located in the southwest portion of the subject lands.

NPCA staff have reviewed the submitted Geotechnical Reports (dated May 2015 and addendum letter dated December 23, 2025 both prepared by Soil-Mat Engineers) and note that staff are satisfied with the identified location of stable top of slope as noted within the reports and shown on the site plans. The NPCA is also satisfied with the future development and site alteration setback of 7.5m from the stable top of slope. It has also been confirmed that future stormwater outfalls for this Phase will use the existing outfall within Phase 1. This is satisfactory to the NPCA. It should be noted for reference that the NPCA's policies do not permit new outlets into the valley that would concentrate drainage over the slope or constitute works below top of stable slope, on the valley walls.

At this time, the NPCA offers no objections to the approval of the OPA/ZBA to facilitate the development on this property. NPCA staff will provide more detailed comments through the future site plan control application and subsequent NPCA permits that will be required for works within 15m of the valley and stable top of slope.

Please let me know if you have any questions.

Thank you.



Sarah Mastroianni
Manager, Planning and Permits

Niagara Peninsula Conservation Authority (NPCA)
3350 Merrittville Highway, Unit 9, Thorold, Ontario L2V 4Y6

[REDACTED]
www.npca.ca
[REDACTED]

Public Works Infrastructure Planning and Development Division

1815 Sir Isaac Brock Way, Thorold, ON L2V 4T7

905-980-6000 Toll-free: 1-800-263-7215

Via Email Only

January 26, 2026

Region File Numbers: PLOPA202500803, PLZBA202500804

John Federici, MCIP, RPP
Senior Planner
Town of Niagara-on-the-Lake
1593 Four Mile Creek Road
Virgil, ON L0S 1T0

Dear Mr. Federici:

**Re: Regional and Provincial Comments – 2nd Submission
Official Plan Amendment and Zoning By-law Amendment Applications
Town File Numbers: OPA-01-2025, ZBA-01-2025
Applicant: Darko Vranich
Location: 524 York Road, Niagara-on-the-Lake**

Regional Infrastructure Planning and Development staff has reviewed the second submission Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) applications for 524 York Road in the Town of Niagara-on-the-Lake. The applications are required to facilitate the development of a seven-storey hotel building, one single-storey commercial building containing a restaurant and associated surface parking.

The OPA is proposed to redesignate the subject lands to "Hospitality Precinct" with an exception to permit an increased height and surface parking along public streets. The ZBA proposes to modify the existing "Glendale Community Zoning District – Regional Commercial (RC1-15) – Site Specific Zone" with site specific provisions to permit additional height and reduced bicycle parking standards.

A pre-consultation meeting for this application was held on July 18, 2024. Regional staff provided comments on the first submission April 22, 2025. Comments related to noise impacts, urban design, and the natural environment system are advisory under the Planning Services Agreement (PSA) between the Region and the Town.

Comments pertaining to Regional infrastructure and waste collection are provided in accordance with the Memorandum of Understanding for Engineering Review and are Regional requirements to be addressed.

Noise Impacts

The *Provincial Planning Statement, 2024 (PPS)* and *Niagara Official Plan, 2022 (NOP)* state that major facilities (including transportation corridors as well as industrial uses) and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants. Further, the Regional Road Traffic Noise Control Policy (PW5.NO1.0) requires that all development applications for sensitive uses along existing Regional roads be considered for noise abatement features.

The development is subject to aircraft noise from the Niagara District Airport, traffic-related noise from York Road and the QEW, as well as stationary noise from rooftop mechanical equipment at the nearby commercial uses. Staff note that the NPC-300 Guidelines classify hotel/motel uses as a noise sensitive commercial purpose building, which qualifies as a noise sensitive land use.

Through the first submission, Regional staff reviewed the *Noise Impact Study* prepared by Thornton Tomasetti (dated February 18, 2025). Through the study it was confirmed that indoor sound levels are predicted to meet NPC-300 thresholds, provided central air conditioning is installed for all units located at the east and west facades of the building and a Type 'D' warning clause be included in the development agreements for the development.

Sections 4.1 and 4.4.1 of the Noise Impact Study, prepared by Thornton Tomasetti (dated February 18, 2025) note that the south façade (York Road) was not assessed, as the south façade included windows for the hotel corridor only and is therefore not noise sensitive.

Given the changes to the layout of the site, an Environmental Noise Addendum, prepared by Thornton Tomasetti (dated January 15, 2026) has been provided. The Addendum concludes that with the re-orientation of the building along York Road, façade construction meeting the minimum requirements of the Ontario Building Code are sufficient. The ventilation (mandatory air conditioning) and warning clauses (Type D) from the 2025 Noise Study are applicable to the south façade hotel suites.

