Appendix I

Official Plan

April 14, 2026

Town of Niagara-on-the-Lake
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Niagara-on-the-Lake

OFFICIAL PLAN

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Appendix 2 – Wild Land Fire Susceptibility
Appendix 3 – Glendale Secondary Plan Urban Design Guidelines

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Niagara-on-the-lake

OFFICIAL PLAN

BACKGROUND – Purpose and Organization of the Plan

This Official Plan for the Town of Niagara-on-the-Lake replaces the previous Official Plan, which was adopted in 1994. It addresses local and provincial planning initiatives while protecting and enhancing the distinctive character of the Town, its unique agricultural capabilities and its quality of life.

Pursuant to the provisions of the Planning Act, R.S.O. 1990, c. P.13, as amended (the "Planning Act"), the Official Plan recognizes the planning responsibilities of the Town to guide *development* within the broader Provincial policy-led planning system. It is not intended to replace any federal or provincial policy, the Greenbelt Plan or the Niagara Escarpment Plan. It is intended to implement and apply those policies as they pertain to Niagara-on-the-Lake.

Provincial planning documents that impact planning in the Town include:

- Provincial Planning Statement (2024) (the "PPS");
- Greenbelt Plan (2017) (the "Greenbelt Plan");
- Niagara Escarpment Plan (2017) (the "NEP");
- various amendments to the Planning Act and related Regulations; and
- various Provincial Guidelines that interpret and implement the above policy documents.

The focus of this Plan is to encourage a sustainable model of *development*, based on the Town's historic commitment to heritage conservation, supporting specialty crop production as a key economic engine for the Town, and planning for compact walkable communities with convenient access to a mix of jobs, shopping, services, community facilities and open space. The Plan supports agricultural production, manages the interface between rural and settlement areas, protects *built heritage resources* and *cultural heritage landscapes* and the unique *working landscape* that defines Niagara-on-the-Lake.

The sections of this Plan represent minimum standards. Decision-makers are encouraged to go beyond these minimum standards to address matters of importance, unless doing so would conflict with any section of this Plan.

The Preamble to this Plan – Towards a Sustainable Future for Niagara-on-the-Lake sets out the Provincial, Regional and local planning context and is a non-operative part of this Plan.

The Plan consists of text and Schedules, as follows:

Section 1	Framework for a Sustainable Community: the long-term vision for planning in the Town, including identifying the Town's community structure and growth management strategy.
Section 2	Protected Countryside/Specialty Crop Area – the Agricultural Resource: policies for encouraging specialty crop production, supporting agriculture and managing development within the Protected Countryside.
Section 3	Settlement Areas: policies for development within the five (5) settlements in the Town.
Section 4	Niagara Escarpment Plan Area: policies for development within the limits of the Niagara Escarpment Plan.
Section 5	Niagara District Airport: the policies for development within the Airport lands.
Section 6	Heritage, Archaeology and Culture: policies for conservation and management of built and cultural heritage, and archaeological resources.
Section 7	Natural Heritage System: policies for protection and management of the NOTL natural heritage system.
Section 8	Infrastructure: policies related to transportation, services and utilities.
Section 9	Implementation and Administration: establishing the processes and tools available to the Town to assist with the implementation of the policies in the Plan.
Section 10	Secondary Plans: policies that provide more detailed guidance on growth and development in settlement areas or in parts of settlement areas.
Section 11	Plan Interpretation: providing guidance on how to interpret aspects of the plan, including definitions relevant to the Plan.

Schedule A	Community Structure
Schedule B1 to B6	Land Use
Schedule B7	Growth Management
Schedule C1	Natural Environment System
Schedule C2	Natural Heritage System
Schedule C3	Key Hydrologic Areas

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Schedule D1	Heritage Resources and Archaeology
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Schedule E1	Transportation Network
Schedule E2(1)	Road Right-of-Way Widths – Municipal Roads
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Schedule F	Recreational Trails and Major Open Space

The following Appendices are included in the Plan, to provide additional policy guidance on specific issues. These include:

Appendix 1 – Niagara-on-the-Lake Agricultural Infrastructure System

Appendix 2 – Wild Land Fire Susceptibility

Appendix 3 – Glendale Secondary Plan Urban Design Guidelines

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PREAMBLE – Toward a Sustainable Future for Niagara-on-the-Lake

Niagara-on-the-Lake – History and Context

The Town of Niagara-on-the-Lake is a unique community in Ontario. Its character is defined by it's the ability to grow crops that cannot be grown easily in other parts of Ontario, tender fruit and grapes, historic settlements, buildings and sites, highly productive crop production, small plot farms and a benevolent micro-climate. Agricultural production which is an historic keystone of the Town is enhanced by a unique *Niagara-on-the-Lake Agricultural Infrastructure System* serving the specialized needs of the agricultural community. Its tree lined streets and cultural landscapes from earlier periods of the country's history define its character and enhance the Town's charm. The challenge is to promote *development* that respects and enhances this unique character. The Official Plan is a strategic planning document that will address this challenge by guiding *development* to meet the needs of the community, balance economic, social, heritage and environmental concerns, and support the unique agricultural resource that is such a fundamental element of the Town's character and economy.

Niagara-on-the-Lake has a rich history and is home to a large number of the Province's earliest and most *significant built heritage resources* and *cultural heritage landscapes*. It has been inhabited for over 11,000 years, first by First Nations and Indigenous peoples, and then, as early as 1783, by United Empire Loyalists fleeing persecution after the American Revolution. The Town is situated on treaty lands by the Niagara Purchase Treaty of 1781, also known as Treaty 381 and the Between the Lakes Treaty, No.3 of 1792. Governor Simcoe's arrival in 1792 brought organized government to the colony and Newark, as Simcoe named it, became the first capital of Upper Canada.

Niagara-on-the-Lake has a strong agricultural heritage. Its tender fruit and grape lands are a nationally significant, non-renewable resource, one of only a limited number of areas in Canada that can produce tender fruit. This resource is a key component of the Town's economy. In addition to producing crops not easily produced in other parts of the province, agricultural production generates revenue and employment and supports secondary businesses. Its agricultural community attracts visitors to its wineries, *roadside produce outlets (fruit stands)*, agricultural markets and culinary facilities. Agriculture is and always has been a key economic engine supporting prosperity in the Town.

Since its incorporation in 1970, the Town has experienced limited but steady population growth. Over time there has been a shift in demographics resulting in an aging demographic profile and a larger proportion of seniors than youth in the Town.

The Town is strategically located on the American border and is directly served by the Queen Elizabeth Way, nearby GO rail service and cycling access. Its location, close to major population centres and the border, its rural character, benevolent climate, cultural attractions and scenic beauty, make it a popular destination for visitors and an attractive retirement destination.

Niagara-on-the-Lake consists of five (5) settlement areas: Old Town, Queenston, St. Davids, Virgil and Glendale.

Old Town and Queenston are compact, walkable communities with *significant built heritage resources*. They are stable residential communities.

St. Davids is centred on the intersection of Four Mile Creek and York Roads. Historically it was the site of the first industrial *development* in Niagara-on-the-Lake with numerous mills along the Four Mile Creek. Later it became a centre for large-scale fruit processing. More recently, with the introduction of sewers, St. Davids is experiencing significant *residential development.*

Virgil has historically been a crossroads and service centre for the agricultural area of the Town. It is the seat of the municipal government and home to a number of financial institutions and other retail and service businesses. The commercial centre stretches mainly along Niagara Stone Road. Virgil is experiencing significant residential and commercial *development.*

Glendale is the newest of the settlement areas. It is divided by the Queen Elizabeth Way with industrial and large-scale commercial *development* on the north side of the highway and a large-scale educational institution (Niagara College), a hotel, major retail and *residential development* on the south side of the highway. Within the Region of Niagara, Glendale is a hub and the major location for future *designated growth area development* in the Town. Glendale is subject to the direction of the Glendale Secondary Plan and has been identified as a *Strategic Growth Area.*

The Niagara-on-the-Lake Act enacts specific provincial legislation to establish and maintain an agricultural irrigation system which works in conjunction with a drainage system throughout the Town. This legislation establishes a unique and essential support system for the Town's tender fruit and grape sectors. While sections of this system are part of the *natural heritage system* other components have been engineered and constructed. These constructed features that are components of the *Niagara-on-the-Lake Agricultural Infrastructure System* are differentiated on and shown on Appendix 1 – Niagara-on-the-Lake Agricultural Infrastructure.

Provincial Planning Context

Planning Act, R.S.O. 1990 (the Planning Act)

Ontario's planning framework consists of a hierarchy of legislation and policies. Key to this framework is the Planning Act, which provides the general authority for the preparation of a municipal official plan. The Planning Act recognizes matters of Provincial interest that must be considered when undertaking local planning to implement their policy directions.

The Planning Act requires that municipal planning documents be in conformity with Provincial plans and be consistent with Provincial planning statements, with regard to growth management; resource management and protection; economic development, and other matters.

Provincial Planning Statement (PPS)

The PPS identifies matters of provincial interest in land use planning. The current PPS has been in effect since October 20, 2024.

The PPS provides direction to the Province and local planning authorities on matters of Provincial interest related to land use planning and *development*. These matters include:

- managing and directing land use to achieve efficient, resilient *development* and land use patterns;
- wise use and management of resources including natural heritage, water, agriculture, minerals, mineral aggregate cultural heritage, and *archaeological resources*; and
- protecting public health and safety.

The Plan is required to be consistent with the provisions of the PPS.

Greenbelt Plan (2017)

The Greenbelt Plan establishes a policy framework to support sustainable, agricultural, natural heritage and resource management activities. It directs where urbanization should not occur to provide permanent protection to the agricultural land base and the ecological features and functions occurring in the landscape. The Greenbelt Plan provides permanent agricultural and environmental protection through a systems approach and supports a wide range of recreational and tourism uses and opportunities. The Greenbelt Plan also permits a range of uses that support a vibrant and evolving agricultural and rural economy.

Niagara-on-the-Lake, with the exception of the lands identified in the Ontario Power Generation Policy Area, is entirely located within the Greenbelt Area, and includes the Protected Countryside, Towns/Villages, and Niagara Escarpment Plan Area.

The Town is also within the Niagara Peninsula Tender Fruit and Grape Area, one of only two (2) *speciality crop areas* in Ontario. *Specialty crop areas* are subject to specific flexible provisions that acknowledge and accommodate the requirements of tender fruit and grape production. These policies are designed to encourage and support ongoing tender fruit and grape production on these lands.

This Plan is required to conform with the Greenbelt Plan.

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Niagara Escarpment Plan (2017) (NEP)

The NEP provides for the maintenance of the Niagara Escarpment and the land in its vicinity as a continuous natural environment and ensures that any *development* that occurs is *compatible* with the natural environment.

In the event of a conflict between the provisions of this Plan and those of the NEP, as amended from time to time, the Provincial Plan shall prevail. Provisions of this Plan that are more restrictive than those of the Provincial Plan, however, shall apply unless specifically prohibited by the Provincial Plan.

This Plan is required to conform with the NEP.

Provincial Guidelines

To assist in implementing provincial policies, the province has issued a series of Guidelines. Where applicable, these Guidelines as issued and updated from time to time, shall be used in interpreting and applying the policies of this Plan.

Regional Planning Context

Niagara Region

Niagara-on-the-Lake is one of 12 local municipalities in the Region of Niagara. The removal of land use planning responsibilities from Niagara Region was proclaimed as March 31, 2025. The Ministry of Municipal Affairs and Housing replaced Niagara Region Council as the approval authority for new official plans and some types of official plan amendments.

Niagara Peninsula Conservation Authority (NPCA)

The NPCA is responsible for programs designed to further the conservation, restoration, development and management of natural resources. NPCA regulates lands impacted by natural hazards, including flooding, erosion, *wetlands*, unstable soil and unstable bedrock.

Within NPCA Regulated areas, the NPCA provides approvals for various activities within its mandate under the Conservation Authorities Act.

This Plan complies with applicable Conservation Authority Regulations that fall under the jurisdiction of the NPCA.

The Town will have regard for guidelines adopted by the NPCA.

Niagara Parks Commission (NPC)

The NPC is responsible for management, control and development of lands under its ownership and control along the Niagara Parkway. The NPC has authority to maintain and improve the natural and cultural heritage of the Town along the Niagara River.

Within its jurisdiction and mandate, the NPC provides approvals for buildings and structures, signs and access in accordance with the Niagara Parks Act and the Public Transportation and Highway Improvement Act.

The comments of the NPC shall be considered pertaining to *development* applications in accordance with its policies.

The Town will work with the NPC to ensure the conservation of *built heritage resources* and *cultural heritage landscapes*.

Federal Agencies

Several Federal Agencies operate in the Town of Niagara-on-the-Lake. These include Parks Canada, the St. Lawrence Seaway Management Corporation (Welland Canal), Transport Canada, Department of Fisheries and Oceans (DFO) and others.

Federal Agencies are not subject to local planning requirements. However, they are encouraged to comply with the provisions of this Plan.

The Town will work with various Federal Agencies to implement the provisions of this Plan.

Parks Canada has responsibility for numerous heritage assets in the Town. Town policies will be sensitive to those heritage assets. The Town will work closely with Parks Canada in the preservation and interpretation of heritage assets in the Town.

Lands in the vicinity of the Niagara District Airport are subject to Federal Airport Zoning Regulations that include height restrictions due to potential aviation safety hazards.

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SECTION 1 A Framework for a Sustainable Community

1.1 Community Vision

Niagara-on-the-Lake's vision for a sustainable future was established through extensive consultation during a Community Vision process. This vision identified the need for a well-planned, built environment that respects the Town's unique rural character and *built heritage resources* and *cultural heritage landscapes*. Growth is to be managed in a balanced manner, meeting resident and business needs. Agriculture, specifically tender fruit and grape production, is recognized as a key economic engine in the Town and a defining element of its character.

1.1.1 The Official Plan reflects the adopted Community Vision:

Niagara-on-the-Lake is a fiercely independent, economically empowered Town offering a rich tapestry of recreational, historical, cultural, and educational opportunities, public green spaces and a uniquely valuable agricultural area. Our stunning landscape offers a rich experience where the journey equals the destination.

We are a community for everyone. We are a resilient, distinctive and dynamic Town in which to live, work and learn. Through responsible stewardship we preserve the balance of values that makes us a world-class destination. Although we dream big, we stay true to our small Town roots.

1.1.2 The Community Vision process identified eight (8) strategic pillars and a number of associated goals to ensure the community vision is fulfilled to the year 2051. The eight strategic pillars are:

(1) A prosperous and diverse economy;

(2) Strong environmental stewardship and response to climate change;

(3) An inclusive, integrated, healthy town;

(4) A centre for culture, heritage and recreation, founded on conservation of *built heritage resources* and *cultural heritage landscapes;*

(5) Mobility choices through a complete *multi-modal* transportation network;

(6) A well-planned built environment;

(7) A prosperous and sustainable agriculture sector; and

(8) Well-managed municipal finances.

The Official Plan will implement the Community Vision, strategic pillars and goals, as appropriate.

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1.2 Community Structure

1.2.1 The Town contains several distinct structural elements, which have evolved over time and contribute to its character and community structure. Schedule A identifies the components of the community structure, which include:

a) the Protected Countryside / The Unique *Specialty Crop Area*, comprised largely of the Niagara Peninsula Tender Fruit & Grape Areas (*Specialty Crop Area*) as identified in the Greenbelt Plan;
b) the five settlement areas of Old Town, Queenston, St. Davids, Virgil and Glendale;
c) the Niagara District Airport;
d) the Niagara Escarpment Plan Area; and
e) the Ontario Power Generation Policy Area.

1.2.2 This structure is overlain by a *Natural Heritage System* (Schedule C2), which includes the Niagara-on-the-Lake Agricultural Infrastructure System (also shown on Appendix 1 and Transportation Network (Schedule E1 to E2(2)).

1.2.3 The Protected Countryside also includes Major Open Space, Niagara District Airport Lands and Licensed Aggregate Operations, designations.

1.2.4 The settlement areas range in size and level of service but strive to be *complete communities*. With the exception of Glendale, the settlement areas are moderate in scale, with well-defined urban boundaries, serviced with municipal water and sewer services. Most contain a mix of land uses and well established, stable residential neighbourhoods.

1.2.5 Old Town and Queenston, in particular, include *significant built heritage resources and cultural heritage landscapes* that must be *conserved*. Most of the Town's administrative, educational, health care, and community facilities are located in, or *adjacent* to, the settlement areas.

1.2.6 The settlement area boundaries have defined limits established by the Greenbelt Plan and settlement area expansions are not permitted to extend into the *specialty crop area* or are subject to Niagara Escarpment Plan Area requirements. As such, there are no opportunities for the physical expansion of the settlement areas. *Development* will occur within the existing settlement area boundaries except as permitted by the PPS or Greenbelt Plan outside settlement areas.

1.2.7 The Niagara District Airport represents a *development* area in the Town that includes the lands in and around the airport that are developed as an airport and other related employment uses.

1.2.8 The Niagara Escarpment Plan Area applies to lands in the southern portion of the Town, and includes Escarpment Natural Area, Escarpment Protection Area, and Escarpment Rural Area, as defined in the Niagara Escarpment Plan. While St. Davids and Queenston are Minor Urban Centres according to

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the Niagara Escarpment Plan, they are included in the Settlement Areas section of this Plan.

1.2.9 The Ontario Power Generation Policy Area contains a large constructed reservoir and additional lands owned by Ontario Power Generation (OPG), Bridge Commission and Niagara Parks, and are located outside of the Niagara Escarpment Plan Area and the Greenbelt Plan Area. Lands under the jurisdiction of OPG are not subject to the policies of this Official Plan. The constructed reservoir is one of the sources of water for the *Niagara-on-the-Lake Agricultural Infrastructure System.*

1.3 Economic Strategy

1.3.1 This Plan promotes the need for a prosperous and diverse economy that offers attractive employment opportunities where people want to live, work and conduct business. The vision for compact, *complete communities* with adequate public transportation that can attract and retain youth and families relies on a vibrant, competitive economy.

1.3.2 Agriculture is a key economic driver in the Town's economy. The Town is committed to ensuring that this will continue by sustaining a prosperous agriculture and *agri-food network* as a key component of the economic strategy. To support the sector moving forward, the Town will develop and implement an overall agricultural strategy to ensure a long term economically viable agricultural industry. In recent updates to the Greenbelt Plan, the Province adopted specific policies in PPS to support farming in the tender fruit and grape specialty crop area and introduced the concept of planning for an *agricultural system* that encompasses all the components required for agriculture to thrive-from primary production to agricultural businesses, to uses that support continued farm viability. The Town agrees with this systems approach to supporting agriculture and has incorporated it and the flexible policies to support tender fruit, grape and wine production into this Plan. In maintaining a strong agricultural economy, the Town supports a broad range of agricultural value-added opportunities for the farming community, that compliment but do not detract from primary agricultural production.

1.3.3 As key components of the Town's economic development strategy, the Town:

a) supports using a systems approach to planning comprehensively for agriculture;

b) supports the expansion of the Town's *agricultural system*, to capitalize on food production, agriculture related businesses, processing and tourism opportunities;

c) will implement flexible environmental policies to support tender fruit and grape production;

d) recognizes that the Niagara District Airport is a key asset supporting economic development and employment growth in the Town;

e) supports initiatives to develop employment uses in Glendale and the Virgil Business Park;

f) will maintain and enhance its role as a centre for culture, heritage, education and recreation;

g) will promote new economic development and tourism opportunities;

h) will ensure the conservation of the Town's many *built heritage resources*; and

i) supports transportation and transit networks to move residents and visitors.

1.3.4 In order to achieve strong economic diversity, it is recognized that the Town's natural and cultural assets, including the specialty crop area, *agricultural system*, *built heritage resources*, cultural heritage landscapes, and working landscapes are important economic drivers that will be leveraged responsibly and promoted to attract a range of innovative and diverse businesses and attract and retain youth and families.

1.3.5 Future employment, population and housing growth in the Town to 2051 will be influenced by a number of regional and local factors, including:

a) a high quality of life that is expected to drive net migration to the Town from a broad range of demographic groups;

b) diminishing supply of employment lands and the local and regional area;

c) opportunities associated with the Niagara District Airport;

d) tourism/recreation industry growth, that is expected to continue to expand and develop in the Town;

e) growth opportunities in the agriculture sector, based on the unique productivity of the land and the size and diversity of agricultural activity in the Town; and

f) opportunities related to agri-business and value-added processing.

1.3.6 The Town supports local food producers by encouraging farmers' markets, urban agricultural projects and community vegetable gardens in appropriate locations.

1.3.7 The Town will work with the Region and other levels of government to identify, enhance and implement its economic development strategies.

1.4 Growth Management

1.4.1 The updated population and employment forecasts will be based on the Ontario Population Projections published by the Ministry of Finance, modified as appropriate. The population, household and employment forecasts contained within this Section are as per the Niagara Region Official Plan and will be reviewed and updated accordingly based on a review of the demand for *development* in the Town and the location and amount of the supply of land, taking into account that there are no proposals to expand any of the Town's settlement areas. The resulting Growth Management Strategy will be implemented into this Plan by an official plan amendment.

1.4.2 The population of the Town is forecasted to increase to 28,900 by 2051. The number of additional housing units required to accommodate population growth is 4,600 and Table 1 below divides this housing unit forecast into the following unit types:

Table 1: Housing Unit Forecast by Unit Type - 2021-2051			
Single Detached/Semi Detached	**Row Housing**	**Apartments**	**Total**
3,058	914	628	4,600

1.4.3 New housing unit *development* is planned to be accommodated within the Town's policy areas in accordance with Table 2 below:

Table 2: Housing Unit Forecast by Policy Area - 2021-2051			
Built-Up Area	**Greenfield Area**	**Rural Area**	**Total**
25%	74.5%	0.5%	100%

1.4.4 Table 3 below divides the *built-up area* housing unit forecast into the following unit types:

Table 3: Built-Up Area Housing Unit Forecast by Unit Type - 2021-2051			
Single Detached/Semi Detached	**Row Housing**	**Apartments**	**Total**
240	350	565	1,150

1.4.5 Table 4 below divides the greenfield area housing unit forecast into the following unit types:

Table 4: Greenfield Area Housing Unit Forecast by Unit Type - 2021-2051			
Single Detached/Semi Detached	**Row Housing**	**Apartments**	**Total**
2,800	565	65	3,430

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1.4.6 Employment in the Town is forecasted to increase to 17,610 by 2051, which is an increase of 5,810 jobs between 2021 to 2051. The majority of the new employment growth will occur in Glendale.

1.4.7 The population, housing and employment forecasts established by this Plan will be accommodated by:

a) Directing the vast majority of population and housing growth to the settlement areas;

b) Permitting and facilitating all forms of *residential intensification*, including the *development* and *redevelopment* of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, *development* and introduction of new housing options within previously developed areas, and *redevelopment*, which results in a net increase in residential units;

c) Directing majority of growth to the Glendale strategic growth area and recognizing it as a key focus for *development*;

d) Encouraging intensification generally throughout the settlement areas;

e) Establishing *development* standards for *residential intensification*, *redevelopment* and new residential *development* that minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety;

f) Developing compact, *complete communities* that include a diverse mix of land uses, a range of local employment opportunities and housing types, high quality public open spaces, and easy access to local stores and services via automobile, transit and *active transportation*;

g) Promoting healthy, active communities by planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction, and facilitate *active transportation* and community connectivity in appropriate areas that do not negatively impact farming;

h) Providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;

i) Providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future employers;

j) Supporting opportunities for the agricultural sector to protect, diversify and expand their operations; and

k) Creating a positive policy and regulatory framework to support business investments, growing incomes and a growing tax base.

1.4.8 Land use planning will be supported by *infrastructure* and community facilities that:

a) consider the full life-cycle costs of these assets and options to pay for these costs over the long-term;

b) meet the requirements of forecasted growth within settlement areas; and

c) is planned, built, and maintained in accordance with the applicable policies in Section 8.

1.4.9 The growth management policies of the Glendale Secondary Plan apply in the event of any conflict between the sections of this Plan.

1.5 Employment Areas and Business Areas

1.5.1 Identification

1.5.1.1 *Employment areas* are identified on the land use schedules of this Plan. *Employment areas* provide opportunities for clusters of business and economic activities including, manufacturing, warehousing, goods movement, associated retail and office and ancillary facilities.

a) *Business areas* are also identified on the land use schedules of this Plan and these areas are intended to provide opportunities for a broader range of employment-generating uses, including industrial uses, office and major office uses, institutional and major institutional uses, private education, recreation and health-related facilities and restaurant, retail and service commercial uses catering to the needs of the employees within the Business Area. *Business areas* in the Town include those lands designated 'Employment' in St. Davids on Schedule B4, lands designated ‘Employment’ in Virgil on Schedule B3 outside the *employment area*, and those lands designated 'Industrial/Business Park' in accordance with the Glendale Secondary Plan.

1.5.2 Protecting Employment Areas

1.5.2.1 The Town will protect its designated employment areas from inappropriate *conversion* by requiring planning justification for any proposed *conversion* to non-employment uses.

1.5.2.2 Employment areas will be serviced by *active transportation* facilities and transit to support access and reduce vehicular traffic and associated parking requirements.

1.5.3 Protecting Business Areas

1.5.3.1 The redesignation of land within a *business area* to permit a use that is not permitted may be considered where it is demonstrated to the satisfaction of the Town that:

a) The land under application is not required for *business area* uses over the long term;

b) the proposed uses would not negatively impact the overall viability of the *business area* by avoiding, or where avoidance is not possible, minimizing and mitigating potential impacts to existing or planned *business area* uses; and

c) the Town will have sufficient lands within the Town's employment and *business area*s to accommodate projected employment growth to the horizon of the Official Plan.

1.6 Complete Communities

1.6.1 Sustainability

1.6.1.1 The concept of a sustainable community is one that directs growth to well-planned *built-up areas* and protects the integrity of the agricultural sector. Compact *development* within settlement areas is key to growth management in the Town. In managing growth to the year 2051, the Town will continue to direct growth to the settlement areas and maintain a balance of residential and employment opportunities.

1.6.1.2 A sustainable community balances social well-being, environmental responsibility, agricultural production, resource protection, and economic opportunities to meet the needs of the present without compromising the quality of life for future generations.

1.6.1.3 Sustainability is achieved through a variety of initiatives that can include:

a) promoting environmental stewardship and sustaining a healthy natural environment;

b) protecting *specialty crop lands*, supporting agricultural production and agricultural *infrastructure*, and the *Agricultural System*, as required to meet the needs of the sector;

c) promoting agricultural diversification and innovation;

d) conserving *working landscapes*, and *built heritage resources* and *cultural heritage landscapes*;

e) providing choices and opportunities for housing, employment, transportation, social, recreational and cultural amenities;

f) building on the existing employment strengths within the Town to generate economic prosperity;

g) making efficient use of public *infrastructure* by focusing on a compact, mixed use, walkable, and connected community, and support for active transportation alternatives;

h) having vibrant downtowns and attractive public spaces; and

i) promoting the adaptive re-use of existing buildings and structures and the *redevelopment* of brownfields and *greyfields*.

1.6.1.4 The Town may prepare a municipal sustainability plan and develop sustainable *development* standards, in consultation with the development industry, to establish and implement the principles of environmental, social and economic sustainability, including approaches to:

a) reduce energy demands;

b) design *development* to optimize passive solar energy;

c) encourage on-site, renewable energy generation and co-generation and district energy systems;

d) maximize *water conservation*, including water efficient landscaping and collection and reuse of clean water;

e) provide appropriate stormwater infiltration at source and *low impact development* design;

f) integrate *green infrastructure* into energy and *water conservation* strategies, as part of the review of development applications, and within public works projects, where feasible;

g) provide for collection and storage of recyclable wastes on site;

h) integrate *active transportation* and transit into *development* plans;

i) protect the integrity of the *agricultural system;*

j) manage the interface with the *agricultural system* to optimize agricultural production;

k) maintain and enhance natural heritage and hydrological features and functions; and

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l) integrate green technology and approaches with conservation of *built heritage resources* and *cultural heritage landscapes*.

1.6.1.5 Applicants may be required to submit a report, as part of a complete application list, identifying measures to ensure that their proposed *development* complies with the initiatives noted above.

1.6.1.6 Before consideration is given to developing new *infrastructure*, the Town shall optimize the use of existing *infrastructure*, and plan and direct growth, in a manner that promotes efficient use of existing services.

1.6.2 Healthy Neighbourhoods

1.6.2.1 Healthy neighbourhoods and communities are essential to the quality of everyday life in Niagara-on-the-Lake, from housing to community services, arts and culture and heritage. Components of healthy communities in the Town include:

a) vibrant, safe, walkable, complete settlement areas with a mix of housing, jobs, parks, shops and services in close proximity to each other;

b) retention of schools and supportive institutions including pre-schools, elementary schools and post-secondary schools;

c) a range of quality housing choices to meet the needs of people in all stages of life;

d) *Community Design* and heritage guidelines to ensure growth will conserve and, where possible, enhance the *built heritage resources* of the Town;

e) defined rural areas where agricultural production is supported;

f) management of the interface between rural and urban *development* to facilitate production;

g) measures to protect the Town's scenic beauty, tree cover and landscaping;

h) support for education, arts and culture through strategically located public service facilities;

i) encouraging integration of open space and parks that facilitate physical activity, social cohesion and support mental health;

j) supporting walkable and bikeable neighbourhoods through *active transportation*; and

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k) investment in the public realm, including enhanced public access to the waterfront.

1.6.3 Housing

1.6.3.1 A diversity of housing types and tenures with attainable and *affordable* housing options will contribute to the liveability of neighbourhoods and the quality of life for residents. To ensure a stable workforce and market for goods and services, businesses, both urban and rural depend on housing with access to jobs, public transportation, recreation, schools, parks and services.

1.6.3.2 Within settlement areas, a greater diversity of housing stock, including townhouses and low-rise apartment buildings, and increased opportunities for more *affordable* housing choices will be provided through infilling and, *intensification* within the built-up area, and *development* of greenfield areas.

1.6.3.3 Multi-unit *residential developments* are encouraged to incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes. The inclusion of *additional residential units* in new housing *developments* is also encouraged.

1.6.3.4 The Town will maintain at all times where new *development* is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned, including units in draft approved or registered plans.

1.6.3.5 The Town shall also maintain at all times the ability to accommodate residential growth for a minimum of 15 years through lands which are designated and available for *residential development*.

1.6.3.6 To encourage the development of affordable housing, the Town shall target at least 20% all new rental housing and at least 10% of new ownership housing to be affordable.

1.6.4 Community Infrastructure

1.6.4.1 *Community infrastructure* is integral to creating sustainable communities by providing facilities and services to meet the needs of residents.

1.6.4.2 While Niagara-on-the-Lake plays an important role in providing community facilities and services for residents, including a library, community centre, parks, and fire services, the Town will also work with other levels of government, non-profit agencies, school boards and community organizations to plan and deliver services and *infrastructure*.

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1.6.4.3 The Town will identify areas of the Town that are underserved by *community infrastructure*, and develop polices and incentives to enhance access to *community infrastructure.* The Town may identify such *infrastructure* through the preparation of Secondary plans, Community Improvement Plans, Local Improvement Plans, Development Charge Studies, Parks and Recreation Master Plan, Cultural Master Plans or other local municipal initiatives.

1.6.5 Parks and Open Space Systems

1.6.5.1 The parks and open spaces in Niagara-on-the-Lake are an integral component of the Town's attraction and its liveability. They contribute to the community's quality of life, health, and social well-being. The system of parks and open spaces, multi-use trails, pathways and *natural heritage features* provides opportunities for both active and passive recreational pursuits.

1.6.5.2 While the planning and care of parks and open spaces is primarily the responsibility of the Town, other agencies such as Parks Canada, the Niagara Escarpment Commission, the NPCA, and the Niagara Parks Commission play a major role in augmenting the range of parks and open space areas available for residents and visitors. The Commons and the Niagara Parkway are unique public resources of provincial and national significance and are integral to the parks and open space system in the Town.

1.6.5.3 Sufficient parks and open spaces will be developed, enhanced and maintained and will be distributed in a way that meets the recreational needs of residents and visitors, respects the rights of private landowners and does not negatively impact active farming. Parks, open spaces and trails often exist within surroundings of predominantly privately held lands. While some private lands owners may adopt a collaborative approach with groups to allow public access across portions of their property, this is only at the consent of the landowner.

1.6.5.4 The Town's Parks and Recreation Master Plan will assist in providing a long term strategy for park development and parkland acquisition which supports an overall parks and open space system. This Plan will be updated to incorporate any relevant recommendations of the Parks and Recreation Master Plan, once it is completed and approved by Council.

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SECTION 2 Protected Countryside: The Unique Specialty Crop Area

2.1 Identification

2.1.1 The Town's location south of Lake Ontario within the shadow of the Niagara Escarpment, creates a unique micro-climate which supports productive agricultural lands that produce crops that cannot be grown in other parts of Ontario. Because of this unique and finite resource, the Town has a deeply rooted agricultural heritage and history of supporting agriculture. Agriculture is an integral part of the character of the Town, a key component of the local economy and occupies the majority of the land base. The majority of the Town's agricultural land is in active and intense production. Agriculture and *specialty crop lands* are a finite natural resource in Niagara-on-the-Lake. The Town will work diligently to protect it and, in that regard, will give first priority to agricultural land uses. Lands within the *specialty crop area* shall not be redesignated for non-agricultural uses.

2.1.2 The unique agricultural area in the Town is distinguished from other agricultural areas in the province by numerous factors including access to an extensive, constructed *Niagara-on-the-Lake Agricultural Infrastructure System*, that serves the sector, smaller than normal farm parcels, intense farm operations, the wide range of commodities that can be produced, the length of crop cycles, and the approach to managing *buffers* around watercourses and other features to preserve air flow and create an environment free from pests and invasive species.

2.1.3 In addition to being Protected Countryside under the Greenbelt Plan, the rural area of Niagara-on-the-Lake is identified by the Province as a *specialty crop area* in recognition of the Town's unique soils and climate that allow grape and tender fruit production. By identifying the land as part of a *specialty crop area*, the Province has imposed controls to provide the highest levels of protection on the Town's rural land base and create circumstances where *all types and intensities of agricultural uses and normal farm practices are permitted* and agricultural operations will continue and flourish. The Town supports this goal and through this Plan implements policies for the Protected Countryside that protect the land base, support a healthy and viable *agricultural system*, manage resources and control a limited number of pre-existing uses, identified as Major Open Space, Licensed Aggregate Operations and Niagara District Airport Lands.

2.1.4 The portion of the *natural environment system* in the Protected Countryside is located largely on agricultural land and many of the farms contain natural features. The *Niagara-on-the-Lake Agricultural Infrastructure System* is integral to successful tender fruit and grape production. In implementing environmental controls, the Town has always differentiated between constructed elements of the *Niagara-on-the-Lake Agricultural Infrastructure System* and recognized the ongoing stewardship of farms that facilities both environmental protection and agricultural production. The Provincial policies permit flexibility in applying environmental control in *specialty crop areas*. The

Town has implemented this flexibility for agricultural operations in the *specialty crop area* and addressed specific requirements associated with maintaining the *Niagara-on-the-Lake Agricultural Infrastructure System* through the policies contained in this Plan, specifically in Section 8.

2.1.5 The *specialty crop lands* in the Protected Countryside*,* as shown on Schedule B1, are comprised of the following land use designations:

a) *Specialty Crop Area*

b) Major Open Space;

c) Licensed Aggregate Operations; and

d) Niagara District Airport Lands.

2.1.6 The lands in the Protected Countryside include the *Natural Environment System* as shown on Schedule C1.

2.2 Agricultural System

2.2.1 Supporting an Agricultural System in Niagara-on-the-Lake

2.2.1.1 Niagara-on-the-Lake has a unique agricultural sector. It is the only community in Ontario whose agricultural land base is entirely covered by *Specialty Crop Area*, as part of the Niagara Peninsula Tender Fruit and Grape Area. These lands are a critical non-renewable resource of provincial and national significance. Production occurring on these lands is a key contributor to the Town's economy and employment base. The visual aesthetics of the agricultural landscape combined with the crop profile and related uses support tourism.

2.2.1.2 In acknowledgement of the unique nature of the Town's agricultural community and to provide the flexibility and support required to sustain production and ongoing financial viability the Protected Countryside will be managed as an *agricultural system*; a continuous and permanent land base that supports viable agricultural production and related economic activity.

2.2.1.3 In managing the *agricultural system*, the Town will respect and respond to the unique characteristics of agriculture in Niagara-on-the-Lake which include its:

a) significance in the local economy;

b) role as the key component of *working landscapes;*

c) reliance on a climate conducive to growing tender fruit and grapes;

d) perennial crop profile;

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e) small individual farm parcel size;

f) farm operations comprised of disparate land parcels of varying sizes;

g) intensive farm operations;

h) access to the extensive *Niagara-on-the-Lake Agricultural Infrastructure System* that utilizes engineered and constructed municipal drains and natural watercourses to sustain specialty crop production, reduce flooding and provide an augmented flow of water during dry periods to sustain crops;

i) presence of a variety and number of agriculture-related and on-farm diversified uses including a significant component of agri-tourism uses;

j) labour intensive farm operations;

k) diversity of production;

l) sensitivity of specialty crops to insects, pests, invasive species and blocked air flow;

m) impact from active interfaces between agricultural and community land uses;

n) active production in the *natural heritage system*;

o) integral relationship of specialty crops with *buffers*, naturalized areas and stream corridors;

p) reliance on support *infrastructure* (farm services, storage, retail, packing shipping, irrigation works, etc.);

q) longer time frames for crops to reach maturity;

r) agriculture's role as an integral part of the Town's *working landscape*;

s) importance to the local economy;

t) unique ability of the land base to support tender fruit and grape production;

u) importance of climate to tender fruit and grape production; and

v) the finite and non renewable nature of the resource.

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2.2.2 Objectives

2.2.2.1 The objectives for managing and building the Town's *agricultural system* include:

a) Preserving and supporting the *specialty crop area* for farming.

b) Expanding the area under production.

c) Accommodating supportive components and agricultural *infrastructure* including the *Niagara-on-the-Lake Agricultural Infrastructure System*.

d) Fostering functional and economic *linkages*.

e) Creating circumstances that will support ongoing tender fruit and grape production.

f) Recognizing, respecting and valuing the full range of ecological goods and services delivered to the community through good farming practices.

g) Protecting the integrity of the *agricultural system* from conflicting uses.

h) Managing *natural environment features* as part of the *agricultural system* in a way that will protect the feature but not impede the ability to farm or grow specialty crops in a sustainable manner.

i) Acknowledging that agricultural land is integral to the long term sustainability of the *Natural Environment System* and provides vital *linkages*.

j) Supporting uses that enable farming and farmers to:

i. become more economically viable, competitive and sustainable;

ii. adapt to new and changing markets;

iii. diversify into and take advantage of new agricultural opportunities;

iv. improve the understanding of agriculture by the general public; and

v. broaden operations to diversify economic activity and add value to agricultural production.

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k) Emphasizing the value of agriculture as an essential part of the Town's environment, *working landscape*, economy, character and quality of life.

l) Encouraging the preservation of agricultural lands for agricultural purposes and directing non-farm uses to settlement areas.

m) Managing the interface between agricultural and non-agricultural uses by preventing conflicts and implementing edge planning controls (buffering, separation, etc.) that protect the ability and right to farm and grow specialty crops.

n) Permitting *agriculture-related uses* and *on-farm diversified uses* including *agri-tourism uses* that are *compatible* with and do not hinder surrounding agricultural operations, and directly support continued *agricultural uses*.

o) Consolidating and simplifying the regulations associated with farming on agricultural lands.

p) Permitting the appropriate reconfiguration of farm operations to support economic viability.

q) Permitting existing appropriate industries and commercial uses supportive of, and directly related to, agricultural operations.

r) Supporting the eradication of invasive species that threaten agricultural production.

2.2.3 Permitted Uses

2.2.3.1 The following uses may be permitted in the Protected Countryside in accordance with the applicable provisions of this Plan:

a) *agricultural uses*;

b) *agriculture-related uses;*

c) *on-farm diversified uses* which include *agri-tourism uses;*

d) *infrastructure* serving the agricultural sector;

e) forestry uses that do not require buildings or structures and do not negatively impact agricultural production;

f) passive recreational uses such as trails and outdoor nature interpretation that do not impact agricultural production and respect the right of private property owners;

g) residential uses on lots created in accordance with Section 2.2.11;

h) one (1) *additional residential unit* subject to the requirements of Section 9.13.1.3;

i) extraction of minerals aggregates in accordance with the policies of this Plan;

j) all existing uses lawfully used for such purpose prior to December 16, 2004, the date the Greenbelt Plan came into effect; and

k) single-detached dwellings on existing lots of record, provided they were zoned for such as of December 16, 2004.

2.2.3.2 On-farm alternative and/or renewable energy systems are permitted in association with agricultural operations. For those systems not exempt from the Planning Act, such systems shall be small scale. The provisions of this Plan related to *agriculture-related uses* and *on-farm diversified uses* apply to alternative and/or renewable energy systems.

2.2.4 General Policies for Specialty Crop Area

2.2.4.1 The redesignation of lands within the *specially crop area* to another designation in this Plan is not permitted.

2.2.4.2 The size of farm parcels will be maximized by consolidation with other farm properties.

2.2.4.3 All types, sizes and intensities of *agricultural uses* and *normal farm practices* shall be promoted and protected. *Normal farm practice*s are to be unhindered.

2.2.4.4 *Agricultural uses*, a*griculture-related uses*, and o*n-farm diversified uses* are permitted subject to conformity with the policies of this plan, Provincial Plans, and relevant Provincial Guidelines for permitted uses in *prime agricultural areas*. Proposed *agriculture-related uses* and *on-farm diversified uses* shall be *compatible* with and shall not hinder surrounding agricultural operations.

2.2.4.5 All uses in the *specialty crop area* will be designed, located and managed to not detract from the primacy of agriculture.

2.2.4.6 All lands designated as *specialty crop area* will be placed in an Agricultural Zone in the Zoning By-law. Existing uses which are not permitted by this Plan will be placed in an appropriate exception zone if the Town is satisfied that the use has been in continuous operation since December 16, 2004, and the use does not pose a risk to public health or safety.

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2.2.4.7 Where municipal services are not available, uses shall be limited to low water and low effluent producing uses, on condition that the site can accommodate the use on private water and private sewage treatment systems in perpetuity.

2.2.4.8 Land uses that would cause potential aviation safety hazards are prohibited in the vicinity of the Niagara District Airport.

2.2.4.9 New buildings and structures for agricultural, agriculture-related or *on-farm diversified uses* are not required to undertake a natural heritage or hydrologic evaluation if a minimum thirty (30) metre *vegetation protection zone* is provided from a *key natural heritage feature* or *key hydrologic feature*. In addition, these uses are exempt from the requirement of establishing a condition of *natural self-sustaining vegetation* if the land is and will continue to be used for agricultural purposes. However, agricultural, agriculture-related and *on-farm diversified uses* shall pursue best management practices to protect and/or restore key *natural heritage features* and *key hydrologic features* and functions.

2.2.4.10 New buildings or structures for *agricultural uses, agriculture-related uses* and *on-farm diversified uses* are permitted within thirty (30) metres of permanent and *intermittent streams*, where:

a) the permanent or *intermittent stream* also functions as an agricultural swale, roadside ditch or municipal drain as determined through provincially approved mapping;

b) a minimum fifteen (15) metre *vegetation protection zone* is established between the building or structure and the permanent or *intermittent stream*; however, this *vegetation protection zone* is not required to be maintained as *natural self-sustaining vegetation* if the land is and will continue to be used for agricultural purposes;

c) there is no incurred significant damage during a flood event, where a new building or structure does not contain any dwelling units, and where will not negatively impact the *floodplain*;

d) there is no alternative location for the building or structure on the property without impacting lands that are in specialty crop production; and

e) a new individual on-site sewage system will not be located within 30 metres of the stream.

2.2.4.11 Expansions to existing buildings and structures, accessory structures and existing uses, as well as *conversions* or *redevelopment* of legally existing uses that bring the use more into conformity with this Plan, are permitted subject to demonstration of the following:

a) new municipal services are not required;

b) the proposal does not expand into *key natural heritage features* and *key hydrologic features*, unless there is no other alternative in which case any expansion shall be limited in scope and kept within close geographical proximity to the existing structure;

c) if applicable, the proposed new use complies with the Specialty Crop Area policies, as amended from time to time;

d) for *conversions* or *redevelopments* only, the completion of an *agricultural impact assessment* by a qualified professional;

e) the proposal does not result in the introduction of new incompatible uses;

f) the proposed use is in accordance with the *Minimum Distance Separation Formulae*; and

g) the proposed use is in accordance with the NPCA requirements.

2.2.4.12 Non-agricultural uses may be permitted subject to the Greenbelt Plan.

2.2.4.13 Where *agricultural uses* and non-agricultural uses interface, land use compatibility shall be achieved by avoiding or, where avoidance is not possible, minimizing and mitigating adverse impacts on the *Agricultural System*, based on provincial guidance. Where mitigation is required, measures should be incorporated as part of the non-agricultural uses, as appropriate, within the area being developed.

2.2.4.14 Applications for non-agricultural uses shall require completion of an *agricultural impact assessment*. Impacts from any new or expanding non-agricultural uses on the *agricultural system* are to be avoided, or where avoidance is not possible, minimized and mitigated as determined through an *agricultural impact assessment* or equivalent analysis, based on provincial guidance.

2.2.4.15 The removal of topsoil in specialty crop and *prime agricultural area*s, for activities not associated with *normal farm practices* is discouraged. The placement of fill in specialty crop and *prime agricultural area*s is prohibited except for *normal farm practices,* and *agricultural related uses* or *on-farm diversified uses* that subject to site plan control, conducted in accordance with Ontario Regulation 409/19 and the Town's Site Alteration By-law.

2.2.4.16 Greenhouses are subject to the requirements of the Town's Site Plan Control By-law.

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2.2.5 Accommodation for Full-time and Seasonal Farm Labourers

2.2.5.1 Farm holdings may have accommodation for full-time and seasonal labourers as part of a farm unit where the nature of the farm is such that help needs to be located nearby.

2.2.5.2 The zoning by-law will include restrictions pertaining to the size, and location of accommodation for full-time and seasonal farm labourers based on the type of farm operation, other holdings of the operator, the suitability of the location of the building(s) as to adjacent land uses, access, number of units,-and the ability to provide on-site sewer and water services without reducing the amount of land available for production.

2.2.5.3 Accommodation for full-time and seasonal labourers shall not negatively impact the amount of land available for agricultural production.

2.2.6 Agriculture-Related Uses and On-Farm Diversified Uses

2.2.6.1 Allowing a range of appropriate *agriculture-related uses* and *on-farm diversified uses (*which include *agri-tourism uses)* contribute to economically sustainable agriculture in the Town, strengthens the *agricultural system*, facilitates broader access to local food and beverages, agricultural products and wines from 100% Ontario grown fruit wines, preserves the agricultural land base, and maintains the scenic quality of the agricultural landscape.

2.2.6.2 In determining what constitutes an agricultural use versus an *agriculture-related use* or *on-farm diversified use* (including *agri-tourism uses*), reference shall be made to the definitions and policies of this Plan and the implementing Zoning By-law(s), and the Guidelines on Permitted Uses in Ontario's Prime agricultural areas (Publication 851), or its successor hereto.

2.2.6.3 *Agriculture-related uses* and *on-farm diversified uses* may be permitted in accordance with the policies in this Plan, Provincial guidelines, and other agencies specifically in accordance with the following:

a) the location of the facility or use imposes no operating constraints and results in no reduction of the efficiency of any existing farm;

b) an adequate and potable water supply is available;

c) soils are suitable or made suitable to support an individual waste disposal system subject to the approval of the authority having jurisdiction;

d) adequate drainage and outlets are available for stormwater run-off. Approval of drainage provisions may be required from the appropriate agency;

e) adequate entrances and exits to roads are located to minimize travel hazards;

f) adequate off-street loading, parking spaces and access points will be provided;

g) access points will be clearly defined by pavement breaks, landscaping, curbing or other acceptable means;

h) outside storage may be limited;

i) appropriate controls imposed through available legislation, to ensure that the hours of operation of a use do not conflict with adjacent land uses;

j) appropriately zoned land supported, where necessary, by a *development* agreement;

k) *development* on treed areas, *hazardous lands*, and any other natural or *cultural heritage resource* will be avoided; and

l) *development* may be subject to site plan control.