Staff advise these mitigation measures and warning clauses can be implemented through the site plan agreement. Confirmation that the findings of the Study and Addendum remain applicable should be provided at the time of site plan when detailed plans are prepared.

Urban Design

Regional Urban Design staff is satisfied with the Landscape Concept Plan, prepared by Adesso Design Inc. (dated December 18, 2025) which addresses previous comments by Staff. Staff offer no further comments.

Natural Environment System

The subject property is affected by the NOP Natural Environment System (NES), which includes a Permanent/Intermittent Watercourse and an 'Other Woodland.' In the Regional comment letter dated April 22, 2025, Regional Environmental Planning staff requested clarification regarding the methodology used to classify the woodland and proposed a joint site visit with the applicant's agents and agency staff to verify the woodland boundary in the field.

Site visits were conducted on July 31, September 30, and December 2, 2025, to confirm the woodland dripline and assess potential locations for woodland restoration. Staff also reviewed the Revised Scoped Environmental Impact Study (EIS) prepared by Colville Consulting Inc. (December 2025), submitted in response to previous Regional comments.

Based on the supplemental information provided, staff are satisfied that the EIS adequately supports classifying the woodland as an 'Other Woodland.' Furthermore, staff find that, consistent with NOP policies, the EIS demonstrates that the proposed woodland removals will not result in negative environmental impacts. In accordance with NOP requirements, when an applicant proposes to remove a portion of a woodland, a Woodland Enhancement Plan must be prepared to offset the proposed removals, with the objective of establishing native woodland habitat of equal or greater area.

Regional and Town planning staff worked collaboratively with the applicant's team to identify appropriate woodland enhancement areas. As shown in Figure 6 of the EIS, woodland enhancements are proposed to occur on applicant-owned lands immediately north of the subject property (425 Queenston Road, Niagara-on-the-Lake) and on additional applicant-owned lands located south of York Road and west of Townline Road. The Region is satisfied that the area identified for enhancement is sufficient to meet the minimum requirements for the Woodland Enhancement Plan and that specific details relating to planting densities and species composition can be provided through the review of future applications.

Staff offer no objections to the applications, subject to the inclusion of a Holding Provision over the entirety of the mapped 'Other Woodland.' The Holding Provision should remain in effect until the Woodland Enhancement Plan has been implemented at the locations identified in Figure 6 of the Revised EIS.

Road Allowance

The subject property has frontage along Regional Road 81 (York Road). A daylighting triangle of 6 metres by 6 metres is required at the corner of York Road and Counsell Street to maintain sightlines.

Property conveyances will be requested as a condition of approval at the time of future site plan. The required property is to be shown on all future site/engineering plans prepared for this development.

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The applicant is responsible for obtaining any applicable Regional road use permits:

- Construction encroachment permit is required for any construction work to be completed on or below the Regional road allowance.
- Entrance permit is required for any private road entranceway, driveway, gate or facility constructed as a means of access to a Regional road.
- Sign permit is required for placing any sign, notice or advertisement within 20 metres of the centreline of a Regional road.
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Permit applications can be made through the following link:

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Restorations within the Regional right-of-way are to be to Niagara Region standards:

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Survey evidence adjacent to Regional road allowances is not to be damaged or removed during the development of the property. The future site plan agreement shall include a clause requiring the applicant to obtain a certificate from an Ontario Land Surveyor stating that all existing and new evidence is in place at the completion of the development.

Transportation Study

Staff has reviewed the submitted Transportation Impact Study (TIS), prepared by Paradigm (dated December 2025). The study was prepared as a multi-development TIS, possibly at the request of the MTO, though also helpful for the Region to anticipate future improvements to accommodate development of the wider area. However, it may

January 26, 2026

be that certain improvements are not necessary to accommodate the subject Phase 2 development specifically.

Staff request that the TIS be updated, or an addendum be prepared, to present a scenario considering site traffic generated by the Phase 2 development only, to clarify which improvements are necessary at this time.

Regarding the contemplated turning restriction at York Road and Counsell Street, based on coordination with Town and Regional staff (email from Town Nov. 14, 2025, and email from Region Nov. 24, 2025), it is understood that the municipality is supportive of the intersection operating "as is" for the interim.

In the future, should Counsell Street be extended to the north as proposed in the Glendale Secondary Plan, providing another potential route for Purolator (existing), the restriction could be reconsidered.

Engineering Drawings

Staff has reviewed the submitted engineering drawings, prepared by Mata J Architects (dated December 8, 2025) and offer the following comments:

- A Complete IFC drawing set must be submitted with any Regional Construction Encroachment permit application, in addition to any previously submitted drawings. Permit review will not proceed without it.
- All restorations within the ROW along Regional Road 81 (York Rd) are to be noted on the plan and are to be as per Niagara Region Construction Encroachment Specifications

Standard Tree Planting Note

The developer will be responsible for any proposed street tree plantings within the Regional boulevard and all associated costs. Prior to these tree plantings, the proposed tree locations are to be staked with the tree species labelled, and the developer is to contact the individual listed below to assess and approve the proposed locations and species:

Jeff Hill, Supervisor, Forestry & Road Operations

Email: [REDACTED]

Phone: [REDACTED]

Functional Servicing Review

Staff agree that the proposed development is to be serviced through the existing local system and offer no further comments.

Sewer Use By-law

Niagara Region has a Sewer Use By-Law that requires the owner/occupant of commercial, institutional or industrial premises to install and maintain a suitable maintenance access point (manhole) at each sanitary connection to allow observation, sampling and flow measurement of sewage effluent from the development. Each maintenance access point must be located entirely on the property of the owner, as close to the property line as possible.

The full requirements of the Region's Sewer Use By-Law are available online:

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The Functional Servicing & Stormwater Management Report, prepared by C.F. Crozier and Associates Inc. (dated December 2025) proposes on-site water quantity and quality control. Staff will review detailed plans at the site plan stage to ensure there will be no adverse impacts to York Road (Regional Road 81) and Glendale Avenue (Regional Road 89).

Waste Collection

Niagara Region provides curbside waste collection for developments that satisfy its Procedure for Requirements for Waste Collection. The proposed development may be eligible to receive Regional curbside waste collection provided that the owners/tenants bring the waste to the curbside on their designated pick up day, and that the applicable waste collection limits noted below are not exceeded.

Commercial Waste Collection Limits:

- Green – 8 green carts (collected weekly)
- Waste – 8 bag/can limit (collected bi-weekly)

Region staff have reviewed the submitted site plan (A.201) and acknowledge that the development is proposing to utilize in-ground Molok waste containers. The applicant is advised that this method of waste storage is not eligible for Regional collection and waste collection for the subject property will be the responsibility of the owner through a private waste collection contractor.

Circular Materials Ontario is responsible for the delivery of residential blue and grey box recycling collection services, and related information may be found at the following link:

<https://www.circularmaterials.ca/resident-communities/niagara-region/>

January 26, 2026

Conclusion

From a Provincial and Regional policy standpoint, it is the responsibility of Town staff to evaluate whether the proposal is consistent with the *Provincial Planning Statement* and conforms to the *Niagara Official Plan*.

To assist Town with their review, staff recommend the inclusion of a Holding (H) provision over the entirety of the mapped 'Other Woodland'. This Holding provision should remain in effect until such time as the Woodland Enhancement Plan has been implemented at the locations identified in Figure 6 of the Revised EIS.

From a Regional infrastructure perspective, staff request that the Traffic Impact Study be updated, or an addendum be prepared, to present a scenario considering site traffic generated by the Phase 2 development only, to clarify which improvements are necessary at this time prior to Council approval.

If you have any questions related to the above comments, please contact the undersigned at [REDACTED]

Kind regards,



Katie Young, MCIP, RPP
Senior Planner

cc: Josh Wilson, P.Eng., Manager (A), Development Engineering
Maggie Ding, P.Eng., Stormwater Management Engineer
Adam Boudens, M.Sc., Senior Environmental Planner
Philippe Biba, Development Approvals Technician
Khaldoon Ahmad, MRAIC, MCIP, RPP, Manager, Urban Design & Landscape Architecture

John Federici, MCIP, RPP

From: Daniel Pilon <[REDACTED]>
Sent: January 30, 2026 12:19 PM
To: John Federici, MCIP, RPP
Cc: Alick Feller; Larry Coplen
Subject: Re: Second Submission - OPA-01-2025 and ZBA-01-2025 - 524 York Road (Phase 2)

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 were expecting it or know that the content is safe. Forward the email to IT to validate.

John

Please consider this our official comments.

We have completed an assessment based on the documents provided, and it would suggest that, given the height of the location, the building as proposed is fully compliant with the Airport Zoning Regulations in that location. Should there be no changes to the existing information, Niagara District Airport would have no concerns with the proposal.

I would add that official heights typically are provided to us through the NAV Canada assessment that would take place, and should the proponent need information on that process for submission of documents to NAV, please have them reach out to us and we will provide the necessary connections.