2.2.6.4 *Agriculture-related uses* and *on-farm diversified uses* involving *development* over 500 square metres (e.g. buildings, structures, parking, driveway, etc.) shall be subject to a zoning by-law amendment. In reviewing a zoning by-law amendment application, the following additional considerations shall be addressed:

a) whether the use is more appropriately located in a nearby settlement area;

b) whether the use is required on or in close proximity to the agricultural operation to support and complement the agricultural activity;

c) whether the use is *compatible* with, and does not hinder the existing farming operation and/or surrounding agricultural farming operations; and

d) whether the use complies with all other applicable provisions of this Plan.

2.2.6.5 The Town may require applicants to demonstrate consistency with this Plan and provincial policy through the preparation of a scoped agricultural impact assessment or equivalent analysis, in provincial guidance.

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2.2.6.6 **Agriculture-related uses**

a) *Agriculture-related uses* must be *compatible* with and shall not hinder the surrounding agricultural operations, and relate directly to and be required in close proximity to farm operations in accordance with the Guidelines on Permitted Uses in Ontario's Prime agricultural areas (Publication 851), or its successor hereto.

i. Products processed, produced, and/or sold by these *agriculture-related uses*, may be obtained from surrounding farm operations in the area or from further away provided that generally a minimum of 75% of the product processed, produced, or sold is from farm operations in the Town. To assess whether a proposed *agriculture-related use* meets the test of providing direct products and/or services to farm operations as a primary activity, the Applicant shall demonstrate that the use will service the local agricultural industry as the sole or main business activity including but not limited to the preparation of a Farm Business Plan.

ii. *Roadside produce outlets (fruit stands)* and "pick your own" facilities are limited to distribution of product produced from the farm operation on which it is located or surrounding farms in close proximity, with parking areas and structures limited in area. The area used for *development* shall not negatively impact or reduce the amount of land available for agricultural production.

2.2.6.7 **On-farm Diversified Uses**

a) *On-farm diversified uses* which include *agri-tourism uses*, home industries and home occupations, must be secondary to the principal agricultural use on a property, limited in area and are *compatible* with the farming operation in accordance with the Guidelines on Permitted Uses in Ontario's Prime agricultural areas (Publication 851), or its successor hereto. Proposed *on-farm diversified uses* shall be *compatible* with, and shall not hinder, surrounding agricultural operations. Criteria for these uses may be based on provincial guidance or municipal approaches, as set out in municipal planning documents, which achieve the same objectives.

b) *Agri-tourism uses* are on-farm tourism uses that promote the enjoyment, education or activities related to the farm operation and are permitted subject to the following:

i. Appropriate *Agri-tourism uses* that are directly related to agriculture will be permitted as-of-right in the implementing zoning by-law.

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ii. *Agri-tourism uses* indirectly related to agriculture that benefit from a farm location may be permitted but will require an amendment to the zoning by-law. These types of *agri-tourism uses* will be considered based on the following criteria:

- the scale of the operation is limited and appropriate to the site and surrounding farming operations;
- the use is *compatible* with and shall not hinder surrounding agricultural operations and neighbouring properties;
- the use does not generate potentially conflicting off-site impacts including impacts related to *infrastructure* or transportation;
- the use is limited to low water consumption and low effluent-producing uses, and the site is capable of accommodating the use on private water and private sewage treatment systems and will not generate the need for additional public *infrastructure*;
- for *special event*s, the use represents an occasional activity and is not a regularly recurring activity;
- the timing and duration of such uses do not hinder the agricultural operation on the site or on surrounding agricultural or non-farm properties;
- the use does not require *significant* improvements to utilities or *infrastructure* such as roads or hydro services;
- the use complies with all of the policies of this Plan;
- the area used shall not negatively impact the amount of land available for agricultural production; and
- the proposed use or *site alteration* and/or *development* will not negatively impact *cultural heritage resources.*

2.2.7 Wineries

2.2.7.1 Estate wineries and farm wineries may be permitted as an *on-farm diversified use,* an *agriculture related* use or a blend of the two, subject to the applicable provisions in this Plan, and the Guidelines on Permitted Uses in Ontario's Prime agricultural areas (Publication 851), or its successor hereto, and the following specific provisions.

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2.2.7.2 Town staff will complete a review of the winery policies. Once complete, the review of the winery policies will be implemented into this Plan.

2.2.7.3 **Estate Wineries**

a) All estate wineries will be subject to a site specific zoning by-law amendment.

b) The minimum acreage for an *estate winery* will be established in the implementing zoning by-law and will generally be a contiguous parcel of not less than eight (8) hectares, with generally the land being predominantly in full vineyard production to be reviewed at the time of a Zoning By-law Amendment to maximize lands in agricultural production. This acreage is required to provide a rural setting for the winery, land for the ponding of wastewater and associated vineyards. Proposals for lesser acreage will be considered where it is demonstrated that the proponent can comply with all other policies of the plan and that the reduced area will not jeopardize the rural setting of an *estate winery*. Existing estate wineries having less than eight (8) hectares in lot area will be recognized in the zoning by-law provided they comply with all other provisions of this plan.

c) The Town shall require that majority of the land that is arable for viticulture and/or the production of fruit crops to be planted and be in full production.

d) The production of wine from an *estate winery* is subject to the following criteria:

i. all wines produced will be made from *locally grown fruit* with majority of the fruit grown on site;

ii. an *estate winery* will make the wine on site in accordance with Provincial regulations;

iii. all wines produced are to be made from *locally grown fruit*, predominantly crushed on site;

iv. an *estate winery* will have the capability to bottle the majority of all the wine produced and sold on site.

e) The following uses may be permitted as ancillary to an *estate winery*, provided that the amount of floor space is limited in the zoning by-law, so such uses are only accessory to and complement the *estate winery*, do not detract from the main use of the land, and do not adversely impact other uses permitted in the agricultural area:

i. retail sale of wine made on site;

ii. hospitality room/area where food and wine is prepared and served;

iii. limited events controlled through a regulatory by-law;

iv. the sale of products in an agricultural market provided such products are from the Town; or

v. overnight accommodations, in accordance with the Guidelines on Permitted Uses in Ontario's Prime agricultural areas (Publication 851), or its successor hereto.

f) Estate wineries will be required to locate with direct or convenient access to an improved roadway with sufficient capacity to accommodate the anticipated traffic. The location of ingress and egress locations shall be given careful consideration to prevent negative impacts on neighbouring properties.

g) On-site vineyards are an important aspect of the image of an *estate winery* and encourage the use of *local fruit* in the production of wine. As such, land not intended for building or on-site services will be planted in vineyards or tender fruit. Vineyard planting may be a condition of the amending by-law to be completed prior to the issuance of a building permit.

h) Where *outdoor events* are permitted as part of an *estate winery* operation, they will be regulated through a general and/or site specific by-law that will limit the number, timing and duration of such events to ensure they remain ancillary to the main use and do not negatively impact other uses permitted in the area.

2.2.7.4 **Farm Wineries**

a) Farm wineries will be permitted in the implementing zoning by-law as part of a farm operation. The minimum acreage required for a *farm winery* will be specified in the implementing zoning by-law but shall generally not be less than four (4) hectares of the land being predominantly in full vineyard production.

b) The production of wine from a *farm winery* shall be subject to the following criteria:

i. all wines produced will be made from *locally grown fruit* with majority of that fruit grown on site;

ii. all wines sold must be made in accordance with provincial regulations;

c) The retail sale of wine produced on site will be permitted. The amount of floor space will be limited in the implementing zoning by-law so as not to detract from the main use of the land and not adversely affect other uses permitted in the agricultural area.

2.2.8 Breweries and Distilleries

2.2.8.1 Breweries and distilleries may be permitted in the *specialty crop area* subject to an amendment of this Plan.

2.2.9 Adaptive Re-use

2.2.9.1 Adaptive re-use of surplus farm facilities on existing farms for *agriculture-related, on-farm diversified uses* or *agri-tourism uses* will be encouraged to conserve cultural *built heritage resources* and *cultural heritage landscapes* that would otherwise disappear as a result of no longer being required for farm purposes.

2.2.10 Minimum Distance Separation Requirements

2.2.10.1 The *Minimum Distance Separation Formulae,* as amended from time to time shall be utilized for locating new *development* where permitted. Separation distances between new or expanding livestock operations and other land uses shall also be in accordance with the *Minimum Distance Separation Formulae.*

2.2.10.2 All new or expanding livestock facilities and anaerobic digesters will comply with the *Minimum Distance Separation Formulae*.

2.2.10.3 All new *development* in designations and zones in proximity to livestock facilities and anaerobic digesters will comply with the *Minimum Distance Separation Formulae*.

2.2.11 Lot Creation

2.2.11.1 Lot creation is permitted for *agricultural uses* where the severed and retained lots are intended for *agricultural uses* and provided the minimum lot size is 16 hectares.

2.2.11.2 A consent is not permitted where it would create a lot pattern which would negatively impact farm operations.

2.2.11.3 Minor lot adjustments, boundary additions, or easements may be permitted for legal or technical reasons and provided:

a) they do not create a separate lot for a residential dwelling;

b) the land for which the consent is requested is added to adjoining lands where there is an existing farm operation;

c) the size of the existing agricultural operation is large enough to support a potentially viable farm operation; and

d) the consent complies with other policies of the Plan.

2.2.11.4 Except as permitted in Section 2.2.11.3, consents are not permitted that would create a separate lot for a residential dwelling.

2.2.11.5 Lot creation may be permitted for *infrastructure*, where the facility or corridor cannot be accommodated by easements or rights-of-way, provided that:

a) the need has been demonstrated and it has been established that there is no reasonable alternative; and

b) an *agricultural impact assessment* has been completed by a qualified professional.

2.2.11.6 A new lot shall have an adequate groundwater or other water supply, in compliance with Provincial requirements.

2.2.11.7 Road access to any new lot shall not create a traffic hazard because of limited sight lines on curves or grades or proximity to intersections.

2.2.11.8 Lot creation for *agriculture-related uses* is discouraged and may only be permitted in accordance with provincial guidance, provided that any new lot will be limited to a minimum size needed to accommodate the use and appropriate services.

2.2.12 Surplus Farm Dwellings

2.2.12.1 Where a habitable dwelling existed prior to December 16, 2004, a consent to sever a lot containing the dwelling may be granted if that residence becomes surplus to a farming operation as a result of a farm consolidation, as defined in the Greenbelt Plan, provided that:

a) the zoning prohibits in perpetuity any new residential use on the retained parcel of farmland created by the severance, and that the zoning ensures the parcel will continue to be used for agricultural purposes;

b) the size of any new lot does not exceed an area of 0.4 hectares (1 acre) except to the extent of any additional area deemed necessary by the appropriate authority to support a well and private sewage disposal system;

c) the farms are both located within or abutting the Town of Niagara-on-the-Lake;

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d) the new lot is located to minimize the impact on the remaining farm operation;

e) the new lot complies with the *Minimum Distance Separation* (MDS) Formula;

f) any new lot has sufficient frontage on an existing publicly maintained road; and

g) where possible, joint use should be made of the existing road access to the farm operation.

2.2.13 Previous Site-Specific Approvals in the Greenbelt Plan Area

2.2.13.1 Where the Regional Official Plan or a Local official plan was amended prior to December 16, 2004, to specifically designate land use(s), this approval may continue to be recognized through any further applications required under the Planning Act or the Condominium Act, 1998 to implement the official plan approval, and provided these additional approvals are required to implement the initial decision, these further approvals are not required to conform with the Greenbelt Plan.

2.2.13.2 Where a zoning by-law was amended prior to December 16, 2004, to specifically permit land use(s), this approval may continue to be recognized through any further applications required under the Planning Act or the Condominium Act, 1998 to implement the use permitted by the zoning by-law are not required to conform to the Greenbelt Plan.

2.3 Major Open Space

2.3.1 Background

2.3.1.1 The Major Open Space designation recognizes *significant* open space such as federal and provincial parks, museums, major sport complexes and historical sites.

2.3.1.2 The NPC manages, controls and develops parks and green spaces under its ownership along the Niagara River to protect the natural beauty of the area.

2.3.1.3 Parks Canada has the objective of protecting *built heritage resources* and *cultural heritage landscapes* of National significance in a system of national parks and to encourage public appreciation of this heritage. It provides 113 hectares of parkland in Niagara-on-the-Lake. Parks Canada has jurisdiction over Fort George, Fort Mississauga, and Butler's Barracks. Butler's Burial Grounds and the Commons, all in and around Old Town and Brock's Monument at Queenston Heights.

2.3.1.4 To the west of Old Town, is a large tract of land (138.8 hectares) formerly administered by the Department of National Defence, now under the jurisdiction of Parks Canada.

2.3.1.5 The sites of Fort George, the Commons, Butler's Barracks, Fort Mississauga (the Golf Course) and the Department of National Defense lands are all specifically designated for their existing use in this Plan. The Plan does not envision any other use of these lands within the planning period of this Plan.

2.3.2 Objectives

2.3.2.1 The objectives associated with *development* within the Major Open Space designation are to:

a) take advantage of any opportunities to provide public access to the waterfront along Lake Ontario and the Niagara River;

b) support the NPC in their efforts to maintain and improve the natural and cultural heritage of the Town along the Niagara River;

c) support Parks Canada's efforts to maintain and improve those features of national historic significance which contribute to the unique cultural heritage of the Town;

d) consider the acquisition of any land for public open space purposes that has been deemed surplus by Parks Canada, the NPC or other public agency;

e) foster a high level of communication and co-ordination between the Town and the NPC and Parks Canada; and

f) encourage the utilization of the major open space areas by the residents of the Town.

2.3.3 Permitted Uses

2.3.3.1 The following uses will be permitted in the Major Open Space designation:

a) Active and passive parks and open space;

b) Historic sites and museums;

c) Cemeteries;

d) Fish and wildlife management; and

e) Forestry and conservation.

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2.3.3.2 Secondary uses may include clubhouse facilities, concession stands, docking areas, associated parking areas, similarly related uses, *accessory buildings and structures*.

2.3.4 Niagara Parks Commission and Parks Canada Lands

2.3.4.1 On lands adjacent to the Niagara Parkway, the Town will consult with the NPC before *development* or *redevelopment* is permitted. The Zoning By-law may contain special provisions for sites adjacent to the Niagara Parkway in order to maintain the scenic nature of this facility.

2.3.4.2 The Town will endeavour to develop and maintain an ongoing dialogue with the NPC and Parks Canada, in order to obtain the comments of the NPC and Parks Canada on any relevant proposal for an official plan amendment, a zoning by-law amendment or *development* at an early stage in the process, to determine the potential impact of planning proposals on lands and programs of the NPC and Parks Canada; and develop a mutual understanding regarding goals and objectives for future land uses in the areas of NPC and Parks Canada interest.

2.3.4.3 The Town will have regard for the objectives and plans of the NPC and Parks Canada in the design and implementation of any capital works which could affect them.

2.3.4.4 The NPC and Parks Canada are encouraged to involve community participation in their land use and land management decision making process, through consultation with Council and direct public discussion.

2.3.4.5 The Town will negotiate for the future use of any lands deemed surplus by Parks Canada.

2.3.4.6 Developers of land adjoining or near the Niagara Parkway, which is a Controlled Access Highway, are encouraged to seek approval for access from the Niagara Parks Commission early in the planning process.

2.3.4.7 The Town supports the preparation of a design study of the unique value of the Niagara Parkway as a national historic, cultural and recreational resource.

2.3.5 Federal Lands

2.3.5.1 Navy Hall, Fort George, the Commons and Butler's Barracks, Fort Mississauga, the Niagara-on-the-Lake Golf Course, Department of National Defence Lands are federally-owned lands. Should any of these lands be transferred to private ownership, any application for any other use of these lands will require an amendment to this Plan.

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2.4 Licensed Aggregate Operations

2.4.1 Background

2.4.1.1 Mineral aggregates are an important component of the economic growth of municipalities since aggregates support the construction industry as well as provide for maintenance and improvement of existing municipal *infrastructure*s (i.e. roads and service corridors). However, there are limited areas in the Town with identified aggregate potential and aggregate extraction is not a permitted use in the *specialty crop area* between the Niagara Escarpment and Lake Ontario that comprises the rural area of the Town.

2.4.1.2 There are two (2) licensed pit and quarry operations in the Town and only one (1) other area known to have additional aggregate potential. The aggregate resources are dolostone, shale and clay which are extracted for a wide variety of aggregate brick production and other structural products.

2.4.2 Objectives

2.4.2.1 The objectives associated with *development* within the Licensed Aggregate Operations designation on Schedule B1 are:

a) to ensure that the aggregate operations are protected;

b) to ensure that appropriate regulations are adopted to minimize disturbance to the environment;

c) to ensure that appropriate regulations are adopted to provide a progressive rehabilitation program; and

d) to ensure that areas with a high capability for agriculture are rehabilitated for agricultural use following the completion of mineral extraction activity.

2.4.3 Policies

2.4.3.1 In the Licensed Aggregate Operations designation, the following uses will be permitted:

a) The extraction, crushing, processing and washing of aggregates including dolostone, clay and shale or similar extracted material including the stockpiling of such material in accordance with a license issued pursuant to the Aggregate Resources Act and its regulations.

b) Any permitted use in an agricultural designation, forestry, wildlife, fisheries management and conservation.

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2.4.3.2 Extractive operations will be permitted only in those areas so designated on Schedule B1.

2.4.3.3 Expansions to existing extractive operations beyond the designated area will also require an amendment to this Plan. All applications will include sufficient documentation to demonstrate the need for any expansion or new operations.

2.4.3.4 Prior to the expansion of existing pits and quarries the developer will comply with the requirements of the Aggregate Resources Act and its regulations.

2.4.3.5 Priority will be given to the rehabilitation of extractive areas to an "*agricultural condition*". Where rehabilitation to an *agricultural condition* is not possible, uses may be limited to those permitted in an agricultural designation. Other uses would be permitted only by an official plan amendment.

2.4.3.6 The establishment of mineral aggregate operations, wayside pits and quarries or any ancillary or accessory uses thereto shall not be permitted in the Protected Countryside between the Niagara Escarpment Plan Area and Lake Ontario.

2.5 Site Specific Policies

2.5.1 Site specific policies add to or replace policy provisions for individual properties that would otherwise be contrary to the policies in this Plan. Within the *specialty crop areas* designation certain land uses do not conform to the permitted uses listed in Section 2.2.3.1. Generally, these lands are occupied by existing uses which over time have established a level of compatibility with the agricultural community. In many instances the lands are occupied by buildings and structures that represent a substantial investment in the community that should be considered as a resource. In other situations, the lands were the subject of previous planning approval where buildings have yet to be constructed.

2.5.2 Notwithstanding Section 2.2.3.1, these uses are considered to be permitted uses under this Plan and expansions to these uses shall be permitted unless the expansions are proposed on lands not previously owned and occupied by the uses.

2.5.3 The uses permitted will be limited in the implementing zoning by-law to the following:

a) existing or approved use of the lands;

b) Any use permitted in the in Section 2.2.3.1; and

c) any use having a similar impact to that of the existing use that is deemed reasonably *compatible* with the agricultural area to take advantage of existing buildings and facilities. Such uses will only be permitted by a site specific amendment to the zoning by-law.

2.5.4 Zoning restrictions for lot requirements (e.g. coverage, height, etc.), may be applied to limit *development* and expansion of any building so as not to adversely affect the agricultural area.

2.5.5 In addition to the permitted uses in Section 2.2.3.1, the following provisions apply to specific lands identified on Schedule B1:

a) **S2-1:** A mini-storage use is permitted on the lands identified as S2-1 (1950 Niagara Stone Road).

b) **S2-2:** An ancillary use to an agricultural market will include the sale of goods and merchandise at retail, on lands identified as S2-2 (40 Lakeshore Road).

c) **S2-3**: The lands identified as S2-3 (1835 Niagara Stone Road) are the site of two commercial businesses and have been zoned for commercial use.

d) **S2-4:** The lands identified as S2-4 (1882 Niagara Stone Road) are the site of a pharmacy and health centre. Building extensions for commercial purposes on to the rear lands will require an amendment to the service area boundary and to this Plan.

e) **S2-5:** The lands identified as S2-5 (1501 Line 8 Road) are occupied by an existing campground.

f) **S2-6:** The lands identified as S2-6 (1267-1275 Niagara Stone Road) on Schedule B1 are occupied by an existing agricultural market which permits the existing agricultural market or an expansion to the existing winery abutting to the south (Hillebrand Winery). No other use of the property is permitted without amendment to this Plan.

g) **S2-7:** A municipal fire station is permitted on the lands identified as S2-7 (1391 Concession 6 Road).

h) **S2-8:** A golf course, driving range or other outdoor sports practice facilities are permitted on the lands identified as S2-8 (Recreational Facilities).

i) **S2-9:** A private club is permitted on the lands identified as S2-9 (1416 Line 3 Road).

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j) **S2-10:** On the lands identified as S2-10 (16104 Niagara River Parkway), the use of the property, is limited to any use permitted in the agricultural designation and a 21 room Inn including a 40 seat restaurant within the existing three (3.0) storey building. An uncovered outdoor patio use in association with the restaurant is also permitted. Notwithstanding other Agricultural System objectives and policies in this Plan, an expansion of the existing Inn may be permitted subject to the policies of the Greenbelt Plan, 2017, or its successor, and subject to Policy 2.2.4.11 of this Plan regarding expansions to existing lawful uses.

k) **S2-11:** The *conversion* of the existing dwelling located on the lands identified as S2-11 (797 Line 2 Road) to a triplex dwelling is permitted.

l) **S2-12:** On the lands identified as S2-12 (16052 Niagara River Parkway), A Value-Added Marketing Use (*agri-tourism use* unrelated to agriculture) that will permit the hosting of weddings and dinner and lunch (hospitality) events on the property is permitted.

m) **S2-13:** On the lands identified as S2-13 (16006 Niagara River Parkway), A Value-Added Marketing Use (*agri-tourism use* unrelated to agriculture) that will permit the hosting of weddings and dinner and lunch (hospitality) events on the property, as well as Value-Added Marketing Use (*agri-tourism use* related to agriculture) that will permit a restaurant use, at a limited and appropriate scale, are permitted.

n) **S2-14:** On the lands identified as S2-14 (382 Airport Road), the Niagara Regional Native Centre is permitted.

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SECTION 3 Settlement Areas

3.1 Identification

3.1.1 The lands identified as Settlement Areas on Schedule A (Community Structure) and Schedule B1 (Land Use) will be the focus of urban *development*. Settlement areas have municipally-provided services, including water and sewage services.

3.1.2 The five (5) settlement areas in the Town are:

- Old Town
- Queenston
- St. Davids
- Virgil
- Glendale

3.2 Framework for Development

3.2.1 Schedules B2 to B6 outline the settlement area boundaries and land use designations for each of the settlement areas.

3.2.2 Schedule B7 outlines the *Built-Up Areas* and Greenfield Areas. All *development* within St Davids and Queenston is considered to be within the *Built-Up Area*.

3.2.3 *Development* within the settlement areas will be planned to support transit, *active transportation* opportunities and improved pedestrian and vehicular circulation. It must also ensure the conservation of *built heritage resources* and *cultural heritage landscapes*.

3.2.4 It is the goal of this Plan that the settlement areas in the Town continue to evolve into *complete communities* where there is:

a) mixed-use *development*/neighborhoods providing a mix of jobs in close proximity to housing;

b) choice in the market place, in terms of obtaining goods and services;

c) a range of educational and training opportunities;

d) a range of housing types for all levels of income and ages;

e) a range of health care services for the majority of the residents;

f) a range of community and social services to assist the majority of those in need in the community;

g) a range of cultural and recreational opportunities and facilities; and,

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h) a population level and density that supports the provision of public transit, where feasible.

3.3 Settlement Area Boundaries and Built-up Areas

3.3.1 The settlement area boundaries are shown on Schedules B1 to B6. The boundaries of the *Built-up Areas* are delineated on Schedule B7.

3.3.2 The *Built-up Areas* identify the extent of existing *development* within the settlement areas. All growth and *development* which will occur within the *Built-up Areas* is considered to be *intensification* and will count towards the achievement of the Town's *intensification* target.

3.4 Greenfield Areas

3.4.1 *Greenfield Areas* are identified on Schedule B7 and represent undeveloped areas that will provide the Town with an opportunity to accommodate new growth on lands which generally do not contain existing urban *development*.

3.4.2 Objectives

3.4.2.1 It is the intent of this Plan to support excellence in community living in *greenfield areas* that is based on the application of the following principles that result in:

a) a well balanced community in terms of an appropriate mix and distribution of residential densities and complementary uses;

b) the promotion of compact, mixed use, walkable and transit supportive *development*;

c) the promotion of excellence in civic design in both the public and private realm;

d) an interconnected system of open spaces, including recreational areas and *natural heritage features and areas*;

e) a range of recreational and community facilities that facilitate shared use where practical;

f) the integration of new roads with existing roads in adjacent *Built-Up Areas*;

g) an attractive built form of appropriate building heights, massing, setbacks, *streetscapes*, gateways and architectural treatments;

h) providing appropriate transitions in density and height to existing low density residential areas;

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i) efficient transportation links that provide for all modes of travel through and in and out of new *development* areas and which are planned with strong *active transportation* connections; and

j) practical and cost effective innovations to support the *development* of a sustainable community that encourages the application of *low impact development*, bird friendly design, alternative energy sources and energy conservation, water conservation, approximate targets for an urban forest canopy and, the restoration, *linkage* and enhancement of *natural heritage features*.

3.4.3 Policies

3.4.3.1 In cases where *development* is proposed in *greenfield areas*, it shall be demonstrated that:

a) the proposed *development* will generally serve as a logical extension to the existing *built-up area*, is compact and has a mix of uses to allow for the efficient use of land, *infrastructure* and public service facilities;

b) the proposal will contribute to the availability of a range of housing choices (e.g., density, form, and price) in new *development* areas;

c) all of the other *infrastructure* and public service facilities required to service the *development* is available or to be provided, with such *infrastructure* and public service facilities being used as efficiently as possible;

d) access is provided in a manner that supports the provision of essential emergency services, *active transportation*, efficient transportation patterns, and/or *linkages* with adjacent existing or planned *development* where people and property will not be put at risk by natural hazards; and

e) the proposed *development* is planned to achieve a minimum density target that is not less than 50 residents and jobs per hectare, with this calculation excluding *natural heritage features and areas* and *floodplains*, provided *development* is prohibited in these areas.

3.4.3.2 Further *development* within the *designated growth area* in Virgil shall only be permitted following the completion of a comprehensive planning exercise for contiguous blocks of land that reviews the limits of environmental and hazard limits of *development*, considers the need for an integrated road and open space systems, may allow for change (e.g. infill), and reviews the location of various land uses and densities in a comprehensive manner.

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3.5 Intensification Strategy

3.5.1 *Intensification* and infilling in appropriate locations throughout the *Built-Up Area*, including *additional residential units*, will be supported in accordance with community design and other applicable criteria of this Plan. Other forms of *intensification* can occur on underutilized commercial and institutional sites such as shopping malls and plazas, through the assembly of existing parcels of land into larger parcels for *development* purposes and through the severance of surplus lands from larger parcels.

3.5.2 Objectives

3.5.2.1 The objectives of the *intensification* policies of this Plan are to:

a) provide policy for accommodating additional growth within the *Built-up Areas*;

b) provide a framework that supports *intensification* and infilling throughout the Town's *Built-up Area*;

c) provide a framework that allows for *additional residential units*;

d) ensure any proposal for *intensification* conserves *built heritage resources* and *cultural heritage landscapes*;

e) *intensification* will be directed to the *Built-up Areas* where *development* will not impact *built heritage resources* and *cultural heritage landscapes*; and

f) ensure that *intensification* and infilling are *compatible* with the character of the surrounding neighbourhood.

3.5.3 Policies

3.5.3.1 A minimum of 25% of all new dwelling units constructed annually in the Town will occur within the *Built-up Areas* identified on Schedule B7.

3.5.3.2 The predominant built form for *intensification* and *redevelopment* within the residential areas of the *Built-up Area* will be single-detached, semi-detached, townhouses, and low-rise apartment buildings provided that it is demonstrated that land use compatibility will be maintained by addressing the relevant land use compatibility policies of this Plan.

3.5.3.3 The provision of *affordable* housing in *intensification areas* is encouraged.

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3.5.3.4 The Town will ensure that *intensification* and *redevelopment* conserves *built heritage resources* and *cultural heritage resources*. *Community Design Guidelines* will be prepared and used as a tool to achieve *compatible* built form with *intensification* and *redevelopment*. Adaptive reuse of *built heritage resources* will be strongly encouraged.

3.5.3.5 The Town will locate and maintain important amenities and services, which serve the residents, such as parks, schools, recreational facilities, government offices and libraries within the *Built-up Areas*.

3.5.3.6 The Town will prepare an *intensification* strategy that provides direction on *intensification* within the Old Town and Virgil. The purpose of the *intensification* strategy is to firstly identify where *intensification* will be directed and to then determine the desired built form within these *intensification areas*. Factors to consider in the *intensification* strategy will be the existing land uses, the permanency of adjacent land uses, *built heritage resource* conservation, the ability of the surrounding road network to accommodate growth, the availability of services and how the *intensification* of the lands can support the continuing evolution of the Town into a complete community. The recommendations of the Council-approved *Intensification* Strategy will be implemented through an amendment to this Plan.

3.5.3.7 *Intensification areas* identified in the *intensification* strategy outlined in Section 3.5.3.6 will be developed at a higher density than surrounding areas, subject to other applicable policies of this Plan related to *built heritage resources* and *cultural heritage landscapes*, the character of the area and appropriate design standards. If an additional Plan exists for the management of any *built heritage resources* and *cultural heritage landscapes*, this must be addressed as well. In the event of a conflict, the highest heritage conservation standard would apply.

3.5.3.8 In considering an application for *development* approval on lands in the Established Residential and Residential designations, or on properties not currently zoned for high density *residential development*, Council shall ensure infill and *intensification* respects and reflects the existing pattern and character of adjacent *development*, by demonstrating the *development* criteria below are met, unless otherwise specified in a Heritage Conservation District Plan:

a) the lot frontage(s) and lot area(s) of the proposed new lot(s) shall be generally *compatible with the sizes of existing lots on both* sides of the street on which the property is located;

b) the proposed new building(s) shall have heights, massing and scale appropriate for the site and generally *compatible* with that permitted by the zoning for adjacent properties and properties on the same street;

c) front and rear yard setbacks for the new building(s) are *compatible* with the front and rear yards that exist on the same side of the street;

d) the setback between new building(s) and the interior side lot line shall generally increase as the lot frontage increases;

e) the new building(s) shall have a complementary relationship with existing buildings, while accommodating a diversity of building styles, materials and colours;

f) existing trees and vegetation shall be retained to the extent possible and enhanced through new street tree planting and additional on-site landscaping;

g) the width of the garage(s) and driveway(s) at the front of new building(s) shall be limited to ensure that the *streetscape* is not dominated by garages and driveways;

h) new driveways and service connections shall be sited to minimize tree loss;

i) impacts on adjacent properties shall be minimized in relation to grading, drainage, access and circulation, privacy and microclimatic conditions such as shadowing;

j) the orientation and sizing of new lots shall not have a negative impact on significant public views and vistas (e.g., *built heritage resources*, natural heritage features) that help define a residential neighbourhood;

k) proposals to extend the public street network should be designed to improve neighbourhood connectivity, improve local traffic circulation and enhance conditions for pedestrians and cyclists; and

l) road and/or municipal *infrastructure* shall be adequate to provide water and wastewater service, waste management services and fire protection.

3.6 Phasing

3.6.1 Following the completion of the Transportation Management Plan, Pollution Prevention Control Plan, Parks and Recreation Management Plan, and Master Servicing Plan, this Plan will be amended to provide more specific phasing policies, as needed and based on the direction of the review.

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3.7 Land Use Compatibility

3.7.1 Residential Neighbourhoods

3.7.1.1 Neighbourhoods are stable but not static. There is a degree of change that occurs within neighbourhoods over time. This change will be appropriate and *compatible* with the Town's existing neighbourhoods and with the entire *Built-up Area*.

3.7.2 Compatibility

3.7.2.1 *Intensification* within the *Built-up Areas* shall be *compatible* with surrounding existing and planned land uses. *Intensification* and/or *redevelopment* should be *compatible* with the property and the surrounding neighbourhood by:

a) conserving natural heritage, *built heritage resources,* and cultural heritage landscapes;

b) existing and/or planned densities;

c) lot frontages, area and depth;

d) building setbacks;

e) access;

f) Parking;

g) Servicing, lot grading and drainage; and,

h) The existing and/or planned height and massing of buildings.

3.7.2.2 *Development* proposals shall demonstrate *compatibility* and integration with surrounding land uses by ensuring that an effective transition in built form is provided between areas of different *development* densities and scale. Transition in built form will act as a *buffer* between the proposed *development* and existing uses and should be provided through appropriate height, massing, architectural design, siting, setbacks, parking, public and private open space and amenity space.

3.7.3 Conflicts between Built Form and *Intensification*

3.7.3.1 In circumstances where a proposed *development* satisfies the Town's *intensification* target but does not support the *compatibility* policies of this Plan, the *compatibility* policies shall prevail.

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3.7.4 Edge Planning Policies

3.7.4.1 Protected Countryside/*Specialty Crop lands* must be preserved and protected from any negative influences of the adjacent settlement uses:

a) Where *agricultural uses* and non-agricultural uses interface, at a *settlement area boundary*, mitigation measures (e.g., adequate separators, landscaping, fencing) shall be incorporated as part of the non-agricultural uses, within the area being developed (settlement area).

3.7.4.2 *Development* proposals in the settlement/rural fringe areas shall implement edge planning measures that protect the *agricultural uses* by minimizing the potential land use conflict between the agricultural area and the settlement area.

3.7.4.3 That *development* proposals at the rural-settlement interface shall utilize design measures to mitigate conflicts between settlement and rural uses by separating those uses. These measures may include such things as:

a) subdivision layout;

b) site layout, increased lot depths/sizes along the boundary to allow for separation;

c) increased building setback provisions in the zoning by-law to increase separation between uses;

d) road design to direct traffic away from farming areas; and

e) the incorporation of *buffer* areas such as berms, treed landscape strips or public pathways.

3.8 Community Design

3.8.1 Policies

3.8.1.1 The character of the Town is reflected in its *built heritage resources* and *cultural heritage landscapes*, including, but not limited to, its heritage character areas, rural landscapes, tree-lined urban and semi-urban *streetscape*s, low profile *development*, walkable communities, and variety of architectural and design features.

3.8.1.2 *Community Design Guidelines* are used to integrate new *development* into the fabric of the community and to preserve its character and enhance those attributes that are important to residents and visitors. *Community Design* involves the arrangement and design of buildings, public spaces, *transportation system*s, services, landscaping and amenities.

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3.8.1.3 *Community Design Guidelines* are used to focus attention on the quality, layout and design of built form, landscapes and the public realm, and can be at a broad, community-wide scale, or at a local, street-level scale. Preparing and implementing design guidelines for both the public realm and the private realm contribute to the quality of life in the community, and ultimately create healthy, complete and accessible communities.

3.8.1.4 *Community Design Guidelines* should be based on the following:

a) encourage a compact, walkable and well-connected community;

b) provide a linked public open space system;

c) encourage the enhancement of *streetscapes*;

d) integrate public *infrastructure* into the landscape;

e) encourage gradual transitions in densities and height to existing neighborhoods; and

f) conservation of *built heritage resources* and *cultural heritage landscapes*.

3.8.1.5 The Town may develop *Community Design Guidelines* for all or parts of each settlement area. These guidelines may be implemented through the preparation and approval of *intensification* strategies, secondary plans, community improvement plans, heritage district plans, or through a community planning permit system. *Community Design Guidelines* may be adopted by the Town as free-standing initiatives following a public review and may be incorporated into site plan approval or *development* approval standards.

3.8.1.6 The design and *development* of all public and private lands within **Glendale, Queenston** and **St. Davids** shall be in accordance with approved Secondary plan and *Community Design* Standards and Guidelines.

3.8.1.7 In addition to meeting other design related policies of this Plan, the following *Community Design Guidelines* apply to proposals in **Virgil** and **Old Town** until more detailed *Community Design* standards or guidelines are approved by the Town.

a) block lengths should generally range between 200 and 250 metres;

b) where blocks are longer than 250 metres, a through block pedestrian walkway or midblock parkette should be provided;

c) streets should generally be based on a grid pattern;

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d) lot sizes and types (e.g., singles, semis, duplex, townhouses, apartments) should vary in size and shape;

e) lots adjacent to neighbourhood centres and parks should be planned for medium density *development*;

f) pedestrian connections from public road rights-of-way to adjacent public open spaces and natural areas should be provided;

g) mixed land uses should be concentrated in central and accessible locations;

h) sidewalks will be provided in accordance with approved Town policy but may exceed those minimum standards where there is a clearly defined benefit or purpose served for existing and future residents; and

i) specific design standards for garages for single, semi and townhouse units shall be identified in relevant Community Design Standards and Guidelines and implemented in relevant Zoning Bylaws or Development/Community Permit Bylaws. In the absence of specific *Community Design Guidelines* or standards, garages accessed from a public road (i.e. front yard) will not exceed 50% of the building's front façade and will be set back from the front face of these units.

3.8.1.8 In addition to meeting other design related policies of this Plan, the following design guidelines apply to *intensification* proposals in **Virgil** and **Old Town** until more detailed *intensification* strategies and *Community Design Guidelines* are approved by the Town:

a) infill and *intensification* sites should be *compatible* with the average pre-established building setback of adjacent buildings within the block face;

b) parking for commercial, mixed use and apartment buildings shall be located at the rear yard of the buildings, where applicable, with a secondary entrance at the side or back of the building. The main entrance to the building will front onto the street;

c) where appropriate, the design of the commercial, mixed use and multi-unit *residential development* should provide linkages and connections to existing and proposed pedestrian and bicycle networks;

d) height, mass and scale of new *development* shall be *compatible* with the context within which it is located; and

e) the design of infill and *intensification development* will be consistent with the Land Use Compatibility criteria of this Plan.

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3.8.2 Building Height Restrictions

3.8.2.1 With the exception of **Glendale**, the Town consists of low-rise structures in a small town setting with a large number of *built heritage resources*. Generally, building heights in **Old Town**, **St. Davids**, and **Queenston** do not exceed ten (10) metres. This low-rise character will be maintained, and the implementing zoning by-law will limit building height accordingly. Special provisions may be included in the zoning by-law limiting the building height to less than ten (10) metres in residential areas where the majority of the buildings are 1 or 1.5 storeys in height. The lands identified in special policies S4-17 may have increased building heights, as identified in S4-17 and other sites may be identified for higher building heights through site specific applications and in the *Intensification* Strategy.

3.8.2.2 In **Virgil**, limits on height may be more flexible subject to more detailed policies in future secondary plans and *Community Design* standards. In particular, there are opportunities for *development* that will exceed ten (10) metres in height on the former Virgil Public School lands and along the Niagara Stone Road corridor and other sites may be identified for higher building heights in the Intensification Strategy.

3.9 Urban Design

3.9.1 Objectives

a) Excellence and innovation shall be promoted in architecture, landscape architecture, site planning, *streetscape* design, and overall community design to ensure built environments are attractive, walkable, accessible, diverse, and functional.

b) The collaboration and co-ordination of related disciplines, including land use planning, urban design, transportation planning, engineering, environmental planning, and landscape architecture shall be encouraged.

c) Revitalization and *redevelopment* shall be promoted to enhance the character of existing neighbourhoods.

d) The public realm shall be enhanced through urban design and improvements, and investment that contributes to safe, attractive complete streets and desirable communities.

3.9.2 Policies

3.9.2.1 The Town shall encourage:

a) The creation of livable and vibrant settlement areas and streets;

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b) well-designed buildings, high quality *streetscapes*, and attractive public spaces that create neighbourhood character and strengthen community identity and diversity;

c) the integration of views of built heritage resources and cultural heritage landscapes, landmarks, and significant natural heritage features to enhance a sense of place; and

d) the clustering of community facilities, services, and spaces to facilitate access to all modes of transportation and to promote community identity and civic pride.

3.9.2.2 The inclusion of public art into the design of major *development*, *streetscapes*, and public spaces will be encouraged.

3.9.2.3 The Town's physical relationship to waterfront settings will be leveraged by promoting visual and physical access and connecting publicly accessible waterfronts to create a continuous waterfront feature, where feasible.

3.10 Housing Affordability

3.10.1 The Town encourages the provision of housing that is necessary to meet the needs of households unable to find adequate housing through the private market. The design of any assisted rental housing shall be sensitive to the characteristics of the surrounding existing *development*.

3.10.2 The Town encourages initiatives to increase the supply of *affordable* housing through the better use of resources, buildings and serviced sites within its settlement areas. This increase will be achieved in part by the following:

a) encouraging accessory residential units in combination with commercial *development*s subject to the relevant policies of this plan relating to *compatibility*, serviceability or appropriateness of the site and provision of appropriate social, recreational, and other facilities and amenities;

b) encouraging the creation of new residential units in developed neighbourhoods through infill, *conversion* of existing buildings, *redevelopment* and the provision of *ARUs; and*

c) encouraging the construction of long-term rental units.

3.10.3 Upon completion of an assessment report, the Town may consider an amendment to this plan to establish policies that authorize inclusionary zoning for the inclusion of *affordable* housing units within buildings or projects containing other residential uses and providing for their maintenance as *affordable* housing units over time.

3.10.4 Upon completion of an assessment report, the Town may consider an amendment to this plan to establish policies for monitoring housing affordability.

3.11 Residential Areas

3.11.1 Background and Identification

3.11.1.1 Residential Areas within the settlement areas are identified on Schedules B2 to B6.

3.11.1.2 The Residential Areas are divided into two designations: Established Residential and Residential. The Established Residential designation generally applies to older, stable residential neighbourhoods. The Residential designation generally applies to newer, developing neighbourhoods or to neighbourhoods in transition.

3.11.2 Objectives

3.11.2.1 Objectives for *residential development* areas are as follows:

a) To ensure that sufficient lands have been placed in a Residential designation to accommodate the anticipated population in a suitable variety of locations, densities and unit types.

b) To improve housing supply options in the Town through various means including municipal involvement in various government housing programs.

c) To ensure new housing is appropriately located, is *compatible* with surrounding land uses, encourages energy efficient aspects in its design, retains important *natural heritage features* and uses land efficiently.

d) To ensure that existing housing and existing residential areas are *conserved* and improved.

e) To support the conservation of *built heritage resources* and *cultural heritage landscapes*. This includes, but is not limited to the retention, and possible expansion of, Heritage Conservation Districts and *cultural heritage landscapes* in the older residential areas of the Town and the establishment of new heritage conservation districts or *cultural heritage landscapes*.

f) To encourage infill *residential development* of vacant or underutilized parcels of land in residential areas where such *development* will be *compatible* with existing uses and where it will contribute to the more efficient use of municipal services and community facilities.

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g) To limit land use conflicts that may be associated with proposed new residential and mixed use *development* proposals.

h) To promote the maintenance and rehabilitation of the existing housing stock.

i) To support appropriate *development* of *additional needs housing*. To encourage *development* of well-designed and visually-distinctive housing projects.

j) To provide an appropriate mix of housing to meet the Town's long-term land needs and housing growth in the Town.

3.11.3 Policies

3.11.3.1 Low-rise structures are the predominant built form throughout the residential areas. Medium-rise structures (e.g. multi-floor apartment buildings) may be recognized in specific locations within specific secondary plans, and subject to a zoning by-law amendment. Low-rise structures are generally one (1) or two (2) storeys in height. Medium-rise structures are generally three (3) or four (4) storeys in height, may not require elevators for access to units, and are subject to the restrictions on building height in Section 3.8.2.

3.11.3.2 High rise *development* is defined as buildings that have a height for five or more storeys and is not permitted within Old Town, Queenston, Virgil, and St. Davids, with the exception of the lands in St. Davids that are subject to the provisions of S4-17, secondary plans, growth management and *intensification* strategies, or other studies.

3.11.3.3 High rise *development* may be permitted in Glendale, subject to the policies of the Glendale Secondary Plan.

3.11.3.4 Any construction of additions or new structures within residential areas will compliment and be *compatible* with existing adjacent *development* in terms of its scale, character, height, design and mass.

3.11.3.5 Applications for medium or high density *residential development* shall demonstrate that the proposed *development* is *compatible* with the surrounding community by demonstrating that the criteria below is sufficiently addressed:

a) The height, mass, scale and arrangement of buildings and structures will achieve a harmonious design and integrate with the surrounding area and not negatively impact on lower density residential uses or on *built heritage resources*.

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b) Appropriate open space, including landscaping and buffering, shall be provided to minimize the impact on adjacent lower density uses (e.g. impacts of noise, wind, and shadows).

c) Parking areas shall be required on the site of each *residential development* that are of sufficient size to satisfy the need of the particular development and that are well designed and properly related to buildings and landscaped areas.

d) Service areas shall be required on the site of each development (e.g., garbage storage, recycling containers).

e) The design of the vehicular, pedestrian and amenity areas of *residential development* will be subject to regulation by the Town.

f) Adequate municipal services can be provided to accommodate the needs of the development.

g) Traffic to and from the location will not be directed towards local streets and the site should be within convenient access of a collector or arterial roadway.

h) Close proximity to community facilities such as schools and recreation facilities, and to commercial facilities should be available.

3.11.3.6 The implementing zoning by-law may use separate zoning categories to limit certain uses where appropriate.

3.11.3.7 Small scale community facilities or convenience commercial uses may be permitted in residential designations with an amendment to the zoning by-law and are subject to the following locational criteria:

a) Direct or convenient access to an arterial or collector street.

b) Design which is *compatible* with surrounding land uses, maintaining the scale, density and character of the area.

c) Provision of adequate buffering and transition to protect surrounding existing development.

d) Provision of adequate off-street parking to serve the particular use, while retaining sufficient usable yard space to maintain the existing visual characteristics of the area.

e) On those streets which have been designated no stopping areas, provision will be made for off-street locations to accommodate drop-off and pick-up of the users of such facilities.

3.11.4 Established Residential Designation

3.11.4.1 Character:

a) The Established Residential areas represent older, stable neighbourhoods. These neighbourhoods can include *built heritage resources* and *cultural heritage landscapes* that must be *conserved*. The existing character of the Established Residential areas shall be maintained.

3.11.4.2 Permitted Uses:

a) In the Established Residential designation, the following uses shall be permitted:

- single-detached dwellings,
- semi-detached dwellings,
- townhouses, and
- duplex dwellings.

b) Secondary uses permitted in conjunction with a principal use that are appropriate in the Established Residential designation include:

- rooming and boarding houses,
- *Bed and Breakfast Establishment*s,
- *Additional residential units* subject to the requirements of Section 9.13.1,
- home occupations,
- *Country Inns*,
- existing *cottage rental*s, and
- accessory structures.

c) Other uses permitted include:

- open space,
- parks,
- trails,
- *additional needs housing*, and
- community facilities.

3.11.4.3 Policies:

a) Due to the wide variety of lot sizes, frontages, depths and setbacks in the Established Residential designation that result in a varied and attractive *streetscape*, the Zoning By-law may set requirements on a block-by-block basis to maintain the unique character of the area.

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b) New medium-rise *development* shall only be considered by amendment to this Plan. Any amendment application for medium density *development* in this area will be accompanied with a, planning justification report, traffic study and a heritage impact assessment, and other studies as requested or required. In addition, any application must be accompanied by a report which addresses the adjacent *streetscape* and character of the existing *residential development* in the area, to ensure that the character of the area is maintained.

c) Within the Established Residential designation, the following policies apply:

i. Changes to lot frontage and/or lot depth may be permitted subject to a zoning by-law amendment.

ii. In the analysis of any application to amend the zoning by-law proposing changes to lot frontage and/or lot depth, the following will be considered:

- the average lot frontage and lot depth of the existing parcels on the block face;
- in the case of corner lots, average lot frontages and lot depths will be calculated on both block faces;
- the relevant *intensification* policies of the Official Plan;
- preparation of a *streetscape* study, planning justification report, and/or heritage impact assessment, if required, which demonstrate that the proposed new lot(s) will maintain or improve the character of the block face;
- an arborist report which will consider the potential impacts on all trees with particular regard for Carolinian Canada species; and
- existing and proposed land uses on the subject lands and surrounding lands.

d) *Built heritage resources* and *cultural heritage landscapes* shall be *conserved*.

e) *Development* will consider the existing physical character of the neighbourhood, including in particular:

i. patterns of streets, blocks and lanes, parks and public building sites;

ii. size and configuration of lots;

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iii. heights, massing, scale and dwelling type of nearby residential properties;

iv. prevailing building type(s);

v. setbacks of buildings from the street or streets;

vi. prevailing patterns of rear and side yard setbacks and landscaped open space;

vii. continuation of special landscape or built-form features that contribute to the unique physical character of a neighbourhood; and

viii. conservation of *built heritage resources* and *cultural heritage landscapes*.

f) Special care will be taken to maintain the low profile character of the area. New *residential development* in these areas consisting of more than two units shall be accompanied by a detailed site and area analysis demonstrating there will be minimal impact on surrounding neighbourhoods and *development*.