Thanks again John,

Dan



Daniel Pilon
CEO, Niagara District Airport

[REDACTED]
www.niagaradistrictairport.ca

[REDACTED]
468 Niagara Stone Road, Virgil, ON L0S 1J0

John Federici, MCIP, RPP

From: Ali, Usama (MTO) <[REDACTED]>
Sent: February 12, 2026 6:21 PM
To: John Federici, MCIP, RPP
Cc: Peter Horn; Prestinaci, Matthew (MTO)
Subject: RE: Second Submission - OPA-01-2025 and ZBA-01-2025 - 524 York Road (Phase 2)

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 were expecting it or know that the content is safe. Forward the email to IT to validate.

Good Afternoon John;

For this proposed development, yes, the Town of NOTL can prepare their recommendation report prior to receiving MTO’s comments on the MD-TIS.

As mentioned, MTO is supportive of the OPA/ZBA because this development should not have negative impact on the Provincial Highway Network; the conclusion & recommendation from the MD-TIS may state whether developer-driven improvements is required to rectify any negative impact(s) on the Provincial Highway Network. Any outstanding comments from the Traffic Office can be addressed later during this OPA/ZBA review or at the SPA stage. On this note, the Town of NOTL can acknowledge that the MTO’s review is not complete in their recommendation report; MTO recommends council to reflect the following in the report (if it chooses):

“MTO permits should not be applied for until MTO is satisfied with all components of submission and has cleared the site.”

Hopefully the above address your question on whether the Town of NOTL can proceed to prepare their recommendation report.

Kind Regards,

Usama Ali

Corridor Management Planner (Hamilton/Niagara) | Corridor Management Office/Operations Division
Ministry of Transportation (Central Operations) | Ontario Public Service
[REDACTED]



Taking pride in strengthening Ontario, its places and its people

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 were expecting it or know that the content is safe. Forward the email to IT to validate.

Good Afternoon John:

Re: **Provision of MTO Comments (Submission 2)**

OPA/ZBA Resubmission: **OPA-01-2025 and ZBA-01-2025**

Application Address: **524 York Road being Parcel 5, Niagara-On-The-Lake, ON (QEW)**

ZBA Purpose: **Amend Site-Specific provision to seek relief of Hotel Height and number of required loading and parking spaces**

OPA Purpose: **Amend the Hospitality Precinct designation to increase the permitted height and density and to permit standalone restaurants**

Proposed: **7-Storey Hotel and 1-Storey Restaurants (11,859m²) with 273 parking spaces**

Planner's Note:

- Original Development was for a 1 10-Storey Hotel and 2 1-Storey Restaurants (11,373m²) with 297 parking spaces
- Parcel 5 is captured in a MD-TIS

MTO is supportive of the OPA/ZBA and these comments was provided to the NOTL in Submission 1.

After review, the Ministry offers the following OPA/ZBA comments for Submission 2:

Site Plan

The MTO is satisfied with this submission.

Traffic

Pending.

Drainage

The MTO is satisfied with this submission

Site Lighting

The MTO is satisfied with this submission

I trust that the above is clear, however if you have any questions, please feel free to ask. Also, if you prepare a recommendation report to Council, please advise us of the Town's recommendation.

Best Regards,

Public Works Infrastructure Planning and Development Division

1815 Sir Isaac Brock Way, Thorold, ON L2V 4T7

905-980-6000 Toll-free: 1-800-263-7215

Via Email Only

March 5, 2026

Region File Numbers: PLOPA202500803, PLZBA202500804

John Federici, MCIP, RPP
Senior Planner
Town of Niagara-on-the-Lake
1593 Four Mile Creek Road
Virgil, ON, L0S 1T0

Dear Mr. Federici:

**Re: Regional and Provincial Comments – 3rd Submission
Official Plan Amendment and Zoning By-law Amendment Applications
Town File Numbers: OPA-01-2025, ZBA-01-2025
Applicant: Darko Vranich
Location: 524 York Road, Niagara-on-the-Lake**

Regional Infrastructure Planning and Development staff has reviewed the third submission Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) applications for 524 York Road in the Town of Niagara-on-the-Lake. The applications are required to facilitate the development of a seven-storey hotel building, one single-storey commercial building containing a restaurant and associated surface parking.

The OPA is proposed to redesignate the subject lands to "Hospitality Precinct" with an exception to permit an increased height and surface parking along public streets. The ZBA proposes to modify the existing "Glendale Community Zoning District – Regional Commercial (RC1-15) – Site Specific Zone" with site specific provisions to permit additional height and reduced bicycle parking standards.

A pre-consultation meeting for this application was held on July 18, 2024. Regional staff provided comments on the first submission April 22, 2025, and the second submission January 26, 2026.

The third submission consists of a Transportation Impact Assessment Addendum, prepared by Paradigm Transportation Solutions Limited (dated February 23, 2026) to address Regional comments provided through the second submission.

Comments related to noise impacts, urban design, and the natural environment system are advisory under the Planning Services Agreement (PSA) between the Region and the Town.

Comments pertaining to Regional infrastructure and waste collection are provided in accordance with the Memorandum of Understanding for Engineering Review and are Regional requirements to be addressed.

Noise Impacts

The *Provincial Planning Statement, 2024 (PPS)* and *Niagara Official Plan, 2022 (NOP)* state that major facilities (including transportation corridors as well as industrial uses) and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants. Further, the Regional Road Traffic Noise Control Policy (PW5.NO1.0) requires that all development applications for sensitive uses along existing Regional roads be considered for noise abatement features.

The development is subject to aircraft noise from the Niagara District Airport, traffic-related noise from York Road and the QEW, as well as stationary noise from rooftop mechanical equipment at the nearby commercial uses. Staff note that the NPC-300 Guidelines classify hotel/motel uses as a noise sensitive commercial purpose building, which qualifies as a noise sensitive land use.

Through the first submission, Regional staff reviewed the *Noise Impact Study* prepared by Thornton Tomasetti (dated February 18, 2025). Through the study it was confirmed that indoor sound levels are predicted to meet NPC-300 thresholds, provided central air conditioning is installed for all units located at the east and west facades of the building and a Type 'D' warning clause be included in the development agreements for the development.

Sections 4.1 and 4.4.1 of the Noise Impact Study, prepared by Thornton Tomasetti (dated February 18, 2025) note that the south façade (York Road) was not assessed, as the south façade included windows for the hotel corridor only and is therefore not noise sensitive.

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Staff advise these mitigation measures and warning clauses can be implemented through the site plan agreement. Confirmation that the findings of the Study and Addendum remain applicable should be provided at the time of site plan when detailed plans are prepared.

Urban Design

Regional Urban Design staff is satisfied with the Landscape Concept Plan, prepared by Adesso Design Inc. (dated December 18, 2025) which addresses previous comments by Staff. Staff offer no further comments.

Natural Environment System

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Regional and Town planning staff worked collaboratively with the applicant's team to identify appropriate woodland enhancement areas. As shown in Figure 6 of the EIS, woodland enhancements are proposed to occur on applicant-owned lands immediately north of the subject property (425 Queenston Road, Niagara-on-the-Lake) and on additional applicant-owned lands located south of York Road and west of Townline Road. The Region is satisfied that the area identified for enhancement is sufficient to meet the minimum requirements for the Woodland Enhancement Plan and that specific details relating to planting densities and species composition can be provided through the review of future applications.

Staff offer no objections to the applications, subject to the inclusion of a Holding Provision over the entirety of the mapped 'Other Woodland.' The Holding Provision should remain in effect until the Woodland Enhancement Plan has been implemented at the locations identified in Figure 6 of the Revised EIS.

Road Allowance

The subject property has frontage along Regional Road 81 (York Road). A daylighting triangle of 6 metres by 6 metres is required at the corner of York Road and Counsell Street to maintain sightlines.

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Transportation Study

Staff has reviewed the submitted Transportation Impact Study (TIS) Addendum, prepared by Paradigm (dated February 23, 2026). The TIS Addendum confirmed that no upgrades to Regional road infrastructure is required. Staff find the study to be acceptable.

Engineering Drawings

Staff has reviewed the submitted engineering drawings, prepared by Mata J Architects (dated December 8, 2025) and offer the following comments:

- A Complete IFC drawing set must be submitted with any Regional Construction Encroachment permit application, in addition to any previously submitted drawings. Permit review will not proceed without it.
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Email: [REDACTED]

Phone: [REDACTED]

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To assist Town with their review, staff recommend the inclusion of a Holding (H) provision over the entirety of the mapped 'Other Woodland'. This Holding provision should remain in effect until such time as the Woodland Enhancement Plan has been implemented at the locations identified in Figure 6 of the Revised EIS.

From a Regional infrastructure perspective, staff offer no objections to the proposed applications. Further review and comment will be provided at the time of future site plan as detailed within this letter.

March 5, 2026

If you have any questions related to the above comments, please contact the undersigned at [REDACTED]

Kind regards,



Katie Young, MCIP, RPP
Senior Planner

cc: Josh Wilson, P.Eng., Manager (A), Development Engineering
Maggie Ding, P.Eng., Stormwater Management Engineer
Adam Boudens, M.Sc., Senior Environmental Planner
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