3.11.5 Residential Designation

3.11.5.1 Character:

a) In the Residential designation, a variety of residential uses, types and densities may be permitted, as detailed in the secondary plans, where such secondary plans have been approved.

3.11.5.2 Permitted Uses:

a) In general, the housing mix in the Residential designation will include low rise structures, including:

- single-detached,
- semi-detached and duplex dwellings, and
- medium rise or multiple unit residential uses (e.g. townhouses, walk-up apartments) may be permitted in specific locations shown in secondary plans
- medium rise apartments up to 4 storeys
- high rise (density) may be permitted in specific locations shown in secondary plans
- housing geared for seniors

These may be identified in separate zoning categories in the Comprehensive Zoning By-law.

b) Secondary uses permitted in conjunction with a principal use that are appropriate in the Residential designation include:

- rooming and boarding houses,
- *Bed and Breakfast Establishment*s,
- *additional residential units* subject to the requirements of Section 9.13.1,
- home occupations,
- *cottage rental*s, and
- *accessory buildings and structures*.

c) Other uses permitted include:

- open space,
- parks,
- trails,
- *additional needs housing*, and
- community facilities.

3.12 Commercial Areas

3.12.1 Background and Identification

3.12.1.1 The commercial structure of the Town consists of uses that serve the needs of residents, tourists, the surrounding agricultural area and a recently approved location for Regional Commercial Use in Glendale. Commercial areas are shown on the Schedules to this Plan and are predominately located within the five (5) settlement areas.

3.12.1.2 The Commercial designation of land will mean that the predominant use will be the buying and selling of goods and services.

3.12.1.3 Secondary plans and the zoning by-law may establish separate commercial zones that permit or restrict particular uses to specific areas of the Town. These zones may recognize different ranges of permitted uses and lot *development* standards that reflect the character of the areas in which they are located.

3.12.2 Objectives

3.12.2.1 Objectives for commercial *development* areas are as follows:

a) To provide for an orderly distribution of commercial areas within the settlement areas of the Town to meet the shopping and service needs of residents and tourists.

b) To adequately provide for local-serving commercial areas.

c) To ensure in commercial areas that *built heritage resources* and *cultural heritage landscapes* are *conserved*.

d) To recognize the Queen-Picton Street area as the focus of tourist-serving commercial uses in the Old Town.

e) To minimize the impact of commercial development on adjacent land uses and prevent the intrusion of commercial uses into residential areas unless it is demonstrated that there are no land-use conflicts.

f) To minimize the impact of commercial development on the traffic carrying capacity of adjacent roads.

g) To promote compact forms of commercial development, and to discourage scattered forms of development.

h) To ensure that new commercial development will not have a negative impact on existing commercial areas demonstrated through studies (e.g. Commercial Market Study), as requested.

3.12.3 Character

3.12.3.1 The character of each individual commercial area and the character of its surrounding uses will be considered in determining the zoning regulations to apply to that area, so that a cohesive character is promoted which is in keeping with adjoining areas.

3.12.4 Permitted Uses

3.12.4.1 Commercial uses include a full range of retail commercial uses, business offices, service shops, community facilities, hotels, wineries, mixed uses, breweries and restaurants. Along arterial or collector roads, additional commercial uses that require extensive parking areas and that cater to travelers that rely heavily upon vehicular traffic for their business, would include such uses as automotive services, nursery or garden centres, or wholesale building supplies.

3.12.4.2 Commercial lands located along the shore of the Niagara River may be limited to marine commercial and tourist related uses. New commercial *development* will be of a design that is in harmony within the historic and residential character of the area. The Zoning By-law may limit the size and bulk of new buildings in this regard.

3.12.5 Policies

3.12.5.1 Adequate off-street parking shall be provided for all new commercial *development*. In existing developed commercial areas, where inadequate parking has been provided, and where additional off-street parking is difficult to achieve, or would negatively affect the pedestrian character of

the area, the Town may consider accepting payments of cash-in-lieu of parking spaces from new or intensified commercial *development*.

3.12.5.2 It is recognized that the downtown core in Old Town lacks adequate parking arrangements. While there may be a sufficient supply of parking spaces, their location and number in a particular area may not be appropriate or effective. The Town will undertake to prepare an updated Municipal Parking Strategy for the Old Town.

3.12.5.3 Off-street parking areas for commercial uses will be designed to facilitate the efficient off-street movement of vehicles and not to negatively impact on abutting or nearby residential uses.

3.12.5.4 Vehicular accesses for new commercial *developments* will be restricted, as necessary, to minimize the effect of turning movements on adjoining roadways. Wherever possible, joint accesses will be designed to serve multiple commercial uses.

3.12.5.5 Requirements for building setbacks, minimum landscaped areas, buffer strips, maintenance of existing trees, privacy screening and other appropriate measures to enhance the greening of commercial areas and to protect adjoining residential areas from the effects of commercial activity will be applied in all new commercial *development* or *redevelopment*.

3.12.5.6 *Built heritage resources* and *cultural heritage landscapes* will be *conserved.* where they may be affected by an application for commercial *development* or *redevelopment* in accordance with Section 6 of this Plan. A heritage impact assessment, conservation plan and/or an *archaeological assessment* will be required, and appropriate mitigation measures will be taken to the satisfaction of the Town.

3.12.5.7 Mixed use *development* is encouraged within the commercial areas of the *Built-up Areas* where appropriate. The preferred built form for mixed use *development* is a minimum of two (2) storeys with employment and retail uses on the ground floor, with residential units or office uses located above. The minimum two (2) storey height will ensure mixed use *developments* are not underdeveloped.

3.12.5.8 Dwelling units permitted in any commercial designation may be restricted in the implementing zoning by-law to the second and upper floors or to rear of a commercial building, to only a single dwelling unit so as not to detract from the prime function of the commercial designation. Due to potential conflicts in uses, residential uses are prohibited in conjunction with automotive related commercial uses.

3.12.5.9 In keeping with the desire to maintain the character of Old Town, the *intensification* of commercial businesses in the Queen and Picton Street and Dock Area commercial district will be monitored.

3.12.5.10 Proposals to amend this Plan to permit major new or expanded retail and hotel *developments* outside the existing commercial designations will be required to undergo market impact studies in order to:

a) identify the type and size of retail facilities that are warranted or will be warranted by a certain year;

b) provide updated information on the performance of the Town's retail sector and identify the impact of the proposed development on other retail locations in the Town;

c) justify that the proposed development is warranted and appropriate from both the market and impact perspectives, and in particular that the planned function of the commercial areas within the municipality will not be prejudiced; and

d) identify the specific requirements and limitations, if any, which should be included in the amendment or otherwise made a condition of approval.

3.13 Mixed Use Areas

3.13.1 Background and Identification

3.13.1.1 Mixed Use areas are areas where existing or proposed *development* reflect a mix of residential and commercial uses, and include individual properties where commercial, residential, or a combination of both uses are appropriate. The areas are generally located along arterial or collector roads in the settlement areas but may be considered for approval in other locations as part of a planned community in a comprehensive secondary plan review.

3.13.2 Objectives

3.13.2.1 In addition to the objectives for residential areas and commercial areas, objectives for *development* in Mixed Use areas are as follows:

a) to provide opportunities for a range of permitted residential and/or commercial uses on specific properties within the settlement areas; and

b) to ensure that *development* is *compatible* with surrounding uses and neighbourhoods and contributes to the more efficient use of municipal services as well as ensure the conservation of *built heritage resources* and *cultural heritage landscapes*.

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3.13.3 Permitted Uses

3.13.3.1 Within the Mixed Use designation, the permitted uses of land will generally be limited to:

a) multiple unit *residential development*; and

b) commercial uses generally related to retail, office, health services, accommodation, personal services and recreational uses.

3.13.4 Policies

3.13.4.1 Mixed use *development*s will be designed to complement the character of the surrounding area and limit adverse impacts between residential and non-residential uses, addressing matters such as the design of building access points (e.g. consideration for residential versus non-residential access, security access, parking supply and location), and provision of adequate buffering and transition to manage and limit potential impacts on surrounding existing *development*.

3.13.4.2 *Development* will satisfy the design guidelines outlined in Section 3.8.1, or other Council approved design guidelines where such detailed guidelines have been prepared.

3.13.4.3 The design and location considerations for *development* for mixed use, commercial or residential uses will include provisions of the following:

a) The height, mass, scale and arrangement of buildings and structures will achieve a harmonious design and integrate with the surrounding area.

b) Appropriate open space (private and/or public), including landscaping and buffering, will be provided to maximize privacy for residential uses.

c) Parking areas will be designed to satisfy the residential and non-residential needs of each development proposal, particularly if the applicable secondary plan does not include a comprehensive parking strategy for the affected area/neighbourhood, or the proposal is inconsistent with the purpose and intent of the Plan's broader community parking strategy.

d) Service areas will be required on the site of each development (e.g. garbage storage, recycling containers).

e) The conservation of *built heritage resources* and *cultural heritage landscapes*.

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3.13.4.4 Commercial and residential facilities may be developed together on a single property either as separate buildings, or within a single building, developed as part of an area specific or community planning permit by-law.

3.13.4.5 For lands designated Mixed Use, an implementing zoning by-law or community planning permit by-law may be used to implement these Mixed Use policies, with separate zoning categories to establish site requirements for individual mixed use *developments*.

3.13.4.6 The Niagara Stone Road corridor in Virgil is an established commercial area that acts as a main street for Virgil. The Town may undertake a secondary plan, a community improvement plan or develop *Community Design Guidelines* and *streetscape* improvements intended to assist in the transformation of the corridor into a downtown mixed use commercial area reflecting a village character.

3.14 Employment Lands

3.14.1 Employment Areas

3.14.1.1 Background and Identification

a) The *Employment Area* designation applies to lands that have historically developed for and are predominantly used for industrial *development* and other employment generating activities.

b) Not all employment uses are located within the *Employment Area* designation, as *significant* employment is generated on lands in the Commercial and Community Facilities designations, and through home occupations throughout the residential areas. The policies in this section are focused on the lands within the *Employment Area* designation.

3.14.1.2 Objectives

a) Objectives for the *Employment Area*s are as follows:

i. To diversify, stabilize and stimulate the local economy through the attraction of new employment uses.

ii. To provide for prestige business/employment sites that are serviceable and can be assured of a high level of hydro power supply.

iii. To ensure that adequate water and sewer service (or alternatives) and drainage works will be provided to these business districts.

iv. To encourage prestige type businesses to locate in areas with exposure to the Queen Elizabeth Way and arterial roads.

v. To minimize conflicts between major employment uses and adjacent residential and natural amenity areas through adequate regulation and separation.

3.14.1.3 Permitted Uses

a) *Employment Areas* are intended to used for clusters of business and economic activities including manufacturing, research and development in connection with manufacturing, warehousing, goods movement, associated retail and office, and ancillary facilities. Uses that are excluded from *employment areas* are institutional and commercial, including retail and office not associated with the primary employment use listed above.

3.14.1.4 Policies

a) Lands designated *Employment Area* within the settlement areas are subject to the applicable provisions of Section 3.14.1, *Employment Area*s.

b) Where employment uses are proposed adjacent to residential uses or lands designated for residential use, adequate separation and buffering will be provided to the satisfaction of the Town.

c) All parking and unloading facilities will be off street and will be of sufficient capacity to accommodate employees, visitors and business traffic.

d) All signs and billboards within the e*mployment area*s shall be designed and erected in accordance with the Town's Sign By-law (By-law 4586-12).

e) No extractive industrial use will be permitted within the Employment designation.

f) Residential accommodation for security purposes for persons such as watchmen and caretakers will be permitted.

g) The Town may zone different e*mployment area*s for a specific range of employment uses, from general industrial uses, to light industrial uses and prestige industrial and business uses.

h) *Major facilities* 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, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of *major facilities* in accordance with provincial guidelines, standards and procedures.

i) Where avoidance is not possible in accordance with Section 3.12.1.4 h), the Town shall protect the long-term viability of existing or planned industrial, manufacturing or other *major facilities* that are susceptible to encroachment by ensuring that the planning and *development* of proposed adjacent *sensitive land uses* is only permitted if potential *adverse affects* to the proposed *sensitive land use* are minimized and mitigated, and potential impacts to industrial, manufacturing or other *major facilities* are minimized and mitigated in accordance with provincial guidelines, standards and procedures.

j) *Sensitive land uses* that are not ancillary to the primary *employment area use* shall be limited in *employment areas* and only permitted if such use can comply with D-6 Guidelines.

k) Lands that are identified as *employment area* shall not be redesignated or rezoned to any other non-employment use except through an Official Plan Amendment. In undertaking an Official Plan Amendment, it shall be demonstrated that:

i. there is an identified need for the removal and the land is not required for *employment area* uses over the long term;

ii. the proposed uses would not negatively impact the overall viability of the *employment area* by:

- avoiding, or where avoidance is not possible, minimizing and mitigating potential impacts to existing or planned *employment area* uses; and
- maintaining access to major goods movement facilities and corridors.

iii. existing or planned *infrastructure* and public service facilities are available to accommodate the proposed uses; and

iv. the Town will have sufficient employment lands to accommodate projected employment growth to the horizon of the Plan.

l) The Town may remove lands from *Employment Area*s only where it has been demonstrated that:

i. there is an identified need for the removal and the land is not required for *employment area* uses over the long term;

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ii. the proposed uses would not negatively impact the overall viability of the *employment area* by:

- avoiding, or where avoidance is not possible, minimizing and mitigating potential impacts to existing or planned *employment area* uses in accordance with the PPS;
- maintaining access to major goods movement facilities and corridors;

iii. existing or planned *infrastructure* and public service facilities are available to accommodate the proposed uses; and

iv. the municipality has sufficient employment lands to accommodate projected employment growth to the horizon of the approved official plan.

3.14.2 Business Areas

3.14.2.1 Background and Identification

a) *Business areas* are lands that are intended to provide opportunities for a broad range of employment-generating uses in the Town.

b) The *business areas* in the Town are the Industrial/Business Park designation in the Glendale Secondary Plan and the lands designated 'Employment' in St. Davids, which as subject to the site-specific policies of S4-19, which prevail over the policies of this Section.

3.14.2.2 Objectives

a) To permit a broad-range of employment-generating uses; and

b) To minimize conflicts between *business area* uses and adjacent residential and natural amenity areas through adequate regulation and separation.

3.14.2.3 Permitted Uses

a) *Business areas* are intended to provide opportunities for a broad range of employment-generating uses, including industrial uses, office and major office uses, institutional and major institutional uses, private education, recreation and health-related facilities and restaurant, retail and service commercial uses catering to the needs of the employees within the *business area*.

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3.14.2.4 Policies

a) Where *business area* uses are proposed adjacent to residential uses or lands designated for residential use, adequate separation and buffering will be provided to the satisfaction of the Town.

b) Detailed policies on the Industrial/Business Park designation in the Glendale Secondary Plan apply to this *business area*.

c) The detailed policies in S4-19 apply to the Cannery Employment Area apply to this *business area*.

d) The policies in Sections 3.14.1.4 h) and 3.14.1.4 i) also apply to *business areas*.

3.15 Community Facilities

3.15.1 Background and Identification

3.15.1.1 Community facilities are intended to provide for the culture, education, health and welfare of the existing and future residents of the Town.

3.15.1.2 The Community Facilities designation recognizes the larger-scale community facilities currently in existence in the Town and provides policies for the ongoing operation of such facilities.

3.15.1.3 Smaller-scale community facilities may be permitted in appropriate locations in Residential designations.

3.15.1.4 Community facilities may be permitted in Commercial designations.

3.15.1.5 Community facilities, including institutional uses and essential emergency services, etc., shall not be located in *hazardous lands* and *hazardous sites*.

3.15.2 Objectives

3.15.2.1 The objectives for the Community Facilities designation are as follows:

a) To provide for appropriately-located parks and community facilities in line with the Town's Parks and Recreation Master Plan that are accessible to the people they serve, while not having an adverse effect on abutting land uses.

b) To encourage the location of community facilities at strategic locations with convenient access for residents.

c) To recognize the changing needs of the community and the subsequent need for *redevelopment* of community facilities.

3.15.2.2 To ensure the conservation of *built heritage resources* and *cultural heritage landscapes* through the process of change.

3.15.3 Permitted Uses

3.15.3.1 Community facilities include a full range of uses such as private and public schools, day care facilities, treatments centres and clinics, health care facilities, museums, arts and cultural facilities, community centres, places of worship, government offices, libraries, emergency service facilities, public and private cemeteries, parks, and trails.

3.15.4 Policies

a) All lands designated Community Facilities except for municipally-owned parkland will only be re-developed for residential use subject to an official plan amendment and zoning by-law amendment, and provided that it has been determined that other community facilities are not able to be established on the site.

3.15.4.1 In considering an application for the *conversion* of lands designated Community Facilities, Council shall ensure that the *development* respects and reflects the existing pattern and character of adjacent *development*, by adhering to the *development* criteria outlined below, unless otherwise specified in a heritage conservation district plan:

a) the lot frontage(s) and lot area(s) of any proposed new lot(s) (including any retained lot(s)) shall be consistent with the sizes of existing lots on both sides of the street on which the property is located;

b) the proposed new building(s) shall have heights, massing and scale appropriate for the site and generally consistent with that permitted by the zoning for adjacent properties and properties on the same street;

c) front and rear yard setbacks for the new building(s) shall be consistent with the front and rear yards that exist on the same side of the street;

d) the setback between new building(s) and the interior side lot line shall increase as the lot frontage increases;

e) the new building(s) shall have a complementary relationship with existing buildings, while accommodating a diversity of building styles, materials and colours;

f) existing trees and vegetation shall be retained and enhanced through new street tree planting and additional on-site landscaping;

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g) the width of any garage(s) at the front of new building(s) and width of driveway(s) on the property shall be limited to ensure that the *streetscape* is not dominated by garages and driveways;

h) new driveways and service connections shall be sited to minimize tree loss;

i) impacts on adjacent properties shall be minimized in relation to grading, drainage, access and circulation, privacy and micro-climatic conditions such as shadowing;

j) the orientation and sizing of new lots shall not have a negative impact on significant public views and vistas that help define a residential neighbourhood;

k) proposals to extend the public street network should be designed to improve neighbourhood connectivity, improve local traffic circulation and enhance conditions for pedestrians and cyclists;

l) road and/or municipal *infrastructure* shall be adequate to provide water and wastewater service, waste management services and fire protection; and

m) the development conforms with any provisions applicable to any heritage character area in which the property is located.

3.15.4.2 *Infrastructure* and public service facilities should be strategically located to support the effective and efficient delivery of emergency management services and to ensure the protection of public health and safety.

3.16 Conservation

3.16.1 Lands designated Conservation within the settlement areas are subject to the applicable provisions of Section 7, Natural Heritage.

3.16.2 The designation applies to lands considered environmentally *significant* or where lands are considered unsuitable for building purposes and require special attention to avoid loss of life and property damage. These include identified *hazardous lands*, *woodlands*, *wetlands* and flood prone lands.

3.16.3 Within the Conservation designation, the following uses are permitted: forestry, fisheries and wildlife management, conservation, public and private parks, and trails.

3.16.4 Flood control and shoreline protection works are also recognized.

3.16.5 *Accessory buildings and structures* permitted in an abutting designation and not used for human habitation may be recognized subject to the approval of Town or NPCA, as applicable.

3.16.6 The re-designation of Conservation lands may only be considered where it is demonstrated that the proposal complies with the applicable requirements in Section 7.

3.16.7 Conservation lands may not be considered acceptable as part of a parkland dedication under the Planning Act.

3.17 Secondary Plans

3.17.1 While the purpose of the Official Plan is to provide an overall direction for the Town and describe land uses in general terms, Secondary Plans will be prepared for settlement areas to provide greater details on how this Plan will be implemented.

3.17.2 In addition, secondary plans will address the importance of prominent views and vistas. Secondary plans will also have special regard to the conservation of *built heritage resources* and *cultural heritage landscapes.* In the event of a conflict between the wording of a secondary plan and the Official Plan concerning the conservation of *built heritage resources* and *cultural heritage landscapes*, the wording with the higher standard of conservation will apply.

3.17.3 A Secondary Plan will be adopted as an amendment to this Plan.

3.17.4 Where a Secondary Plan has been approved, the land use policies contained therein will take precedence.

3.17.5 Secondary plans will provide direction regarding levels of municipal services, community facilities and open space for areas in need of improvement based on established community standards which may vary from one community to another, i.e. drainage ditches versus storm sewers where residents prefer the grassed boulevards.

3.17.6 Secondary plans will recognize the importance of physical recreational facilities in appropriate locations such as a boat launch and a beach area, the *development* of neighborhood parks, the development of a variety of recreational facilities, as well as the on-going maintenance and upgrading of these facilities.

3.17.7 Secondary plans will recognize the importance of continued improvement to the municipal *infrastructure*, roads, watercourse and the design of *employment area*s of the Town to ensure that employment uses within these areas are able to function efficiently.

3.17.8 Secondary plans will provide for a transportation network of roads, sidewalks bicycle lanes and pathways to provide for the safe and efficient movement of people and vehicles and to reduce the potential conflicts. The roadway system will identify the function of the road and address how to reduce conflicts with pedestrians. The pedestrian/bicycle system will consist of sidewalks and pathways in appropriate locations so as to reduce the need for the private

automobile. A bicycle network will, wherever possible, be separate from the pedestrian system. Where *development* or *redevelopment* occurs along a road, the proponent will be required to implement, to the satisfaction of the Town, such pedestrian/bicycle system as appropriate as it applies to the frontage of the property. This will include the provision of the pathway or sidewalk, as well as associated landscaping, street furniture, lighting, etc. Where road construction or reconstruction occurs, the municipality will attempt to protect or enhance the *streetscape*s in the area through the protection of vegetation and the appropriate selection of materials and landscaping.

3.17.9 The following approved Secondary Plans continue in effect and form part of this Plan. They are located in Section 10 of this Plan:

1) Queenston Secondary Plan
2) St. Davids Secondary Plan
3) Dock Area Secondary Plan
4) Glendale Secondary Plan

3.17.10 The Town will review and update existing Secondary Plans generally as follows:

1) Dock Area
2) St. Davids
3) Queenston

3.17.11 The Town will prepare new Secondary Plans or other appropriate studies generally as follows:

1) Queen-Picton Corridor (Old Town)
2) Virgil
3) Chautauqua neighbourhood

3.17.12 Other areas that will be considered for area-specific plans or character area policies include the wartime homes in Old Town.

3.18 Community Hubs

3.18.1 The Town supports the creation of community hubs that:

a) enable the co-location of public services to promote cost-effectiveness and service integration;

b) facilitate access through locations served by a range of transportation options, including active transportation and transit;

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c) give priority to existing public service facilities as the preferred location, where appropriate or alternatively, for locations within or near the Glendale strategic growth area, and

d) enable the adaptive reuse of existing facilities and spaces, where appropriate.

3.18.2 A Community Hub is a central access point which:

a) offers services in collaboration with different community agencies and service providers;

b) reduces administrative duplication;

c) improves services for residents and are responsive to the needs of their communities; and

d) is unique and defined by local needs, services and resources.

3.19 Site Specific Policies

3.19.1 Site specific policies add to or replace policy provisions for individual properties that would otherwise be contrary to the policies in this Plan. They recognize existing or proposed land uses which are not normally permitted in the designation or they may place some other restriction on a property identified on Schedules B2 to B6. The following is a list of site specific policies.

a) **S3-1:** A net residential density of 41.5 units per hectare shall be permitted on the lands identified as S3-1 (175 Queen Street) on Schedule B2 and comprised of six (6) attached dwelling units and one (1) detached dwelling unit.

b) **S3-2:** The use of the property, identified as S3-2 (180 Mary Street) on Schedule B2, is limited to any use permitted in the established residential designation and business and professional office uses including an esthetician office.

c) **S3-3:** The use of the property, identified as S3-3 (1366 York Road) on Schedule B4, is limited to any use permitted in the residential designation and an *estate winery* and associated uses, subject to the relevant *estate winery* policies of this plan.

d) **S3-4:** Commercial and Residential (Randwood - 144 & 176 John Street East):

The lands identified S3-4 – Commercial on Schedule B2 are subject to the following provisions:

The following land uses shall only be permitted: Hotel; Spa; Arts and Learning Centre; Conference Centre; Restaurant; *Accessory buildings and structures*.

i. At site plan approval stage, the property shall be designated under Part IV of the Ontario Heritage Act.

ii. The final design and plans of any additions or new buildings shall be subject to approval by the Municipal Heritage Committee.

iii. Sufficient landscaping, *buffers*, and setbacks shall be provided to minimize the impact on abutting residential uses.

iv. No terraces or balconies above the second storey shall be oriented toward abutting properties. Any terraces or balconies shall be oriented toward the interior of the property.

v. All access to parking areas shall be oriented or designed in such a way that there shall be no impact of vehicular lights on abutting residential properties.

vi. There shall be no negative impact on abutting properties as a result of lighting in parking lots, driveways, walkways, or other outdoor recreation and amenity spaces.

vii. There shall be adequate building separation from adjacent residential uses.

viii. A tree preservation plan prepared by a qualitied professional shall be submitted with a site plan application.

ix. The boxwood hedge within the *buffer* area adjacent to the western property line shall remain and be properly protected and preserved to ensure its continued growth. At site plan stage, measures to mitigate construction impacts to protect the boxwood hedge will be required.

The lands identified S3-4 – Residential on Schedule B2 are subject to the following provisions:

- The following land uses shall be only permitted: Main Uses: Pedestrian and carriage pathways; Existing buildings and structures; Stormwater management facilities; Parking lots; Walls along John and Charlotte Streets; *Accessory buildings and structures* to main uses shall be permitted in as secondary uses.

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- All parking area shall be oriented or designed in such a way that there shall be no impact of vehicular lights on abutting residential properties.
- There shall be no negative impact on abutting properties as a result of lighting in parking lots, driveways, walkways, or other outdoor recreational and amenity spaces or *accessory buildings or structures*.
- A tree preservation plan prepared by a qualified professional shall be submitted with a site plan application.

e) **S3-5:** A maximum of 73 residential dwelling units consisting of single-detached, semi-detached, townhouses and apartment units shall be permitted on the lands identified as S3-5 (Boatworks Subdivision - Anne Street & Victoria Street) on Schedule B2. A net residential density of 19.45 units per hectare for single-detached dwellings; a *net density* of 33.68 units per hectare for semi-detached dwellings, a *net density* of 37.33 units per hectare for townhouses and a *net density* of 72.33 units per hectare for apartment units shall be permitted.

f) **S3-6:** The lands identified as S3-6 (Averton Square - John Street/Anne Street/Gate Street/Victoria Street) on Schedule B2 will permit a mixed use residential – institutional *development* consisting of a 100 unit retirement residence surrounded by twenty (20) single-detached dwellings on individual lots along the perimeter of the property.

g) **S3-7:** The following will also apply to the lands identified as S3-7 (St. Andrews Glen Phase 2 - Niagara Stone Road) on Schedule B2:

i. *Residential development* shall be permitted, not exceeding 35 units per hectare residential *net density*.

ii. That *residential development* adjacent to Regional Road 55 provide architectural and landscaping treatment that assist in presenting the façade as a front façade and that the implementing zoning By-law define though regulation and provision, the objective of “front yard”.

iii. That all existing easements and covenants be subject to review and modification in order to retain afforded rights of the Town and adjacent Homeowners Association with that of the Developer’s right of same, including access to the subject lands from the existing Balmoral Drive Private Road in perpetuity.

h) **S3-8:** The lands identified as S3-8 (Windsor Circle) on Schedule B2 shall permit a four (4) storey apartment building and associated indoor and outdoor amenity areas. No less than 150, and no more than 187, underground parking spaces shall be provided. The access to the underground parking will be designed and constructed to utilize best

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practises to alleviate noise impact from the use and operation of the parking ramp on adjacent properties. A minimum net residential density of fifty (50) units per hectare and a maximum net residential density of 71.5 units per hectare shall be permitted provided a maximum Floor Space Index of 0.88 is maintained and the relevant *community design guidelines* are respected.

i) **S3-9:** The use of the property, identified as S3-9 (228 Queen Street, 209 & 217 Simcoe Street) on Schedule B2, is limited to a 24 room hotel including a restaurant, meeting room and spa facilities.

j) **S3-10:** The property identified as S3-10 (442 Mississauga Street) on Schedule B2 will be limited to business and professional offices as defined in the Zoning By-law.

k) **S3-11:** The lands identified as S3-11 (Pillar & Post Gardens - John Street/King Street/Regent Street/Anne Street) on Schedule B2 are subject to the following special provisions:

i. Main Uses are limited to a Conference centre, Business office, Passive parks and open space, Art gallery, and *Outdoor event* areas;

ii. Secondary Uses are limited to warehousing associated with a main use; and *Accessory buildings and structures*.

iii. The implementing Zoning By-law may exclude specific uses or categories of uses which are considered to be incompatible with the goals, objectives and policies of the Plan.

iv. In accordance with the regulations under Section 36 of the Planning Act, a Holding (H) Provision may be applied to the lands which will enable Council to hold lands designated for specific land uses until a Record of Site condition has been filed or until supporting studies related to transportation or noise are completed and approved.

v. Any *outdoor event* area use will be seasonal and may be limited in the Implementing Zoning By-law to the number of events per year, so as to remain *compatible* with the surrounding residential land uses. Any application for site plan agreement for use of an *outdoor event* area or event tent shall be accompanied by a noise study completed by a qualified expert, recommending appropriate separation distances from residential land uses, as well as noise mitigation measures. An on-going noise monitoring program may be required by the municipality, which may be established as part of any site plan agreement involving an *outdoor event* area or event tent use. Any noise monitoring program is subject to the approval

of the Director of Community and Development Services.

l) **S3-12:** The Town-owned lands identified as S3-12 (Open Space - River Beach Drive) on Schedule B2 are designated Community Facilities for no other purposes than undeveloped natural open space.

m) **S3-13:** The property identified as S3-13 (Fog Signal Station - River Beach Drive) on Schedule B2, occupied by the Fog Signal Station, permits only the existing residence.

n) **S3-14:** The lands identified as S4-14 (Willowbank - 14487 Niagara River Parkway) on Schedule B5 are designated under Part IV of the Ontario Heritage Act and contain the Willowbank Estate. The permitted main uses are: a school of restoration arts, museum, historic site and conservation. Any change in main uses shall require an amendment to this Plan. Secondary uses permitted with a main use are: assembly hall uses, conference facilities, associated parking areas, similarly related uses, *accessory buildings and structures*, and a cemetery.

o) **S3-15:** On the lands identified as S3-15 (412 Four Mile Creek Road) on Schedule B4, the following provisions apply:

a) Parking shall only be permitted in the front yard, rear yard and interior side yard; and the ground floor building face is not required to abut the sidewalk edge. All other uses and policies permitted in the commercial designation continue to apply.

p) **S3-16:** On the lands identified as S3-16 (22 Paxton lane) on Schedule B4, the permitted uses are limited to a golf course, driving range or other open space uses.

q) **S3-17:** On the lands identified as S3-17 (Queenston Quarry - Residential & Commercial) on Schedule B4, the following provisions apply:

a) Prior to any residential, commercial or recreational development taking place, the existing Ministry of Natural Resources licence under the Aggregate Resources Act and the Ministry of Environment Certificate of Approval for waste disposal must be surrendered and a Record of Site Condition filed with the Ministry of Environment. It is recognized that extraction of stone resources and associated activities may take place under the authority of the existing Aggregate Resources Act licence and that this use is an interim use.

b) Phasing of the development of a hotel and apartment buildings shall be subject to a Master Servicing Plan and Traffic Impact Study to the satisfaction of the Region, Town, City of Niagara Falls and

Ministry of Transportation. Servicing requirements shall include the renegotiation of the mutual servicing agreement between the Town of Niagara-on-the-Lake and the City of Niagara Falls with respect to allotment of sanitary sewer flows from the St. Davids urban area that is received and treated at the sanitary sewer treatment plant located in Niagara Falls, to the satisfaction of the Region, Town and City. Any improvements to the sanitary sewage system that may be required to convey the increased sanitary sewer flows to the Niagara Falls treatment plant shall be borne by the developer in addition to the developer's proportionate share of the costs to acquire any additional allotment of sewage flows that may be received at the treatment plant.

1. Residential (Queenston Quarry)

    a. In the Residential (Queenston Quarry) designation in addition to the uses permitted in 3.11.5.2, the following uses shall be permitted:

        Uses Independent of a Main Use: Wine storage caves

    b. All the development of the lands designated Residential (Queenston Quarry), except for single detached dwellings on Melrose Drive, shall be subject to urban design guidelines and the development criteria of the Niagara Escarpment Plan.

    c. The lands fronting on Melrose Drive will be developed for single detached residential uses and passive recreational uses.

    d. The land fronting on Townline Road will be developed for townhouse residential uses. The townhouse units shall face Townline Road and be accessed via an internal landscaped driveway.

    e. The setback of development from the top of the rock face will be based on the findings and recommendations of a geotechnical report prepared by a qualified expert to the satisfaction of the Niagara Peninsula Conservation Authority, Niagara Escarpment Commission and the Town.

    f. The total maximum number of apartment dwelling units shall be 750.

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g. The apartment buildings shall be located on the former quarry floor and be an apartment building built form that is a maximum of 6 storeys in height and include enclosed parking and above grade residential apartment dwelling units.

h. The apartment buildings may have additional building height consisting of an architectural roof element that may create a 7th storey which may contain amenity elements for the apartment building, but no dwelling units.

i. Notwithstanding Policy (k) and Policy (l), a proposal for an apartment building that proposes a building height, including the height of any architectural features, that exceeds the height of the brow of the Escarpment, will require a Visual Impact Analysis prepared by a qualified expert that demonstrates that there is no adverse impact on Escarpment landscape qualities and adjacent and proposed residential uses. The Visual Impact Analysis will accompany the Development Permit application and shall take into consideration both daytime and nighttime conditions, maximum building height and minimum setbacks. The Analysis shall be prepared to the satisfaction of the Niagara Escarpment Commission and the Town, and shall be subject to the approval of the Niagara Escarpment Commission. Should the Visual Impact Analysis determine that there is an adverse impact on the Escarpment landscape or adjacent and proposed residential uses, the Visual Impact Analysis shall identify mitigation measures to address those impacts. Such mitigation measures may include screening, setbacks and alterations to building design including height. Prior to undertaking the work related to a Visual Impact Analysis consultation with both the Town and the Niagara Escarpment Commission shall occur to define the parameters and requirements for the Visual Impact Analysis.

j. In addition to the 2 storey parking structure associated with each apartment building, a limited amount of surface parking for visitor parking within a landscaped setting is permitted for each building.

k. Wine storage caves for the storage and warehousing of wine within the rock face within the Settlement Area Boundary may be developed and will be subject to detailed engineering design with respect to the size and height of the caves, construction requirements, support requirements, access and entry requirements, and spacing requirements between caves. Blasting to create the wine storage caves will not be permitted.

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l. The wine storage caves may be used for the private storage and warehousing of wine of individual wine collectors or the commercial storage and warehousing of wine from the local wineries. The retail sale of wine or other winery related uses is not permitted.

m. Appropriate on-site parking will be required for each winery cave.

n. Any public access in proximity to and along the top edge of the rock face shall provide for appropriate safety measures and protection against the hazards associated with the steep slopes.

2. Commercial (Queenston Quarry)

a. In the Commercial (Queenston Quarry) designation the following uses shall be permitted:

Main Uses: Hotel

Secondary Uses: Restaurant; Banquet facilities; Commercial recreational uses; Accessory buildings and structures

Uses Independent of a Main Use: Passive recreational uses

b. All the development of the lands designated Commercial (Queenston Quarry) shall be subject to urban design guidelines and the development criteria of the Niagara Escarpment Plan.

c. The hotel development, associated with the golf course development on lands designated Escarpment Recreation Area, shall take place on the quarry floor. The built form of the resort hotel shall be a maximum of 6 stories and include enclosed parking and above grade resort hotel uses.

d. The hotel building may have additional building height consisting of an architectural roof element that may create a 7th storey which may contain amenity elements for the hotel building, but no hotel rooms.

e. Notwithstanding Policy 5 and Policy 6, a proposal for a hotel building that proposes a building height, including the height of any architectural features, that exceeds the height of the brow of the Escarpment, will require a Visual Impact Analysis prepared by a qualified expert that demonstrates that there is no adverse impact on Escarpment landscape qualities and adjacent and proposed residential uses. The Visual Impact Analysis will accompany the Development Permit application and shall take into consideration

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both daytime and nighttime conditions, maximum building height and minimum setbacks. The Analysis shall be prepared to the satisfaction of the Niagara Escarpment Commission and the Town, and shall be subject to the approval of the Niagara Escarpment Commission. Should the Visual Impact Analysis determine that there is an adverse impact on the Escarpment landscape or adjacent and proposed residential uses, the Visual Impact Analysis shall identify mitigation measures to address those impacts. Such mitigation measures may include screening, setbacks and alterations to building design including height. Prior to undertaking the work related to a Visual Impact Analysis consultation with both the Town and the Niagara Escarpment Commission shall occur to define the parameters and requirements for the Visual Impact Analysis.

f. The maximum number of hotel guest rooms is 200.

g. In addition to the enclosed parking associated with the hotel, only a limited amount of surface parking within a landscaped setting is permitted.

h. Commercial recreational uses, such as a spa and tennis courts, shall complement the main hotel use.

r) **S3-18:** On the lands identified as S3-18 (Cannery Residential - Four Mile Creek Road/Line 9 Road/Concession 3 Road) on Schedule B4, the following provisions apply:

1. The following land uses shall be permitted:

   Main Uses: Single dwelling units; semi-detached dwelling unit.

   Secondary Uses: Home occupations; Bed and breakfasts; Accessory apartments; *Additional needs housing*; *Garden suites*; *Accessory buildings and structures*.

2. Medium Density Residential uses may also be permitted and will be placed in a separate zoning category in the Zoning By-law to control height, density, coverage, unit size and parking, and shall be subject to the St. Davids Secondary Plan.

3. All *residential development* shall comply with the standards for new residential built form set out in Section 7.3 of the Village of St. Davids Urban Design Guidelines and the policies of the St. Davids Secondary Plan. A consistent and high-quality design approach of the dwelling types, mix, and *streetscape* will lead to a cohesive,

integrated and high-quality community. Principles for new *residential development* shall include the following:

a) The primary façade of dwellings shall face the public street.

b) An intermixing of housing types and designs provide interest and encourage a diverse community.

c) A variety of dwelling types, building setbacks and architectural treatments should be integrated to contribute to a diverse and distinct neighbourhood image. Dwellings on corner lots should be designed so that the building façade along each street face integrates and contributes positively to each *streetscape*. Garages should not dominate the front façade of the dwelling and shall be setback from the front face of the dwelling.

4. All aspects of the public realm, including street layout and design shall meet the standards of Sections 6.6, 6.7, and 6.8 of the St. Davids Urban Design Guidelines and the policies of the St. Davids Secondary Plan, specifically the following policies:

a) Create interconnected road patterns: an interconnected street network allows for traffic flow to dissipate more evenly through neighbourhoods. This pattern will limit increased traffic speed on long narrow road stretches and the need for traffic calming devices which hinder emergency vehicle response time and snow clearing efforts and are costly to construct and maintain.

b) Encourage street parking as it helps slow traffic on a street.

c) Plant street trees to create a physical *buffer* between the road, the sidewalk and private dwellings.

d) Vary the length of streets and blocks to allow streets to respond to the configurations of topography, other natural features, and to reinforce a sense of place in the community.

e) Provide for a variety of setbacks to create visual interest and a sense of informality and an image of incremental *development*.

f) Preserve and incorporate natural features into new neighbourhoods to support an environmentally aware community.

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g) A pattern of short blocks encourages walking as it shortens distances. It is also more interesting since a combination of routes is created. With great pedestrian activity, streets become safer; with more efficient routes, driving distances are reduced. The result of this street design is environmental and safety benefits. Blocks should be short and should not exceed 250 metres and streets should be interconnected to disperse traffic but the pattern should discourage through traffic.

h) Sidewalks shall be provided on all major and local streets and shall include pedestrian-scaled lighting.

i) On lots of less than 12 metres in width driveways shall be paired to increase opportunities for on-street parking.

5. Four Mile Creek Road (Regional Road 100) shall be developed in accordance with Regional standards to reflect an urban *streetscape* suitable as a principal entrance with a gateway feature to St. Davids. All local roads including Line 9 Road and Concession 3 Road shall be developed in accordance with Town standards. The *streetscape* improvements shall be designed to slow traffic and shall include driveways with direct access to Four Mile Creek Road, as well as sidewalks, and bike lanes along Four Mile Creek Road. Road widening and reconstruction of Regional Road 100 is required to accommodate an urban cross-section, streetlighting, landscaping and possible turning lanes. In addition, the improvements may include a traffic circle (roundabout) and medians in the right-of-way of Four Mile Creek Road designed to Regional standards.

a) Plant material around the gateway feature should be chosen for form and colour, for relatively low maintenance requirements and suitability to the Niagara Region climate, and for its attractiveness all year long.

b) The gateway feature should be large enough to be seen from far away while driving.

c) The design of the gateway feature should be reminiscent of local architectural styles, using materials such as wood, stone, and brick.

d) The gateway feature should be as maintenance free as possible and feature a timeless design.

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e) The proposed concept for a gateway feature is a simple, dry stone wall with "St. Davids" engraved in a smooth rectangular piece of stone encased in the wall and placed on both sides of the road. The wall should be surrounded by a variety of plant species.

6. Existing *agricultural uses* may continue to be permitted in accordance with the Agricultural policies of this plan.

7. Stormwater shall be managed with one stormwater management facility sized to accommodate all the residential lands. The preferred location of the permanent stormwater facility is south of Line 9 Road, west of Four Mile Creek Road. An alternate permanent stormwater pond location or temporary stormwater management ponds may be approved in accordance with the requirements of the NPCA. The development of the stormwater management facility may be staged to accommodate the phases of *development* and shall be designed as a feature at the entrance to St. Davids.

8. Land acquisition, and design and construction costs for the stormwater management facility shall be shared proportionally, based on a benefitting area basis, by all landowners of undeveloped residential lands.

9. The boundary between the Low Density Residential (Cannery Park) designation and Conservation designation may be adjusted in accordance with NPCA approval without further amendment to the Plan.

s) **S3-19:** On the lands identified as S3-19 (Cannery Employment - Four Mile Creek Road/Line 9 Road) on Schedule B4, the following provisions apply:

1. The following Prestige Industrial land uses shall be permitted:

Main Uses: Prestige type industrial uses, well designed, carefully sited and landscaped in order to minimize their impact on residential uses. Non-obnoxious industrial uses such as: light manufacturing, assembly of processed material, goods and products, warehousing, public utilities, research and development laboratories that do not pose any threat to public health or safety, technology centres, offices, and educational institutions. Commercial uses such as: commercial recreational facilities, banks, restaurants and retail uses with a minimum floor area of 250 m^2 and a maximum floor area of 1,390 m^2 except when in conjunction with a permitted manufacturing use where retail floor area will be associated with the gross floor area of the

manufacturing use and a grocery store shall have a maximum floor area of 2,500m^2.

Secondary Uses: *Accessory buildings and structure*.

2. Prestige type industrial uses shall be well designed, carefully sited and landscaped in order to co-exist with the mixed uses of the Cannery Development.

3. All uses shall be subject to site plan control and the following considerations:

a) Appropriate mitigation of noise, dust, odour and lighting impacts on adjacent residential uses;

b) Visual screening, landscaping, and appropriate setbacks of buildings, structures, parking, loading areas, and storage areas through landscaping and fencing;

c) Adequate building separation from adjacent residences and, if necessary, from existing buildings on site;

d) Availability of municipal services. The proposal must not jeopardize the capacity or integrity of the provision of services to *development* in the urban area;

e) Appropriate site design to allow for on-site movement, storage, loading, unloading and parking of vehicles;

f) A traffic operations assessment/on-site traffic movement and driveway access; and

g) A *water conservation plan*; and

h) Any requirements for land dedications to accommodate necessary expansions of public *infrastructure* systems.

4. Standards shall be set out in the implementing zoning by-law to ensure *compatibility* with the Cannery Park urban residential uses and to maintain a high amenity value for the employment or commercial uses. Such standards may include landscaping, , off-street parking, external building design and materials, and prohibition of outside storage.

5. Sidewalks shall be provided on all major and local streets and shall include pedestrian-scaled lighting.

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6. Design Guidelines for Prestige Industrial sites and buildings:

   a) Industrial uses shall be separated and *buffered* from adjacent natural heritage areas, open spaces and residential areas. The location and quantity of parking areas and storage areas should be limited to minimum requirements and screened appropriately.

   b) Site and building design should address sustainability principles. *Development* should respect the natural environment through appropriate design and location of *infrastructure* and buildings. Natural features should be preserved and incorporated as key site features.

   c) Buildings should be designed to give prominence to the location and a sense of prestige to the area. The location of buildings should generally provide continuity and enclosure to the street and open space network.

   d) Building placement, massing and landscape features should provide a high level of design.

   e) Buildings should be placed at recommended minimum building setbacks.

   f) Buildings should provide pedestrian access to building entrances from the street.

   g) Building facades that are visible from the street should apply some amount of architectural expression beyond blank, single material walls. Treatments could include colour and material variations, windows, and articulations in the wall plane.

   h) Loading and service areas shall be screened from public view through architectural screening, landscape buffering or a combination of such treatments.

   i) Access into, and circulation within individual properties should provide safe and well-defined routes for vehicles and pedestrians. The use of landscaping, paving materials, lighting, signs and other distinct treatments to define these areas will contribute to the overall safety, quality, and sense of orientation within each site.

   j) Where feasible, shared driveways should be provided to parking and service areas to minimize disruption of the public sidewalk and to facilitate vehicular access to public roadways.

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k) Parking areas should not dominate the front yard and should not exceed two parking bays accessed by a single drive aisle. Larger parking areas should be placed at the side or at the rear of buildings and include combinations of landscaping and pedestrian walkways to subdivide expansive parking areas.

7. The *archaeological site* of the former historical Lowrey Mill shall be protected and the Town supports its designation under the Ontario Heritage Act. Further, the Town encourages the historical interpretation of the historical mill located on Four Mile Creek as it was the central industry in the community for many years.

8. The boundary between the Prestige Industrial (Cannery Park) designation and Conservation designation may be adjusted in accordance with NPCA approval without further amendment to the Plan.

t) **S3-20:** On the lands identified as S3-20 (524 York Road at Counsell Street) on Schedule B6 and identified as Hospitality Precinct in the Glendale Secondary Plan, the following provisions apply:

a) A six (6) storey building shall be permitted.

b) Loading, garbage storage and other services areas shall be located at the rear or side of the building, and shall be screened from view.

u) **S3-21:** On the lands identified as S3-21 (Westwood Court) on Schedule B6 and identified as Industrial Park in the Glendale Secondary Plan, the following provisions apply:

a) The following additional uses are permitted:

- Commercial recreation facility
- Medical office
- Dry cleaning and laundry plant
- Automobile sales establishment
- Nurseries and garden centre
- Parking garages and structures

b) Secondary Uses permitted with a Main Use:

- Assembly hall, daycare centre, and retail use to a maximum of 15% of the Gross Floor Area of the main use.

v) **S3-22:** On the lands identified as S3-22 (1376 York Road) on Schedule B4, the following provisions apply:

a) A 6-room *Country Inn* shall be permitted on the property, with one of the rooms being permitted within an *accessory building*. All other uses and policies permitted for the Residential designation shall continue to apply.

w) **S3-23:** On the lands identified as S3-23 (St. Davids Commercial/Residential - Four Mile Creek Road/York Road) on Schedule B4, the following provisions apply:

a) A mixed-use plaza is permitted and is exempt from the requirement that parking shall be provide in the rear yard.

x) **S3-24:** On the lands identified as S3-24 (493-507 Line 2 Road) on Schedule B3, the following provisions apply:

a) Subject to the requirements of the Commercial designation. However, the principle entrance is not required to front onto the street, and parking shall only be permitted in the rear yard, interior side yard and exterior side yard.

y) **S3-25:** On the lands identified as S3-25 (118-122-126 Queen St & 219 Victoria) on Schedule B2, the following provisions apply:

a) Redesignating the lands from Established Residential to site specific Open Space S3-26.

b) Despite the policies of this Plan to the contrary, the only permitted uses are landscaped open space (including accessory structures of a landscaped open space nature, excluding partially or fully enclosed structures), an underground parking garage secondary to a hotel on the same lot, and one (1) duplex or semi-detached dwelling containing two (2) residential units.

z) **S3-26:** On the lands identified as S3-26 (2203 Niagara Stone Road ES) on Schedule B2, the following provisions apply:

a) Refining the boundaries of the Residential and the Conservation designations on the property.

aa) **S3-27:** On the lands identified as S3-27 (2001 York Road) on Schedule B5, the following provisions apply:

a) Subject to Residential and Escarpment Natural Area except that the minimum lot frontage for new lots may be 32 metres.

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bb) **S3-28:** On the lands identified as S3-28 (1014 Queenston Road) on Schedule B1, the following provisions apply:

a) Redesignate to Agricultural and revise boundary of the Conservation designation.

cc) **S3-29:** On the lands identified as S3-29 (325 King Street) on Schedule B2, the following provisions apply:

a) Redesignating lands from Open Space & Community Facilities to Commercial.

b) Subject to all requirements of the Commercial designation under Section 3.12 and any other general requirement of this Plan, except the following shall apply:

c) In lieu of the permitted uses under Section 3.12.4.1 of the Official Plan, only the following uses shall be permitted on the subject lands:

i. Main Uses:

- Hotel
- Spa
- Restaurant
- Banquet and Conference Facilities

ii. Secondary Uses:

- Retail and personal service uses associated with the main Hotel use.
- Retail uses that are not associated with the main Hotel use shall not be permitted.

iii. The main Hotel building shall be sited and oriented towards King Street, and appropriate landscaping shall be provided around the property, to be implemented through the Site Plan Application process, on the subject lands.

iv. Access to any driveway leading to a parking area shall be provided from King Street on the subject lands.

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v. Access to loading areas, one each from Gage Street and Centre Street, are permitted, and must be well screened and landscaped to minimize visual impacts from the street.

d) Prior to Site Plan Approval, a Cultural Heritage Impact Assessment shall be prepared to identify a plan for how cultural heritage elements of the site will be considered and incorporated into any redevelopment of the site.

dd) **S3-30:** On the lands identified as S3-30 (61 Melville Street) on Schedule B2, the following provisions apply:

a) Redesignating lands from Medium Density Residential to Residential.

b) Permitted to be developed with a maximum of 12 apartment units at a maximum net residential density of 69 units per hectare (28 units per acre).

ee) **S3-31:** On the lands identified as S3-31 (355 Mary Street), on Schedule B2, the following provisions apply:

a) Redesignating lands from General Commercial to Mixed Use.

ff) **S3-32:** On the lands identified as S3-32 (228 Queen Street, 209-217 Simcoe Street) on Schedule B2, the following provisions apply:

a) The use of the property is limited to an 81 room hotel including a restaurant, meeting room and spa facilities, with a maximum height of 13.5 metres.

b) The use of the property is limited to a 24 room hotel including a restaurant, meeting room and spa facilities.

gg) **S3-33:** On the lands identified as S3-33 (61 Princess Street) on Schedule B5, the following provisions apply:

a) Subject to all requirements of the Established Residential designation and other general requirements under Section 10.1, except that the following shall apply:

- Minimum lot depth: 27.0 metres;
- Minimum front yard setback: 4.4 metres; and
- Minimum (southerly) interior side yard setback: 1.2 metres.

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hh) **S3-34:** On the lands identified as S3-34 (Tawny Phase 2) on Schedule B4, the following provisions apply:

a) Permitted to be developed with a maximum of 74 dwelling units at a maximum net residential density of 13.22 units per acre (32.66 units per hectare).

ii) **S3-35:** On the lands identified as S3-35 (Concession 7 Road & Queenston Road) on Schedule B6, the following provisions apply:

a) Redesignating the subject lands from Prestige Industrial and Conservation to site-specific New Residential, Public Parkland, Mixed Use II, Environmental Protection, and Stormwater Management Facility designations (Glendale Secondary Plan – subject to appeal).

b) Refining the boundaries of the Conservation designation per the approved environmental study.

c) The lands identified as Low Density Residential (Modero Estates), shall be permitted to be developed with a maximum net residential density of 10 units per acre (25 units per hectare), measured collectively across the entirety of the area subject to this site-specific policy.

d) The lands identified as Medium Density Residential (Modero Estates), shall be permitted to be developed with a maximum net residential density of 22 units per acre (55 units per hectare), measured collectively across the entirety of the area subject to this site-specific policy. In addition to the permitted uses, local serving commercial uses may be permitted abutting Concession 7 Road in accordance with the implementing Zoning By-law.

e) Redesignating the subject lands from Industrial Park to Modero Estates Residential Community and refining the boundary of the Conservation Area.

f) Modero Estates Community:

- Medium density forms of housing, including street and block townhouses and built form variations thereof shall be permitted.

- Low density forms of housing, including single detached housing, shall be permitted.

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g) Mixed use development including Commercial Uses (Local Serving) at grade with residential units above or behind shall be permitted along Concession 7 Road.

jj) **S3-36:** On the lands identified as S3-36 (King Street (NW Side-South of Cottage Street)) on Schedule B2, the following provisions apply:

a) Redesignating from Open Space & Community Facilities to Residential.

b) In lieu of the permitted uses, only the following uses shall be permitted on the subject lands:

- Main Uses: Hotel, Spa, Restaurant, Banquet and Conference Facilities,
- Secondary Uses: Retail and personal service uses associated with the main Hotel use.

c) Retail uses that are not associated with the main Hotel use shall not be permitted.

d) The main Hotel building shall be sited and oriented towards King Street, and appropriate landscaping shall be provided around the property, to be implemented through the Site Plan Application process, on the subject land identified.

e) Access to any driveway leading to a parking area shall be provided from King Street on the subject lands.

f) Access to loading areas, one each from Gage Street and Centre Street, are permitted, and must be well screened and landscaped to minimize visual impacts from the street, on the subject lands.

Prior to Site Plan Approval, a Cultural Heritage Assessment shall be prepared to identify a plan for how cultural heritage elements of the site will be considered and incorporated into any redevelopment of the site, on the subject lands.

kk) **S3-37:** On the lands identified as S3-37 (Opulence (Vacant Lands North and South of Hickory Ave)) on Schedule B4, the following provisions apply:

a) Site-specific Residential designation to permit a maximum net residential density of 8.24 units per hectare for the subdivision development.

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ll) **S3-38:** On the lands identified as S3-38 (NS York Road (Mavridis Hotel)) on Schedule B6, the following provisions apply:

a) Redesignate the subject lands to site-specific Existing Residential, Mixed Use II, and Environmental Protection designations (Glendale Secondary Plan – subject to appeal) to permit residential uses in conjunction with commercial uses, limit the maximum building heights, and enables the use of a Holding (H) symbol respecting an exemption to the Airport Zoning Regulation.

b) Permit an 8-storey hotel and a 10-storey residential apartment building.

mm) **S3-39:** On the lands identified as S3-39 (235-253 Taylor Road) on Schedule B6, the following provisions apply:

a) Redesignate the lands to site-specific Mixed Use II designation (Glendale Secondary Plan – subject to appeal) to permit an increased building height, additional commercial uses, reduced setbacks to Taylor Road and Glendale Avenue, increased density, the provision of internal public amenity space, and enables the use of a Holding (H) symbol respecting an exemption to the Airport Zoning Regulation.

b) Permit one 25-storey landmark building along Taylor Road and maximum heights of 17 to 25 storeys for all other buildings located on the southern portion of the subject lands.

nn) **S3-40:** On the lands identified as S3-40 (308 Four Mile Creek) on Schedule B4, the following provisions apply:

a) Redesignating a portion of the subject lands from Prestige Industrial (Cannery Park) and Conservation to Residential, Conservation and site-specific Conservation.

b) Conservation/Wetlands:

Within the Conservation designation, certain lands are shown as exceptions. An exception designation may recognize an existing land use which is not normally permitted in the Conservation designation or it may place some other restriction on the property. The following is a Conservation exception. The portion of the lands identified as Conservation, municipally known as 308 Four Mile Creek Road, shall be subject to all requirements of the Conservation designation and any other general requirements of this Plan, except the following shall apply:

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i. In addition to the uses identified under Subsection 3.16.3 of the Official Plan, a private road is permitted as well as private infrastructure, subject to Niagara Peninsula Conservation Authority approval

oo) **S3-41:** On the lands identified as S3-41 (419 Line 1 Road) on Schedule B3, the following provisions apply:

a) Redesignating the subject lands from Low Density Residential to site-specific Residential S3-42.

b) Subject to all requirements of the Residential designation and any other general requirements of this Plan, except the following shall apply:

c) In addition to the uses identified under Section 3.11 of the Official Plan, a maximum of 48 townhouse dwelling units with a maximum residential *net density* of 44.5 units per hectare shall be permitted.

pp) **S3-42:** On the lands identified as S3-42 (1570 Niagara Stone Road) on Schedule B3, the following provisions apply:

a) Redesignating the subject lands from Service Commercial and Low Density Residential to Residential S3-43.

b) Subject to all requirements of the Residential designation and any other general requirements of this Plan, except the following shall apply:

- In addition to the uses identified under Section 3.11.5.2 of the Official Plan, an apartment building being up to six (6) storeys in height containing a maximum of twenty-four (24) apartment dwelling units shall be permitted.
- A maximum residential *net density* of 80 units per hectare, measured across the entirety of the subject lands, shall be permitted.
- Notwithstanding Policy 3.11.3.5 g) of the Official Plan, the lands are located on a local street.
- Notwithstanding Section 3.8.1.8 of the Official Plan, visitor parking for the apartment building is permitted at the north side of the building.

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qq) **S3-43:** On the lands identifies as S3-43 on Schedule B3, the following provisions shall apply:

a) Up to 6 storeys is permitted and land use compatibility studies are to be updated/prepared, in accordance with Ministry standards, when development applications are submitted to protect residential development from impacts which may be generated from agricultural, industrial and other incompatible land uses located within and outside of the urban area boundary. Any mitigation measures resulting from the land use compatibility studies will be implemented through site specific zoning or future site plan approval applications.

rr) **S3-44:** On the lands identified as S3-44 (222 Gate Street) on Schedule B2, the following provisions apply:

a) Subject to all requirements of the Commercial designation and any other general requirements of this Plan, except the following shall apply:

- In lieu of the permitted uses under Section 3.12.4 of the Plan, a hotel with a maximum of eighteen (18) guest rooms or suites shall be permitted on the subject lands.

- For the purposes of this Amendment, a hotel is defined as a commercial establishment in which accommodation is provided for the traveling public, having a minimum of ten (10) guest rooms or suites and shall not include among its internal or external functions a banquet hall, meeting rooms, licensed lounge, convenience store, gift shop, indoor or outdoor commercial recreation facilities, restaurant facilities, or commercial entertainment facilities.

ss) **S3-45:** On the lands identified as S3-45 (1839 Four Mile Creek Road) on Schedule B3, the following provisions apply:

a) Subject to all requirements of the Residential designation and any other general requirements of this Plan, except the following shall apply:

- In addition to the uses identified under Section 3.11.5.2 of the Plan, an apartment building being three (3) storeys in height containing a maximum of twenty-nine (29) apartment dwelling units shall be permitted. A maximum residential *net density* of 95 units per hectare, measured across the entirety of the subject lands, shall be permitted. Notwithstanding Policy 3.11.3.5 g) of the Plan, the lands are located on a local street. Notwithstanding Section 3.8.1.8 and 3.5.3.2 of the Plan, visitor

parking for the apartment building is permitted in the front yard of the lands.

tt) **S3-46:** On the lands identified as S3-46 (Royal George Theatre - 178 and 188 Victoria Street and 79 and 83 Queen Street) on Schedule B2, the following provisions apply:

a) Subject to all requirements of the Commercial designation and any other general requirements of this Plan, except the following shall apply:

- In lieu of the permitted uses under Section 3.12.4 of the Official Plan, a theatre shall be permitted on the subject lands.
- In lieu of Section 3.8.2, the maximum height of the theatre shall be 15.0 metres, and a fly tower may be permitted on the subject lands to a maximum height of 19.6 metres.
- The main entrance to the theatre shall be sited and oriented towards Queen Street, and appropriate landscaping shall be provided and implemented through the Site Plan Application process.
- Access to any driveway leading to a parking or loading area shall be provided from Victoria Street.
- Prior to Site Plan Approval, a Conservation and Commemoration Plan shall be prepared to identify a plan for how cultural heritage elements of the site will be conserved and incorporated into any redevelopment of the site.
- Prior to any demolition of existing structures on the subject lands, approval by the Town's Municipal Heritage Committee and Town Council must be granted and all conditions, as applicable, must be fulfilled.
- For the purposes of this Amendment, a theatre is defined as a building or structure, or parts thereof, used for the purpose of providing public access to live performing arts. This includes, but is not limited to, live stage performances such as plays, musicals, concerts, dance, and other live entertainment, but excludes the exhibition of films (cinema) except as it relates to live performing arts. The theatre also includes artistic practice halls, technical and artistic preparatory spaces, education spaces or other support areas needed to conduct the theatre operations. Accessory uses are permitted secondary to and only in association with an operating theatre use, including the sale and service of food and beverages or sale of associated

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merchandise, subject to applicable regulations. A restaurant(s) and/or take out restaurant(s) and/or standalone café(s) are not permitted. The theatre may also host charitable fundraising events, patron centred events, educational workshops, artistic workshops or other non-profit events that advance or support the live arts or other charitable or related endeavours, secondary to the main theatre use.

uu) **S3-47:** Special Study Area A-9 (Former Rand Estate and John Street East Character Study Area) as identified in Schedule B2: Land Use Plan – Old Town shall be subject to the following:

Principle 1: Conserve, integrate and maintain significant cultural heritage resources

i. *Development* applications for all listed and designated heritage properties, including 144, 176, 200 and 210 John Street East and 588 Charlotte Street, excluding minor variance applications, shall include a conservation plan and a landscape management and design plan. The conservation plan, which will supplement a heritage impact assessment, shall identify measures required to repair, stabilize and conserve heritage features as well as long-term conservation, monitoring and maintenance measures. Landscape management and design plans shall identify work proposed to conserve and enhance landscape features and systems over time, including natural and cultural features; they shall also include detailed drawings of proposed new landscape features. Conservation plans and landscape management and design plans may also supplement and shall not replace submission materials required for a heritage permit application;

ii. The Town shall ensure local Indigenous communities are consulted.

iii. Conservation plans, and heritage conservation measures generally, shall be consistent with the *Standards and Guidelines for the Conservation of Historic Places in Canada*;

iv. The adaptive re-use of heritage buildings and other structures with uses that complement existing and planned uses in the area shall be strongly encouraged;

v. The restoration or interpretation of significant but lost heritage landscape features shall be strongly encouraged;

vi. The Town shall explore and consider financial incentives, including but not limited to programs under a Community

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Improvement Plan, to support heritage conservation in the area;

Principle 2: Protect, enhance and maintain significant natural features and functions

i. Environmental impact studies shall be supplemented by landscape management and design plans, as generally described in Policy 3.19 x) (Principle 1.i);

ii. New streets and other *infrastructure* shall minimize adverse impacts on existing natural features and functions. Streets and pathways shall be aligned and designed to integrate existing natural features wherever possible. The consolidation of vehicular entrances and sharing of streets among neighbouring uses shall be strongly encouraged;

iii. Further to Policy 3.19 x) (Principle 1.i), landscape management and design plans shall include:

- A tree preservation and planting plan that has regard for the area's historic estate lot landscapes; and,
- Measures to enhance riparian zones with plantings in keeping with the *cultural heritage landscape*;

iv. Landscape management and design plans shall support a minimum tree canopy goal of 30% for the character area as a whole and for each property where new *development* is proposed. A qualified landscape architect or arborist shall provide an opinion on how the tree preservation and planting plan for a site can achieve the goal over time;

v. Stormwater management facilities shall be located outside Conservation areas, integrated with the larger network of open spaces, and designed as a naturalized landscape.

Principle 3: Ensure cultural and *natural heritage features* are visible to the public

i. Public views to 144, 176 and 210 John Street East, 580 Charlotte Street and 9 Weatherstone Court from adjacent public roads shall be maintained. Conservation plans and landscape management and design plans for 200 John Street East and 588 Charlotte Street shall show how existing views of the former Rand Estate over the historic stone wall from the Heritage Trail and through the gate at the whistle stop will be maintained or enhanced;

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ii. New streets, driveways and pathways in the area should be aligned to conserve and provide public exposure to *cultural heritage resources* where feasible;

iii. The common open spaces identified in Figure 1: Former Rand Estate and John Street East Character Area Land Use Plan and Development Framework shall be designed to provide public views and access to natural and *cultural heritage resources*. The designs of these spaces shall include elements that interpret the history of the Rand Estate. Modifications to the size and shape of each common open space shall not require an amendment to the Official Plan;

iv. The axial walkway and circular mound between the whistle stop and the main house shall be reflected and interpreted in the design of a future street and pathway network;

v. Site plans and landscape design plans shall include pedestrian connections and wayfinding measures between *cultural heritage resources*;

vi. New streets, pathways and common open spaces shall have appropriate lighting for comfort and safety;

vii. Designated heritage structures shall stand apart from new development, generally by at least 5.0 metres, to reinforce their cultural significance. Landscaping that recalls their historic setting shall be encouraged;

viii. The Town, in consultation with property owners, shall develop a plan to interpret and promote the area's cultural heritage, including values attributed to the area by Indigenous communities.

Principle 4: Accommodate *active transportation* connections through and to the area as part of a system of connected natural and *cultural heritage resources*

i. A future street and pathway network in the area shall include a continuous public connection for pedestrians and cyclists from the Heritage Trail to John Street East, via the whistle stop, to be built by the developer. Additional public *active transportation* connections through 144 and 176 John Street East shall be encouraged;

ii. Future access to *development* on 588 Charlotte Street shall include public access for pedestrians and cyclists;

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iii. Subject to heritage and structural impact assessments to the Town's satisfaction, an additional gate or other opening in the stone wall along the Heritage Trail may be permitted to facilitate access for pedestrians and cyclists;

iv. The Town shall develop and implement a plan to widen the sidewalk on the south side of John Street East or replace it with a multi-use path. In addition, the Town shall work with Parks Canada to develop a multi-use path connection between a public access to future *development* at 144, 176 or 200 John Street East and the path network on The Commons;

v. The intersection of John Street East and Charlotte Street shall be improved with stop signs, crosswalks and wayfinding signage for the comfort, safety and convenience of pedestrians and cyclists.

Principle 5: Maintain *compatibility* and cohesion between distinct places

i. Future *development* and landscaping shall maintain, reinforce and extend the area's natural features to establish over time the network of green spaces identified in Figure 1: Former Rand Estate and John Street East Character Area Land Use Plan and Development Framework, including Conservation areas, common open spaces, pathways and landscape *buffers*;

ii. Existing mature trees and hedges at the edges of existing residential properties shall be maintained and enhanced;

iii. On 144 and 176 John Street East, sufficient landscaping, *buffers* and setbacks shall be provided to minimize the impact of commercial uses on abutting residential uses. In addition, landscape *buffers* in keeping with the area's historic natural heritage and containing hedges and trees shall be provided between commercial uses and new *residential development* on 200 John Street East and 588 Charlotte Street;

iv. Private rear yards adjacent to agricultural lands outside the urban boundary, in the Greenbelt, shall be planted with trees and other vegetation to provide an appropriate landscape transition;

v. Surface parking lots, where required and appropriate, shall be minimized and located at the rear of buildings, screened from public view.

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Principle 6: Accommodate a mix of housing types and sizes and *compatible* commercial uses

i. Detached dwellings and multiple unit residential buildings also shall be permitted at the rear of properties in the Commercial area and within the Established Residential area identified in Figure 1: Former Rand Estate and John Street East Character Area Land Use Plan and Development Framework at the rear of 210 John Street East, notwithstanding Policy 3.11.4.2 of the Official Plan, provided they conserve *cultural heritage resources* and are in keeping with the scale, massing and character of the existing historic houses. Secondary and other uses, as identified in Policy 3.11.4.2 shall also be permitted;

ii. All new housing shall minimize adverse impacts on cultural heritage resources.

Principle 7: Respect the scale and character of existing development in the area and in adjacent neighbourhoods

i. The massing of new *development* shall be in keeping with the scale and height of existing *development* within the area and in adjacent neighbourhoods. Residential buildings shall not exceed three storeys and blocks of attached townhouses should generally not contain more than 6 primary dwelling units, but may contain up to 8 primary units with sufficient justification and design considerations, subject to Town requirements;

ii. A variety of architectural styles shall be encouraged that reflect the varied character of homes in the adjacent neighbourhoods and Old Town generally, including Colonial Revival, Neo-Classical, Georgian, Italianate and Craftsman. The incorporation of architectural elements found on heritage buildings in the area and the homes of Christopher Street and Weatherstone Court shall be encouraged;

iii. The use of traditional building materials commonly used in Old Town's historic buildings shall be strongly encouraged. Building materials and finishes should reflect a consistently high level of quality and craftsmanship;

iv. Future *development* on Christopher Street and Weatherstone Court shall maintain the existing general character in terms of building massing, setbacks and landscaping;

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v. The visual impact of front garages and driveways shall be minimized. Garages at the rear of houses, accessed by a laneway or a driveway at the side of the house, shall be encouraged. Where garages are located at the front of dwelling units, they shall be located behind the front wall of the house and have a maximum width no greater than half the width of the house;

vi. *Accessory buildings* containing ARUs shall have a maximum height of 7.0 metres or the height of the main dwelling, whichever is less;

vii. Front yard setbacks for new development shall be a minimum of 3.0 metres from the sidewalk and consistent along each street;

viii. At least 50% of the front yards of new development shall be comprised of soft landscaping, including trees.

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Figure 1: Heritage and Development Framework – Former Rand Estate and John Street East Character Area

Niagara Escarpment Plan Area

4.1 Background

4.1.1 The Province of Ontario, through the Niagara Escarpment Planning and Development Act, provides for the maintenance of the Niagara Escarpment and land in its vicinity substantially as a continuous natural environment. Within the Niagara Escarpment Plan Area, *development* is to be *compatible* with the natural visual and physical environment in accordance with the NEP.

4.1.2 Within the Town, the Niagara Escarpment Plan (NEP) contains lands designated as Escarpment Natural Area, Escarpment Recreation Area, Escarpment Protection Area and Escarpment Rural Area. Queenston and St. Davids are designated as Minor Urban Centres in the NEP.

4.1.3 Within the Niagara Escarpment Development Control Area, all *development* unless specifically exempted by regulation under the Niagara Escarpment Planning and Development Act, shall require a *development* permit from the Niagara Escarpment Commission. No other permits, including building permits, will be issued unless a *development* permit has been issued from the Niagara Escarpment Commission.

4.1.4 The Niagara Escarpment Commission administers the NEP and shall be consulted to determine the policies applicable to the designations.

4.1.5 The NEP sets out designations, policies and *development* criteria which, when applied, determine how land should be used throughout the area of the NEP. The NEP policies identify permitted uses and lot creation policies for each designation.

4.2 Policies

4.2.1 The policies and *development* criteria of the NEP apply in the Niagara Escarpment Plan Area, as shown on Schedule “A” of this Plan.

4.2.2 In commenting on Development Permit applications within the Niagara Escarpment Plan Area, the Town will ensure that comments reflecting its interests are conveyed to the Niagara Escarpment Commission. Where there is a conflict between this Plan and the NEP, the provisions of the NEP prevail; unless the provisions of this Plan are more restrictive than the NEP, in which case the more restrictive policies prevail.

4.2.3 *Infrastructure* within the Niagara Escarpment Plan Area will be in harmony with the Escarpment landscape. The objective is to design and locate new and expanded transportation facilities to minimize the impact on the Escarpment environment and the natural and cultural landscape.

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a) The NEP contains policies and a framework for the Niagara Escarpment Parks and Open Space System that stretches the length of the Escarpment. As shown on Schedule "F", there are four (4) parks: Woodend Conservation Area, Queenston Quarry, the Welland Canal, and Queenston Heights (Brock Monument) that are an integral part of the Niagara Escarpment Parks System within the Town. The Town supports the objectives of the Niagara Escarpment Commission Parks and Open Space System in this area.

4.2.4 Notwithstanding the land use designations applied to the former Queenston Quarry lands identified as Specific policies S3-17 and S4-2, the Extractive policies of this Plan shall continue to apply on the lands until such time as the Ministry of Natural Resources is satisfied that the quarry rehabilitation and decommissioning (Record of Site Condition) are completed, and the quarry license and Ministry of the Environment Certificates of Approval are surrendered.

4.3 Site Specific Policies

4.3.1 The following provisions apply to specific lands identified on Schedule B1:

a) **S4-1:** A golf course, driving range or other outdoor sports practice facilities are permitted on the lands identified as S4-1(269 Concession 2 Road) on Schedule B1.

b) **S4-2:** On the lands identified as S4-2 (Queenston Quarry - Natural Area, Protection Area & Recreation Area) on Schedule B1, the following provisions apply:

1. Prior to any development taking place, the existing Ministry of Natural Resources licence under the Aggregate Resources Act and the Ministry of Environment Certificate of Approval for waste disposal must be surrendered and a Record of Site Condition filed with the Ministry of Environment. It is recognized that extraction of stone resources and associated activities may take place under the authority of the existing Aggregate Resources Act licence and that this use is an interim use.

2. The applicant shall submit and receive approval for a revised Environmental Impact Study (EIS).

3. Escarpment Recreation Area (Queenston Quarry)

   a. In the Escarpment Recreation Area (Queenston Quarry) designation the following uses shall be permitted:

   Main Uses: Golf course; Winery; Equestrian centre

   Secondary Uses: Golf club house and uses associated with a golf course; Agricultural operation; Uses associated with a winery

Uses Independent of a Main Use: Passive recreational uses

Additional Uses: Permitted uses identified in the Escarpment Recreation Area designation of the Niagara Escarpment Plan

a. The development of the land requires a Water Quality Monitoring Study. This study shall be for the protection of vulnerable groundwater area and include 1 year of background data prior to development.

b. Progressive rehabilitation of the quarry to golf course use may be phased with the first phase occurring in the western half of the quarry and tied to the developed of the first apartment building proposed in the Urban Residential (Queenston Quarry) designation. The progressive rehabilitation of the eastern portion of the quarry shall take place once the non-hazardous waste that has been disposed of in this area has been remediated and the site cleaned up.

c. That portion of the Escarpment Recreation Area (Queenston Quarry) designation that abuts the existing Bevan Heights community shall be used for passive recreational use only and shall be maintained in a natural condition to provide for a buffer and separation to the uses located in the Urban Residential (Queenston Quarry) designation.

4. Escarpment Protection Area (Queenston Quarry)

   a. In the Escarpment Protection Area (Queenston Quarry) designation the following uses shall be permitted:

      Main Uses: Passive recreational uses

      Uses Independent of a Main Use: Incidental uses associated with a golf course

   b. The boundary of the area designated Escarpment Protection Area (Queenston Quarry) reflects the same area designated Escarpment Protection Area in Niagara Escarpment Plan.

5. Escarpment Natural Area (Queenston Quarry)

   a. In the Escarpment Natural Area (Queenston Quarry) designation the following uses shall be permitted:

      Main Uses: Passive recreational uses

b. The boundary of the area designated Escarpment Natural Area (Queenston Quarry) reflects the same area designated Escarpment Natural Area in Niagara Escarpment Plan where the delineation of the designation uses the Niagara Escarpment Commission's Designation Criterion that includes forested lands 300 metres (1000 feet) back from the brow of the Escarpment slope using the most detailed and up-to- date information and site inspections.

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SECTION 5 Niagara District Airport

5.1 Background

5.1.1 The Niagara District Airport represents a *significant* local and regional asset that enhances the *development* potential of the lands immediately next to the airport and the surrounding area. The Airport contains twenty-three (23) hectares of airside and non-airside developable land, available for industrial and commercial employment growth. The Airport conducts its own master planning and is subject to relevant federal legislation and regulations.

a) Employment lands located on the periphery of major airports tend to develop synergies with airport activities, capitalizing on the attractiveness of proximity to air transport connectivity which can enhance business efficiency and optimize business operations. Proximity and access to a major airport is advantageous for an increasing number of employment sectors. Sectors such as research and development, high technology, and advanced manufacturing rely increasingly on air transport for their supply chains and just-in-time delivery. This includes companies engaged in time-sensitive businesses such as computer hardware/software, electronics, telecommunications equipment, apparel, automotive components, industrial equipment and healthcare/biotechnology. Other sectors directly tied to airport activities and operations include tourism, air freight distribution/logistics, and the aerospace industry. Employment lands in proximity to major airports are also increasingly attractive for national and multi-national companies whose business activities are far-reaching and proximity to commercial air service is advantageous for business air travel.

5.1.2 The long-term potential for employment growth will be assessed within the context of an updated master plan for the future growth and expansion of the Airport.

5.2 Permitted Uses

5.2.1 In the Niagara District Airport Lands, as identified in Schedule A, the following uses will be permitted:

a) airport uses, including runways and taxiways, air traffic control towers, aircraft hangars and aircraft parking ramps;

b) air passenger services and facilities, including airport terminal buildings, car rentals and ground transportation facilities, restaurants less than 65 square metres in area, souvenir and bookstores;

c) air freight services and facilities including cargo and wholesales storage, processing and distribution;

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d) air ambulance, search & rescue, customs, law enforcement and fire fighting uses, including aircraft and ground based facilities and accessory structures;

e) flight training, including facilities and accessory structures that provide aviation related education;

f) aircraft service, maintenance, repair and overhaul, including facilities and accessory structures;

g) aircraft sales and the sale of aeronautical equipment and supplies, including facilities and accessory structures for the storage, display, demonstration and sales of aircraft and aeronautical equipment and supplies;

h) aeronautic recreational uses, including facilities and accessory structures that support the maintenance and operation of recreational aircraft;

i) manufacturing, processing and assembly of aeronautic equipment and parts and accessory warehousing;

j) *special events*;

k) office uses accessory to a permitted use; and

l) existing *agricultural uses*, including *accessory buildings and structures*.

5.2.2 The following uses are specifically prohibited within the Niagara District Airport Lands, as identified in Schedule A,:

a) hotel;

b) motel.

5.3 Policies

5.3.1 The open storage of goods, materials, or equipment will be limited, appropriately screened from all views and not located in the front yard or a side yard abutting a road.

a) Before *development* can proceed it will be assessed to ensure *compatibility* with the airport zoning regulations (AZR).

b) Zoning of the Niagara District Airport will reflect existing and proposed land uses and location, and prescribe regulations, restricted uses, storage and height in accordance with the Airport Master Plan.

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SECTION 6 Heritage, Archaeology and Culture

6.1 Built Heritage Resources

Conservation and recognition of the Town's *built heritage resources* are important for protecting its cultural legacy and for developing a strategy for protecting these resources. Conserving *built heritage resources* forms an integral part of the Town's planning and decision-making. The Town will use the power and tools provided by legislation, policies and programs, particularly the Ontario Heritage Act, the Planning Act, the Ontario Building Code, the PPS, the Environmental Assessment Act, the Standards and Guidelines for the Conservation of Historic Places in Canada and the Municipal Act in implementing and enforcing the policies of this section.

Built heritage resources are not renewable resources. Once lost, they are gone forever. These resources can be formally recognized as either individually or as *cultural heritage landscapes*, through designation under the Ontario Heritage Act or through identification within this Plan. They can also be recognized by Parks Canada or other approval or government bodies.

6.1.1 Identification and Documentation

6.1.1.1 The Town, through a variety of initiatives, will identify, conserve and protect *built heritage resources*, including those shown on Schedules D1 to D3, and:

a) will consult with the Municipal Heritage Committee (MHC) on all matters related to the Town's *built heritage resources* in accordance with the direction of the Ontario Heritage Act;

b) identify *built heritage resources* using recognized methods such as those identified by the Province;

c) maintain a Register of Properties of Cultural Heritage Value or Interest which is accessible to the public and identifies properties designated under Section 29, Section 34.5, Section 41 and 52(1) of the Ontario Heritage Act, or a non-designated property under Section 27(3) of the Ontario Heritage Act (as amended and updated from time to time);

d) will develop a process to continually assess properties, *streetscapes*, landscapes, views and vistas to determine their merit for inclusion on the Register and to remove properties from the Register, as required;

e) ensure consistency in identification and evaluation of *built heritage resources* for inclusion on the Register of Properties of Cultural Heritage Value or Interest by using criteria established by Regulation 9/06 under the Ontario Heritage Act or in accordance with any other provincially recognized approach. When designating properties under

Section 29, Part IV of the Ontario Heritage Act Regulation 9/06 must be used.

6.1.2 Protection of Built Heritage Resources

6.1.2.1 Protection, maintenance, adaptive reuse and stabilization of existing *heritage attributes* and features, as opposed to removal or replacement, will be the core principle for all conservation projects and for all developments that have the potential to impact *built heritage resources*.

6.1.2.2 To protect heritage resources, the Town will establish policies and procedures to:

a) Protect and conserve *built heritage resources* in accordance with the provisions of the Ontario Heritage Act, the Planning Act, the Environmental Protection Act, the Funeral, Burial and Cremations Act, the Municipal Act, the Ontario Building Code, the PPS, the *Standards and Guidelines for the Conservation of Historic Places in Canada,* the Venice Charter, the Appleton Charter for the Protection and Enhancement of the built environment, and other recognized heritage protocols and standards as applicable. Conservation, maintenance and stabilization of existing *built heritage resources* must be the first consideration for all properties on or *adjacent* to *built heritage resources*.

i. In the event of any conflict between this Plan and Ontario Heritage Act, the Ontario Heritage Act shall prevail.

b) Listing and/or designating an individual property under Part IV (Section 27 and/or 29) of the Ontario Heritage Act; designating a heritage conservation district under Part V of the Ontario Heritage Act, and/or encouraging the Province to designate an individual property under Part IV of the Ontario Heritage Act.

c) Use secondary plans, zoning by-laws, subdivision agreements, site plan control agreements, a community planning permit by-law, the sign by-law and other municipal controls, to ensure that *development* on and/or within *built heritage resources* or *adjacent* to *built heritage resources* is designed, sited or regulated to protect and mitigate any impact or potential impact on the *heritage attributes* of the resource. This includes but is not limited to:

i. impacts such as scale, massing, height, building orientation, materials and location relative to the *built heritage resource*;

ii. destruction of any part of any *significant* heritage attribute or features;

iii. *alteration* that is not sympathetic or is incompatible with the historic fabric and appearance;

iv. shadows created that *alter* the appearance of a heritage attribute or change the viability of a natural feature or planting;

v. isolation of a heritage attribute from its surrounding environment, context, or a *significant* relationship;

vi. direct or indirect obstruction of *significant* views or vistas within or from built and natural features;

vii. a change in land use for a more intensive use; and

viii. land disturbances such as a change in grade that *alters* soils, drainage patterns that adversely affect an archaeological resource.

d) Impose conditions of approval where *built heritage resources* are to be affected to ensure the continued protection of the resource in accordance with Section of 33 and Section 42 of the Ontario Heritage Act.

e) Require preparation of a heritage impact assessment or heritage conservation plan for any proposed *alteration*, construction or *development* involving, adjacent toa *built heritage resource* in accordance with Ontario Regulation 385/21.

f) Require provision of a heritage conservation easement, pursuant to the Ontario Heritage Act, as a condition of certain *development* approvals under the Planning Act or as a condition of financial assistance for the purpose of:

i. conservation, restoration and maintenance of the *heritage attributes* of the property in perpetuity;

ii. prevention of demolition, construction and *alterations* which *would* adversely affect the *heritage attributes* of the property; and

iii. establishment of criteria for approval of any *development* affecting the property.

g) Require a heritage permit for any work to a *built heritage resource* protected under the Ontario Heritage Act.

h) Require where *development* or *site alteration* is proposed on or adjacent to a Part IV Designated property under Section 29 of the Ontario Heritage Act, and where the designation by-law predates 2005, that any application or heritage impact assessment include an updated Statement of Cultural Heritage Value or Interest with a list of *heritage attributes* that is satisfactory to the Town. The potential impacts of any such *development* or *site alteration* must be evaluated against any identified heritage values or *heritage attributes*.

i) Review applications for *development* and *site alteration* on lands containing and *adjacent* to *built heritage resources* and require mitigative measures and/or alternative *development* approaches to conserve the *heritage attributes* impacted by the *development*. A Heritage Impact Assessment and/or an *archaeological assessment* may be required to demonstrate that the *built heritage resources* will be *conserved*. Development of lands adjacent to *protected heritage properties* shall be required to demonstrate that the *heritage attributes* of the adjacent *protected heritage property* are *conserved* through such approaches as appropriate siting of new development, setbacks, urban design and intensity and types of uses.

j) Require, as a default, as a condition of any approval, the retention of any *built heritage resources*. All options for on-site retention of *built heritage resources* must be exhausted before resorting to relocation. Demolition will only be considered in exceptional circumstances, such as following a natural disaster in accordance with the Ontario Heritage Act requirements. **Demolition by neglect will not be considered an exceptional circumstance.** The following alternatives must be given due consideration in order of priority:

   i. on-site retention in the original use and integration with the surrounding or new *development*;

   ii. on-site retention in an adaptive re-use;

   iii. relocation to another site within the same *development*;

   iv. relocation to another sympathetic site within the Town; and

   v. demolition.

k) Require a Heritage Impact Assessment as part of a proposal to relocate or demolish a *built heritage resource*. In addition, when a *built heritage resource* will be unavoidably demolished, that the proponent undertake, where appropriate, one or more of the following mitigation measures, at their own expense, prior to demolition:

i. documentation of the *built heritage resource* in the form of a photographic record and measured drawings;

ii. advertising the resource for salvage or relocation; and

iii. plaquing or displaying graphic and textural descriptions of the property's history and former use, buildings and structures.

l) Prior to approval of a proposal to demolish a *built heritage resource*, require that the proponent provide Building Permit ready drawings of the proposed replacement building or buildings on the property.

6.1.2.3 The Town may adopt a by-law, if necessary, under the authority of Section 40.1(1) of the Ontario Heritage Act to designate a heritage conservation study area to ensure the conservation of *built heritage resources*.

6.1.2.4 Severances and minor variances will not be permitted if such permissions would negatively impact the identified *heritage attributes* of *built heritage resources*.

6.1.2.5 Each severance and variance proposal affecting *built heritage resources* must be evaluated for its *compatibility* with the heritage policies of this Plan and the objectives and policies of any applicable heritage conservation district plan. It must also be evaluated against any identified *heritage attributes*. If located within a *cultural heritage landscape*, the evaluation must consider not only the individual property, but also the *cultural heritage landscape* as a whole.

6.1.2.6 The Town shall develop minimum standards for maintenance of *heritage attributes* that should be included within the Town's Property Standards By-law.

6.1.2.7 The Town intends to designate, conserve and maintain all Town-owned historic cemeteries and may develop a Cemeteries Plan to manage all Town-owned cemeteries. This may be done in cooperation with the Town Operations Department, to develop and implement standards and design guidelines for the conservation of cemeteries, including restoration of grave markers and monuments.

6.1.2.8 Impacts and encroachments on known public and private cemeteries or burial sites must be assessed by an *archaeological assessment* and mitigated under applicable legislation and policy.

6.1.2.9 The Town will use zoning by-law provisions as appropriate, to conserve *built heritage resources*.

6.1.2.10 In partnership with local First Nations and Indigenous communities, a Protocol will be designed, approved and implemented outlining the working relationship with local First Nations Indigenous communities and the Town.

6.1.2.11 Local First Nations and Indigenous communities shall be engaged early in the planning process and consulted on any work that could potentially impact *built heritage resources* within the *traditional territories*, ensuring their interests are considered.

6.1.3 Management of Built Heritage Resources

6.1.3.1 The Town will actively manage *built heritage resources* and will:

a) Encourage the ongoing care of *built heritage resources* by property owners and ensuring that municipal staff provide guidance on heritage conservation and heritage planning.

b) Encourage a culture of sustainability by promoting retention, retrofitting, adaptive reuse and conservation of *built* heritage resources in such a way that conserves their heritage attributes and educating the public on the designations and preservation of *built heritage resources* as an opportunity for property owners to pursue.

c) Encourage excellence in design when considering additions to existing buildings or construction of new buildings and to consider both contemporary and traditional design options. Any addition must be secondary and sympathetic with adjacent *built heritage resources*, and must ensure that heritage attributes are conserved.

d) Recognize that the Ontario Heritage Act is applicable law under the Ontario Building Code.

e) Require all municipal departments to conserve the Town's *built* heritage resources.

f) Integrate municipally-owned *built* heritage resources into the community, where feasible.

g) Ensure, where necessary, that suitable conservation and/or mitigation measures, are applied to:

i. address the impact of any municipal or provincial public works or other *site alteration* activities;

ii. retain existing pavement widths and *streetscape* configurations where they contribute to the cultural heritage value of a heritage conservation district or a *built heritage landscape*;

iii. address the impact of accessibility requirements in such a way to balance heritage conservation and accessibility requirements; and

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iv. mitigate the impact of energy conservation or sustainability initiatives such as building retrofits and wind/solar/bio-energy and water power facilities.

h) Require local utility companies to place equipment and devices in locations that will not negatively impact the *heritage attributes* of *built heritage resources*.

i) Consult with relevant agencies for the placement of cell towers on properties containing or *adjacent* to *built heritage resources* unless it can be clearly demonstrated to the satisfaction of the Town that there will be no impact to the *built heritage resources*.

j) Complete a *Cultural Heritage Landscape* study for the whole of the Town.

6.2 Cultural Heritage Landscapes and Heritage Conservation Districts

The Town contains *significant cultural heritage landscapes* including identified landscapes such as the Queen-Picton Heritage District and the National Historic District in Old Town as shown on Schedules D1 to D3. The Town also contains other *significant cultural heritage landscapes* such as heritage character areas, parks, neighbourhoods, villages, public and private cemeteries, battlefields and natural areas. *Cultural heritage landscapes* are understood as existing at different scales, including an individual property, or a large neighbourhood. Identification and evaluation of the *heritage attributes* of these landscapes, while acknowledging that they will change and adapt over time, are important components of this Official Plan.

The Town will use all tools available to it to protect *cultural heritage landscapes* including, but not limited to, individual property designation under Part IV of the Ontario Heritage Act, identifying heritage character areas, preparing a Heritage Master Plan or separate *Cultural Heritage Landscape* study(ies), identifying key views, and creating area specific design and/or *development* guidelines. For National Historic Sites or District, the Town will also use any Federally Commemorative Integrity Statement, Management Plan, or “Statement of Significance” and list of “Character Defining Elements” to guide its decision making.

6.2.1 Heritage Conservation Districts

6.2.1.1 The Town will recognize and conserve Niagara-on-the-Lake’s *cultural heritage landscapes* by designating heritage conservation districts under Part V of the Ontario Heritage Act.

6.2.1.2 A heritage conservation district plan shall be adopted for every designated heritage conservation district, in accordance with the requirements of Section 41.1(1) of the Ontario Heritage Act (at a minimum).

6.2.1.3 The Town may adopt a corresponding secondary plan and/or community planning permit by-law for each heritage conservation district to support the objectives and policies of the heritage conservation district plan.

6.2.1.4 A heritage conservation district plan shall be reviewed every 10 years.

6.2.1.5 Heritage conservation districts are a type of *cultural heritage landscape*. Any *alteration*, *site alteration* or *development* within a Heritage Conservation District must also be consistent with any overall *cultural heritage landscape* policies of this Plan.

6.2.1.6 Queen Picton Heritage Conservation District

The Queen-Picton Heritage Conservation District, as shown on Schedule D3, comprises the commercial and established residential lands in Old Town bounded by the south side of Prideaux Street, the north side of Johnson Street, the west side of Wellington Street and the east side of Gate Street.

The Queen-Picton Heritage Conservation District was approved by the Town in 1986. The District Plan was adopted by Council in 2010 and is currently in the process of being updated. Heritage districts are a type of *cultural heritage landscape*. Consisting of buildings, *streetscape*s, open spaces, views and vistas.

a) Within the Queen-Picton Heritage Conservation District, the Town will:

i. Review the existing District Plan and consider expansion of the District, as shown on Schedule D3, and revision of the District policies as required.

ii. Ensure that new development, including new infill development and *redevelopment*, will conserve the District's heritage values and *heritage attributes*.

iii. Prohibit commercial uses within the residential area of the Queen-Picton Heritage Conservation District.

iv. Initiate a comprehensive *streetscape* program to encourage street trees and landscaping, human scale historic street lighting, street and traffic signs and utility poles and other types of street furniture.

v. Ensure that signage in the *business area* of the Queen-Picton Heritage Conservation District that conserve the heritage values and *heritage attributes* of the District.

vi. Recognize and maintain the wide grass boulevards and soft shoulders that are a heritage attribute of the residential area of the Queen-Picton Heritage Conservation District.

vii. Develop a community planning permit system for the Queen-Picton Heritage Conservation District.

b) All new *development* and *redevelopment*, including parks and open spaces in the Queen-Picton Heritage Conservation District will conform to the Queen-Picton Heritage Conservation District Plan policies which will take precedence over any other policies of this Plan.

c) When considering an application for *development* approval in the Queen-Picton Heritage Conservation District, the Town will ensure *development* adheres to the following criteria in addition to any *development* criteria in the Heritage Conservation District Plan:

i. The protection and conservation of any *built heritage resources* and *cultural heritage landscapes* existing on and adjacent to, the site.

ii. The impact of development on the identified heritage values and heritage attributes of the District will be minimized to address:

- the *compatibility* of the proposed use;
- the capacity of the site for additional uses, parking and supporting *infrastructure;*
- location of parking areas, loading and access; and
- tree preservation and opportunities for landscaping and screening.

iii. Designs that are *compatible* in mass, scale, height, fenestration and materials.

d) When considering an application for infill *development* on interior lots that involves the creation of interior access roads, the Town will ensure that *built heritage resources* and *cultural heritage landscapes* are *conserved*.

e) New building heights must respect surrounding existing building heights and be neither higher nor lower (unless required for mitigation of impact and/or to conserve identified heritage values and *heritage attributes*).

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f) Mid-block infill or *development* shall not be permitted unless it can be demonstrated to the satisfaction of the Town that the heritage value and *heritage attributes* of the District shall be *conserved*. Proposed mid-block *development* must be sympathetic and secondary to existing *built heritage resources* and *cultural heritage landscapes*.

6.3 Heritage Character Areas

6.3.1 The Town has identified the following Heritage Character Areas as c*ultural heritage landscapes* based on a review by Bray Heritage (Estate Lot Study) in 2018, based on the available information on the areas and the concentration of "estate lots" in those areas:

a) Old Dock Heritage Character Area;

b) Downtown Heritage Character Area;

c) Queen Street Summer Homes Heritage Character Area; and

d) John Street East Summer Homes Heritage Character Area.

6.3.2 The boundaries of these areas are shown on Schedule D4.

6.3.3 A number of other Heritage Character Areas may potentially be identified and added to the Plan as c*ultural heritage landscapes* and may include other candidate areas identified in the Bray report, or other character areas in the Town, following further research and review by the Town.

6.3.4 Should any *site alteration*, *development*, or demolition be proposed within any of these areas, a Heritage Impact Assessment will be required. This Heritage Impact Assessment must consider the potential impact to the overall area as well as to individual properties. Within these areas, the Town may request additional historical research, and/or an Ontario Regulation 9/06 Assessment prepared to the satisfaction of the Town on any property.

6.3.5 <u>Old Dock Heritage Character Area</u>

a) *Statement of Cultural Heritage Value or Interest*: The Old Dock Area has historical/associative significance as the location of many of the industrial and commercial activities that were important in the local economy from the Town's inception until the mid-20th century. Industrial activity associated with marine commerce is reflected here as well a links to previous and current waterfront hotel *development*. In addition, the area's historical/associative significance stems from the ecclesiastical properties as well as the public park and waterfront areas. Design/physical significance stems from examples of 19th and early 20th century buildings that are found throughout the area, especially the key residential, commercial and ecclesiastical properties. Evidence of the former railway is found in *alterations* to landform and in the alignment

of streets and pathways. Steep slopes, large ecclesiastical grounds and park spaces, and varied treatments of the shoreline interrupt the street grid and provide design/physical as well as contextual significance. Current *development* includes the conservation and adaptive reuse of a variety of residential, commercial and former industrial properties.

b) *Heritage Attributes*

i. Design/Physical

- Shoreline features (beach, marina, lighthouse)
- Varied built form (massing, age, type, use)
- Topography (terraced streets down steep slope to shore)
- Irregular block and property sizes (distorted grid pattern)
- Evidence of former uses (Queen's Royal Hotel, railway, dockyard, boatworks, boathouses)
- St. Marks's Church complex (rectory, church and additions, cemetery)

c) Historical/Associative

i. Associations with former uses (steamers, railway, dockyard, concession stands, produce stands/ storage), customs office, ice cutting, skating in harbour)
- Simcoe Park's current and historic uses (outdoor dance pavilion and refreshment stand, Sunday night community sing-alongs, winter ice rink and change hut)

ii. Contextual

- Panoramic views of the Niagara River and Lake Ontario
- Landmarks (movie set gazebo, Navy Hall)

d) In addition to other policies of the Official Plan and any secondary plan, the following policies will also apply to the Old Dock Heritage Character Area:

i. The Town may request, as part of any *site alteration* or *development*, a commemoration plan;

ii. Any proposed *site alteration* or *development* must demonstrate how it will conserve the specific heritage values and attributes of the area as a *cultural heritage landscape*;

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iii. The Town will continue to designate individual properties under Section 29, Part IV of the Ontario Heritage Act in this area.

6.3.6 Downtown Heritage Character Area

a) Statement of Cultural Heritage Value or Interest:

This character area contains a large portion of the *built heritage resources* and *cultural heritage landscapes* in Old Town and forms the core of the National Historic District. For design/physical significance it has the square block pattern established from the earliest days of settlement and contains evidence of all periods of *development* from the Loyalist occupation to the present. There are many well-*conserved* examples of pre-1850 building types, architectural styles and materials representing the largest collection of pre-Confederation buildings in Canada. Conservation of more recent properties is also evident. One Mile Creek is visible throughout the area, on private as well as public property. The early street grid and widened main thoroughfares remain, as do some grassed verges with open gutters. Mature trees are a feature of the public realm as well as in private properties. Varied front and sideyard setbacks characterize the residential streets. The area has historical/associative value for its evidence of all phases of Old Town's evolution. Key properties and landscapes provide contextual significance. There are many landmarks within the area: it is also where the key cultural, public institutional and commercial properties are found.

b) Heritage Attributes*:*

i. Design/Physical:

- Churches and associated cemeteries (*significant* open spaces)
- Mix of uses (residential, commercial, institutional, ecclesiastical)
- (In pre-1850s buildings) predominance of styles within the British Classical tradition
- Evidence of previous uses (commercial shops and offices, railway)
- Wide right-of-way (99 feet) with street trees and grassed boulevard
- Square blocks in a military grid pattern extending at right-angles to the river shoreline
- Varied lot frontages
- Mature street trees and private gardens

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- Open gutters and grassed boulevards on residential streets
- One Mile Creek watercourse
- Varied built form (massing, age)
- Limited range of building materials used on pre-1850 buildings (frame, brick, roughcast)
- Tightly packed building frontages in the commercial core (minimal/no side yard setbacks)
- Varied, but often generous side yard setbacks in the residential areas
- Varied front yard setbacks
- Many examples of infill buildings that harmonize with the early buildings in terms of materials and massing

ii. Historical/Associative:

- Associations with *significant* events (Loyalist settlement, military survey, War of 1812, burning and rebuilding of Newark, designation of heritage conservation districts)

iii. Contextual:

- Views down streets of river and between buildings
- Topography (slight rise away from river)
- *Significant* concentrations of pre-1850 buildings
- Shaw Festival Theatre (sympathetic new *development*)
- Prince of Wales Hotel (original and additions)
- Apothecary (*conserved* building and museum)
- Court House (current and historic uses)
- Landmarks (Clock Tower)

c) In addition to other policies of the Official Plan and any heritage conservation district plan, the following policies will also apply to the Downtown Heritage Character Area:

i. The Town may request, as part of any *site alteration* or *development*, a commemoration plan;

ii. Any proposed *site alteration* or *development* must demonstrate how it will conserve the specific heritage values and attributes of the area as a *cultural heritage landscape*;

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iii. Any new *development* or *site alteration* must be sympathetic, ensure the *conservation* of the areas *heritage attributes* and values and not be taller than any surrounding structures on the same block;

iv. The Town will update the existing Queen-Picton Heritage Conservation District Plan;

v. In the event of any conflict between the Official Plan and any other plan, document, or statement that applies to this area, the highest standard for heritage conservation would apply; and

vi. The Town will continue to designate individual properties under Section 29, Part IV of the Ontario Heritage Act in this area.

6.3.7 Queen Street Summer Homes Character Area

a) *Statement of Cultural Heritage Value or Interest*: The Queen Street Summer Homes character area is a cohesive group of large properties that were created as seasonal residences. Their design/physical significance is based upon a consistent *development* pattern of a large detached main house with a deep setback from Queen Street and generous side and rear yards, in some cases including gardens but also secondary structures. Severances over the years have created new properties along the side streets and along most of the north side of Johnson Street, thus reducing the size of the original summer house lots. Though *alterations* to the buildings and landscapes have been made over time, most are sympathetic to the heritage character of the properties and have *conserved* the houses. Historical/associative significance and contextual significance stem from associations with key periods in the history of Old Town and from the larger landscape context to which they contribute.

b) Heritage Attributes:

i. Design/Physical:

- Large houses on large lots
- Deep front yard setbacks
- Open lawns, ornamental gardens and mature perimeter plantings
- Picket and metal fences
- Outbuildings to the rear and side
- Predominance of architectural styles having Neo-

Classical influences, often with large verandahs or galleries added, and columned front porticos

- Many examples of secondary buildings and additions that harmonize with the main house in terms of materials, massing and location

ii. Historical/Associative:

- Associations with former uses and events (War of 1812, military encampments, American summer residents)

c) In addition to other policies of the Official Plan, the following policies will also apply to the Queen Street Summer Homes Heritage Character Area:

i. the Town may request, as part of any *site alteration* or *development*, a commemoration plan;

ii. any proposed *site alteration* or *development* must demonstrate how it will conserve the specific heritage values and attributes of the area as a *cultural heritage landscape*;

iii. any new *development* or *site alteration* must be sympathetic, ensure the conservation of the areas heritage values & attributes, and not be taller than any surrounding structures on the same block;

iv. the Town will review the area for its potential as a Heritage Conservation District;

v. the Town will encourage and require replanting along Queen Street to ensure the maintenance and enhancement of the existing Street Tree canopy. A tree plan should be developed for this area;

vi. the Town will cooperate with the Federal Government to ensure conservation of the broader area (including the golf course and Fort Mississauga); and

vii. the Town will continue to designate individual properties under Section 29, Part IV of the Ontario Heritage Act in this area.

6.3.8 Former Rand Estate and John Street East Summer Homes Character Area

a) *Statement of Cultural Heritage Value or Interest*: Design/physical

significance comes from the remaining portions of the two main summer home properties – “Randwood” and “Brunswick Place”. These two properties are some of the best examples of the large lot *developments* that arose in Old Town in the late 19th and early 20th centuries and have historical/associative significance as a result. The enclosed nature of Randwood, with its high wall and tall trees, gives it a secluded character unlike the other summer home properties but makes it a landmark within a larger landscape adjacent to the Commons and One Mile Creek. The house itself has been *altered* with additions that are sympathetic to the original design. Note: *heritage attributes* for this character area will need to be confirmed through further assessment and the following are preliminary.

b) Heritage Attributes

ii. Design/Physical

- Large houses on large lots
- Brick wall and stone/iron entrance gates
- Mature vegetation on large lots
- One Mile Creek watercourse
- Deep front yard setbacks and large front yards with ornamental gardens
- Outbuildings to the rear and side
- Open gutters and grassed boulevards
- Evidence of former uses (railway right-of-way)

iii. Historical/Associative

- Associations with former uses and events (military camps, War of 1812)
- Associations with prominent residents (Rand family, William Dickson)

iv. Contextual

- Panoramic views across the Common to Fort George and the Niagara River
- Landmarks (Randwood complex)

c) In addition to other policies of this Plan, the following policies will also apply to the Former Rand Estate and John Street East Summer Homes Heritage Character Area:

i. the Town may request, as part of any *site alteration* or *development*, a commemoration plan;

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ii. any proposed *site alteration* or *development* must demonstrate how it will conserve the specific heritage values and attributes of the area as a c*ultural heritage landscape*;

iii. the Town will require the maintenance and conservation of mature vegetation and the existing stone walls within this area. Any *site alteration* or *development* proposed must include a vegetation plan;

iv. the Town will cooperate with the Federal Government to ensure conservation of the broader area (including the Commons); and

v. the Town will continue to designate individual properties under Section 29, Part IV of the Ontario Heritage Act in this area.

6.4 Archaeological Resources

6.4.1 Both Indigenous and European terrestrial and marine *archaeological resources* contribute to the Town's local identity. They include sites that contain scattered *artifacts*, remains of structures or other cultural deposits, and sites that are fully or partially submerged or lie below the high-water mark of any body of water.

6.4.2 *Development* and *site alteration* shall not be permitted on lands containing *archaeological resources* or *areas of archaeological potential* unless *significant archaeological resources* have been *conserved*.

a) The Town will promote conservation of its *archaeological resources* in accordance with the Niagara Region Archaeological Management Plan and will:

i. Require an *archaeological assessment* by a licensed archaeologist, as a result of a proposal or plan for *site alteration* or *development* if any portion of the subject property fall within a zone of archaeological potential, as shown on Schedules D1 to D4, or where an *archaeological site* has been previously registered on the property.

ii. Require an *archaeological assessment* in compliance with current Provincial requirements, standards and guidelines for consultant archaeologists; and assess the impact of the proposed development on any *archaeological resources* identified. For lands located outside a *settlement area boundary* where *site alteration* or *development* will not affect the entire property, the project archaeologist may consult with the Province on a property-by-

property basis to determine if these areas can be exempt.

iii. Require a provincial compliance review and acceptance letter verifying that an *archaeological assessment* is compliant with Provincial Standards.

iv. Require proponents to complete the necessary *archaeological assessment* and/or site mitigations prior to submitting their planning application. Where this is not possible, archaeological assessment(s) will be required as a condition of any approval or through a holding provision.

v. Require proponents whose ***archaeological assessments*** identify Indigenous archaeological resources to:

- provide a copy of the assessment report to those communities with the closest cultural affiliation and in whose *traditional territories* the *archaeological resources* were found;
- consult with those communities with the closest cultural affiliation and in whose *traditional territories* the *archaeological resources* were found, to address their interests in the resource and define interpretive and commemorative opportunities related to the resource, where preservation of the resource is not possible in its current location; and
- to notify in advance of on-site assessment work those communities with the closest cultural affiliation and in whose *traditional territories* the *archaeological resources* were found.

vi. Consider significant Indigenous *archaeological resources* as features not to be developed and to engage the First Nations and Indigenous communities with the closest cultural affiliation, and in whose *traditional territories* the resource is found, to identify commemorative approaches.

vii. Where appropriate, encourage the communication of appropriate archaeological discoveries and/or cultural narratives to the public through innovative architectural and/or landscape architectural design, public education, public art, or other public realm projects.

viii. Review Municipal and Regional projects, whether or not they are subject to the Environmental Assessment Act, such as *site alteration*, *development* and/or *infrastructure* projects that involve construction, erection or placing of a building or structure, other activities such as site grading, excavation, removal of topsoil, or

peat and the placing and dumping of fill; drainage works, except for the maintenance of existing municipal and agricultural drains to determine impacts upon potential *archaeological resources*. An *archaeological assessment* will be required if the lands are located within the zone of archaeological potential as indicated on Schedule D1 or where there is a registered *archaeological site*.

ix. Undertake, together with the Niagara Parks Commission, Parks Canada, and the local First Nations and Indigenous communities, to co-operatively establish guidelines for sharing archaeological information derived from the application of the archaeological master plan and potential mapping.

6.4.3 Within the boundaries of the Town, there may be marine archaeological remains from the pre-contact period through the modern era up to the last 50 years. When considering an application for *development* or *site alteration*, the Town may require a marine *archaeological assessment* to be conducted by a licensed archaeologist pursuant to the Ontario Heritage Act if there is potential for the presence of partially or fully submerged marine features such as ships, boats, vessels, *artifacts* from the contents of boats, old piers, docks, wharfs, fords, fishing traps, dwellings, aircraft and other items of cultural heritage value. Any marine archaeological resource that is identified shall be reported to the Province.

6.4.4 In the event that human remains or cemeteries are identified or encountered during assessment, *site alteration* or *development*, all work must immediately cease and the site must be secured. The appropriate provincial and municipal authorities must be notified. Required provisions under the PPS, Funeral, Burial and Cremation Services Act, Ontario Heritage Act, along with other applicable protocol or policy must be followed. Where there are First Nations and Indigenous burials, they will be addressed in partnership with all appropriate communities. Licensed archaeologists will assess the property and recommend conservation strategies.

6.4.5 It is the policy of the Town to keep confidential the existence and location of *archaeological sites* to protect against vandalism, disturbance, and the inappropriate removal of *artifacts, built heritage resources* or *cultural heritage landscapes.*

6.5 Cultural Facilities

6.5.1 Arts and culture are integral to building a liveable community. Cultural facilities help connect people to their community.

6.5.2 As the Town continues to grow and evolve, the demand for community access to quality cultural programming, facilities and opportunities for personal cultural expression will increase. The Town will consider opportunities for integrating arts and cultural facilities and programs as an integral part of the

Community Design and *development* process. The Town will also identify a vision for arts and culture that establish priorities and strategies to strengthen the local arts and culture sector, and will:

a) Encourage the *development* of a municipal culture plan to establish strategies to strengthen and protect the local arts, culture and heritage sector and work in partnership with the community, artists, cultural workers and organizations to guide arts and culture programs, services and facilities in the Town. The culture plan will define local cultural assets and *significant* cultural clusters to build a supportive local planning policy framework in partnership with the cultural community and other partners to address, among other local issues:

   i. the appropriate size, scale and location of creative cultural industries;

   ii. the appropriate location for live-work spaces with a focus on adaptive re-use;

   iii. the relationship between *creative cultural industries* and downtowns; and

   iv. the appropriate use of employment lands for creative cultural industries.

b) Recognize the importance of arts and culture in enhancing the livability of Niagara-on-the-Lake's communities.

c) Support the work and programs of cultural organizations in the Town and investigate various support systems and funding mechanisms.

d) Ensure that new arts and culture programs, services and facilities will, where feasible, be:

   i. integrated with new community development;

   ii. designed to include flexible spaces suitable for programming various arts and culture programs and local community activities; and

   iii. encourage the conservation of *built heritage resources* and *cultural heritage landscapes*.

e) Support the provision of public art as a means of fostering community identity by developing a public art policy for municipal projects and private sector *development*s that will address:

   i. incorporating public art into Niagara-on-the-Lake's public places, facilities and *infrastructure*;

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ii. encouraging other public agencies to incorporate public art into public places, facilities and *infrastructure*; and,

iii. encouraging the private sector to incorporate public art into their *developments* and sites.

6.6 Enhancement and Education

6.6.1 The Town will support initiatives to enhance existing *built heritage resources* and *cultural heritage landscapes*, and promote public education, and will:

a) Enhance *built heritage resources* and *cultural heritage landscapes*, particularly in heritage conservation districts, identified heritage character areas and other *cultural heritage landscapes*, as part of capital works and maintenance projects by means of tree planting, tree preservation, landscaping, street improvements, buried utilities, and the provision of street furniture, lighting, signage and other streetscaping initiatives.

b) Use fiscal tools, incentives and financial assistance to facilitate the maintenance and *conservation* of *built heritage resources* and *cultural heritage landscapes*, and provide other incentives as provided for under the Ontario Heritage Act, the Municipal Act and through other sources.

c) Commemorate *built heritage resources* and *cultural heritage landscapes*, through means such as interpretive signage programs and identification of designated properties through a municipal plaque program.

d) Provide resources to implement communication and education programs to foster awareness and appreciation of *built heritage resources* and *cultural heritage landscapes*, including web site information, walking tours, heritage award programs, workshops and heritage celebrations.

e) Participate in promotional or educational heritage conservation programs provided by other levels of government or other agencies and groups.

f) Ensure that enhancement of *built heritage resources* and *cultural heritage landscapes* does not negatively impact production in the *specialty crop area.*

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SECTION 7 Natural Environment System

7.1 A Unique Local Natural Environment System

7.1.1 Background

7.1.1.1 The Town will establish policies and procedures to protect and conserve the natural environment in accordance with Provincial acts. In addition, alignment will follow the Town's Strategic Plan, Climate Change Adaption Plan, and other recognized natural heritage protocols and standards as applicable. Conservation, maintenance and stabilization of existing natural environment resources shall be considered for all properties on or adjacent to natural heritage resources.

7.1.1.2 The Town's natural environment will be protected and enhanced through the identification of a *Natural Environment System*, which is comprised of:

a) the *natural heritage system*, which includes features such as *wetlands*, *woodlands*, *valleylands* and *wildlife habitat*, as well as components such as *linkages*, *buffers*, *supporting features and areas*, and *enhancement areas*;

b) the Town's water resource system, which includes both groundwater features and surface water features and areas;

c) the Greenbelt Plan Area and the *Greenbelt Plan Natural Heritage System*, which includes *key hydrologic areas*, *key hydrologic features* and *key natural heritage features*; and

d) components of the Niagara Escarpment as identified in the Niagara Escarpment Plan.

7.1.1.3 The Town's landforms and watercourses provide key *ecological functions* and *linkages* that connect its natural features to a broader ecosystem comprising the Niagara Escarpment, the Greenbelt and the Lake Ontario and Niagara River watersheds. Defining a system of linked natural heritage and hydrologic features will assist the Town in maintaining, restoring and enhancing ecologically sustainable and resilient landscapes.

7.1.1.4 The *Natural Environment System* co-exists with the *Agricultural System* and over time a unique relationship has developed between the two systems. The agricultural area contains the *Niagara-on-the-Lake Agricultural Infrastructure System,* comprised of an extensive network of underground field tiles engineered and constructed municipal drains and irrigation works, many of which are essential to sustain specialty crop agriculture. The policies in this section recognize and support an appropriate approach to balancing ongoing production of specialty crops grown in the Town's unique *specialty crop area* while protecting the features and functions of the Town's *Natural Environment System*.

7.1.1.5 Nothing in this Section is intended to limit the ability of *agricultural uses* to continue in the *Natural Environment System.* *Agriculture*, *agriculture-related*, and *on-farm diversified uses* and *normal farm practices* are permitted in the Town's *Natural Environment System* subject to the policies of Section 2.2 of this Plan. New activities cannot negatively impact natural heritage or hydrological features. The need to protect and conserve the *Natural Environment System* is balanced with the need to protect and conserve *specialty crop lands* and agricultural viability.

7.1.2 Objectives

Planning for the *Natural Environment System* will take a strategic approach to addressing biodiversity loss, land use change and the uncertainties of climate change so that there will be clean air, clean water and a rich diversity of plant and animal life to sustain present and future generations.

7.1.2.1 The objectives for the *Natural Environment System* are to:

a) promote the responsible protection of the Town's natural heritage system and water resource system;

b) apply an ecosystem-based approach to planning and decision-making;

c) promote and recognize environmental stewardship including restoration where possible, as part of all municipal decision-making;

d) recognize the role and value of *compatible* and complementary agricultural and rural uses within and adjacent to the *Natural Environment System*;

e) encourage acquisition of *significant* natural features and areas;

f) maintain, restore, and enhance the biodiversity and connectivity of natural features and their associated ecological and hydrological functions, including all species with significance towards habitat for native pollinators and beneficial species critical to both natural systems and agricultural productivity;

g) protect *woodlands* and their biodiversity, restore their *ecological function*, and enhance *woodland* cover through reforestation and restoration, including the identification and protection of *other woodlands*;

h) protect *Significant Areas of Natural and Scientific Interest*; *wetlands*, *woodlands*, *wildlife habitat*, *fish habitat* and *valleylands*;

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i) identify and maintain *hydrologic functions* and connections among groundwater features, natural features, and *surface water features* including *shoreline areas*;

j) protect and maintain wetland area and the hydrological and *ecological functions* they provide, and enhance wetland cover where possible;

k) protect the *habitat of endangered species and threatened species* and *fish habitat* in accordance with Provincial and Federal legislation;

l) control *development* within the 100-year erosion limit of Lake Ontario and work toward stabilization of the Lake Ontario shoreline;

m) restrict *development* on lands having inherent physical environmental hazards such as flood susceptibility, poor drainage or other physical conditions which act as a constraint to *development* in order to prevent loss of life and to minimize property damage and social disruption;

n) preserve and enhance the recreational amenities and natural resources offered by waterways, *wetlands* and natural areas;

o) encourage landscape restoration and enhancement, including natural vegetation along *shoreline areas*, as part of the *development* approval process, and support the long-term *ecological integrity* of the *Natural Environment System*;

p) implement the Greenbelt Natural Heritage System in accordance with the direction of the Province;

q) support climate change adaptation through the enhancement of ecosystem resilience, soil health, and natural carbon sinks within the *Natural Environment System*;

r) integrate nature-based solutions such as *buffer* strips, hedgerows, *wetlands*, and cover crops to deliver ecosystem services like water filtration, habitat connectivity, and flood control.

s) protect and enhance water resources through proactive watershed and subwatershed planning;

t) protect and restore the ecological health of Lake Ontario, consistent with the provisions of the Great Lakes Strategy, the targets and goals of the Great Lakes Protection Act, 2015, and any applicable Great Lakes agreements as part of watershed planning and coastal or waterfront planning initiatives;

u) minimize the impacts of invasive species through the proper management and control, and the promotion of native species plantings;

v) consider cumulative impacts through watershed planning and the *development* application process;

w) recognize that flexible approaches to existing uses in the *Natural Environment System* are required;

x) support incentive programs and partnerships with landowners, First Nations and Indigenous communities, conservation authority and other organizations to enhance long-term stewardship of natural features and agricultural lands; and

y) monitor and evaluate the cumulative impact of *development*, agriculture, and climate change on the *Natural Environment System* to support evidence-based policy and adaptive management.

7.1.3 Components of the Natural Environment System

7.1.3.1 The definitions for each of the features and components within the *Natural Environment System* are included in Section 11.4.

7.1.3.2 The features and components of the *Natural Environment System* include:

a) *natural heritage features and areas,* as outlined in Section 7.2.1;

b) *shoreline areas;*

c) *seepage areas and springs;*

d) *supporting features and areas;*

e) *enhancement areas; and*

f) *hazardous lands.*

7.1.3.3 In addition to the features and components listed in Section 7.1.3.2 and Schedule C1 the following features and areas are also required components of the *Natural Environment System*:

a) Groundwater features;

i. recharge/discharge areas;

ii. water tables; and

iii. aquifers and unsaturated zones.

b) Surface water features:

i. headwater drainage features;

ii. recharge/discharge areas; and,

iii. associated riparian lands that can be defined by their soil moisture, soil type, vegetation or topographic characteristics.

c) Other *hydrologic functions*.

7.1.3.4 The features and areas identified in Section 7.1.3.3 shall be screened for during the completion of a watershed plan or subwatershed study. If identified, appropriate land use planning policies or other natural resource management tools should be put in place for their protection, enhancement, or restoration, as appropriate.

7.1.3.5 The Natural Environment System policies of Section 7 apply to all features and components listed in policy 7.1.3.2-7.1.3.3 across the municipality, unless specified otherwise by a provincial plan. Where a provincial plan applies, the policies of that plan shall be implemented through the relevant sections in this Plan.

7.1.3.6 To be identified as *significant*, a *woodland* must meet the Ecological Land Classification definition of forest (as per the definition of '*woodland*'), and then meet one or more of the following criteria:

a) two hectares or greater in size;

b) one hectare or greater in size meeting at least one of the following criteria:

i. naturally occurring (i.e., not planted) trees;

ii. treed areas planted with the intention of restoring *woodland*;

iii. 10 or more trees per hectare greater than 100 years old or 50 cm or more in diameter;

iv. wholly or partially within 30 m of a provincially *significant* wetland or habitat of an *endangered or threatened species*;

v. overlapping or abutting one or more of the following features:
- *permanent streams* or *intermittent* streams;
- *fish habitat*;
- *significant valleylands*;

c) 0.5 hectares or greater in size meeting at least one of the following criteria:

i. a provincially rare treed vegetation community with an S1, S2 or S3 in its ranking by the MNRF's N.H.I.C.;

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ii. habitat of a *woodland* plant species with an S1, S2 or S3 in its ranking or an 8, 9, or 10 in its Southern Ontario Coefficient of Conservatism by the NHIC, consisting of 10 or more individual stems or 100 or more sqm of leaf coverage;

iii. any *woodland* overlapping or abutting one or more of the following features:
- *significant wildlife habitat*;
- habitat of threatened species and *endangered species*; or
- non-provincially *significant wetlands*

d) any size overlapping or abutting one or more of the following features:

i. provincially *significant* wetland; and

ii. life science area of natural and scientific interest

e) *Woodlands* that abut another feature are considered adjacent when located within 20 m of each other.

7.1.4 Mapping of the Natural Environment System

7.1.4.1 The components of the Town's *Natural Environment System* are identified on Schedule C1. Where features or components of the *Natural Environment System* are not mapped, they may be defined more precisely through subwatershed studies, environmental impact studies, hydrologic evaluations, or other studies prepared to the satisfaction of the Town.

7.1.4.2 Lands designated on Schedules B2 to B6 as Conservation reflect components of the *Natural Environment System*.

7.1.4.3 Where features or components of the *Natural Environment System* listed in Schedule C1 and Section 7.1.3.2 are not mapped, detailed area specific or site-specific studies such as an EIS, hydrological evaluation, or subwatershed study are required for their identification.

7.1.4.4 Where through the review of an application for *development* or *site alteration*, or through the completion of a subwatershed study, it is found that there are features or components of the *Natural Environment System* or related ecological and/or *hydrologic functions* that have not been adequately mapped, evaluated, or protected, the applicant shall have an evaluation prepared by a qualified professional in accordance with the policies of Section 7.9.2.

7.1.4.5 Changes to the limits of classification of individual features or components of the *Natural Environment System* may be defined more precisely through the findings of a subwatershed plan or through the submission of an

environmental impact studies and/or hydrologic evaluations based on a terms of reference approved by the Town in accordance with the policies of Section 7.9.2. If the change to the limit or classification of an individual feature or component of the *Natural Environment System* can be justified to the satisfaction of the Town, an amendment to this Plan shall not be required.

7.1.4.6 Changes to the limit or classification of individual features of the *Natural Environment System* identified through Provincial criteria requires approval from the Province. If the change to the limit or classification of an individual feature has been approved by the Province, an amendment to this Plan shall not be required.

7.1.4.7 Where the limits of a feature or component of the *Natural Environment System* have been refined through an approved EIS, hydrological evaluation, or subwatershed study, the lands that are no longer included as part of the *Natural Environment System* shall continue to be designated based on the underlying land use, unless otherwise determined through a Planning Act application.

7.1.4.8 Natural hazards, including lands susceptible to flooding or erosion, represent constraints to *development* that impact the quality of the natural environment and may be designated Conservation on Schedules B2 to B6.

7.1.5 Enhancement Areas

7.1.5.1 The Town supports enhancements to the *Natural Environment System* to support *ecological functions* and improve its *ecological integrity* as a whole. Enhancements can result from a range of specific actions undertaken by a landowner, developer, or public agency.

7.1.5.2 *Enhancement areas* are intended to consist of *natural self-sustaining vegetation* that increase the ecological resilience and function of individual key *natural heritage features*, *key hydrologic features* and/or natural features and areas, or groups of such features, by:

a) increasing the size of key *natural heritage features*, *key hydrologic features* and/or *natural heritage features and areas*;

b) connecting key *natural heritage features*, *key hydrologic features* and/or *natural heritage features and areas* to create larger contiguous natural areas;

c) improving the shape of *key natural heritage features*, *key hydrologic features* and/or *natural heritage features and areas* to increase interior habitat conditions; or

d) including critical function zones and important catchment areas for sustaining *ecological functions*.

7.1.5.3 The presence of potential *enhancement areas* shall be screened for by a proponent when an EIS and/or hydrological evaluation is required to support an application for *development* and *site alteration* both inside and outside of settlement areas or when a subwatershed study is being undertaken.

7.1.5.4 When carrying out an EIS, hydrological evaluation, or subwatershed study to determine whether *enhancement areas* should be identified within or adjacent to a feature, an evaluation shall be completed that:

a) assesses the potential ecological benefit of an *enhancement area* to the nearby *key natural heritage feature*, *key hydrologic feature* and/or natural heritage feature and area. An example would be an *enhancement area* to fill in a gap, close in an indent, or connect two separate features;

b) considers the most appropriate shape/extent of an *enhancement area* so that the *ecological functions* of the nearby *key natural heritage feature*, *key hydrologic feature* and/or natural heritage feature and area are enhanced;

c) considers how the function and spatial extent of an *enhancement area* can be incorporated into the design and layout of the proposed development; and

d) assesses the potential for *compatible* uses such as stormwater management facilities within the *enhancement area* to ensure that the intended ecological function of the *enhancement area* is achieved.

7.1.5.5 Where the preparation of a subwatershed study or an EIS is required, the study shall demonstrate how enhancements to *ecological function*, *ecological integrity*, or biodiversity of the *Natural Environment System* can be achieved, and will be implemented, through for example:

a) increases in the spatial extent of a feature or features;

b) increases in biological and habitat diversity;

c) enhancement of ecological system function;

d) enhancement of *wildlife habitat*;

e) enhancement or creation of *wetlands*, water systems or woodlands;

f) enhancement of riparian corridors;

g) enhancement of ecological services;

h) enhancement of *significant groundwater recharge areas*; and

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i) establishment or enhancement of *linkages* or connectivity between *key natural heritage features*, and/or *natural heritage features and areas*.

7.1.5.6 *Enhancements areas* are identified where they:

a) connect natural features and areas to create larger contiguous natural areas;

b) reduce edge habitat and increase proportion of interior conditions (> 100 m from edge); and

c) include critical function zones and important catchment areas critical to sustaining ecological functions.

7.1.5.7 The identification of supporting features and areas is to be determined through a detailed study, such as an environmental impact study, hydrological evaluation, or subwatershed study which would evaluate the ecological contribution of the supporting feature and area to other components of the *Natural Environment System*.

7.1.5.8 *Enhancement areas* are identified where:

a) the area is comprised of natural vegetation communities (as determined according to Ecological Land Classification); or

a) the area is currently under agricultural production; or

b) the area does not contain a permanent form of development (i.e., house, road, or related *infrastructure*).

7.1.5.9 *Enhancement areas* inside of settlement areas are to be identified as follows:

a) in 'bays and inlets' along the edge of features - < 60 m wide • interior gaps in features - < 0.5 ha

b) gaps between features - < 60 m

7.1.5.10 *Enhancement areas* outside of settlement areas are to be identified as follows:

a) in 'bays and inlets' along the edge of features - < 120 m wide

b) interior gaps in features - < 1 ha

c) gaps between features - < 120 m

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7.1.5.11 In a case where an *enhancement area* is identified in accordance with Section 7.1.5.4, the lands within the *enhancement area* shall be planted and left as *natural self-sustaining vegetation*. The *enhancement area* may also be designed to include other *compatible* land uses and *infrastructure*, such as stormwater management ponds, if it can be demonstrated that the long-term *ecological function* of the *enhancement area* would be retained.

7.1.6 Cumulative Impacts

7.1.6.1 The consideration of cumulative impacts shall be required when an EIS, hydrological evaluation, or subwatershed study is undertaken.

7.1.6.2 Where cumulative impacts are being considered, the proponent shall be required to provide an overview of previous studies as provided by Town, if available, related to development impacts on the same or adjacent feature as it relates to impacts on the *Natural Environment System*.

7.1.7 Stewardship

7.1.7.1 Following a long tradition of voluntary environmental stewardship practiced by farmers, the Town encourages landowners to maintain, enhance or, wherever feasible, restore natural features on their property through a range of measures including, but not limited to, plantings, riparian restoration, conservation easements, vegetative *buffers*, invasive species identification and removal, and wherever appropriate, fencing.

7.1.7.2 The Town, in collaboration with the NPCA, and organized interest groups, will provide advice and information on other land stewardship programs to landowners wishing to exercise good stewardship of lands within the *Natural Environment System*.

7.1.7.3 In addition to the above, the Town supports community outreach programs related to natural environment enhancement and climate change initiatives.

7.1.7.4 The Town promotes, in conjunction with other public agencies and through stewardship programs, the donation of privately owned lands in the *Natural Environment System* to public agencies or charitable organizations, or the transfer of the protection of the *ecological functions* and features on such lands to a public agency or charitable organization through a conservation easement agreement.

7.2 The Natural Heritage System

7.2.1 General Policies

7.2.1.1 Individual *natural heritage features and areas*, hydrological features, and other individual components that are considered mapped features of the *natural heritage system*, as shown on Schedule C2, include:

a) *significant wetlands*, including the six (6) provincially significant wetland complexes identified within the Town:

- One and Two Mile Creek Wetland Complex
- Four Mile Creek Estuary Wetland Complex
- Laurent Wetland Complex
- Welland Canal North Turn Basin Wetland Complex
- Fireman's Park Wetland Complex
- Eight Mile Creek Estuary Wetland Complex;

b) significant coastal *wetlands*;

c) other coastal *wetlands*;

d) other *wetlands*;

e) *fish habitat*;

f) *significant woodlands*;

g) *significant valleylands*;

h) *habitat of endangered species* and *threatened species*;

i) *significant wildlife habitat*;

j) *significant Areas of Natural and Scientific Interest* (ANSI), including the Niagara River Bedrock Gorge and St. Davids Buried Gorge *Earth Science ANSIs*, and the Two Mile and Four Mile Creek Plain, Paradise Grove Plain, Homer Escarpment, Queenston Escarpment, and McNab Marsh *Life Science ANSIs*;

k) *other woodlands*;

l) *permanent* and *intermittent streams*; and

m) *linkages*.

7.2.1.2 *Development* shall maintain, enhance or restore ecosystem health and integrity, and climate resilience. Priority is to be given to avoiding negative environmental impacts. If negative impacts cannot be avoided, then mitigation measures shall be required.

7.2.1.3 *Development*, including *infrastructure*, shall be designed to maintain or enhance the natural features and functions of a site, and where possible, to incorporate *green infrastructure* techniques (e.g. permeable surfaces, bioswales, bird-safe design standards (CSA A460), green roofs) to enhance sustainability.

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7.2.1.4 Stormwater management facilities shall not be constructed in *natural heritage features and areas*, *key hydrologic features*, *key hydrologic areas*, or in any required setbacks from these features unless otherwise permitted in this Plan.

7.2.1.5 Where *development* or *site alteration* is proposed within or adjacent to the *natural heritage system*, new lots shall not be created which would fragment a natural heritage feature or area, *key natural heritage feature*, or *key hydrologic feature*. The lands to be retained in the *natural heritage system* shall remain in a natural state. The natural feature and any required *buffer* or *vegetation protection zone* shall be maintained in a single block and zoned to protect the natural features and its *ecological functions*. Where feasible, the Town, in coordination with the NPCA and other appropriate public and private conservation organizations, will assume ownership of these lands.

7.2.1.6 Applications for a lot boundary adjustment shall avoid further fragmentation of provincially *significant wetlands* and *significant woodlands*, and should avoid the fragmentation of other *natural heritage features and areas*, key *natural heritage features* or *key hydrologic features* wherever possible and practical.

7.2.1.7 Essential public uses of a linear nature including utilities, communication facilities and transportation routes may be permitted within the *natural heritage system* or adjacent lands where an EIS, hydrologic study, or equivalent assessment for the proposed use has been approved under Provincial or Federal legislation.

7.2.1.8 Where infrastructure does cross the *Greenbelt Plan Natural Heritage System* or intrude into or result in the loss of a key natural heritage feature, key hydrologic feature or key hydrologic areas, including related landform features, planning, design and construction practices shall minimize negative impacts on and disturbance of the features or their related functions an, where reasonable, maintain or improve connectivity.

7.2.1.9 Where site plan control is required for *development* or *site alteration* in the *natural heritage system*, the applicant is encouraged to address the following matters, as applicable:

a) appropriate location of buildings, structures and sewage disposal systems;

b) retention or restoration of a natural vegetative *buffer* to prevent erosion, siltation and nutrient migration;

c) maintenance or establishment of native tree cover and vegetation on the lot as terrain and soil conditions permit;

d) appropriate location and construction of roads, driveways and pathways, including the use of permeable materials;

e) the use of appropriate soils for on-site sewage systems;

f) implementation of stormwater management and construction mitigation techniques with an emphasis on lot level controls, *low impact development* practices and a treatment train approach to promote filtration, infiltration and detention, which may include proper re-contouring, discharging of roof leaders, use of soak away pits, other measures to promote infiltration, and silt fencing for temporary sediment control;

g) the establishment of dark sky compliant lighting from all structures with full cut-off fixtures being required in order to minimize light spillage into the surrounding environments, while maintaining safety;

h) the use of bird-safe design standards (CSA A460) and,

i) securities and processes to ensure implementation and long-term monitoring and compliance with site plan agreements and/or other agreements if required.

7.2.1.10 Where a natural heritage feature and area, *key hydrologic feature*, or key natural heritage feature has been removed without authorization in advance of making, or prior to approval of, an application for *development* or *site alteration*, Town and/or Conservation Area staff shall use all available information to determine the limit and classification of the feature that existed, and restoration of the feature shall be required through the approval of the application for *development* or *site alteration*.

7.2.2 Development and Site Alteration in the Natural Heritage System

7.2.2.1 *Development* and *site alteration* is not permitted within the following *natural heritage features and areas*:

a) provincially *significant wetlands;*

b) *significant* coastal *wetlands*; and

c) *significant woodlands*.

7.2.2.2 *Development* and *site alteration* shall not be permitted in the following *natural heritage features and areas* unless it has been demonstrated through the preparation of an EIS that there will be no negative impacts on the natural features or their *ecological functions*:

a) *other woodlands;*

b) *significant valleylands;*

c) *significant wildlife habitat;*

d) *areas of natural and scientific interest;*

e) *other wetlands*; and

f) *permanent and intermittent streams*

7.2.2.3 Notwithstanding Section 7.2.2.2, permitted uses in a *natural heritage feature and area* are limited to:

a) forest, fish, and wildlife management;

b) conservation and flood or erosion control projects where it has been demonstrated that the project is necessary in the public interest and other alternatives are not available;

c) activities that create or maintain *infrastructure* authorized under an environmental assessment, including a Class Environmental Assessment, completed in accordance with the Environmental Assessment Act;

d) expansions to existing buildings and structures, accessory structures and uses, and *conversions* of legally existing uses that have less of an environmental impact subject to demonstration that the use does not expand into a natural heritage feature or area unless there is no other alternative, in which case any expansion will be limited in scope and kept within close geographical proximity to the existing structure;

e) expansions or *alterations* to existing buildings and structures for *agricultural uses*, *agriculture-related uses*, or *on-farm diversified uses* and expansions to existing residential dwellings if it is demonstrated that:

i. there is no alternative, and the expansion or *alteration* in the feature is minimized and, in the *buffer* is directed away from the feature to the maximum extent possible; and

ii. the impact of the expansion or *alteration* on the feature and its *ecological functions* is minimized and mitigated to the maximum extent possible;

f) small-scale structures for recreational uses and accessory uses, including, but not limited to boardwalks, footbridges, fences, docks, and picnic facilities that will have no significant negative impact on natural features or their *ecological functions* of the *Natural Heritage System*; and

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g) passive recreational uses and conservation/education facilities on lands owned and managed by the Town or a public agency.

7.2.2.4 Notwithstanding any other policies of this Plan, *development* and *site alteration* in, and adjacent to watercourses, shorelines and steep slopes, provincially *significant wetlands*, and all wetlands regulated by the NPCA, may also be subject to the regulations and land use planning policies of the NPCA. When *development* or *site alteration* is proposed in or adjacent to any watercourse, provincially significant wetland, *significant valleyland*, or other *wetland* the applicant shall contact the NPCA at which time NPCA staff will advise the applicant and other relevant agencies of the land use or regulatory policies that will apply.

7.2.2.5 Notwithstanding Section 7.2.2.4, while the NPCA may permit offsetting of *wetlands* under its policies and in accordance with its regulatory role, the use of offsetting for any natural heritage feature and areas, *key natural heritage features*, or *key hydrologic features* is not supported by the policies of this Plan.

7.2.2.6 If the evaluation finds one or more other *natural heritage features and areas*, the appropriate other policies of the Plan shall be applied to the lands and natural features that are subject to the application to *development* or *site alteration*.

7.2.3 Buffers Outside of Settlement Areas

7.2.3.1 A *buffer* refers to an area of land located adjacent to *natural heritage features and areas*, other *wetlands*, and watercourses and usually bordering lands that are subject to *development* or *site alteration*. The purpose of a *buffer* is to protect the features and areas and their *ecological functions* by mitigating impacts of the proposed *development* or *site alteration*.

7.2.3.2 *Buffers* shall consist of *natural self-sustaining vegetation* as a condition of *development* except where certain *agricultural uses* are exempt from the requirement of a *buffer* as outlined in this Plan.

7.2.3.3 Outside of *settlement areas*, a minimum *buffer* on all *natural heritage features and areas* is required, as set out in Table 5-1.

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Table 5-1: Minimum Prescribed Buffer to a Natural Heritage Feature and Area outside of Settlement Areas and Outside the Greenbelt Plan Natural Heritage System

Natural Heritage Feature and Area	Minimum Buffer
Provincially Significant Wetland	30 metres
Significant Woodland	20 metres
Other Woodland	10 metres
Significant Valleyland	15 metres
Life Science Areas of Natural and Scientific Interest	20 metres
Other Wetlands	30 metres
Permanent and Intermittent Streams	30 metres

7.2.3.4 Given the variability in the type, form, and function of *significant wildlife habitat* existing on the landscape, the width of the required minimum *buffer* is to be established through the completion of an EIS or subwatershed study.

7.2.3.5 Notwithstanding Section 3.12.1.4 i), outside of *settlement areas*, consideration can be given to including passive recreational uses such as trails in *buffer*s if it has been demonstrated that the *buffer* will continue to provide the *ecological function* for which it was intended.

7.2.3.6 Notwithstanding Policies 7.2.3.5 and 7.2.3.5, the following types of minor construction is permitted within the minimum *buffer*s set out in Table 5-1 and the adjacent lands set out in Table 5-2 provided there is no alternative, without an EIS and/or hydrologic evaluation:

a) New buildings and structures for *agricultural uses*, *agriculture-related uses*, or on-farm diversified uses below 200 square metres;

b) Expansions to existing buildings and structures for *agricultural uses*, *agriculture-related uses*, or *on-farm diversified uses* below 50 percent of the size of the original building, provided the expansion is less than 200 square metres;

c) New *accessory buildings* to a residential use (garage, workshop, etc.) below 50 square metres;

d) Expansions to existing *accessory buildings* for a residential use below 50 percent of the size of the original building;

e) Expansions to existing residential buildings below 50 percent of the size of the original building; and

f) Reconstruction of an existing residential dwelling of the same size in the same location.

7.2.4 Buffers in Settlement Areas

7.2.4.1 Within *settlement areas*, mandatory *buffer*s from *natural heritage features and areas* are required. The width of an ecologically appropriate *buffer* would be determined through an EIS and/or hydrological evaluation at the time an application for *development* or *site alteration* is made, or through the completion of a subwatershed study in support of a secondary plan or other large scale *development*. The width of the *buffer* would be based on the sensitivity of the *ecological functions* from the proposed *development* or *site alteration*, and the potential for impacts to the feature and *ecological functions* as a result of the proposed change in land use.

7.2.4.2 *Development* or *site alteration* shall not be permitted in the mandatory *buffer*, with the exception of that described in Section 7.2.2.3 or *infrastructure* serving the agricultural sector unless it has been demonstrated through the preparation of an EIS that there will be no negative impacts and the *buffer* will continue to provide the *ecological function* for which it was intended.

7.2.4.3 Notwithstanding any other policy in this Plan, the NPCA has its own *buffer* requirements for watercourses which shall apply. Reductions in any *buffer* required by the NPCA may be considered in settlement areas where supported by a site-specific study that is approved by the Town and the NPCA.

7.2.4.4 Notwithstanding Section 7.2.4.2, within settlement areas, consideration can be given to including passive recreational uses such as trails in *buffers*, provided an appropriate *buffer* width is maintained, as determined through the EIS and/or hydrological evaluation.

7.2.5 Development and Site Alteration in Adjacent Lands to the Town's Natural Heritage System

7.2.5.1 A proposal for new *development* or site which is adjacent to a *natural heritage feature or area* shall require an EIS and/or hydrological evaluation to determine that there will be no negative impacts on the feature, *ecological function*, or *hydrologic function* in accordance with the *adjacent lands* distances outlined in Table 5-1.

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Table 5-2: Adjacent Lands for Natural Heritage System Features

Natural Heritage Feature and Area	Adjacent Lands
Provincially Significant Wetland	120 metres[1]
Significant Costal Wetland	120 metres[1]
Significant Woodland	120 metres[1]
Other Woodland	50 metres
Significant Valleyland	50 metres[1]
Significant Wildlife Habitat	50 metres[1]
Habitat of Endangered Species and Threatened Species	50 metres
Life Science Areas of Natural and Scientific Interest	50 metres
Other Wetlands	50 metres
Permanent and Intermittent Watercourse	120 metres

1. Development and site alteration shall not be permitted on adjacent lands to the *natural heritage features and areas* identified in policies unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions.

7.2.5.2 Notwithstanding Table 5-2, the requirement for an EIS and/or hydrological evaluation may be waived if justification in a justification report demonstrates that the proposed *development* or *site alteration* is minor with Section 7.2.4 of this Plan.

7.2.5.3 Notwithstanding Section 7.2.5.1, an EIS will not be required for a proposal for *development* or *site alteration* on a site where the only *natural heritage feature and area* is the *habitat of endangered species and threatened species*.

7.2.5.4 Notwithstanding Section 7.2.5.1, new buildings and structures for *agricultural uses, agriculture-related uses*, or *on-farm diversified uses* will not be required to undertake an EIS and/or hydrological evaluation if a minimum 30 metre *buffer* is provided from a *natural heritage feature and area*.

7.3 Watershed Planning

7.3.1 Water is a vital, finite resource that sustains aquatic and wetland habitats, supports biodiversity, provides safe drinking water, enables resilient agricultural production, and supports residential, industrial and recreational uses. Protecting the integrity of surface water and groundwater systems is central to ensuring climate-resilient growth and ecological health. Watershed planning shall serve as the foundational framework for managing these resources by guiding land use, *infrastructure,* and development decisions to prevent degradation, restore hydrological functions, and enhance adaptive capacity in the face of climate change.

a) Efficient and sustainable use of water resources shall be promoted, including practices to conserve water and protect or enhance water quality. The Town shall promote the efficient, sustainable, and equitable use of water resources by:

b) supporting *water conservation* and demand management measures, including greywater reuse, rainwater harvesting, and drought-tolerant landscaping;

c) encouraging water-efficient technologies (e.g., smart irrigation systems);

d) integrating climate-resilient and nature-based solutions to protect and enhance water quality and supply;

e) promoting infiltration and groundwater recharge through permeable surfaces and vegetated areas; and

f) avoiding water-intensive development patterns in areas of groundwater vulnerability.

7.3.2 The Town will work in cooperation with the NPCA to develop watershed planning initiatives, guidelines and policies as required.

7.3.3 The Town will work to ensure best practices in stormwater management to ensure water quantity, erosion control and water quality control.

7.3.4 Watershed planning, subwatershed planning, or their equivalent shall inform:

a) the identification and refinement of the *Natural Environment System* through the preparation of subwatershed studies;

b) the protection, enhancement, or restoration of the quality and quantity of water by making careful decisions on where development should be located;

c) the consideration of cross-jurisdictional and cross-watershed impacts;

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d) proposals for large-scale development; and

e) planning for water, wastewater, and stormwater *infrastructure* to ensure that decisions on *infrastructure* are integrated with decisions that are designed to protect the *Natural Environment System*.

7.3.5 The Town will use subwatershed planning as a basis for environmental, land use and *infrastructure* planning. Subwatershed planning informs the *Natural Environment System* and may serve as a comprehensive EIS framework but will not replace the need for detailed environmental impact studies required in support of *development* applications.

7.3.6 Subwatershed studies, prepared in conjunction with the NPCA and in alignment with a master servicing plan will be used:

a) to identify *surface water feature*s, ground water features, *hydrologic functions* and *natural heritage features* and *linkages* which are necessary for the ecological and hydrological integrity of the watershed;

b) to ensure *linkages* and related functions among *surface water feature*s, ground water features, *hydrologic functions* and *natural heritage features* are maintained;

c) as the basis for stormwater management plans, augmenting natural heritage feature protection, restoration and enhancement where applicable and the requirements for major municipal *infrastructure*;

d) to provide guidance for monitoring, mitigation measures and alternative *development* approaches within the watershed and the intended purpose of maintaining and enhancing the natural health and quality of surface water and ground water features, *natural heritage features* and associated ecological and hydrological functions within the subwatershed; and

e) to inform and assist in the land use planning process.

7.3.7 A subwatershed study is required to inform the identification and refinement of the *Natural Environment System* and the development of policies to protect the *Natural Environment System* when secondary plans are prepared for *designated built-up areas* or other large undeveloped areas. A subwatershed study should generally include, but is not limited to:

a) an inventory of existing ecological and hydrological data and conditions;

b) the identification of existing and proposed land uses and the modelling of potential development impacts;

c) water quality targets in accordance with the watershed plan, Provincial guidelines or other industry standards and best practices;

d) procedures for monitoring water quality and quantity before, during and after *development*;

e) completion of water balance;

f) consideration of all elements of the *natural heritage system*;

g) refinement to the boundaries of the *natural heritage system*;

h) identification of opportunities for and constraints to *development*;

i) guidelines for best management practices for *development* design, environmental design, construction management etc.;

j) the recommendation of appropriate stormwater management techniques in accordance with Provincial, Regional and Town guidelines and industry best practices;

k) an analysis of the cumulative impact of *development*; and

l) implementation and adaptive monitoring plans.

7.3.8 Planning studies and *development* applications will consider the recommendations of watershed/subwatershed studies and related master plans. Schedule C2 displays the Town's *surface water feature*s, including rivers, creeks, and wetland areas.

7.3.9 Proposed *development* in *designated built-up areas*, including the associated water, wastewater and stormwater servicing, shall be planned to avoid, or if avoidance is not possible, minimize and mitigate any potential negative impacts on watershed conditions and the Town's overall water resource system, including the quality and quantity of water.

7.3.10 The findings and recommendations of watershed/subwatershed studies and EIS may be used for initial benchmarking for monitoring and implementing mitigation measures.

7.3.11 The Town, NPCA, applicable parties, and affected landowners, if appropriate, shall determine the terms of reference for the subwatershed study.

7.3.12 New buildings and structures for *agricultural uses, agriculture-related,* or *on-farm diversified uses* are permitted within 30 metres of *permanent streams* or *intermittent streams* subject to the policies of Section 7.4.3, and demonstrate how they will:

a) minimize runoff and contamination of watercourses;

b) implement nutrient and pest management plans to protect water quality;

c) integrate vegetative *buffers* and erosion control measures; and

d) align with climate-smart agricultural practices.

7.3.13 *Surface water features* which have not been mapped as key hydrologic features are to be identified through more detailed studies such as watershed plans and subwatershed studies completed in accordance with watershed planning guidelines and best practices.

7.3.14 The Town supports opportunities to maintain and restore wetland functions at a watershed and subwatershed scale based on historic reference conditions.

7.4 Water Resource System

7.4.1 *Development* or *site alteration* shall only be permitted if it can be demonstrated that it will not have negative impacts on:

a) the quantity and quality of water in *key hydrologic areas*, *key hydrologic features*, *sensitive surface water features*, and *sensitive* ground water features;

b) the *hydrologic functions* of *key hydrologic areas*, *key hydrologic features*, *sensitive surface water features*, and *sensitive* groundwater features;

c) the interaction and *linkage* between *key hydrologic areas*, *key hydrologic features*, *sensitive surface water features*, and *sensitive* groundwater features and other components of the *Natural Environment System*;

d) the natural hydrologic characteristics of watercourses such as base flow, form and function, and headwater drainage areas;

e) natural drainage systems, stream forms, and shorelines; and

f) flooding or erosion.

7.4.2 Mitigative measures and/or alternative development approaches may be required to protect, improve, or enhance *key hydrologic areas*, *key hydrologic features*, *sensitive surface water features*, *sensitive* groundwater features, and their *hydrologic functions*. The Town may require establishment of appropriate *development* conditions and monitoring programs through the *development* approval process.

7.4.3 *Development* or *site alteration* shall not have negative impacts on *wetlands*, lakes, *permanent streams* or *intermittent streams*, seepage areas or springs or their *hydrologic functions*. In areas where *development* and *site alteration* could have negative impacts on groundwater quality or quantity, the Town shall require further review of potential impacts through the completion of a subwatershed study or through the completion of a hydrological evaluation during the review of an application.

7.4.4 Outside of settlement areas, proposals for large-scale *development* proceeding by way of secondary plan, plan of subdivision, vacant land plan of condominium or site plan may be permitted within a wetland, *permanent streams* or *intermittent stream*, lake, or seepage area or spring where it is demonstrated through a hydrological evaluation that the *hydrologic functions,* including the quality and quantity of water, of these areas will be protected and, where possible, enhanced or restored through:

a) the identification of planning, design, and construction practices and techniques;

b) meeting other criteria and direction set out in a watershed plan or subwatershed studies if applicable; and

c) meeting any applicable Provincial standards, guidelines, and procedures.

7.4.5 Section 7.3.2.4 does not apply to *development* in the Greenbelt Plan area that is a new or expanding building or structure for *agricultural uses*, *agriculture-related uses* or *on-farm diversified uses* where the total impervious surface does not exceed 10 percent of the lot.

7.4.6 The Town will require site plan approval on all lots within *key hydrologic areas* where individual on-site sewage services are proposed.

7.4.7 Actively used farm and irrigation ponds are not considered *wetlands* according to the Ontario Wetland Evaluation System. As such, where such actively used farm and irrigation ponds are mapped as *wetlands* on the Schedules to this Plan, they will not be considered *wetlands* in areas that are an active agricultural operation and the policies of this section will not apply to such ponds.

7.4.8 Further to Section 7.3.2.7, the Town recognizes the critical role irrigation ponds play in supporting sustainable agriculture, including water conservation, crop irrigation, and drought resilience. The Town encourages best management practices for these ponds to optimize water use efficiency, protect water quality, and minimize ecological impacts, in alignment with broader environmental and sustainability objectives, and in accordance with the Niagara-on-the-Lake Act.

7.4.9 *Sensitive surface water features* which have not been mapped as key hydrologic features are to be identified through more detailed studies such as watershed plans and subwatershed studies completed in accordance with watershed planning guidelines and best practices.

7.4.10 Other Wetlands

7.4.10.1 The Town supports opportunities for enhancement of riparian vegetation cover which may be achieved through a number of means including:

a) requiring a naturally vegetated shorelines along *permanent streams* and *intermittent streams* and adjacent to *wetlands* and waterbodies as part of an application for *development* or *site alteration*;

b) working with private landowners and the agricultural community to support stewardship efforts such as planting and maintaining native riparian vegetation adjacent to watercourses;

c) land acquisition or dedication of private land to Town, NPCA, or other public or private organizations for planting and restoration efforts; and

d) the development of a strategy for land protection, preservation, and securement.

7.4.10.2 *Development* or *site alteration* shall not be permitted in *fish habitat* except in accordance with Federal and Provincial requirements. To determine whether *fish habitat* is present, proponents of *development* or *site alteration* shall be required to screen for the presence of *fish habitat* to the satisfaction of the Town.

7.4.10.3 Where an other wetland in a settlement area has been identified:

a) the Town shall require that an evaluation be undertaken through an EIS, and if required, a wetland evaluation using the Ontario Wetland Evaluation System, and/or hydrological evaluation as part of an application for development or *site alteration*, or through a subwatershed study to determine the appropriate classification and protection or management of the feature;

b) outcomes of the evaluation completed with Policy 7.4.9.3 a) could include the in-situ protection with appropriate *buffers* or incorporation of the *hydrologic function* into the design of the development in accordance with the following:

i. if the other wetland is a treed community with a canopy coverage greater than 25 percent, and the other criteria for *other woodlands* are met, the *other woodland* policies of this Plan shall apply;

ii. if the other wetland is a treed community with a canopy coverage greater than 60 percent, and the other criteria for *significant woodlands* are met, the *significant woodland* policies of this Plan shall apply;

iii. no negative impact on the ecological function of the *other wetland*; and

iv. maintain the *hydrologic function* of the *other wetland*.

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c) if the evaluation finds one or more other *natural heritage features and areas*, the appropriate other policies of the Plan shall be applied to the lands and natural features that are subject to the application to *development* or *site alteration*.

7.4.11 Riparian Vegetation

7.4.11.1 Naturally, vegetated riparian areas adjacent to *permanent streams* and *intermittent streams*, *wetlands*, and other waterbodies shall be maintained or enhanced in the Town to support the protection and maintenance of aquatic functions.

7.4.11.2 The Town supports opportunities for enhancement of riparian vegetation cover which may be achieved through a number of means including:

a) requiring a naturally vegetated shorelines along *permanent streams* and *intermittent streams* and adjacent to *wetlands* and waterbodies as part of an application for *development* or *site alteration*;

b) working with landowners and the agricultural community to support stewardship efforts such as planting and maintaining native riparian vegetation adjacent to watercourses;

c) land acquisition or dedication of private land to the Town, NPCA, or other public or private organizations for planting and restoration efforts; and

d) the development of a strategy for land protection, preservation, and securement.

7.4.12 Fish Habitat

7.4.12.1 *Development* or *site alteration* shall not be permitted in *fish habitat* except in accordance with Federal and Provincial requirements. In order to determine whether *fish habitat* is present, proponents of *development* or *site alteration* shall be required to screen for the presence of *fish habitat* to the satisfaction of the Town.

7.4.12.2 For screening purposes, and until such time appropriate studies are completed to assess watercourses and waterbodies, *fish habitat* will be presumed to be:

a) any *permanent* or *intermittent stream* or waterbody excluding constructed and actively managed offline ponds (e.g., stormwater ponds, active farm irrigation ponds, etc.);

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b) intermittent or ephemeral watercourses, or Headwater Drainage Features that provide contributions in terms of baseflow, material (e.g., substrates, etc.) or allochthonous inputs that are important to the maintenance of downstream *fish habitat*; or

c) shoreline features that provide contributions in terms of material (e.g., substrates, etc.) or allochthonous inputs that are important to the maintenance of *fish habitat* in the Great Lakes spawning grounds and any other areas, including nursery, rearing, food supply, and migration areas on which fish depend directly or indirectly in order to carry out their life processes.

7.4.12.3 If *fish habitat* is determined to be present, a *fish habitat* assessment undertaken by a qualified professional shall be required for *development* or *site alteration* within or adjacent to *fish habitat*. *Development* or *site alteration* may be exempt from this requirement provided that:

a) the *development* satisfies Federal and Provincial requirements or has been specifically authorized by the appropriate approval authority; and

b) the regulated setback, vegetated shoreline, stormwater management, and slope related policies of this Plan are met and the proposal is not for major *development*.

7.4.13 Shorelines

7.4.13.1 Landowners are encouraged to maintain and restore the shorelines of watercourses and Lake Ontario in a natural state by maintaining or establishing a naturally vegetated *buffer* strip along the shoreline; and using non-structural shoreline protection such as bio-engineering with native vegetation. Specifically:

a) the vegetated shoreline should span the entire water frontage and be at least 15 metres in depth from the normal high water mark;

b) where *redevelopment* is proposed, the vegetated shoreline should be achieved through ecological enhancements and the regeneration of natural features to the extent feasible;

c) on waterfront lots, outside of the vegetated *shoreline area*, every effort shall be made to retain existing native vegetation where possible and to augment existing vegetation where needed; and

d) preference shall be given to non-structural, nature-based shoreline protection such as bioengineering techniques that enhance bank stability, filter runoff, sequester carbon, and provide habitat for aquatic and terrestrial species.

7.4.13.2 *Shoreline areas* include any natural vegetation community (as determined according to Ecological Land Classification) and will be identified based on the following criteria:

a) ≥ 0.1 hectares in size; and

b) located within 30 m of the limits of the shoreline flood hazard associated with the Great Lakes, or within 15 m of a *surface water feature*, as defined by the Provincial Policy Statement.

7.4.13.3 Public access to shorelines will be maintained or enhanced. Road closings that would reduce public access shall not be permitted unless an equivalent or superior shoreline access is provided nearby. Consideration should also be given to universal accessibility, flood-resilient design, and shoreline-sensitive trails or boardwalks.

7.4.13.4 Where major *development* or secondary plans are proposed along shorelines:

c) public access to the shoreline shall be integrated into site planning in a manner that supports *ecological integrity* and climate resilience;

a) *development* shall be designed to protect and enhance natural shoreline viewsheds, minimizing visual disruption of the natural landscape;

b) suitable shoreline lands should be dedicated, where possible, to a public agency where such lands would contribute to climate adaptation efforts or biodiversity corridors, and or are identified as part of a planned public trail system. Generally, these lands shall be located above the stable top of bank;

c) all shoreline development proposals to assess climate change risks and incorporate resilience measures; and

d) post-construction monitoring and adaptive management plans are encouraged to be submitted for shoreline restoration projects.

7.4.13.5 Along the Lake Ontario and Niagara River shorelines, design guidelines will include consideration for protecting viewscapes, limiting disturbance and *site alteration*, and preserving the maximum amount of natural vegetation. The built form should blend into the natural landscape, and remain low profile. Building mass and coverage should be limited in relation to the size and frontage of the property and will be in keeping with the character of surrounding areas.

7.4.13.6 The NPCA regulates shorelines, and development may require a permit from the NPCA.

7.5 Greenbelt Plan Area

7.5.1 Lands Within the Greenbelt Plan Natural Heritage System

7.5.1.1 The policies of Section 8.4.1 apply to lands within the mapped Greenbelt Plan Area and *Greenbelt Plan Natural Heritage System*.

7.5.1.2 The Greenbelt *Natural Heritage System*, as shown on Schedule C1, includes areas and *linkages* of the Protected Countryside with the highest concentration of *sensitive* and/or *significant natural features and functions*.

7.5.1.3 A *vegetation protection zone* is a vegetated *buffer* area surrounding a *key natural heritage feature* or *key hydrologic feature*. Uses within the *vegetation protection zone* are the exceptions described in Section 7.5.1.16 and shoreline development as permitted in accordance with Section 7.3.12. *Infrastructure* serving the agricultural sector, such as agricultural irrigation systems, may need certain elements to be located within the *vegetation protection zone* of a key natural heritage feature or key hydrologic feature. In such instances, these elements of the *infrastructure* may be established within the feature itself or its associated *vegetation protection zone*, but all reasonable efforts shall be made to keep such *infrastructure* out of *key natural heritage features*, key hydrologic features, and their associated *vegetation protection zone*s.

7.5.1.4 Required within the Greenbelt *Natural Heritage System* is a 30 metre wide *vegetation protection zone* adjacent to *significant woodlands*, *wetlands* as well as *permanent streams* and *intermittent streams,* seepage areas and springs, fish habitat, and inland lakes.

7.5.1.5 Notwithstanding Section 7.5.1.4, a 15 metre wide *vegetation protection zone* applies to certain *key hydrologic features* in parts of the Greenbelt Plan Area in accordance with the policies of the Greenbelt Plan.

7.5.1.6 *Development* or *site alteration* shall not be permitted in *key natural heritage features* that are within the Greenbelt *Natural Heritage System* or in any *key hydrologic features* within the Protected Countryside except for:

a) forest, fish, and wildlife management;

b) conservation and flood or erosion control projects, subject to demonstrating the project is necessary in the public interest and after all alternatives have been considered;

c) activities that create or maintain *infrastructure* authorized under an environmental assessment, including a Class Environmental Assessment, completed in accordance with the Environmental Assessment Act;

d) all existing uses in the Greenbelt Plan Area;

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e) mineral aggregate operations and wayside pits and quarries except in accordance with Provincial policy;

f) recreational uses in the *Greenbelt Plan Natural Heritage System*;

g) small-scale structures for recreational uses, including but not limited to, boardwalks, footbridges, fences, docks, and picnic facilities, if measures are taken to minimize the number of such structures and their negative impacts.

h) expansions to existing buildings and structures, accessory structures and uses, and *conversions* of legally existing uses that have less of an environmental impact, subject to demonstration that the use does not expand into the *key hydrologic feature* or feature or *vegetation protection zone* unless there is no other alternative, in which case any expansion will be limited in scope and kept within close geographical proximity to the existing structure;

i) expansions or *alterations* to existing buildings and structures for *agricultural uses*, *agriculture-related uses*, or *on-farm diversified uses* and expansions to existing residential dwellings if it is demonstrated that:

   i. there is no alternative, and the expansion or *alteration* in the feature is minimized and, in the *vegetation protection zone*, is directed away from the feature to the maximum extent possible; and

   ii. the impact of the expansion or *alteration* on the feature and its functions is minimized and mitigated to the maximum extent possible; and

   iii. nothing in this Plan is intended to limit the ability of existing *agricultural uses to* continue on a site that has a *key natural heritage feature* or *key hydrologic feature*.

j) new *development* or *site alteration* within the Greenbelt *Natural Heritage System* shall demonstrate that:

   i. there are no negative impacts on *key natural heritage feature*s or *key hydrologic features* or their functions;

   ii. connectivity along the system and between *key natural heritage features* and *key hydrologic features* located within 240 metres of each other will be maintained or, where possible, enhanced for the movement of native plants and animals across the landscape;

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iii. the removal of other natural features not identified as *key natural heritage features* and *key hydrologic features* is avoided, where possible. Such features should be incorporated into the planning and design of the proposed use wherever possible;

iv. except for uses described in and governed by the policies dealing with mineral aggregate resources, the disturbed area, including any buildings and structures, will not exceed 25 percent of the *total developable area*, and the impervious surface will not exceed 10 percent of the *total developable area*;

v. with respect to golf courses, the disturbed area will not exceed 40 percent of the *total developable area*; and

vi. at least 30 percent of the *total developable area* will remain or be returned to *natural self-sustaining vegetation*, except where specified in accordance with the policies in Section 3.3.4 dealing with mineral aggregate resources.

7.5.1.7 Notwithstanding Section 7.5.1.6, the full range of existing and new *agricultural uses*, *agriculture-related uses*, *on-farm diversified uses*, and *normal farm practices* are permitted as outlined in this Plan.

7.5.1.8 Notwithstanding Section 7.5.1.6, the following types of minor construction is permitted within a *vegetation protection zone* provided there is no alternative, outside of a *key natural heritage feature* or *key hydrologic feature*, without an EIS and/or hydrological evaluation:

a) new *accessory buildings* to a residential use (garage, workshop, etc.) below 50 square metres;

b) expansions to existing *accessory buildings* to a residential use below 50 percent of the size of the original building;

c) expansions to existing residential buildings below 50 percent of the size of the original building;

d) reconstruction of an existing residential dwelling of the same size in the same location;

e) new buildings and structures for *agricultural uses*, *agriculture-related uses*, or *on-farm diversified uses* below 200 square metres; and

d) expansions to existing buildings and structures for *agricultural uses*, agriculture related uses, or *on-farm diversified uses* below 50 percent of the size of the original building, provided the expansion is less than 200 square metres.

7.5.1.9 A proposal for new *development* or *site alteration* within 120 metres of any *key natural heritage feature* within the Greenbelt *Natural Heritage System* or key hydrologic feature anywhere within the Protected Countryside will require an EIS and/or hydrological evaluation that identifies a *vegetation protection zone*, which:

a) is of sufficient width to protect the *key natural heritage feature* or *key hydrologic feature* and its functions from the impacts of the proposed change and associated activities that may occur before, during and after construction and, where possible, restore or enhance the feature and/or its function;

b) is established to achieve and be maintained as *natural self-sustaining vegetation*; and

c) for *wetlands*, seepage areas and springs, *fish habitat*, *permanent streams* and *intermittent streams*, inland lakes and *significant woodlands*, is no less than 30 metres measured from the outside boundary of the feature.

7.5.1.10 Studies and evaluations undertaken in accordance with Section 7.5.1.12 will, consider best management practices for vegetation protection within and adjacent to riparian zones, including control of invasive species, erosion control, water contamination, selection of species to support production of specialty crops, and pest management for agricultural activities.

7.5.1.11 Studies and evaluations undertaken in accordance with Section 7.5.1.12 will also identify any additional restrictions to be applied before, during, and after development to protect the *hydrologic functions* and *ecological functions* of the feature.

7.5.1.12 Notwithstanding Section 7.5.1.3 and Policies 7.5.1.9 to 7.5.1.11, an EIS will not be required for a proposal for *development* or *site alteration* on a site where the only *key natural heritage feature* is the *habitat of endangered species and threatened species*.

7.5.1.13 Notwithstanding Section 7.5.1.3 and Policies 7.5.1.9 to 7.5.1.11, new buildings and structures for *agricultural uses*, *agriculture-related uses*, or *on-farm diversified uses* shall not be required to undertake an EIS and/or hydrological evaluation if a minimum 30 metre *vegetation protection zone* is provided from a *key natural heritage feature* or *key hydrologic feature*.

7.5.1.14 Uses permitted in accordance with Section 7.4.1.14:

a) are exempt from the requirement of establishing a condition of *natural self-sustaining vegetation* if the land is, and will continue to be, used for agricultural purposes;

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b) will pursue best management practices to protect and restore *key natural heritage features*, *key hydrologic features*, and their functions; and

c) may include *working landscapes*, crops, and deep-rooted grasses (or similar vegetation), and reflect best management practices in reference to issues related to plantings in riparian zones and pest prevention techniques in tender fruit and grape growing areas.

7.5.2 Special Policies for Recreational Uses subject to the Greenbelt Plan

7.5.2.1 Residential dwelling units, other than for an employee, shall not be permitted in association with recreational uses.

7.5.2.2 An application to establish or expand a major recreational use in the *Greenbelt Plan Natural Heritage System* shall be accompanied by a vegetation enhancement plan that incorporates planning, design, landscaping, and construction measures that:

a) maintain or, where possible, enhance the amount of *natural self-sustaining vegetation* on the site and the connectivity between adjacent *key natural heritage features* or *key hydrologic features*;

b) wherever possible, keep *intermittent stream* channels and drainage swales in a free-to-grow, low-maintenance condition;

c) minimize the application and use of pesticides and fertilizers; and

d) locate new *natural self-sustaining vegetation* in areas that maximize the *ecological functions* and ecological value of the area.

7.5.2.3 An application to expand or establish a major recreational use shall be accompanied by a conservation plan demonstrating how water, nutrient, and biocide use shall be kept to a minimum, including through the establishment and monitoring of targets.

7.5.2.4 Small-scale structures for recreational uses, including but not limited to, boardwalks, footbridges, fences, docks, and picnic facilities are permitted within *key natural heritage features* and *key hydrologic features*; however, the number of such structures and the negative impacts on these features should be minimized. In order to determine potential impacts, the Region may require that an EIS and/or hydrological evaluation be prepared.

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7.5.3 Niagara Peninsula Tender Fruit and Grape Area

7.5.3.1 Notwithstanding any other policies in this Plan, within the Niagara Peninsula Tender Fruit and Grape Area of the Greenbelt Plan, new buildings or structures for *agricultural uses*, *agriculture-related uses* and *on-farm diversified uses* are permitted within 30 metres of *permanent streams* and *intermittent streams*, where:

a) the *permanent stream* or *intermittent stream* also functions as an agricultural swale, roadside ditch or municipal drain as determined through provincially approved mapping;

b) a minimum 15 metre *vegetation protection zone* is established between the building or structure and the *permanent stream* or *intermittent stream*; however, the *vegetation protection zone* is not required to be maintained as *natural self-sustaining vegetation* if the land is and will continue to be used for agricultural purposes;

c) there is no alternative location for the building or structure on the property without impacting lands designated *specialty crop area*;

d) a new or replacement individual on-site sewage system will not be located within 30 metres of the stream; and

e) *agricultural uses*, *agriculture-related uses,* and *on-farm diversified uses* shall pursue best management practices to protect or restore *key hydrologic features* and functions.

7.6 Niagara Escarpment Plan Area

7.6.1 Policies

7.6.1.1 *Development* and *site alteration* within and adjacent to key *natural heritage features* and *key hydrologic features* in the Niagara Escarpment Plan Area is subject to the policies of the Niagara Escarpment Plan.

7.6.1.2 Notwithstanding Section 7.5.1.1, Section 7.2.3.7 and Section 7.2.6 applies in the Niagara Escarpment Plan Area.

7.7 Other Natural Environment System Policies

7.7.1 Other Woodlands

7.7.1.1 *Other woodlands* are identified and considered a *natural heritage feature and area* in all geographic areas of the Town. The location of known *other woodlands* is shown on Schedule C2.

7.7.1.2 To be identified as an *other woodland*, a terrestrial treed area must have ≥ 25 per cent tree cover and meet one or more of the following criteria:

a) an average minimum width of 40 m and is ≥ 0.3 ha, measured to crown edges; or

b) any size abutting a *significant woodland*, wetland, or permanent stream.

c) Treed areas that "abut" a *significant woodland*, wetland or permanent stream are considered adjacent when located within 20 m of each other.

7.7.1.3 *Other woodlands* would not include *woodlands* meeting the criteria as *significant woodlands*.

7.7.1.4 *Development* or *site alteration* shall not be permitted in *other woodlands* unless it has been demonstrated through the preparation of an EIS that there will be no negative impacts on the *other woodland* or its *ecological functions*.

7.7.1.5 Notwithstanding Policies 7.7.1.1 to 7.7.1.4, policies related to *other woodlands* do not apply to new or expanding mineral aggregate operations.

7.7.1.6 Notwithstanding Policies 7.7.1.1 to 7.7.1.4, policies related to *other woodlands* do not apply to new or expanding buildings or structures for *agricultural uses*, *agriculture-related uses* and *on-farm diversified use*s if they are located, designed, and constructed to minimize impacts on the *Natural Environment System.*

7.7.1.7 Where a feature was identified as a *significant woodland* or *other woodland* as of the date of approval of this Plan, and no longer meets the definition of *significant woodland* or *other woodland* because of either a natural or anthropogenic disturbance, the feature shall retain its status as either a *significant woodland* or *other woodland* and the policies of this Plan shall continue to apply.

7.7.2 Linkages

7.7.2.1 Large, medium, and small *linkages* outside of settlement areas and outside of the Greenbelt Plan Area and *Greenbelt Plan Natural Heritage System*, and small *linkages* inside of settlement areas which are identified between *natural heritage features and areas*, key *natural heritage features*, and *key hydrologic features* are shown on Schedule C2.

7.7.2.2 Only *linkages* which have been mapped as part of the Town's *Natural Environment System* are shown on Schedule C2. Opportunities for additional, ecologically appropriate, *linkages* shall be screened for when a subwatershed study is being completed in support of a secondary plan.

7.7.2.3 Known *linkages* are identified between *natural heritage features and areas* and *key natural heritage features* consisting of natural areas (e.g., watercourses, *valleylands*, meadow, thicket, *woodland*, wetland, and hedgerows, etc.) or rural/ agricultural lands without major barriers (i.e., developed areas or major roads greater than 30 m in width) based on the following set of criteria:

a) large *linkages* (outside settlement areas and outside of the Provincial Natural Heritage System) that are:

   i. 200-400 m in width; and

   ii. connect core areas (i.e., a group of natural features and areas within 30 m of each other) with a combined area of ≥50 hectares in size;

b) medium *linkages* (outside of settlement areas and outside of the Provincial Natural Heritage System) that are:

   i. 100-200 m in width; and

   ii. connect core areas (i.e., a group of natural features and areas within 30 m of each other) with a combined area of ≥20 hectares in size;

c) small *linkages*, both inside and outside of settlement areas and outside of the Provincial Natural Heritage System) that are:

   i. 60-100 m in width; and

   ii. connect core areas (i.e., a group of natural features and areas within 30 m of each other) with a combined area of ≥10 hectares in size;

7.7.2.4 When a subwatershed study is being undertaken, or when development or *site alteration* is proposed in, or within 30 metres of a *linkage* shown on Schedule C2, an evaluation shall be completed that:

a) assesses the ecological features and functions of a *linkage*, including its vegetative, wildlife, and/or landscape features or functions;

b) identifies appropriate boundaries/widths that permit the movement of wildlife between nearby key *natural heritage features*, *key hydrologic features,* and/or *natural heritage features and areas*;

c) describes the *ecological functions* the *linkage* is intended to provide and identifies how these *ecological functions* can be maintained or enhanced within a *development* proposal;

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d) assesses the potential for *compatible* uses including, but not limited to, stormwater management ponds, passive recreational uses, and trails within the *linkage* to determine how the intended *ecological functions* of the *linkage* can be maintained or enhanced;

e) assesses potential impacts on the *linkage* as a result of the *development*; and

f) makes recommendations on how to protect, enhance, or mitigate impacts on the *linkage* and its *ecological functions* through avoidance and planning, design, and construction practices.

7.7.2.5 Possible outcomes of an evaluation carried out in accordance with Section 7.7.2.4 include:

a) the incorporation of the *linkage* into the *development*, such that *development* would not occur on those lands;

b) the incorporation of the *linkage* into the *development*, with linear *infrastructure*, and other *infrastructure* and associated small scale structures permitted in the *linkage* in such a manner that protects the long-term *ecological function* of the *linkage*;

c) the refinement of the location, form, size, shape, or *ecological function* of the *linkage*; or

d) the elimination of the *linkage* based on area or site-specific analysis. If a *linkage* is proposed to be eliminated it must be demonstrated to the satisfaction of the Town that:

i. maintaining a *linkage* is not necessary for ecological reasons;

ii. the loss of the *linkage* will not decrease the overall ecological connectivity in the area; and

iii. the *linkage* is not required to support the long-term sustainability of the overall *Natural Environment System*.

7.7.2.6 In a case where all or part of a *linkage* area is retained in accordance with Section 7.7.2.5 a), b), or c), the lands within the *linkage* area shall be planted and left as *natural self-sustaining vegetation* (except for those lands used for *infrastructure* - if permitted) or remain in *agricultural use*. The *linkage* may also be designed to permit *compatible* uses as evaluated in Section 7.7.2.4 so long as the *ecological function* of the *linkage* is maintained.

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7.7.2.7 Notwithstanding Section 7.7.2.4 the full range of existing and new *agricultural uses, agriculture-related uses*, *on-farm diversified uses*, and *normal farm practices* are permitted within a mapped *linkage* shown on Schedule C2.

7.7.2.8 Notwithstanding Section 7.7.2.4, the following types of minor construction is permitted within a *linkage* shown on Schedule C2, provided there is no alternative, without a requiring an evaluation:

a) new *accessory buildings* to a residential use (garage, workshop, etc.) below 50 square metres;

b) expansions to existing *accessory buildings* to a residential use below 50 percent of the size of the original building;

c) expansions to existing residential buildings below 50 percent of the size of the original building; and

d) reconstruction of an existing residential dwelling of the same size in the same location.

7.7.2.9 Notwithstanding the above, the policies of Section 7.7.2 do not apply to new or expanding mineral aggregate operations.

7.7.3 Tree Preservation

7.7.3.1 The existing tree canopy in the Town is an important component of the character of the Town and its *community design* features. Tree preservation and management will be subject to the Region's Woodland Conservation By-law, and the Town's Private Tree Protection By-law, as applicable.

7.7.3.2 The Town supports opportunities for enhancement of *woodland* cover, which may be achieved through a number of means including, but not limited to:

a) tree planting efforts, as well as tree planting programs of the NPCA and other public or private organizations;

e) private land stewardship that includes protection of existing tree cover and tree planting efforts;

f) land acquisition or dedication of private land to the Town, the NPCA, or other public or private organizations for tree planting and reforestation efforts;

g) identification of *woodland enhancement areas* through the completion of watershed plans, subwatershed studies, or similar plans;

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h) required tree and *woodland* protection and planting through the application process for *development* or *site alteration*; and

i) the development of a strategy for land protection, preservation, and securement.

7.7.4 Cultural and Regenerating Woodlands

7.7.4.1 The *ecological functions* of some *significant woodlands* or *other woodlands* in settlement areas may be substantially compromised as a result of prior land use activity and as a result would be difficult to restore and/or manage as a native *woodland* in an urban setting. In these circumstances, consideration can be given to reclassifying all or a portion of such a *significant woodland* or *other woodland* as a *cultural and regenerating woodland*.

a) A *significant* or *other woodland* can be classified as a *cultural and regenerating woodland* if all of the following are met:

i. the *woodland* is less than two hectares in size;

ii. the removal of a portion of *woodland* will not result in a negative impact to the *ecological functions* of the remaining portion;

iii. there are no other important *ecological functions* that the *woodland* provides (e.g., critical function zone for *wetlands*, etc.);

iv. the *woodland* is not identified as another component of the *natural environmental system* (e.g., significant *wildlife habitat*, *linkage*, *enhancement area*, *buffer*);

v. the canopy is dominated by invasive, non-native species including, but not limited to: Norway Maple, Manitoba Maple, Siberian Elm, Scots Pine, European Buckthorn, White Mulberry, Tree-of-heaven, Apple, Black Locust and White Poplar, or any combination thereof;

vi. the area was not treed approximately 20-25 years ago as determined through air photo interpretation or other suitable techniques;

vii. the soil is deemed to preclude the development of a native *woodland*; for example: soil that is degraded, soil that is compacted, the top soil has been removed, soil displaying substantial erosion from over-use and/or the *woodland* is regenerating on fill or spoil that was introduced to the site;

viii. there is limited ability to maintain or restore self-sustaining *ecological functions* typical of native woodlands; and

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ix. the *woodland* provides limited social values (e.g., does not contain sanctioned trails, nor currently provides organized research or educational opportunities). *Woodlands* (including plantations) established and/or managed for the purpose of restoring a native tree community (e.g., naturalization or restoration projects) would still qualify as *significant woodland*.

3.19.1.2 If it has been determined, through the completion of an EIS, that a *woodland* has met all of the criteria outlined in 7.7.4.2 and the corresponding definition in Section 11.4 to be reclassified as a *cultural and regenerating woodland* to the satisfaction of the Town, the removal of the treed area, or a portion thereof, may be permitted subject to preparing a *woodland* enhancement plan that demonstrates an enhancement in *woodland* area is achieved, either on the same property or in a reasonable proximity.

7.7.4.2 *Woodlands*, including plantations, established and/or managed for the purpose of restoring a native tree community cannot be classified as cultural and regenerating *woodlands*.

7.7.5 Significant Areas of Natural and Scientific Interest

7.7.5.1 *Development* and *site alteration* shall not be permitted within a provincially or regionally *significant earth science ANSI* or within 50 metres of the feature unless it can be demonstrated that there will be no negative impacts on the geologically significant features, or the interpretative and scientific value for which the *earth science ANSI* was identified. Applications for *development* and *site alteration* which have the potential for negative impacts shall be accompanied by an earth science heritage evaluation which shall be reviewed in consultation with the Provincial Ministry with jurisdiction. The earth science heritage evaluation shall:

a) identify planning, design and construction practices that will ensure protection of the geological or geomorphological attributes for which the *earth science ANSI* was identified; and

b) determine whether a *buffer* is required, and if so, specify the width of that *buffer*.

7.7.5.2 Notwithstanding Section 7.6.3, policies related to regionally significant *earth science ANSI* do not apply to new or expanding mineral aggregate operations.

7.7.6 Habitat of Threatened and Endangered Species and Species at Risk

7.7.6.1 *Development* or *site alteration* shall not be permitted in *habitat of endangered species* and *threatened species*, except in accordance with Provincial and Federal requirements.

7.7.6.2 *Where* the potential for the *habitat of endangered species and threatened species* is identified, the Provincial Ministry with jurisdiction shall be contacted by the proponent for technical advice and to delineate and confirm the presence of habitat.

7.7.6.3 *To* determine the presence of, and to assess the impacts that proposed *development* and activities may have on the *habitat of endangered species and threatened species*, a site assessment by a qualified professional is generally required to be completed using accepted protocols. The assessment shall identify whether the habitat is present and whether the proposed activities will have any impact on *endangered species* and *threatened species* or their habitat. The site assessment may be combined with a broader EIS. The Province should be contacted for further direction regarding site-specific proposals.

7.7.6.4 It is the responsibility of a proponent to work directly with the Province to determine that the Endangered Species Act has been, or will be, complied with as a condition of any permit received from the Provincial Ministry with jurisdiction.

7.7.6.5 In accordance with Federal requirements, where *development* or *site alteration* is proposed that could have an impact on aquatic species at risk an EIS shall be required to demonstrate that:

a) All reasonable alternatives have been considered to reduce and minimize impacts to natural features and *ecological functions*, and the best solution has been adopted; and

b) The proposed *development* or *site alteration* activities will not jeopardize the survival, recovery, and conservation of species at risk protected in Schedule 1 of the Species at Risk Act, including their residences and critical habitat.

7.7.7 Supporting Features and Areas

7.7.7.1 *Supporting features and areas* are lands that have been restored or have the potential of being restored, and include:

a) grasslands, thickets, and meadows that support the *ecological functions* of adjacent *key natural heritage features*, *key hydrologic features*, and/ or *natural heritage features and areas*;

b) *valleylands*, which includes lands that may have ecological and/or *hydrologic functions*, that are not *significant valleylands*, and are not the site of a *permanent stream* or *intermittent stream* that is regulated by the NPCA;

c) *wildlife habitat* that is not considered to be *significant wildlife habitat*; and

d) *enhancement areas*.

7.7.7.2 The presence of *supporting features and areas* shall be screened for by a proponent when an EIS and/or hydrological evaluation is required to support a *development* or *site alteration* application both inside and outside of settlement areas or when a subwatershed study is being undertaken.

7.7.7.3 If *supporting features and areas* are identified through an EIS, hydrological evaluation, or subwatershed study an evaluation shall determine:

a) the extent of the supporting feature or area along with its *ecological functions* and relationship to nearby key *natural heritage features*, *key hydrologic features* and/or *natural heritage features and areas*;

b) whether the supporting feature or area should be protected because it supports the ecological and/or *hydrologic functions* of nearby *key natural heritage features*, *key hydrologic features* and/or *natural heritage features and areas*; and

c) conditions to be attached to the approval of the proposed *development* or *site alteration*.

7.7.7.4 The identification of *supporting features and areas* is to be determined through a detailed study, such as an environmental impact study, hydrological evaluation, or subwatershed study which would evaluate the ecological contribution of the supporting feature and area to other components of the *natural environment system*.

7.7.8 Native and Invasive Species

7.7.8.1 The Town requires individuals and agencies to use native species appropriate to the locality when planting within the *Natural Environment System* or contiguous to elements of the *Natural Environment System*.

7.7.8.2 *Development* and *site alteration* applications may be required to plant appropriate native species as conditions of approval.

7.7.8.3 The Town will use native species plantings at all Town facilities and along transportation and utility corridors which fall outside the *development* approval process.

7.7.8.4 The Town, in consultation with the NPCA, may develop policies and programs that require or promote measures to eliminate and/or manage invasive species and discourage the use of non-native invasive species plantings in new *developments* adjacent to the *Natural Environment System*.

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7.8 Natural and Human-Made Hazard Lands

7.8.1 Natural Hazard Lands

7.8.1.1 Policies

a) *Development* is regulated on *hazardous lands* in order to minimize the risk of personal injury, loss of life or property damage, public costs and social and economic disruption from natural hazards, and to ensure that *development* and *site alteration* do not create new hazards, aggravate existing ones, or have negative environmental impacts.

b) *Development* and *site alteration* within *hazardous lands* will only be permitted in accordance with the NPCA, and applicable provincial and federal requirements. Proposals must demonstrate no adverse impact on natural systems, water quality, or ecosystem functions, including consideration of climate change projections and increasing weather volatility.

c) Development shall be directed, in accordance with guidance developed by the Province, as amended from time to time, to areas outside of:

i. *hazardous lands* adjacent to the shorelines of Lake Ontario which are impacted by *flooding hazards*, erosion hazards, and/or dynamic beach hazards;

ii. *hazardous lands* adjacent to river, stream, and small inland lake systems which are impacted by *flooding hazards* and/or erosion hazards; and

iii. *hazardous sites*.

7.8.1.2 *Development* or *site alteration* shall not be permitted within:

a) the dynamic beach hazard;

b) defined portions of the *flooding hazards* along the Niagara River;

c) areas that would be rendered inaccessible to people and vehicles during times of *flooding hazards*, erosion hazards, and/or dynamic beach hazards, unless it has been demonstrated that the site has safe access appropriate for the nature of the development and the natural hazard; and

d) a *floodway* regardless of whether the area of inundation contains high points of land not subject to flooding.

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7.8.1.3 Notwithstanding Section 7.8.1.2, *development* or *site alteration* may be permitted in certain areas associated with the *flooding hazard* along a river, stream, and small inland lake systems:

a) in those exceptional situations where a Special Policy Area has been approved. The designation of a Special Policy Area, and any change or modification to the official plan policies, land use designations or boundaries applying to Special Policy Area lands, must be approved by the Ministers of the Provincial Ministries with jurisdiction prior to the approval authority approving such changes or modifications; or

b) where the development is limited to uses that by their nature must locate within the *floodway*, including flood and/or erosion control works or minor additions or passive non-structural uses that do not affect flood flows.

7.8.1.4 On *hazardous lands* and *hazardous sites*, the following uses shall not be permitted:

a) institutional uses associated with hospitals, assistive housing, pre-school, school nurseries, day care or schools;

b) essential emergency services such as that provided by fire, police and ambulance stations and electrical substations;

c) uses associated with the disposal, manufacture, treatment, or storage of hazardous substances;

d) electrical substations, *telecommunications facilities*, and water or wastewater treatment systems; and

e) sites containing environmental remediation *infrastructure* or contaminant containment systems unless it can be demonstrated through appropriate risk assessment and monitoring that the use will not be compromised by the hazard conditions.

7.8.1.5 Further to Section 7.8.1.4, and except where prohibited in Section 7.8.1.2 and 7.8.1.3, *development* and *site alteration* may be permitted in those portions of *hazardous lands* and *hazardous sites* where the effects and risk to public safety are minor and could be mitigated in accordance with Provincial standards, the following criteria will be demonstrated:

a) *development* and *site alteration* are carried out in accordance with flood proofing, protection works, and access standards;

b) vehicles and people have a way of safely entering and exiting the area

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c) during times of flooding, erosion, and other emergencies;

d) new hazards are not created, and existing hazards are not aggravated; and

e) no adverse environmental impacts will result.

7.8.1.6 *Development* shall generally be directed to areas outside of lands that are unsafe for *development* due to the presence of hazardous forest fire types for wildland fire.

7.8.1.7 *Development* may be permitted in lands with hazardous forest types for wildland fire where the risk is mitigated in accordance with wildland fire assessment and mitigation standards.

7.8.1.8 The Town may request an assessment and list of studies undertaken by a qualified professional during the appropriate time of year and using accepted protocols to determine the wildland fire risk and required mitigation measures where development is proposed.

7.8.1.9 Mitigation measures required as per Section 7.8.1.6 to support development in areas shall not negatively impact key natural heritage features, key *hydrologic features* and/or *natural heritage features and areas*.

7.8.1.10 *Development* and *site alteration* within *floodplains* or within the 100 year erosion limit of Lake Ontario shall only be permitted where it has been demonstrated to the satisfaction of the NPCA that it is in accordance with the Authority's policies, and subject to the Authority's approval. All watercourses in the Town are regulated to the1:100 year flood level.

7.8.1.11 The provision of shoreline protection works or the dumping of material along the Lake Ontario and Niagara River shorelines is prohibited, unless authorized in accordance with NPCA, provincial and federal requirements.

7.8.1.12 No buildings, structures, or the placement or removal of fill material is permitted within or adjacent to the Niagara River, Lake Ontario or any inland watercourse, and its associated valley system, unless authorized in accordance with the NPCA, provincial and federal requirements.

7.8.1.13 On *hazardous sites*, *development* and *site alteration* will not be permitted unless a geotechnical study or other appropriate study has demonstrated to the satisfaction of the NPCA that the requirements of this Plan will be met.

a) Along *valleylands* where the valley bank height is equal to or greater than 3 metres stable top-of-bank and required setbacks are determined by NPCA and subject to appropriate studies.

7.8.1.14 Existing uses will be recognized despite the hazardous characteristics of the land. Expansions of such uses will be discouraged unless:

a) reconstruction and/or minor additions to existing buildings or structures are approved by the NPCA; and

b) additions or extensions, including new structures, to existing agricultural operations which are not likely to incur any *significant* flood damage, or will not result in impediments to flow or floodwater storage, are approved by the NPCA.

7.8.2 Human-Made Hazard Lands

7.8.2.1 **Policies:**

a) *Development* on, abutting or adjacent to lands affected by mine hazards; oil, gas and salt hazards; or former mineral mining operations, mineral aggregate operations or petroleum resource operations may be permitted only if rehabilitation or other measures to address and mitigate known or suspected hazards are under way or have been completed.

b) Minerals and petroleum resources shall be protected for long-term use in accordance with the PPS.

c) Mineral mining operations and petroleum resource operations shall be identified and protected from development and activities that would preclude or hinder their expansion or continued use or which would be incompatible for reasons of public health, public safety, or environmental impact.

d) Known mineral deposits, known petroleum resources, and significant areas of mineral potential shall be identified, and development and activities in these resources or on adjacent lands which would preclude or hinder the establishment of new operations or access to the resources shall only be permitted if:

i. resource use would not be feasible; or

ii. the proposed land use or development serves a greater long-term public interest; and

iii. issues of public health, public safety and environmental impact are addressed.

e) Rehabilitation to accommodate subsequent land uses shall be required after extraction and other related activities have ceased. Progressive rehabilitation should be undertaken wherever feasible.

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f) Extraction of minerals and petroleum resources is permitted in *prime agricultural areas* provided that the site will be rehabilitated.

7.9 Implementation and Interpretation

7.9.1 Strategies

7.9.1.1 The Town is encouraged to consult with the Environmental Advisory Committee for matters related to the Town's natural environment system.

7.9.1.2 Where more than one provision of this section applies to a planning application, all of the applicable policies are to be addressed, with the more restrictive policy applying where there are conflicts.

7.9.1.3 Where lands are mapped or identified as two or more features or components of the *Natural Environment System*, the policies which provide the highest level of environmental protection shall apply in the event of any conflict.

7.9.1.4 In situations that do not adversely impact agricultural crop production, the Town will develop and implement strategies to maintain, enhance existing *natural heritage features* and the *natural heritage system*. These strategies shall include:

a) identification of target restoration areas;

b) identification of appropriate areas for naturalization on public and private lands;

c) identification and implementation of *linkages*, where appropriate;

d) *development* of focused education and/or enhancement programs;

e) recommendation of sustainable design approaches for *development* proposed on lands adjacent to the *natural heritage system*, including opportunities for additional *linkages*;

f) incorporation of *low impact development* standards to mitigate impacts associated with stormwater; and

g) establishment of a monitoring program.

7.9.1.5 Lands within the *Natural Environment System* may be part of the Town's open space and trails system, provided the *Natural Environment System* is not adversely affected and private landowners consent to allow public access across portions of their private property.

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7.9.2 Environmental Impact Study Requirements

7.9.2.1 The Town, in consultation with the NPCA and other commenting bodies, shall review proposed *development* or *site alteration* to determine whether an EIS and/or hydrologic evaluation is required, the scoping of the requirements, and whether requirements can be waived.

7.9.2.2 The Town or approval authority (e.g. NPCA) may waive the requirement for an EIS and/or hydrological evaluation and may be subject to conditions.

7.9.2.3 Where an EIS or hydrologic evaluation is required under this Plan it shall be submitted with the *development* application and shall be prepared by a qualified professional in accordance with the Town's Environmental Impact Study Guidelines and/or Hydrologic Evaluation Guidelines.

7.9.2.4 The scope and content of the EIS and/or hydrologic evaluation shall be determined in accordance with the Town's Environmental Impact Study Guidelines and/or Hydrologic Evaluation Guidelines by the Town, in consultation with the NPCA and other commenting bodies.

7.9.2.5 An EIS and/or hydrologic study shall be prepared to the satisfaction of the Town, in consultation with the NPCA and other commenting bodies. The Town shall ensure that:

a) an EIS and/or hydrologic evaluation is prepared in accordance with an approved terms of reference; and

b) the conclusions of the EIS and/or hydrologic evaluation are considered through the *development* approval process and appropriate conditions are established to implement the recommendations of the study and/or evaluation.

7.9.2.6 The Town shall not accept an EIS and/or hydrologic evaluation unless the terms of reference has been approved.

7.9.2.7 The draft terms of reference shall be prepared by a qualified professional and reviewed by the Town and the NPCA. It shall be the responsibility of the Town to approve the terms of reference.

7.9.2.8 The Town may require an independent peer review of an EIS and/or hydrologic evaluation, with the costs to be borne by the applicant.

7.9.2.9 An EIS and/or hydrologic evaluation is not required for uses authorised under an Environmental Assessment process carried out in accordance with Provincial or Federal legislation.

7.9.2.10 An EIS and/or hydrologic evaluation is not required for *agricultural uses* permitted under Section 2.2.3.

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SECTION 8 Infrastructure

A coordinated, integrated, and comprehensive approach using the minimum *intensification* and density targets of this Plan, should be used for the planning, *development*, and management of *infrastructure* within the Town, and with other orders of government, agencies, and boards.

The Region shall provide *infrastructure* and services within its jurisdiction and financial capability in order to accommodate existing *development* and anticipated growth in alignment with the Region's Transportation Master Plan and Master Servicing Plan.

The Town will circulate the Region on planning projects and applications where applicable for the engineering review of Regional water, wastewater, stormwater, and transportation *infrastructure*.

8.1 Transportation

8.1.1 Background

8.1.1.1 The road network indicated on the Schedules recognizes the inter-relationship of land use and transportation. The Plan endeavours to provide optimum conditions for the movement of people and goods from one portion of the Town to another, and to facilitate traffic movement through the area.

8.1.1.2 The Town recognizes the importance of other modes of transport such as cycling and walking which can play a positive role in improving mobility and quality of life as part of a balanced *transportation system*. The location of bicycle routes and walkway networks will be detailed in the secondary plans and policy.

8.1.1.3 The Town will adopt a complete streets approach in the design or reconstruction of the planned or existing local street network.

8.1.2 Objectives

8.1.2.1 The objectives related to the Town's transportation network are:

a) to meet the immediate and long-term requirements of all sectors of the community related to the safe and efficient movement of people and goods;

b) to provide for appropriate *linkages* among local, regional, and provincial *transportation system*s and ensure that the Town's road pattern is in harmony with the regional and provincial road systems, as well as those of adjoining municipalities;

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c) to support the expansion of a public transit system and establishment of a transit hub that would offer an effective alternative to travel by automobile and assist in alleviating parking concerns;

d) to minimize any adverse effects of the *transportation system*s on the natural and human-made environments, especially on established residential areas, areas of agricultural significance, and to ensure the conservation of *built heritage resources* and *cultural heritage landscapes*;

e) to provide appropriately located vehicular parking facilities of sufficient size to satisfy the parking demand and ensure that they are *compatible* with adjacent land uses; and

f) to provide for alternative modes of transportation to the private automobile such as walking and bicycling in support of a healthier environment and a balanced system that provides maximum choice.

8.1.3 Transportation Demand Management

8.1.3.1 *Transportation Demand Management* (TDM) refers to a variety of strategies to reduce congestion, reduce reliance on the single-occupant vehicle, and achieve a more sustainable *transportation system*. TDM is a *multi-modal* approach that supports cycling, walking, transit, and carpooling, by introducing incentives and disincentives to reduce reliance on the single-occupant vehicle. TDM works to change how, when, where and why people travel.

8.1.3.2 The Town may develop a TDM strategy which is intended to promote alternative forms of transportation and reduce trip distance and time and increase the *modal share* of alternatives to the automobile.

8.1.3.3 The Town will protect strategically located lands for uses including employment land uses, commercial land uses, major institutional uses, and higher density residential uses which benefit from their proximity to *transportation corridor*s.

8.1.3.4 The Town will anticipate, designate, and protect transportation rights-of-way and areas required for future transportation facilities or optimization or expansion of existing facilities in accordance with the Transportation Master Plan and in cooperation with the Province, Region, and neighbouring municipalities.

8.1.3.5 The Town will identify potential corridors for *intensification* so as to be transit supportive and identify a potential location for an inter-regional transit station in Glendale.

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8.1.3.6 Truck traffic will be managed by:

a) directing it away from, or around, residential, *or* sensitive land uses where the road capacities are inadequate or where there is a potential for noise and/or safety hazards and, in particular designate, establish and monitor truck routes in co-ordination with the Region;

b) encouraging the relocation of existing land uses (which generate volumes of truck traffic which contribute to current noise and safety hazards) to more suitable locations in the Town; and

c) discouraging the movement of heavy truck traffic on collector and local streets in residential areas.

8.1.4 Active Transportation

8.1.4.1 The Town recognizes that *active transportation* is an important element of a sustainable and healthy community and encourages all means of *active transportation*.

8.1.4.2 The Town will develop policies and zoning standards to support *active transportation* in employment, commercial, and *residential developments* by requiring pedestrian and cycling *linkages* and appropriate facilities for bicycle storage and parking in appropriate locations.

8.1.4.3 The Town will prepare development engineering guidelines, a transportation master plan, and development standards to require the provision of sidewalks along roadways within subdivision and ensure that appropriate pedestrian amenities are provided within condominium *development*, or as part of *redevelopment* activities in the Town.

8.1.4.4 The Town supports the development of an active living/*active transportation* strategy in the Town, and supports Regional initiatives to develop and expand cycling and other forms of *active transportation* options throughout the Town.

8.1.4.5 *Active transportation* initiatives are encouraged to include both off-road and on-road cycling facilities in appropriate locations that consider the impacts of the facilities on adjacent lands.

8.1.4.6 The Town supports identification of *active transportation* initiatives, supportive *infrastructure* and routes for cycling, and modal connectivity through the Transportation Master Plan. The Town will adopt guidelines and standards to assist in the planning, design, maintenance and operations of safe cycling facilities, including communication with adjacent property owners.

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8.1.4.7 The Town supports the maintenance and expansion of publicly-owned trails, such as the Heritage Trail, located throughout the Town, in appropriate locations that consider the impact of the facilities on adjacent lands, including farmlands. Measures to prevent trespassing on-farm properties to avoid risks to farm biosecurity and crop damage will be identified and implemented as part of the trails program.

8.1.4.8 The Town will ensure that pedestrian and bicycle networks are integrated into transportation planning to:

a) provide safe, comfortable travel for pedestrians and bicyclists within and between existing communities and new *development*;

b) provide *linkages* between *Intensification areas*, adjacent neighbourhoods and transit stations, including dedicated lane spaces for bicycles on the arterial and collector roads, where feasible, and provision of safe and appropriately signed pedestrian and cycling crossings; and

c) encourage provision of appropriate and sufficient bicycle parking facilities at major transit nodes and public and private facilities.

8.1.5 Transit

8.1.5.1 The Town supports the expansion of Metrolinx inter-regional transit service to the Glendale area.

8.1.5.2 The Town supports the continued expansion of the local transit system and on-demand services available in the Town. Any such transit expansion assumes that public transportation servicing Old Town, Virgil, Queenston, St. Davids and Glendale would include local and express bus routes on arterial roads and local bus routes on collector roads. The Town recognizes the role of the Niagara Region Transit Commission in the provision of public transit. The Town may facilitate expansion of the local transit system by providing for adequate pedestrian access to planned bus stops when *development* applications are approved, and by providing for the construction of bus bays and bus shelters.

8.1.6 Provincial Highways

8.1.6.1 Schedule E1 identifies the provincial highways in the Town.

8.1.6.2 The main function of the provincial highways is to accommodate large volumes of inter-regional and regional traffic.

8.1.6.3 All *development* adjacent to provincial highways is subject to the requirements and permits of the Ministry of Transportation.

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8.1.6.4 Direct access to provincial highways is prohibited except where approval has been granted by the Ministry of Transportation.

8.1.7 Regional Roads

8.1.7.1 Schedule E1 identifies the regional roads in the Town.

8.1.7.2 The main function of the regional roads is to move large volumes of vehicles over long distances within the region and provide for *active transportation* options inside these rights-of-way.

8.1.7.3 The regional roads will provide connection to the Queen Elizabeth Way, other highways and regional roads, and the collectors. Connections from local roads will be minimized, but not prohibited.

8.1.7.4 Access to existing regional roads will be controlled, but not prohibited, and will be subject to approval by the road authority.

a) Access to individual residential lots is discouraged where options to local roads are available.

b) The design of access to regional roads will ensure safe and convenient ingress and egress.

8.1.7.5 The minimum required right-of-way widths for regional roads are listed in Schedule E2(ii).

8.1.8 Arterial Roads

8.1.8.1 Schedule E1 identifies the arterial roads in the Town.

8.1.8.2 The main function of the arterial roads is to move large volumes of vehicles over long distances within the region and provide for *active transportation* options inside these rights-of-way.

8.1.8.3 The arterial roads will provide connection to the Queen Elizabeth Way, other highways and regional roads, and the collectors. Connections from local roads will be minimized, but not prohibited.

8.1.8.4 Access to existing arterial roads will be controlled, but not prohibited, and will be subject to approval by the road authority.

a) access to individual residential lots is discouraged where options to local roads are available.

b) the design of access to arterial roads will ensure safe and convenient ingress and egress.

8.1.8.5 The minimum required right-of-way widths for arterial roads are listed in Schedule E2(ii).

8.1.9 Collector Roads

8.1.9.1 Schedule E1 identifies the collector roads in the Town.

8.1.9.2 Collector roads are intended to afford organization for the local road system and to provide the main connecting points to the arterial roads. They are expected to be reasonably continuous, and to carry lower traffic volumes than the arterial roads.

8.1.9.3 The right-of-way width for collector roads will be sufficient to accommodate the intended traffic volumes as well as on-street parking and appropriate *active transportation* options.

8.1.9.4 The minimum required right-of-way widths for collector roads are listed in Schedule E2(i).

8.1.9.5 Access to individual residential lots is discouraged where options to local roads are available.

8.1.9.6 Collector roads in settlement areas will be designed with a high degree of pedestrian amenity, including sidewalks, lighting, street trees and on-street parking and may include off-road cycling lanes and the ability to accommodate transit.

8.1.10 Local Roads

8.1.10.1 Schedule E1 identifies the local roads in the Town.

8.1.10.2 Local roads are intended to provide access to individual properties.

8.1.10.3 The right-of-way width for local roads will be sufficient to accommodate the intended traffic volumes as well as on-street parking. The right-of-way width, the construction of the road and the location of all necessary services will be the satisfaction of the Town.

8.1.10.4 The minimum required right-of-way width for individual local roads are listed in Schedule E2(i).

8.1.10.5 Design of access to local roads will ensure safety and ease of entry and exit of traffic.

8.1.10.6 Local roads may be subject to specific *Community Design* and *Streetscape* criteria.

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8.1.10.7 Desirable minimum widths for municipal roads are outlined in Table 6.

Table 6 – Desirable Minimum Widths for Municipal Roads

Road Class	Width (Metres)
Arterial	26.2 metres to 45.7 metres
Collector	20.1 metres to 26.2 metres
Local	20.1 metres

8.1.11 Niagara River Parkway

8.1.11.1 The roads that are under the jurisdiction of the Niagara Parks Commission are scenic roads providing a multi-use and tourist-oriented function and are considered controlled access highways. The Niagara River Parkway is a primary residential corridor and functions as a gateway between Old Town and the Village of Queenston. It is characterized by unique and sometimes iconic residential architecture, interspersed with wineries, open spaces and agricultural lands. Properties typically display large lots and ample green space.

8.1.11.2 The Niagara River Parkway is a processional roadway that provides a north-south *linkage* from Lake Ontario to Lake Erie for tourists and local residents. *Residential development* outside the settlement area is located predominantly along the west side of the Parkway and is generally not permitted direct access to the Parkway but rather obtains access through a service road system which is also controlled by the Niagara Parks Commission.

8.1.11.3 In order to preserve and enhance the scenic and natural amenities associated with the Niagara River Parkway, access is controlled, speed limits may be more restrictive than usual and commercial traffic may be prohibited or restricted. Specific provisions will also be incorporated in the implementing zoning by-law for adjacent lands, to protect the scenic nature of this facility.

8.1.11.4 The Town will consult the Niagara Parks Commission (NPC) to ensure that widenings are obtained where deemed necessary by the NPC and service roads built where appropriate.

8.1.12 Transportation Master Plan

8.1.12.1 The Town will establish, through ongoing development and maintenance of a Transportation Master Plan, road standards, operational guidelines and works programs to implement the policies of this Plan.

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8.1.13 General Transportation Policies

8.1.13.1 When the necessity for road widenings, jog eliminations or daylighting triangles becomes apparent on roads, the Town will protect and/or obtain same when *development* applications are approved, or road works are undertaken.

8.1.13.2 Daylighting or sight triangles, according to accepted traffic engineering standards, will be provided wherever possible, at road intersections. The construction of buildings, signs and opaque fences and the planting of trees or high shrubs at the road intersections will be discouraged or prohibited.

8.1.13.3 Intersection improvements such as pavement realignment, provision of turning lanes and other measures will be undertaken at the intersections as traffic conditions warrant and suitable financing is available for such improvements. Where a collector or arterial road intersects a local road, the improvements will be designed to favour traffic on the collector or arterial road. In considering subdivision plans, the number of intersections with collector or arterial roads should be kept to a minimum.

8.1.13.4 The *development* of off-street parking lots is encouraged in appropriate locations in settlement areas. The following provisions apply to off-street parking lots:

a) signage to parking lots will be improved where appropriate and necessary;

b) bus parking will be restricted to designated areas;

c) on-street parking in residential areas may be restricted, and/or prohibited; and

d) parking lots will be landscaped and screened in a manner sensitive to adjoining residential use.

8.1.13.5 Within Old Town in the Queen-Picton Heritage Conservation District, parking lots will not be created by the removal of heritage sensitive buildings, nor will the parking lots have exposure to Queen and Picton Streets except by signage.

8.1.13.6 On-street parking in residential areas may be restricted and/or prohibited.

8.1.13.7 A cash-in-lieu of parking policy and by-law, as provided for under the Planning Act, may be established to assist in the provision of parking in a planned and orderly manner, while allowing the *development* or *redevelopment* of lands in established areas of the Town.

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8.1.13.8 As a condition of *development* approval, the Town may require the dedication of road widenings to achieve the right-of-way widths as set out in Schedule E2.

8.1.13.9 Where a new public road is dedicated to the Town through a plan of subdivision or a new public road deemed necessary and opened by the Town, an amendment to Schedule E of this Plan is not required. All new public roads will be identified on the schedules as part of any Official Plan review.

8.1.13.10 Roundabouts or other traffic calming opportunities may be considered at intersections.

8.1.13.11 The *transportation system* in the Protected Countryside will be planned and managed to accommodate agricultural vehicles and equipment, as appropriate.

8.1.13.12 The Town shall plan for and protect corridors and rights-of-way for infrastructure, including transportation, transit, and electricity generation facilities and transmission systems to meet current and projected needs.

8.1.13.13 The Town shall not permit *development* in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) of which it was identified.

8.1.13.14 New *development* proposed on adjacent lands to existing or planned corridors and transportation facilities should be *compatible* with, and supportive of, the long-term purposes of the corridor and should not be designed to avoid, or where avoidance is not possible, minimize and mitigate negative impacts on and adverse effects from the corridor and transportation facilities.

8.1.13.15 The Town may consider the implementation of Community Safety Zones.

8.1.13.16 The consolidation of vehicular entrances and sharing of streets among neighbouring uses shall be strongly encouraged;

8.1.13.17 Road Widenings

a) As conditions of the approval of a *development* application under the Planning Act:

i. the Region or Town may acquire land from the landowner required for the road allowance at no cost to the Region and free of all encumbrance, encroachments, and improvements unless otherwise agreed to by the Region; and

ii. the Region or Town shall be provided with a certificate of an Ontario Land Surveyor noting that all legal survey

documentation on the widened road allowance is in place.

iii. The conveyance of land may be required at no cost to the Region or Town as a condition of the approval of a *development* application, beyond the designated road allowance widths, to accommodate items such as sight triangles, turning lanes, channelization, grade separations, traffic control devices, rapid transit, public transit facilities and rights-of-way, *active transportation*, cuts, fills and storm drainage requirements, as required to meet accepted engineering design standards. These do not require an amendment to this Plan.

b) Further to Policy 8.1.7.3, the Town may, without an amendment to this Plan, update the designated road allowance widths in Schedule E1 where an alternate width has been approved through a completed Municipal Class Environmental Assessment or by Regional Council.

c) Additional land that exceeds the road allowance widths identified in Schedule E2 (ii) or Policy 8.1.7.3 may be acquired by the Region at its own expense, without an amendment to this Plan.

d) As part of the *development* application process, a road allowance not yet owned by the Region and identified in the Region's Transportation Master Plan should be protected in the following cases:

e) local street that could be ultimately assumed by the Region; and

i. plans for the extension of an existing road allowance.

8.1.14 Goods Movement

8.1.14.1 Goods movement is the transportation of products and raw materials. The Town supports the expeditious and efficient movement of goods through its priority routes, being the arterial road system. It is also recognized that the Niagara District Airport plays an important role in the movement of goods.

8.1.14.2 The Town will work with the Niagara Region and the Province to plan for and expedite improvements to major goods movement facilities and corridors to support freight supportive employment development and *redevelopment.*

8.1.14.3 The Town supports the expeditious and efficient movement of goods through its priority routes, being the arterial road system, as well as alignment with the Strategic Goods Movement Network (SGMN) as identified in Connecting the GGH: A Transportation Plan for the Greater Golden Horseshoe.

8.1.15 Frontage on a Public Street

8.1.15.1 *Development* will only be permitted where a lot has frontage onto a public roadway unless specifically permitted elsewhere in the plan. Within the area north of Lakeshore, there are a number of existing private roads known as Firelanes. Existing *residential development* along the south shore of Lake Ontario is recognized. Consents to create new lots are not permitted. Vacant lots in this area existing on the date of passing of this Plan may develop for single-detached residential use, subject to a site specific amendment to the zoning by-law and the following provisions:

8.1.15.2 Existing lots considered for *development* or *redevelopment* along Firelanes must have been existing on the date of passing of this Official Plan, and must be held in distinct and separate ownership from abutting properties;

a) the lot can support a dwelling unit, driveway and private amenity areas, private water and sanitary sewage disposal systems; and

b) written approval is received from the NPCA regarding slope stability and erosion control.

8.1.15.3 Exclusively in settlement areas to provide for flexibility in land tenure and subject to a site specific amendment to the zoning by-law, consideration may be given to permitting the creation of lots where lands front onto a condominium access road. Permission will only be given where the roadway will be constructed and maintained to the satisfaction of the Town.

8.2 Water and Wastewater Services

8.2.1 General Policies

8.2.1.1 New *development* will be limited by the available capacities of services as determined in consultation with the Niagara Region. With the creation of a municipal servicing plan, within any *settlement area boundary*, full municipal services are not available, *development* will be restricted.

8.2.1.2 As local municipal services become available along property frontage, adjacent owners will be required to connect to them where service capacity is available and will be subject to service area charges even if peripheral to a settlement boundary area. Where farm property is peripheral to a *settlement area boundary*, and is located outside the NEP, the Town may enter into agreements with the property owner so that the cost of servicing recognizes the farm use.

8.2.1.3 The cost of off-site municipal services will be provided in accordance with a by-law pursuant to the Development Charges Act. Where lands are outside of a development charge area, *development* will not proceed until the lands have been included in a development charge area.

8.2.1.4 Land/soil stripping during pre-servicing and servicing activities, as part of new *development* will not be permitted unless prior written authorization has been received from the municipality. Maintenance of ground cover for both erosion, sedimentation and dust control will be required.

8.2.1.5 Any proposed works for water and wastewater services must ensure the conservation of *built heritage resources* and *cultural heritage landscapes.*

8.2.2 Urban Growth on Full Municipal Services

8.2.2.1 The provision of water and wastewater services is a shared responsibility with the Region. The Region is responsible for providing a supply of municipal sanitary sewer and water services within the Town, while the Town is responsible for local water and wastewater services in the municipality. Municipal sewage services and water services are required for the servicing of *development* in the Town's settlement areas. The Town will work closely with the Region to ensure there is a sufficient planned supply of sanitary and water services to meet long-term growth projections outlined in this Plan, and to ensure that such services are optimized, feasible and financially viable over the long term. The Town recognizes the Region's Water and Wastewater Master Servicing Plan. Stormwater management strategies will be based on current, innovative, best practices and are subject to the approval of the Town.

8.2.2.2 Expansion of any existing sewage treatment plant operated by the Region of Niagara is subject to an appropriate environmental assessment. No amendment to this plan is required for expansion of an existing facility.

8.2.2.3 Construction of new, or expansion of existing municipal water, wastewater and stormwater *infrastructure* should only be considered where the following conditions are met:

a) strategies for water conservation and other water demand management initiatives are being implemented in the existing service area;

b) plans for expansion or for new services shall serve growth that achieves the growth management targets and policies for *intensification* and density in this Plan; and

c) plans have been considered in the context of applicable inter-provincial, national, bi-national, or state-provincial Great Lakes Basin agreements and are in compliance with the Great Lakes-St. Lawrence River Basin Sustainable Water Resources Agreement.

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8.2.2.4 Sanitary Sewers

a) Improvements to the sanitary sewers of Old Town and ensuring adequate capacity to all sanitary sewer areas are a priority for the Town.

b) Within any settlement area, *development* is required to connect to municipal sanitary sewers upon confirmation that sewage treatment capacity is available. The Town may consider *development* on interim services where it can be demonstrated that:

i. by permitting the proposed use in advance of services, other objectives of this Plan will be met;

ii. the expansion of services has been planned for and that funding commitments have been made by the Region and/or the Town to ensure that the provision of necessary services will proceed within a reasonable time frame;

iii. the form of interim servicing has been approved by the Niagara Region where necessary; and

iv. the interim servicing is not expected to result in a detriment to the environment, the private development, the Town or to the efficient use of land.

c) The inclusion of lands within a settlement area will not be considered as any commitment by the Niagara Region or the Town to extend sanitary sewers to the area.

8.2.2.5 Watermains

a) The improvement and supply of water lines to existing *development* is a priority for the Town.

b) The designation of lands for *development* will not be considered a commitment by the Region or the Town to extend water lines to the area until financially feasible.

c) Outside of the NEP, the extension of watermains beyond any settlement area for agricultural or agricultural related purposes in compliance with the requirements for the waterline extensions will be given due consideration by the municipality and approved where deemed appropriate.

d) Municipal water supply mains or municipal sewers shall not be extended outside the urban areas except:

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i. where necessary to correct an existing health problem as determined by the Medical Officer of Health or where there is a clean-up order from the Ministry of the Environment, Conservation and Parks, and provided all alternatives to municipal mains for resolving health concerns have been considered; and

ii. where extensions of the water supply system are for necessary operating purposes, such as the looping of existing mains, the replacement of existing mains, and the interconnection of urban areas.

8.2.2.6 Partial Services

a) *Development* on partial services (municipal sanitary sewage or municipal water) is only permitted in the following circumstances:

i. where they are necessary to address failed individual on-site sewage services and individual on-site water services in existing *development*; or

ii. within a settlement area, to allow for infilling and minor rounding out of existing *development* provided that site conditions ae suitable for the long-term provision of such services with no negative impact.

8.2.2.7 Private lateral connections to Regional water or wastewater mains are discouraged.

8.2.2.8 Lateral connections to Regional water or wastewater mains are not permitted outside the urban area boundaries.

8.2.2.9 Where development is proposed on lands adjacent to an existing or proposed sewage treatment facility, the location of development shall be determined by appropriate noise and odour studies that identify suitable separation distances and mitigation measures.

8.2.3 Private Water and Sewer Services

8.2.3.1 Where development is to take place on individual well and on-site sewage disposal (OSSDS) systems, there will be compliance with the following policies for OSSDS before any such development will be permitted:

a) the lot area will comply with requirements of the authority having jurisdiction for the type of *development* proposed and the type of OSSDS to be used;

b) the size of lots which are to be serviced in an unserviced area with private OSSDS will not exceed an area of 4,000 square metres of useable land except if an additional area is necessary because of private servicing concerns as determined by the authority having jurisdiction;

c) lots serviced with OSSDS should have a minimum frontage of forty-five (45) metres; and

d) frontage of thirty (30) metres may be considered for lots containing a minimum 5,000 square metres of suitable land area.

8.2.3.2 Each OSSDS will require approval by the appropriate approval authority. Generally, the use of an OSSDS will be restricted to *residential development and wineries*. If, in the opinion of the Town any area appears questionable for the proper operation of an OSSDS, an evaluation of the lands by a qualified authority, will be required before *development* is allowed to proceed.

8.2.3.3 The improvement of existing substandard private systems is encouraged by all means available to the Town.

8.2.3.4 The *redevelopment* of existing properties on private services and the upgrading of those services is encouraged provided:

a) the lot area is sufficient to allow for the installation of private services, a suitable building envelope and driveway access, and private amenity area are provided;

b) the use of tertiary treatment for OSSDS is encouraged to reduce the area required for tile fields, and to provide for on-site treatment of effluent; and

c) studies confirm that the installation/upgrading of the OSSDS will not create any potential nitrate contamination at the property boundaries.

8.3 Stormwater Management

8.3.1 Planning for stormwater management will:

a) minimize, or where possible, prevent increases in contaminant loads;

b) minimize changes in water balance and erosion;

c) not increase risks to human health and safety and property damage;

d) maximize the extent and function of vegetative and pervious surfaces;

e) provide controls on invasive species;

f) promote stormwater management best practices, including stormwater attenuation and re-use, and *low impact development*; and

g) develop stormwater master plans for serviced settlement areas.

8.3.2 No *development* will occur without appropriate regard for storm run-off, on-site collection and channeling of stormwater to an adequate outlet. Drainage will be to a storm sewer outlet satisfactory to the Town.

8.3.3 Detention ponds may be used in areas with open drainage channels as part of the storm drainage system to maintain pre-development flows into the outlet stream.

8.3.4 Stormwater management plans shall be prepared in accordance with the Ontario Ministry of the Environment Stormwater Management Planning and Design Manual 2003 or its successor, and with watershed and/or environmental planning studies for the area.

8.3.5 Proposals for large-scale *development* proceeding by way of a secondary plan, plan of subdivision, vacant land plan of condominium or site plan will be supported by a stormwater management plan or equivalent, that:

a) incorporates an integrated treatment approach to minimize stormwater flows and reliance on stormwater ponds, which includes appropriate *low impact development* and *green infrastructure*;

b) establishes planning, design and construction practices to minimize vegetation removal, grading and soil compaction, sediment erosion and impervious surfaces; and

c) aligns with the stormwater master plan for the settlement area, where applicable.

8.3.6 Design of *development* proposals will incorporate on-site control techniques to minimize peak stormwater flows, and to ensure adequate water quality treatment.

8.3.7 Permanent or temporary sediment retention basins may be required to control quantities of suspended materials washed from the sites.

8.3.8 The Town will encourage, develop, and adopt, in consultation with all applicable government agencies, comprehensive sub-watershed planning for its riverine systems in advance of new *development* or *redevelopment*.

8.3.9 *Development* will be permitted only on lands having soil and drainage conditions which are suitable for *development* and only with appropriate stormwater management and sediment control.

8.3.10 The design of artificial channelization of watercourses, which use concrete-lined channels and can sterilize the natural environment and *fish habitat*, is discouraged. The use of naturalized methods of stormwater management is promoted.

8.3.11 Combined sewer overflows and sewage bypasses have *significant* environmental impacts. The elimination of sewer overflows and bypasses is a Town priority.

8.3.12 Any proposed works for stormwater management must ensure the conservation of *built heritage resources* and *cultural heritage landscapes.*

8.3.13 Stormwater management facilities that service *development* within a settlement area shall be located within the Settlement Area.

8.4 Utilities

8.4.1 All new *development* will be required to be served by adequate utility networks, that are or will be, established to serve the anticipated *development* and these networks can be phased in a manner that is cost-effective and efficient.

8.4.2 The essential operations of public utilities will be permitted in all land use designations of this Plan, provided that such use is necessary and can be made *compatible* with its surroundings by adequate measures. Public utilities involving outdoor storage will require special attention and may not be permitted in all areas if deemed incompatible. The offices or any non-essential use of any public utility are expressly not permitted by this section of the Plan.

8.4.3 In the Protected Countryside or Conservation designation only, the essential operations of public utilities will be permitted where no other reasonable location is available. The impact of these facilities on the *Agricultural System* and the environment will be minimized. Public utilities will only be permitted if it can be demonstrated that the advantages of any project outweigh its disadvantages. This evaluation will require that consideration of:

a) the value and sensitivity of the particular site;

b) the expected impact of the proposed project on the agricultural and conservation lands;

c) the need for and benefits of the proposed project;

d) the advantages and disadvantages of alternative locations for the proposed project; and

e) the Town will consult with the authority having jurisdiction prior to allowing any public utility to locate in the Protected Countryside or a Conservation designation.

8.4.4 New public sewage treatment plants and their facilities require an amendment to this Plan and are subject to the requirements of the Environmental Assessment Act.

8.4.5 The Town will require that in settlement areas gas lines, hydro lines and other public services be located underground along road allowances and/or easements, where appropriate. In rural areas the Town may require that such facilities be underground. Suitable setbacks from all such utilities will be required.

8.4.6 Rights-of-way for utilities may be provided without amendment to this Plan.

8.4.7 TransCanada PipeLines Limited (TCPL) operates two high pressure natural gas pipelines within its rights-of-way crossing the Town, as identified on Schedule B1 to this Plan.

8.4.8 TCPL is regulated by the Canada Energy Regulator (CER) which has a number of requirements regulating *development* in proximity to its pipelines. This includes approval requirements for activities within thirty (30) metres of the pipeline centreline such as conducting a ground disturbance, constructing or installing a facility across or along the pipeline right-of-way, driving a vehicle, mobile equipment or machinery across the right-of-way, and the use of explosives.

8.4.9 New *development* can result in increasing the population density in the area that may result in TCPL being required to replace its pipeline to comply with CSA Code Z662. The Town will require early consultation with TCPL or is designated representative for any *development* proposals within 200 metres of its facilities.

8.4.10 New development in proximity to a TCPL pipeline right-of-way shall incorporate appropriate setbacks in accordance with TCPL's development standards and the Town's Zoning By-law.

8.4.11 In areas of more urban *development*, the Town will encourage the use of TCPL's right-of-way for passive parkland or open space purposes subject to TCPL's easements rights.

8.4.12 Any proposed utilities works must ensure the conservation of *built heritage resources* and *cultural heritage landscapes*.

8.4.13 The construction of utilities shall comply with the *Natural Environment System* policies of this Plan.

8.4.14 Utility providers proposing to locate, relocate, or replace a facility within a Regional Road allowance will require Regional approval and be subject to the provisions of all applicable Regional policies, by-laws, standards, and guidelines.

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8.5 Green Energy Planning

8.5.1 The Town will develop a community energy plan, designed to improve energy efficiency, reduce gas emissions and foster local sustainable energy solutions.

8.5.2 The Town encourages Leadership in Energy and Environmental Design (LEED) certification or other similar appropriate programs for public and private facilities.

8.5.3 The Town encourages the *development* of renewable energy sources and systems in appropriate locations, and may provide for the provision of on-site renewable energy installations (i.e. roof-top and ground mounted solar, geothermal).

8.5.4 The Town encourages *development* and land use patterns that promote design and green building standards which will maximize energy efficiency and considerations, considers the mitigating effects of vegetation, maximizes opportunities for the use of renewable energy systems and alternative energy systems, and maximizes vegetation within the settlement areas, where feasible. Potential negative impacts on the *Agricultural System* due to any of these measures must be considered and avoided.

8.5.5 The Town encourages and supports energy conservation, district heating and combined heat and power, and alternative and renewable energy sources developed in accordance with Provincial and Federal legislation, policies and regulations.

8.6 Waste Management

8.6.1 Existing waste disposal sites are not mapped.

8.6.2 No person, the Region, the Province, or the Town, will establish, *alter*, enlarge or extend a waste management system, a waste disposal site or treatment plant and facilities unless a Provisional Environmental Compliance approval has been issued by the Ministry of The Environment, Conservation and Parks (MECP). Waste disposal sites are subject to the requirements of the Environmental Assessment Act.

8.6.3 No waste disposal site, sanitary landfill site, sewage treatment site for any kind of waste, solid or liquid, will be established on lands not designated for such uses without obtaining an official plan amendment. Waste does not include the placing or removal of fill as regulated by the NPCA.

8.6.4 The Town will ensure that any land use or *development* other than farming proposed in the vicinity of a waste disposal or waste management site, is *compatible* with the waste disposal operation.

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8.6.5 No uses, except those approved by the Town, and by the MECP, will be permitted on lands used for waste disposal purposes within 25 years of termination of such use.

8.6.6 Proposed development within the influence area, as determined by Provincial Land Use Compatibility Guidelines or through site specific study, of all waste management facilities shall demonstrate that the solid waste disposal site will not have any unacceptable adverse effects on the proposed development and will not pose any risks to human health and safety.

8.6.7 Notwithstanding Policy 8.6.6, the following compatible uses may not require a study provided that the solid waste disposal site water table is not affected and excavations shall not result in landfill gas migration or removal of a visual screen buffering of the landfill from the public view: utilities, waste-processing facilities, above-grade transportation routes, forestry activities, and gravel pits, quarries and other mining activities. No new land-use shall be permitted within 30 metres of the licensed perimeter of an operating solid waste disposal site.

8.6.8 Development on, or within 250 metres of a non-operating waste disposal site (e.g., old closed landfills) shall address Provincial requirements for contaminated sites.

8.6.9 Development within 500 metres of a non-operating waste disposal site shall also demonstrate that there is no risk to human health and safety from landfill gas.

8.6.10 The Town recognizes the risks associated with *development* occurring on or adjacent to former waste disposal sites. Accordingly, the Town, in consultation with the MECP, will undertake to identify all known areas where waste has been disposed of.

8.6.11 Waste Disposal Sites should only be permitted in or through conservation lands if it can be demonstrated that the advantages of any project outweigh its disadvantages. This evaluation will require that consideration of:

a) the value and sensitivity of the particular site;

b) the expected impact of the proposed project on the conservation lands;

c) the need for and benefits of the proposed project;

d) the advantages and disadvantages of alternative locations for the proposed project; and

e) impact on *built heritage resources* and *cultural heritage landscapes*.

8.6.12 The Town encourages and promotes reduction, reuse and recycling objectives for waste management.

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8.6.13 The implications of *development* on waste generation, management and diversion will be assessed as part of the review of *development* applications.

8.6.14 The Region will provide for the disposal and treatment of solid wastes to the Town, and in alignment with the Region's Long Term Waste Management Strategic Plan.

8.6.15 The establishment of a new waste disposal site is not permitted in the Niagara Escarpment Plan Area.

8.7 Telecommunications Facilities

8.7.1 The Town has developed a Comprehensive Telecommunications Plan and Telecommunication Facilities Protocol that establishes an approach to the location and *development* of *telecommunication facilities* in the Town.

8.7.2 The Town supports initiatives to improve telecommunications coverage and capacity in the Town.

8.7.3 New equipment sites:

a) are to be directed to locations that are technically suitable to meet the vast majority of each carriers' network requirements into the near future;

b) shall be designed to accommodate the colocation of additional providers and equipment, including that of new or emerging carriers;

c) *compatible* and appropriate with surrounding uses, having limited impact on existing land uses and *built heritage resources* and *cultural heritage landscapes* in the vicinity; and

d) Consistent with the Telecommunications Facilities Protocol.

8.8 Municipal Drains and Agricultural Irrigation Systems

8.8.1 Municipal drains are part of the Town's *infrastructure* and are developed and maintained in accordance with the requirements of Drainage Act.

8.8.2 The Town recognizes that the primary function of the municipal drains shown on Appendix 1 is to provide drainage for agricultural lands. These drains may also be used to convey irrigation water for *agricultural use*. The Town supports ongoing drain maintenance in accordance with the Federal Department of Fisheries and Oceans' Class Authorization System for Agricultural Municipal Drains. Where *development*, *site alteration* or building is proposed adjacent to a municipal drain, a *vegetation protection zone* a minimum ten (10) metres in width measured from the stable top of bank shall be required to provide access for drain maintenance, protect the integrity of the drains and protect environmental health.

8.8.3 The Town supports design, construction and maintenance of Requisition and Petition Drains authorized under the Drainage Act in accordance with Best Management Practices to avoid *significant* detrimental effects on farmland, water resources, natural areas and fish and *wildlife habitat*.

8.8.4 Municipal drains may be identified as *floodplain* and may have setback restrictions identified in the implementing Zoning By-law, and have setback restrictions identified and regulated by NPCA.

8.8.5 The Niagara on the Lake Act, 1990, grants the Town specific legislative authority to establish and manage an agricultural irrigation system throughout the Town. Currently five individual irrigation systems are in place with plans to expand and add additional systems. These irrigations systems are part of the *Niagara-on-the-Lake Agricultural Infrastructure System* that services the *specialty crop area*.

8.8.6 Within the Protected Countryside, *drainage and irrigation infrastructure* serving the agricultural sector, may need certain elements to be located within a natural feature or area or within the *vegetation protection zone* of such a feature. In such instances, these elements of the *drainage and irrigation infrastructure* may be established within the feature itself or its associated *vegetation protection zone* subject to Section 7.

8.9 Municipal Servicing Standards

8.9.1 The Town will undertake a review of municipal servicing standards, with a view to developing appropriate development standards for public *infrastructure* and private *development*, that reflect the provisions of this Plan and recognize the integration and co-ordination of planning, recreation and engineering requirements. As part of the municipal servicing standards review, the Town will explore opportunities for the establishment of alternative development standards that would contribute to *affordable* housing opportunities, more compact *development* forms, more *complete communities* and ensure the conservation of *built heritage resources* and *cultural heritage landscapes.*

8.9.2 The Town will undertake a review of development standards associated with improving and providing accessibility in accordance with the Accessibility for Ontarians with Disabilities Act.

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SECTION 9 Implementation and Administration

9.1 Introduction

9.1.1 This Plan will be implemented in accordance with the Town's authority under the Planning Act, Municipal Act, Niagara-on-the-Lake Act, and any other applicable statutes. The Town will implement provisions of this Plan using the full range of planning tools permitted under the Planning Act and other legislation, including enactment of zoning by-laws, community planning permits, conditional zoning, site plan approval, community improvement plans, property standards and occupancy by-laws.

9.2 Official Plan Review and Amendments

9.2.1 The Town will, from time to time, and not less frequently than every five (5) years, hold a special meeting of Council, open to the public, and an Open House for the purpose of determining the need for revision of the Planning Act.

9.2.2 Municipally-initiated amendments may be proposed at more frequent intervals if found necessary or desirable to incorporate provincial policy, meet changing conditions or to permit the realization of specific municipal objectives.

9.2.3 The Town may adopt new or updated secondary plans as amendments to this Plan at any time.

9.2.4 Circumstances may arise where privately-initiated amendments are proposed to the Plan. These applications will be reviewed and processed in accordance with the provisions of the Planning Act.

9.3 Zoning By-laws

9.3.1 Comprehensive Zoning By-laws

9.3.1.1 The Town will review its Comprehensive Zoning By-Law(s) to ensure that it Implements the provisions of this Plan, by providing adequate *development* standards, zones, *Minimum Distance Separation Formulae* implementation, and permitted uses.

9.3.2 Holding Provisions

9.3.2.1 Section 36 of the Planning Act authorizes the use of holding provisions as part of a zoning by-law to delay development on land until specific matters are addressed to the satisfaction of the Town. A holding symbol "H" may be applied to a specific zone where the ultimate use of the land is known, but where conditions are required to be met prior to proceeding with the development of the lands.

9.3.2.2 The objective of the holding provisions is to identify the ultimate use of land and to limit the ultimate use in order to achieve orderly development.

9.3.2.3 Permitted uses on lands subject to a holding provision will include existing uses and may include a limited range of uses *compatible* with the intended future use of the lands as outlined in the zoning by-law.

9.3.2.4 Specific actions or requirements for the lifting of the holding provision will be set out in the zoning by-law.

9.3.2.5 Holding provisions may be used to ensure:

a) that the *development* occurs in an orderly and phased manner;

b) that the *development* does not occur until municipal services are available to the site;

c) compliance with Community Design and heritage policies and guidelines of the Town;

d) provision of adequate services or road *infrastructure* and works;

e) completion of required supporting studies to the satisfaction of the Town, in consultation with other agencies;

f) confirmation that the requisite permits and approvals from external authorities have been received;

g) completion of a *development* or the subdivision of land, including the negotiation of a *development* or subdivision agreement;

h) that site plan approval has been granted by the Town, and a site plan agreement has been executed.

i) that appropriate mitigation is undertaken prior to *development* occurring where site contamination or other environmental constraints are present and/or that satisfactory verification of suitable environmental site condition is received by the Town; and/or

j) that any *built heritage resources* and *cultural heritage landscapes* are identified and appropriately protected and/or *conserved*.

9.3.2.6 Prior to removing the holding symbol, the Town may require the execution and registration of *development* agreements.

9.3.2.7 The timing of the removal of the holding symbol will be dependent upon the applicant meeting the conditions identified in the holding by-law. When all conditions specified in the holding by-law are met, the Town will consider passing a by-law to remove the holding symbol and allow *development* to take place in accordance with the applicable zoning provisions.

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a) Once the conditions of lifting the holding and other requirements (e.g. deeming by-laws, part lot control exemptions) have been satisfied by the Town, the applicant shall submit a new application for that process under the Planning Act.

9.3.3 Interim Control By-law

9.3.3.1 An interim control by-law may be passed under Section 38 of the Planning Act prohibiting the use of land, buildings, or structures for, or except for, such purposes as are set out in the by-law. The purpose of passing such a by-law would be to restrict or prohibit *development*, *redevelopment* or the use of land where a problem or concern exists that requires special study before *development* proceeds, and where Council has directed that a review or study be undertaken in respect of land use planning policies.

9.3.4 Temporary Use By-law

9.3.4.1 A by-law may be passed under Section 39 of the Planning Act, to authorize the temporary use of land, buildings, or structures for any purpose set out therein that is otherwise prohibited by this Plan or by the Zoning By-law. In general, a temporary use by-law should only be considered where:

a) the proposed use is of a temporary nature and will not require any large-scale or high value investment;

b) the proposed use is generally *compatible* with adjacent land uses and the character of the surrounding area and ensures the conservation of *built heritage resources* and *cultural heritage landscapes*;

c) extension of municipal services is not required;

d) the proposed use will not create traffic problems;

e) parking can be provided in accordance with the relevant zoning by-law provisions;

f) the owner has entered into an agreement with the Town, where required, to ensure removal of any structures erected for the temporary use.

9.3.5 Conditional Zoning

9.3.5.1 A by-law may be passed under Section 34(16) of the Planning Act, to zone lands for their intended purpose, subject to conditions where the lands are designated in any designation which permits *development*. The conditions imposed may relate to any matter which implements the policies of this Plan including the provision of sewer and water services, roads, transit, parks, recreation and other community facilities, and commitments to specific design, tree planting, travel demand management, the conservation of *built*

heritage resources, *cultural heritage landscapes*, and sustainability plans.

9.3.6 Inclusionary Zoning

9.3.6.1 Upon completion of an assessment report prepared in accordance with the provisions of Section 16(9) of the Planning Act, and inclusion of specific policies related to the use of inclusionary zoning, a by-law may be passed under Sections 34 and 35.2 of the Planning Act to give effect to inclusionary zoning provisions by authorizing the inclusion of *affordable* housing units within buildings or projects containing other residential units and for providing for the *affordable* housing units to be maintained as *affordable* housing units over time.

9.3.7 Community Benefits Charges By-law

9.3.7.1 A by-law may be passed under Section 37 of the Planning Act to impose community benefits charges against land to pay for the capital costs of facilities, services and matters required because of *development* or *redevelopment* in the area to which the by-law applies, subject to the requirements of Section 37 of the Planning Act.

9.4 Community Planning Permit System

9.4.1 Areas subject to Community Planning Permit System

9.4.1.1 All or specific parts of the Town are proposed as community planning permit areas and may be subject to a Community Planning Permit By-law. The community planning permit approval framework combines planning approvals through minor variance, site plan control, removal of vegetation and *site alteration* into one permitting system.

9.4.1.2 The Town may choose to use the system in a specific area, District or properties throughout the Town or choose to enact a by-law to place the entire Town under the Community Planning Permit System, without requiring an amendment to this Plan. Except for those types of *development* for which the Community Planning Permit By-law specifies that no permit is required, a permit will be required prior to undertaking any *development*, *site alteration* or tree cutting within the Community Permit Area.

9.4.1.3 A permit shall not be required for the following:

a) Any *development* that has a plan approved through prior site plan control may proceed with *development* in accordance with the approved site plan.

b) Any necessary repairs or maintenance to existing *development*.

c) The placement of a portable classroom on a school site of a district school board.

9.4.2 Objectives

9.4.2.1 The objectives of the Town in implementing the Community Planning Permit System include but are not limited to:

a) the preservation of the existing town character;

b) the conservation of *built heritage resources* and *cultural heritage landscapes*;

c) ensuring that new development reflects the *community design guidelines* approved by Council;

d) ensuring that the new development or *redevelopment* is in keeping with the existing built form of the community;

e) the protection of the natural environment;

f) protection and support for agricultural production in the *Specialty Crop Lands*; and

g) streamlining the development approval process while providing certainty with respect to future uses and built form.

9.4.3 Conditions of Approval

9.4.3.1 Through the community planning permit approval process, the Town may impose conditions and grant provisional approval prior to final approval. The conditions of approval are intended to ensure that the Town's objectives, identified in Section 9.4.2, are achieved and that the *development* proceeds as planned and approved. Conditions may include such matters as:

a) entering into one or more agreements with the municipality ensuring that *development* proceeds in accordance with the approved plans and drawings;

b) requiring that the development does not occur until municipal services are available to the site;

c) providing adequate on-site and off-site service or road *infrastructure* and works as necessary to service the proposed development;

d) conveying part of the land to the municipality to the satisfaction of, and at no expense to, the municipality for a parkland, public roads or transit right-of-way or providing cash–in-lieu of same;

e) maintaining the removal of snow from access ramps and driveways, parking and loading areas and walkways;

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f) maintaining vegetation and landscaping;

g) monitoring the impact of the development on the environment and adapting property management activities to mitigate any identified impacts;

h) implementing the recommendations of any technical reports submitted in support of the application, including but not limited to providing securities;

i) requiring that appropriate mitigation is undertaken prior to development occurring where site contamination or other environmental constraints are present and/or that satisfactory verification of suitable environmental site condition is received by the Town;

j) requiring that any archaeological features are identified and appropriately protected prior to any *site alteration* or grading;

k) providing *streetscape* features within the abutting municipal road allowance to implement the *streetscape* guidelines in Council approved design guidelines for the area.

9.4.4 Evaluation Criteria

9.4.4.1 The Community Planning Permit By-law shall clearly articulate and establish *development* and design requirements, provisions and standards which will be used in the evaluation of applications for community planning permits. Those criteria shall include, but are not limited to, Council approved *Community Design Guidelines* , heritage conservation district plans, designation by-laws under Part IV of the Ontario Heritage Act, municipal engineering standards that have been vetted through a public process, and/or conditions requiring the provision of specified facilities, services and matters in exchange for a specified height or density of *development*. In addition, the evaluation criteria may include guidelines established by the NPCA, Niagara Parks Commission or the Region.

9.4.4.2 Where Council approved guidelines are used as criteria for evaluating applications for development community planning permits, those criteria shall form part of the Development Community Planning Permit By-law.

9.4.5 Application Requirements

9.4.5.1 In addition to the requirements for an application for a zoning by-law amendment as set out in Section 9.3 of this Plan, all applications for permit are required to submit a full drawing and plan set which includes drawings that show plan, elevation and cross-section views for each building or structure to be erected and are sufficient to display:

a) the massing and conceptual design of the proposed building;

b) the relationship of the proposed building to adjacent buildings, streets, and exterior areas to which members of the public have access;

c) the provision of interior walkways, stairs, elevators and escalators to which members of the public have access from streets, open spaces and interior walkways in adjacent buildings;

d) matters relating to exterior design, including without limitation the character, scale, appearance and design features of the proposed building; and

e) design elements on any adjoining highway under the Town's jurisdiction, including without limitation trees, shrubs, hedges, plantings or other ground cover, paving materials, street furniture, curb ramps, waste and recycling containers and bicycle parking facilities and any facilities designed to have regard for accessibility for persons with disabilities.

9.4.5.2 Community planning permits shall not apply to:

a) Interior design; unless the interior *heritage attributes* of a property designated under Part IV of the Ontario Heritage Act are impacted.

b) The layout of interior areas, other than interior walkways, stairs, elevators and escalators.

c) The manner of construction and standards for construction unless the construction impacts or has the potential to impact a *built heritage resource*.

9.4.5.3 The Community Planning Permit By-law will specify requirements for a complete application. These requirements may be confirmed with the Town through a pre-consultation meeting prior to the submission of an application for a permit. Pre-consultations will provide important information including the identification of required studies and/or reports in support of an application.

9.4.6 Discretionary Uses

9.4.6.1 The Community Planning Permit By-law may permit a use as a discretionary use, or permit a use not specifically listed as a permitted use in the Community Planning Permit By-law, provided that the proposed use is similar to, and *compatible* with, the listed permitted uses; would have no negative impact on adjoining properties; and would maintain the intent, principles and policies of this Plan.

9.4.6.2 In addition, the Community Planning Permit By-law may provide that a community planning permit may be issued to permit, as a discretionary use, an extension to a legal non-conforming use or change in use of a legal non-conforming use, provided that the proposal is desirable in order to avoid hardship; that it would have no negative impact on adjoining properties; and that it would maintain the intent, objectives, principles and policies of this Plan.

9.4.7 Variations

9.4.7.1 The permit may allow for defined variations to the standards and provisions outlined in the Community Planning Permit By-law. Such variations will only be permitted if they are consistent with the policies of this Plan.

9.4.7.2 Any proposal for a use which is not listed as a permitted use or which does not qualify as a discretionary use in the Community Planning Permit By-law and in accordance with the relevant policies in the Official Plan will require an amendment to the Community Planning Permit By-law.

9.4.8 Delegation of Approval Authority

9.4.8.1 Council may delegate to staff or a Committee of Council, the approval or issuance of permits. Limits on and criteria for such delegation will be established in the Community Planning Permit By-law.

9.5 Site Plan Approval

9.5.1 All areas of the Town are designated as proposed Site Plan Control areas under the provisions of Section 41 of the Planning Act. Specific uses subject to site plan control and exceptions to site plan control will be identified in the Town's Site Plan Control By-law.

9.5.2 Where *development* consists of properties designated under Part IV and/or Part V of the Ontario Heritage Act, site plan control may apply for new buildings and structures.

9.5.3 Where *development* consists of agricultural operations, farm buildings and the residence of the farm operator, site plan control will not apply, except in cases where specifically required by this Plan or the Site Plan Control By-law. Site plan control will apply to *Estate and Farm Wineries* and similar uses and cannabis production facilities.

9.5.4 The intent of site plan approval is to improve the efficiency of land use and servicing, to protect adjacent land use and to encourage a more attractive form of *development* by:

a) improving the treatment of site plan details to maintain a consistent municipal standard in the proposed Site Plan Control Area;

b) implementing *Community Design Guidelines* and sustainable design features in both the public and private realm;

c) ensuring the safety and efficiency of vehicular and pedestrian access;

d) minimizing land use incompatibility between new and existing *development*;

e) providing functional and attractive on-site facilities such as landscaping and lighting;

f) controlling the placement and provision of required services such as driveways, parking, loading facilities and garbage collection;

g) securing easements to provide for public utilities and site drainage;

h) securing road widenings as provided in Section 8 of this Plan;

i) ensuring the conservation of *built heritage resources* and *cultural heritage landscapes*; and

j) ensuring that the *development* proposed is built and maintained as approved by Council.

9.5.5 Site plan approval will be used to secure property for proposed road widening without compensation to the landowner and also to provide for the general improvement of intersections through the acquisition of daylight triangles. Schedule E2 indicates the proposed right-of-way dimensions which may be required for the roads. All lands adjacent to the roads listed on Schedule E2 and requiring road widening will be covered by site plan control. Any road widening for local roads required to meet the standards set out in the table will be accomplished by taking land equally from both sides of the highway, measured from the centre of the right-of-way, unless topographical features dictate otherwise. In cases where existing uses or topographical features do not allow for equal widening of both sides of a roadway, then only one-half of the total widening will be taken under site plan control and the remainder will be obtained by other means.

9.5.6 As part of the site plan approval process, the Town will encourage an architectural review, which may include a review of the exterior design, character, scale, colour, building materials and design features of buildings as well as the impact on any of the *heritage attributes* and landscape features.

9.5.7 The Town may require financial security through bonding or other arrangements prior to *development*, or where an agreement is required as a condition of approval, prior to execution of the agreement by the Town.

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9.5.8 The Town will consult the Region, NPCA, Niagara Escarpment Commission, Niagara Parks Commission, Parks Canada and any other relevant agency when considering applications for site plan approval, where applicable.

9.5.9 The Town shall encourage a high standard of design be applied and that the proponent may be subject to an Urban Design Review Panel and/or the Municipal Heritage Committee, to the satisfaction of the Town.

9.5.10 The Town has enacted a sign by-law to regulate signs in the Town, including in *cultural heritage landscapes*. The Town will control the visual impact of advertising and sign design and/or placement.

9.6 Community Improvement

9.6.1 Definition and Identification

9.6.1.1 The community improvement provisions of the Planning Act provide opportunities to maintain and promote an attractive, well maintained and safe living and working environment through initiatives that will stimulate community improvement, rehabilitation and revitalization.

9.6.1.2 In designated community improvement project areas, the Town may prepare community improvement plans that can provide incentives to stimulate or leverage private and/or public sector investments.

9.6.1.3 The entire Town is designated as a community improvement area. All or any portion of the Town may be identified by by-law as a community improvement project area as provided under Section 28.2 of the Planning Act, and a community improvement plan be prepared for the area.

9.6.2 Purpose of Community Improvement Initiatives

9.6.2.1 The Town may undertake community improvement projects and community improvement plans to address any of the following matters:

a) protect and enhance the aspects of a neighborhood or area that the residents value highly;

b) improve the quality of the housing stock and to stimulate community pride ownership and occupancy;

c) eliminate the deficiencies in municipal services and community facilities wherever it is physically and economically feasible;

d) improve the physical and aesthetic amenities of the public *streetscapes* thereby stimulating private investment in revitalization;

e) protect and enhance the *built heritage resources* of the Town and ensure that the *redevelopment* activities conserve these resources;

f) improve parking, transportation and pedestrian patterns to make them more accessible and *compatible* with surrounding uses;

g) promote a flexible and adaptable economic environment;

h) promote community health, safety and broad aesthetic appeal;

i) provide opportunities for new investments in the agricultural areas;

j) improve the viability of farming and the agricultural sector by promoting various value added investment opportunities and strengthening agri-business, agri-tourism and small scale on-farm processing;

k) encourage long-term sustainable investment in the Town, within a framework of sound fiscal management; and

l) facilitate the remediation and *redevelopment* or reuse of *brownfield sites*.

m) provide support for community growth and development, including with regard to agriculture, arts and culture, tourism and employment;

n) encourage *redevelopment* in keeping with smart growth and sustainable development principles such as sustaining a strong economy, building a strong community and promoting a healthy environment; and

o) improve and maintain the existing building inventory, including energy efficiency upgrades and alternate energy sources.

9.6.3 Implementation Methods

9.6.3.1 The Town may undertake a range of actions to implement community improvement plans, including:

a) acquisition of land and/or buildings and the subsequent clearing, grading, environmental remediation, renovation, rehabilitation, construction, improvement, sale, lease or disposition for purposes which conform to the intent of the Plan;

b) provision of public funds such as grants, loans and other financial instruments;

c) application for financial assistance and participation in programs from senior levels of government;

d) supporting heritage conservation;

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e) supporting the efforts of community groups and associations to revitalize improvement areas through the implementation of various public and private realm improvements; and

f) enforcing the Property Standards By-law.

9.7 Lot Creation

9.7.1 General Policies

9.7.1.1 Prior to approving any application for lot creation, the Town will be satisfied that the proposed *development*:

a) conforms to the applicable provisions of the Official Plan, Niagara Region, and Provincial Plans and is consistent with the PPS;

b) can be appropriately serviced by municipal water supply and sanitary sewage system or by private well and on-site sewage disposal system (OSSDS) where municipal services are not planned or existing, and where phosphorus and nitrate contamination will not occur; and where hauled sewage disposal facilities are available;

c) can be adequately supplied with other municipal services such as fire, emergency services and road maintenance;

d) has suitable soil and drainage conditions to permit the proper siting of buildings and required site services;

e) protects, conserves and enhances natural heritage resources, agricultural production, *cultural heritage landscapes,* and *built heritage resources*;

f) provides opportunities for healthy living, including *active transportation* and accessibility;

g) addresses issues of sustainability and energy conservation;

h) generally be directed away from natural hazards;

i) meets the Community Design policies of this plan and any adopted *Community Design Guidelines*, and applicable development standards of the Town; and

j) has a lot configuration that is appropriate to the site and the proposed *development*, and that does not include irregular lot configurations such as lots with inadequate public road frontage.

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9.7.2 Draft Plan of Subdivision

9.7.2.1 The primary form of land division and new lot creation in the Town will be by Registered Plan of Subdivision or Condominium, particularly where one or more of the following applies:

a) the development requires the provision of new municipal *infrastructure* (e.g. roads, sewers, water mains (excluding local connections), parks, and other municipal services);

b) it is necessary to ensure that the entire land holdings or area is developed in an orderly and efficient manner;

c) a number of studies and justification reports are required to determine the suitability of the development;

d) long-term monitoring and implementation of conditions of

e) development are required; and

f) centralized stormwater management facilities are required, as opposed to on-site management on individual lots.

9.7.2.2 Approvals of draft plans of subdivision shall include a lapsing date in accordance with Section 51(32) of the Planning Act.

9.7.2.3 An extension a lapsing draft plan of subdivision shall include a time period specified in accordance with Section 51(33) of the Planning Act.

9.7.3 Draft Plan of Condominium

9.7.3.1 Where property is developed by way of condominium description, the following provisions apply:

a) **Vacant Land Condominium** – Each unit within the condominium will be considered as one lot for the purpose of compliance with the zone provisions for the zone in which it is located;

b) **Common Elements Condominium** – The entire description will be considered as one lot for the purpose of compliance with the zone provisions for the zone in which it is located, and those zone provisions will reflect that each interest in the condominium is attached to another parcel of tied land inside or outside the condominium description;

c) **Other Condominium** – For any condominium to which (a) and (b) do not apply, the entire description will be considered as one lot for the purpose of compliance with the zone provisions for the zone in which it is located; and

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d) **All Condominiums** – Access within any type of condominium may be by common element private road. Access to any type of condominium will comply with the access requirements of the applicable land use designation set out in this Plan.

9.7.3.2 Individual units in a condominium *development* may be permitted to have common element private road access. Condominium road standards may vary from public road standards, as appropriate to the *development*.

9.7.3.3 Condominium registration is viewed as an acceptable form of housing tenure and as a means of providing opportunities for home ownership subject to the following provisions:

a) The Town's consent to the registration of a condominium plan will be given subject to the fulfillment of all conditions of approval, signing of all required agreements, posting of all required guarantees, the payment of all monies required by such agreements, and the filing of as-built construction plans with the Town where required; all such plans are to be made accessible to representatives of the condominium corporation.

b) In considering an application for the *conversion* of an existing *residential development* to condominium ownership, each application will be considered on its own merits. Applications for such *conversion* are subject to the same standards and policies as for new construction. The applicant will be required to submit a report outlining the structural condition of the building(s) involved. Such report is to include an analysis of the building(s) compliance or non-compliance with prevailing building and fire codes.

c) The Town will consider the condominium *conversion* of any rental project provided that:

i. The average rental vacancy rate within the Local Area Municipality is at or above three percent over the preceding three year period; and

ii. The *conversion* to ownership housing would result in the creation of *affordable* housing; or the demolition or *conversion* is needed to address existing health and safety issues through retrofits and renovations, which would result in an increase in rental levels above the threshold for affordability.

d) Approval of draft plans of condominium shall include a lapsing date in accordance with Section 51(32) of the Planning Act.

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9.7.4 Consent to Sever Land

9.7.4.1 Applications for consent to sever land shall be considered on the basis of the policies of this section, the underlying land use designation and the associated policies of this Plan.

9.7.4.2 Consents should only be granted when it is clear that a plan of subdivision is not required for the proper and orderly *development* of the land, there is no extension of municipal *infrastructure* required.

9.7.4.3 A plan of subdivision shall generally be required, and applications for consent should not be approved, in cases where more than three (3) lots (two severed and one retained) from a land holding are proposed. Exceptions may be considered where a planning justification report is submitted, and where there will be no impact, cumulative or otherwise, for new roads, or new municipal services, including parks. Notwithstanding this potential exception, the Town may require a plan of subdivision be submitted to adequately address municipal requirements.

9.7.4.4 In addition to the specific land division and consent policies associated with the underlying land use designation, the following policies shall apply to applications for consent:

a) the intent and purpose of the Official Plan and Zoning By-law are maintained;

b) there is no extension of municipal services required;

c) the lots are serviced with an appropriate water supply and sewage disposal system;

d) the land fronts on an existing public road. The public road is to be of a reasonable standard of construction and maintained year-round. If the effect of a consent would be to require a greater standard of road construction across the frontage of the site in question or beyond that site and/or other municipal services, then the applicant may be required to contribute to the cost of such improvement through a written agreement with the public authority having jurisdiction. In the case of a local road, the Town will make the determination and its decision will take into consideration whether the improvement required is needed on a short-term or long-term basis; and

e) *Built heritage resources* and *cultural heritage landscapes* shall be *conserved*.

9.7.4.5 Consents will not be supported by the Town for land adjacent to a road from which access is to be obtained where a traffic hazard would be created because of limited sight lines on curves or grades.

9.7.4.6 Where a consent would have the effect of creating an additional access to a provincial highway, regional road or Niagara Parks Commission road, or changing the location of an existing access to such a highway, the approval by the appropriate authority will be made a condition of the consent, including such concerns as road widening, service roads and permission for access.

9.7.4.7 *Additional residential units* are not eligible for severance.

9.7.5 Part Lot Control

9.7.5.1 Where the Town determines that it is appropriate, lot creation appliable registered plans of subdivision may occur through the use of part lot control exemption by by-law, in accordance with the provisions of Section 50(5) of the Planning Act.

9.7.6 Deeming

9.7.6.1 If a plan of subdivision or part thereof has been registered for eight years or more and no installation of *infrastructure* or construction has occurred, and the subdivision does not meet the growth management policies of this Plan, the Town shall use its authority under Section 50(4) of the Planning Act to deem it not be a registered plan of subdivision.

9.8 Parkland Dedication

9.8.1 Whenever *development* or *redevelopment* of land is proposed for commercial or industrial purposes up to a maximum of 2% of such land will be conveyed to the Town for park or other public recreational purposes. For all other forms of *development* or *redevelopment*, the Town will, as a condition of approval, require that up to 5% of such lands be conveyed to the Town for park or other public recreational purposes.

9.8.2 As an alternative to requiring the conveyance provided in Section 9.8.2 of this Plan, land will be conveyed to the Town for park or other public recreational purposes at a rate of 1 hectare for each 600 net residential units proposed or at such lesser rate in accordance with the provisions of the Planning Act.

9.8.3 The payment of money will equal to 5% of the value of the land being developed or redeveloped; or the payment of money equal to the alternate rate of one 1 hectare for each 1,000 dwelling units proposed, whichever is greater.

9.8.4 The value of the land shall be determined as of the day before the day the building permit is issued in respect of the development or *redevelopment* or, if more than one building permit is required for the development or *redevelopment*, as of the day before the day the first permit is issued in accordance with the provisions of the Planning Act.

a) If a development was subject to more than one application referenced in this section, the later one is the applicable application for the purposes of the Planning Act provisions.

9.8.5 Where the lands are subject to site plan approval or a Zoning By-law amendment, the amount of the cash in lieu payment is to be based on the value of the land at the time of:

a) the approval of the site plan application, or the approval of a Zoning By-law amendment, in accordance with the provisions of the Planning Act.

b) Section 9.8.5 does not apply if, on the date the first Building Permit is issued for the *development*, more than 2 years have elapsed since the approval of the site plan application or the approval of the Zoning By-law amendment.

9.8.6 The dedication of land required to be conveyed or the amount of a cash in lieu shall not exceed, as follows:

a) if the land included in the plan of subdivision is 5 hectares or less in area, 10% of the land or the value of the land, as the case may be; or

b) if the land included in the plan of subdivision is greater than 5 hectares in area, 15% of the land or the value of the land, as the case may be.

9.8.7 Permitted exceptions from the conveyance of lands for park purposes and cash in lieu of parkland payments are set out as follows for residential unit types in accordance with the provisions of the Planning Act:

a) *affordable* dwelling units,

b) attainable dwelling units,

c) inclusionary zoning units,

d) *additional residential units*, and

e) non-profit dwelling units.

9.8.8 The amount of land or payment in lieu required to be provided under this section is the amount of land or payment in lieu that would be determined under the by-law on,

a) the day an application for an approval of *development* in a site plan control area under Subsection 41(4) of the Planning Act was made in respect of the *development* or *redevelopment*;

b) if Section 9.8.9 a) does not apply, the day an application for an amendment to a by-law passed under Section 34 of the Planning Act was made in respect of the *development* or *redevelopment*; or

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c) if neither Section 9.8.9 a) or b) applies, the day a building permit was issued in respect of the *development* or *redevelopment* or, if more than one building permit is required for the *development* or *redevelopment*, the day the first permit was issued.

9.8.9 If parkland dedication or cash-in-lieu of parkland is required, an appropriate allowance will be made for previously proven dedicated land or cash for the site.

9.8.10 Where cash in lieu of parkland is provided, the value of the lands will be determined in accordance with the provisions of the Planning Act.

9.8.11 The location of land to be dedicated for parkland and the physical condition of the parkland will be to the satisfaction of the Town and will be based on the following considerations, where applicable:

a) securing and consolidating waterfront public open space on Lake Ontario and the Niagara River;

b) linking and consolidating parks to provide for a continuous system of open space, including the establishment of multi-use trails;

c) encouraging the location of parkland facilities in conjunction with other community facilities; and

d) locating facilities that have the potential for recreational amenity or aesthetic value in association with natural or *built heritage resources*. It will also be considered where such a dedication will ensure the conservation of *built heritage resources* and *cultural heritage landscapes*.

9.8.12 Parkland will be suitably graded and developed in accordance with the requirements of the Town. The Town will not accept hazard lands, *wetlands*, or flood and fill regulated areas as parkland.

9.8.13 Sites dedicated as parkland shall be consistent with the Town's Parks and Recreation Master Plan.

9.9 Complete Application and Pre-Consultation Requirements

9.9.1 Pre-consultation between the applicant and the Town is encouraged prior to the submission of an application for an official plan amendment, zoning by-law amendment, minor variance application, draft plan of subdivision, draft plan of condominium, consent or site plan approval, and for any other planning matter as determined by the Town.

9.9.2 Pre-consultation may assist in determining what is required to be submitted for a complete application and will provide the opportunity to discuss the nature of the application; *development* and planning issues; the need for

additional information and/or reports to be submitted with the application; and the planning and approval process including the appropriateness of concurrent applications, where applicable. Pre-consultation may also involve the Region, NPCA or other agencies that may have an interest in the application as determined by the Town.

9.9.3 In order to ensure that all possible information is available to the Town, its committees, the public, and agencies involved in reviewing an application, the prescribed information required under the Planning Act will be provided along with additional information and/or reports that may be required, such as the matters outlined in Table 7, Information and Reports in Support of Complete Applications.

9.9.4 Information and/or reports will be prepared by a qualified professional in accordance with Town requirements. Where the Town, Region, or NPCA, or other agencies has requested additional information and/or reports, there may be a request for a peer review of any information and/or report. The applicant will be responsible for all costs for a peer review which will be payable upon submission of an invoice from the Town, Region, or NPCA.

9.9.5 The Director of Community and Development Services or their designate will be responsible for determining whether a planning application or application under the Ontario Heritage Act is complete. If an application is submitted without adequate supporting information and/or reports, and any application review fees required by the Town or any other public agency, the application may be deemed to be incomplete, and processing will not proceed until such time as the Town and agencies are satisfied that the requirements have been fulfilled for the purpose of deeming the application complete.

Table 7: Information and Reports in Support of Complete Applications

Submission Requirement	Description
Planning Justification Report	Any proposal for *development* or *site alteration* should demonstrate that it meets goals, objectives and policies of Provincial Plans and Policy statements Plan and provide an indication of whether it conforms to applicable Provincial plans and policies. A Planning Justification report is also required to address sustainability issues (Section 1.6.1).
Land Use/Market Impact Study	Any proposal for major commercial or *residential development* should consider the existing supply of available land and future land use needs in the Town.

Community Design, Urban Design, Streetscape Study and Landscape Plans	Any proposal for infill development, redevelopment or intensification or where a site plan agreement is required should include plans illustrating how the proposal will be compatible with the character of adjacent uses and the surrounding neighbourhood. These plans and related descriptive details may include building elevations, shadow/wind impacts and streetscaping.
Archaeological Assessment	An *archaeological assessment* is required when any *development* or *site alteration* is proposed in proximity to lands that contain known *archaeological resources* or *areas of archaeological potential*.
Heritage Impact	A heritage impact assessment is required when
Assessment	any *development* or *site alteration* is proposed on or *adjacent* to *built heritage resources* or *cultural heritage landscapes*.
Tree Inventory and Preservation Plan	A tree inventory and preservation plan may be required for any *development* or *site alteration* that may have adverse effects on a *significant* tree, boundary trees or group of trees, or on vegetative *buffers* between commercial activities and residential lands including a *woodland* as defined by the Region's Tree and Forest Conservation By-law. A *significant* tree may be one that because of its size, age or species is considered to be of significance to the neighbourhood, *streetscape* or cultural heritage landscape.
Property Index Maps and Parcel Registers	-----
Floodplain and Hazard Lands Assessment	Any development or site alteration proposed near Floodplain or hazard lands identified by regulations of the NPCA will be supported by a floodplain and hazard lands assessment.
Geotechnical Report	A geotechnical report will be required for any development or site alteration proposed in hazards lands identified by regulations of the NPCA.

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Geotechnical and Slope Stability Report	A geotechnical and slope stability report will be required for any development or site alteration proposed near valley lands identified by regulations of the NPCA.
Environmental Site Assessment	Any *development* or *site alteration* on lands or adjacent lands that were previously used for a purpose that may have caused contamination of the property including lands used for waste disposal sites may be accompanied by one or more reports to assess existing conditions and address the need for any further environmental testing or remediation necessary in accordance with provincial regulations and guidelines.
Air Quality, Noise & Vibration Studies	Studies will be prepared for any *development* for a sensitive land use that is located near a major facility such as a *transportation corridor*, industrial use, sewage or water treatment facility, pumping station or landfill operation, or for any major facility that is proposed near a sensitive land use. The studies will be prepared in accordance with provincial guidelines, standards and procedures and per the PPS policy 3.5.1.
Agricultural Impact Assessment	Any proposed *development* or *site alteration* for a non-agricultural use on lands situated outside of the settlement area will evaluate the capability of the site for agricultural use including soil, microclimate and drainage conditions, the existing pattern of agricultural or non-agricultural activities, and any potential impacts on surrounding agricultural land and operations, ways to mitigate these impacts and potential net impacts.
Farm Operation and Ownership	Any *development* or *site alteration* for a secondary use to agriculture or an application for consent on lands designated for agricultural purposes will require a detailed farm operation and ownership review. This submission requirement may include the Surplus Farm Dwelling Information Form in support of an application for consent.

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Farm Business Plan	Demonstrate that the use will support the viability and sustainability of an agricultural operation, aligns with provincial and local planning policies, and provides justification for the proposed use prepared by the business owner of the subject agricultural operation or agricultural-related use with support from a financial advisor.
Alternative Sites for Non-Agricultural uses	Where a non-agricultural use is proposed in an Agricultural Area it must be demonstrated that there are no reasonable alternative locations available in settlement areas, or on lower priority agricultural land in the region.
Minimum Distance Separation (MDS)	Any non-agricultural use proposed within 300 metres of an active or potential livestock facility will include a review of these facilities and calculations to determine conformity with MDS requirements.
Mineral Aggregate Resources Evaluation	Where *development* or *site alteration* is proposed on lands within or adjacent to an area of known mineral aggregate resources, it will be demonstrated that the resource use will not be hindered in the future, that the resource use is not feasible, that the proposed *development* or use serves a greater long-term public interest, and that other impacts are evaluated.
Municipal Servicing Study	Any plan or subdivision or major *development* proposal should address the availability of adequate municipal services and impacts of existing municipal services and facilities.
Stormwater Management Plans/Functional Drainage Reports	Any major *development* or *site alteration* proposed should address how stormwater runoff will be handled in terms of water quality and quantity, lot grading and drainage controls, and erosion and sedimentation measures.
Traffic/Parking Impact Analysis	A traffic and/or parking impact analysis will be required for any proposed *development* or *site alteration* that may have a *significant* impact on traffic flow and safety, which may include an analysis of parking standards.

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Hydrogeological Study, Private Servicing Study/Plans and Nitrate Assessment	Any *development* outside of the settlement area where private sewage disposal and water systems are proposed or are being replaced should provide an assessment of soil and groundwater conditions; an evaluation of the ability of the site to accommodate private services required by the proposed *development*, including nitrate concentrations; and a plan illustrating the location of the services, drainage and lot grading.
Visual Impact Assessment	A visual impact assessment will be required where a proposed *development* impacts important view sheds, including those in the Niagara Escarpment Plan area.
Financial Impact Assessment	A financial impact assessment may be required to address financial implications of a proposed *development* on the provision of municipal services and utilities that may cause a financial, environmental or economic hardship for the Town and the Region.
Conceptual Site Plan and Building Elevations	-----
Shadow Study	A shadow study may be required to demonstrate that there are no negative impacts on adjacent properties and how the development fits within the existing site and surrounding area.
Legal Opinion	-----
Commercial Market Study	A commercial market study may be required to demonstrate the viability, need, and potential impacts of proposed commercial development or land use changes. The commercial market study shall be prepared by a qualified professional typically experienced in conducting commercial market feasibility, impact, and demand analyses.

9.10 Procedures for Public Engagement & First Nations and Indigenous Communities Engagement

9.10.1 The Town will provide ongoing opportunities for public engagement and engagement with First Nations and Indigenous communities in the planning process related to the implementation of this Plan.

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9.10.2 Public involvement is encouraged for all land use decisions affected by this Plan. While the Planning Act requires at least one (1) public meeting prior to any amendment to the official plan or zoning by-law, the Town will consider holding as many open houses or additional public meetings as it deems appropriate so as to provide the public with a full opportunity to express their views and concerns. In addition, while the Planning Act does not currently provide for public input into site plan agreements, the Town may allow residents to view Site Plan application materials at Town Hall.

9.10.3 In order to provide ample opportunity for the public to review, discuss and prepare comments on planning proposals, a non-statutory open house may be held for official plan amendments, zoning by-law amendments (excluding minor zoning by-law amendments), draft plans of subdivision, and draft plans of condominium (excluding common element), even if not specifically required by the provisions of the Planning Act. The open house should be scheduled by the Town as soon after the application has been deemed complete as is reasonably possible, or at such alternative time as is deemed appropriate by the Town. The open house is intended to serve as an opportunity for the public to be involved early in the planning process and is intended to be facilitated by the applicant or agent.

9.10.4 The Town recognizes that the provisions of the Planning Act require it to take action on a *development* application within a prescribed period of time, subject to the application being deemed complete pursuant to the provisions of the Planning Act in respect of complete applications.

9.10.5 Mediation and alternative dispute resolution techniques are the preferred method of resolving land use disputes, and shall be supported in the event of an appeal.

9.10.6 Public notice and public meetings will not be required for technical official plan and zoning by-law amendments which do not affect the policies and intent of the document they are amending. These changes may include the following matters:

a) correcting numerical, typographical, punctuation and grammatical errors;

b) *altering* the number and arrangement of any provisions;

c) incorporating footnotes or notations which assist the reader to understand the source and approval of policies or designations and could include metric/imperial equivalents; and

d) making changes in format.

9.10.7 Public consultation processes under the Ontario Heritage Act will be consistent with the requirements of this Act.

9.10.8 The Town will consider the consultation protocols of the First Nations and Indigenous communities that have traditional territory in this area, including the Mississaugas of the Credit First Nation and the Six Nations when engaging on planning matters or public works projects.

9.10.9 Proponents shall engage with First Nations and Indigenous communities at the earliest opportunity and consider their interests when identifying, protecting, and managing *built heritage resources* and *archaeological resources*.

9.10.10 Proponents are encouraged to engage with all relevant First Nations and Indigenous communities as determined by treaty, traditional territory, and/or cultural affiliation to the site and/or *archaeological resources* and in whose *traditional territories* the *archaeological resources* were found, to address their interests in the resource, when planning for sustainability and climate change, and relative to *Natural Environment System*. Proponents should confirm whether the First Nation or Indigenous community would like to repatriate the *archaeological resources*, and if not, define interpretive and commemorative opportunities related to the resource, where preservation of the resource is not possible in its current location.

9.11 Property Standards By-law

9.11.1 The Town will enact a property standards by-law authorized pursuant to the Planning Act.

9.11.2 The Town may incorporate special provisions in the property standards by-law for *built heritage resources* and *cultural heritage landscapes*, as authorized pursuant to the Ontario Heritage Act.

9.12 Site Alteration By-law

9.12.1 The Town may pass by-laws to prohibit or regulate changes in grade and *site alteration*, as provided in the Municipal Act.

9.13 Special Provisions for Specific Land Uses

9.13.1 Additional Residential Units

9.13.1.1 The *development* of *additional residential units* provides opportunities to increase the supply of *affordable* rental accommodation in the Town. In accordance with the provisions of the Planning Act, the Town supports the potential for the establishment of *additional residential units* in single-detached, semi-detached and townhouse dwellings, or in *accessory buildings and structures* on lots containing single-detached, semi-detached and townhouse dwellings if the single-detached, semi-detached or townhouse dwelling contains one (1) residential unit, throughout the Town provided the *development*:

a) is consistent with the applicable residential policies of this Plan;

b) meets the requirements of the Ontario Building Code and Fire Code;

c) provides sufficient parking in accordance with the Zoning By-law;

d) maintains the overall character and stability of the surrounding neighbourhood; and

e) has no adverse impact on adjacent *built heritage resources* and/or *cultural heritage landscapes* on the property.

9.13.1.2 The following policies apply to parcels designated and zoned for residential use:

a) *Additional residential units* shall be permitted in any one of the following configurations for a total of three *dwelling units* located on a residential parcel:

i. 1 *additional residential unit* in the primary *dwelling unit* and one additional *residential units* in a building accessory to the primary *dwelling unit*, or

ii. 2 *additional residential units* in the primary *dwelling unit*, provided there are no *dwelling units* in a building accessory to the primary *dwelling* unit, or

iii. 1 additional *residential* unit in a building accessory to the primary *dwelling unit* if the primary *dwelling unit* contains no more than 2 *dwelling units*.

b) 2 *additional residential units* shall be permitted, within an existing or planned single-detached, semi-detached dwellings, and on-street townhouse dwellings, or within a detached *accessory building* on the same lot.

c) 1 *additional residential unit* shall be permitted within an existing or planned duplex dwelling or within a detached *accessory building* on the same lot.

d) Parking for *additional residential units* shall be provided at the rate of 1 space per unit and is subject to the sizing and setback requirements of the implementing Zoning By-law. Parking spaces for *additional residential units* are permitted in tandem with other required parking spaces on-site.

e) *Additional residential units* must be serviced appropriately by municipal water and wastewater connections.

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f) *Additional residential units* shall not pose negative impacts to stormwater management and site drainage, including on abutting properties and the Town boulevard.

g) *Additional residential units* will be regulated by the provisions of the implementing Zoning By-law with respect to setbacks, encroachments, heights, and/or *accessory building* provisions. The total combined lot coverage permitted on residential lots with *additional residential units* is 45% unless the Zoning By-law permits lot coverages in excess of 45%.

h) *Additional residential units* shall be *compatible* with and not pose adverse impacts to the residential nature of the property and surrounding neighbourhood.

i) *Additional residential units* may be subject to any applicable urban design guidelines prescribed for specific neighbourhoods.

j) *Additional residential units* located on or adjacent to lands identified on the Municipal Heritage Register or *protected heritage property* must not detract from the cultural heritage value and heritage attributes of the property and may be subject to obtaining a Heritage Permit.

k) Any proposed *additional residential unit* shall obtain a building permit from the Town prior to its construction.

l) All applicable permits and/or approvals are required to be obtained from the Niagara Peninsula Conservation Authority or any other agencies prior to the construction of *additional residential units*.

9.13.1.3 The following policies shall apply to all lands designated for *agricultural use*:

a) 1 *additional residential unit* is permitted on an agricultural lot where the main use includes a single-detached dwelling for a total of 2 *dwelling units* on one lot.

b) An *additional residential unit* shall only be permitted in the main dwelling or in an existing detached *accessory building or structure* outside of the *Greenbelt Plan Natural Heritage System*.

c) The floor area of the *additional residential unit* shall be less than the gross floor area of the main dwelling unit to ensure that it remains secondary and subordinate to a main use.

d) In the instance that an *additional residential unit* is located within an existing detached *accessory building or structure*, the unit must be located within the building cluster of the property.

e) An *additional residential unit* must be appropriately serviced.

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f) 1 parking space is required for an *additional residential unit* and must be accommodated on-site, subject to the provisions of the implementing Zoning By-law.

g) An *additional residential unit* must comply with the *Minimum Distance Separation Formulae*.

h) An *additional residential unit* must be *compatible* with and not hinder surrounding *agricultural uses*.

i) The severance of an *additional residential unit* is prohibited.

9.13.1.4 Where an *additional residential unit* is proposed in a *protected heritage property*, a *built heritage resource*, or located in a *cultural heritage landscape*, there must be no impact on the identified heritage values and *heritage attributes* of the *built heritage resource* and no modification to the building's bulk, height or massing are permitted.

9.13.1.5 Where an *additional residential unit* is proposed outside the settlement area, the following additional policies apply:

a) OSSDS and water systems have the capacity to support the use;

b) the *additional residential unit* is only permitted within the main residential unit or in a detached *accessory building or structure* outside of the *Natural Heritage System* as defined by the Greenbelt Plan and outside of the Natural Environment System as defined by the Niagara Official Plan;

c) the proposal is consistent with any applicable provisions of the Greenbelt Plan and the NEP;

d) no new entrances are required from the road; and

e) comply with the *Minimum Distance Separation Formulae*.

9.13.1.6 Where *additional residential units* are established in *accessory buildings and structures,* they will not be subdivided or separated from the main residential dwelling on the property.

9.13.1.7 *Additional residential units* will not be utilized for vacation rentals or short-term apartment rentals.

9.13.1.8 The Town may consider a licensing program for *additional residential units* to monitor and track the number and location of *additional residential units*, and to ensure compliance with applicable municipal regulations.

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9.13.1.9 Site plan approval may be required for *additional residential units*, to address specific design issues related to parking and amenity space requirements and ensure that the establishment of the units are consistent with any applicable design guidelines.

9.13.1.10 The zoning by-law will establish specific performance standards for *additional residential units*, consistent with the provisions of this section.

9.13.1.11 For greater certainty, the two *additional residential units* that are permitted on a *lot* in a *prime agricultural area* in accordance with the PPS are in addition to farm worker housing permitted as an *agricultural use*.

9.13.2 Short-Term Rentals

9.13.2.1 Short-term Rentals (STRs) are an important part of the cultural landscape, tourism *infrastructure* and the economy of the Town. The Town has identified various types of STRs that are appropriately located in various areas of the Town. These include *Bed and Breakfast Establishment*s, *Country Inn*s, Vacation Rentals (*Villas*), Vacation *Cottage rental*s and *Vacation Apartment*s.

9.13.2.2 STRs will be regulated through the implementing zoning by-law, site plan approval and/or licensing by-law. Any application for a zoning amendment for an STR shall be accompanied by a planning justification report and heritage impact assessment for any *built heritage resource*.

9.13.2.3 STRs must not negatively impact agricultural production or remove land from production. An *agricultural impact assessment* may be required to accompany a zoning application for STRs. The assessment will identify potential impacts on agriculture and acceptable, mitigating measures to address negative impacts.

9.13.2.4 The existence of STRs in or near on-site *built heritage resources* could contribute to the conservation of their heritage character and provide financial support for the ongoing maintenance of the *heritage attributes* of the property.

9.13.2.5 Provisions Applicable to Bed and Breakfast Establishments

a) *Bed and Breakfast Establishment*s are an important part of the local economy, in that they provide overnight accommodation through the use of existing housing stock. They are permitted throughout the Town. In the *specialty crop area,* they may provide financial assistance to the operation of the farm while, at the same time, serving a tourist function, which assists in reducing the concentration of tourist accommodation in the settlement areas.

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b) By limiting the number of rooms and other factors, such as parking and signage, *Bed and Breakfast Establishments* will remain *compatible* in a residential neighbourhood, ensuring that the character of the dwelling and the neighbourhood is maintained.

c) The existence of *Bed and Breakfast Establishments* in a *built heritage resource* could contribute to the conservation of its heritage value and *heritage attributes* and provide financial support for its ongoing maintenance. The Town encourages the conservation of *built heritage resources* and supports their use as *Bed and Breakfast Establishments*, where appropriate.

9.13.2.6 Provisions applicable to Country Inns

a) *Country inns* represent a form of tourist accommodation that may be appropriate where the increased level of activity can be readily accommodated on-site without disruption to the residential neighbourhood. They generally would contain between 4 and 10 rooms or suites.

b) The Town will consider supporting applications for *country inns* located outside of the NEP providing that the *heritage attributes* of any *heritage resources* will be *conserved*, the lots are sufficiently large and the residential neighbourhood character is maintained.

c) *Country inns* will maintain a scale and level of activity appropriate for the home, lot and neighbourhood. A *country inn* will only be given consideration by way of an amendment to the zoning by-law, providing that the increased level of activity can be accommodated without disruption to the residential neighbourhood.

d) *Country inns* are subject to the NEP policies.

e) A new *country inn* or an increase in the number of guest rooms to an existing *country inn* will only be considered within an existing dwelling, and where there is sufficient lot area to comfortably accommodate the increase in the number of rooms being used for overnight guests, the required number of parking spaces and private amenity space.

f) The overall character and stability of the surrounding neighbourhood shall be maintained and there is no adverse impact on adjacent *built* heritage resources and/or *cultural heritage landscapes* on the property.

g) A usable outdoor amenity area must be provided for the activities and relaxation of the guests and the host family and will be located and buffered from adjoining properties to ensure that the impact of the amenity area is minimal on adjoining properties. An amenity area is an area designed for outdoor active or passive recreational uses.

h) The implementing by-law for the *country inn* will prohibit the use of the dwelling for lodging of roomers and boarders beyond the number of rooms permitted in the *country inn.*

i) *Country inns* located in the *specialty crop area* will not conflict with the broad objective of preserving the Town's agricultural lands.

j) *Country inns* are subject to site plan control in accordance with the Town's Site Plan Control By-law.

9.13.2.7 Provisions applicable to Vacation Rentals - Villas

a) A *villa* is an occasional or seasonal use that allows the travelling public temporary accommodations for rest and relaxation. Although it is intended to restrict *villas* to a maximum of six (6) *bedrooms*, exceptions may be warranted and can be considered as part of a site specific zoning review.

b) *Villas* will integrate compatibly into residential communities of the Town. They are an important part of the local economy and provide overnight accommodation through the use of existing housing stock. They may be permitted throughout the Town.

c) A *villa* may be rented for use as temporary accommodation. Prior to the issuance of a short-term rental license, a *villa* will be subject to an amendment to the zoning-by-law and a site plan control agreement.

d) Applications for *villas* will be considered where they protect the residential character of the neighbourhood.

e) A usable outdoor amenity area will be provided for the activities and relaxation of guests.

f) The implementing by-law for the *villa* will prohibit the use of the dwelling for lodging of roomers and boarders beyond the number of rooms permitted in the *villa*.

9.13.2.8 Provisions applicable to Vacation *Cottage Rentals*

a) A *cottage rental* may be permitted in all areas of the Town where bed and breakfast homes are currently permitted.

b) *Cottage rentals* will integrate compatibly into the residential communities of the Town. They are an important part of the local economy and provide overnight accommodation through the use of existing housing stock. They are permitted in settlement areas that are fully serviced with water and sewage disposal services approved by the Town and outside settlement areas with water and sewage disposal services approved by the Niagara Regional Public Health Department.

Cottage rentals are occasional or seasonal uses that allow the travelling public temporary accommodations for rest and relaxation.

9.13.2.9 Provisions applicable to *Vacation Apartments*

a) The Town will include specific regulatory controls in the Zoning By-law and Licensing By-law as appropriate and necessary. These policies are intended to enable appropriate regulation of *vacation apartments* in commercial or mixed use zones throughout the Town.

b) These policies are not intended to allow *vacation apartments* in residential zones. Any proposal for a *vacation apartment* in a residential zone will be subject to an official plan amendment.

9.13.3 Garden Suites

9.13.3.1 One (1) *garden suite* may be permitted but only on a lot zoned for a single-detached dwelling and located outside the settlement areas, provided:

a) The parcel is sufficient in size to appropriately accommodate the garden suite and sufficient useable outdoor amenity space and one parking space for the exclusive use of the *garden suite*, and will have adequate screening and buffering from adjacent properties. An amenity space is an area designed for outdoor active or passive recreational uses and includes landscaped areas, walkways, patios, swimming pools, play areas and similar uses but does not include parking areas, parking lots, parking aisle ways or access driveways.

b) The *garden suite* will be a temporary building/use which is physically separate from the principal dwelling unit and will be subject to a temporary use by-law.

c) That the unit will be adequately serviced.

d) The exterior design of the *garden suite* will be in character with the design of the principle dwelling unit and will be located behind the front facade of the principle dwelling unit.

e) The location of the *garden suite* on the lot will not adversely impact adjacent land uses, the character of the property and the surrounding area and/or any *built heritage resources* and *cultural heritage landscapes* located on the property or adjacent to it.

f) Meets the regulations of the Fire Code and Ontario Building Code.

g) A lot will not have both an *ARU* and a *garden suite*.

h) A *garden suite* will not be permitted a consent to separate it from the main dwelling lot.

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9.13.4 Home Occupations and Home Industries

9.13.4.1 Any dwelling unit may be used for the purposes of a home occupation provided that the home occupation is a business activity which is clearly ancillary to the main use of the property; is carried on by a resident of the dwelling unit; and does not generate any noise, odour, traffic or visual impacts that may have an adverse effect on-site or on any *adjacent* properties or *built heritage resources* and *cultural heritage landscapes*.

9.13.4.2 The zoning by-law will contain regulations to limit the kinds of activities to be allowed as home occupations and establish restrictive standards regarding matters such as scale of use, number of employees, accessory structures, extensions to buildings, vehicular parking facilities, exterior storage or display of goods, exterior advertising and other evidence of the use from outside the property. Home occupations may be prohibited by the zoning by-law in any specific area or type of dwelling unit.

9.13.4.3 In the Agricultural Area, because of the increased distance from neighbours and the needs of the farming community, home industries may be permitted. Such uses provide additional sources of income for the farm and with the exception of being permitted in an *accessory building* on site, are subject to the same requirements as home occupations. The home industry must be clearly ancillary to the main farm operation; is carried on by a resident on the farm (with limited employment as identified in the zoning by-law); is small in scale in relation to the farm; and does not have a negative impact on the agricultural operations.

9.13.5 Additional Needs Housing

9.13.5.1 The following types of *additional needs housing* administered under Provincial legislation shall be permitted to establish in any residential zone or residence in the Town:

a) approved homes;

b) homes for special care;

c) supportive housing programs, adult community mental health programs;

d) children's residences;

e) accommodation services for the disabled; and

f) seniors housing.

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9.13.5.2 In addition to the above, homes for physically disabled adults are also permitted when the province licenses, funds, or approves an *additional needs housing* program for physically disabled adults. Halfway houses and community resources centres are permitted in this Plan but may require an amendment to the zoning by-law where deemed necessary by the Town.

9.13.6 Flag Lots

9.13.6.1 While *flag lots* provide opportunities for *intensification*, they are generally incompatible with the established neighbourhood and are out of character with the surrounding community. As such, *flag lots* will not be permitted.

9.14 Potentially Contaminated Sites

9.14.1 Potentially contaminated sites include lands where contaminants may be present due to previous industrial, transportation, utility or similar uses. Sources of site contamination can include disposal of waste materials, raw material storage, residues left in containers, pesticides for crops on lands that were previously in agricultural production, maintenance activities and spills. Some commercial uses such as gasoline stations and automotive repair garages have a similar potential.

9.14.2 Prior to considering a proposal for *redevelopment* of potentially contaminated sites, the Town and the MECP will be satisfied that the soil quality is suitable for the proposed use. Studies which document the present and past uses of the site and surrounding lands may be required by the Town and MECP, to show the presence, types and concentration of contaminants, and remedial action plan for decommissioning and clean-up of contaminated sites.

9.14.3 The Town may support the clean-up of potentially contaminated sites through Community Improvement Plan initiatives.

9.14.4 A phase I environmental site assessment may be required in support of any planning application in order to ensure that there are no adverse effects, as defined in the Environmental Protection Act, including:

a) impairment of the quality of the natural environment for any use that can be made of it,

b) injury or damage to property or to plant or animal life,

c) harm or material discomfort to any person,

d) an adverse effect on the health of any person,

e) impairment of the safety of any person,

f) rendering any property or plant or animal life unfit for human use,

g) loss of enjoyment of normal use of property, and

h) interference with the normal conduct of business.

9.14.5 A Phase I Environmental Site Assessment and any required remediation must be completed by a qualified person, and should be conducted in accordance with the regulations under the Environmental Protection Act.

9.14.6 A Phase I Environmental Site Assessment may trigger a Phase II Environmental site assessment and require the proponent to file a Record of Site Condition.

9.14.7 If, through a phase I environmental site assessment, a site is known or is potentially contaminated the proponents must assess and remediate the site. Such remediation shall be in accordance with soil, ground water and sediment standards for use under Part XV.1 of the Environmental Protection Act.

9.14.8 Unless required under the Environmental Protection Act or, if a property is found to be contaminated, an environmental site assessment does not need to be filed as a Record of Site Condition.

9.14.9 Site plan approval may be granted prior to the completion of a required phase I environmental site assessment subject to a condition that no site grading or servicing of the site can occur until a phase I environmental site assessment and appropriate remediation has occurred.

9.14.10 Approval of a zoning by-law amendment may be granted prior to the completion of a required phase I environmental site assessment, subject to the inclusion of a holding provision.

9.15 Lands for Easements

9.15.1 Where land is required for maintenance/utility easements or emergency access to serve any proposed *development*, such land will be obtained by and at the expense of the owner of such proposed *development* to the satisfaction of the appropriate agency, in the course of approving plans of subdivision, *development* or *redevelopment* applications and consents for land severance.

9.16 Non-Conforming Uses

9.16.1 Where a property has an existing use of land that does not comply with the land use designation shown in this Plan, or to any other applicable policy in this Plan it may, notwithstanding the policies of this Plan, be zoned for the existing use provided that:

a) The zoning will not permit any change of use or performance standard that will aggravate any situation detrimental to *adjacent complying uses;*

b) The use does not constitute a danger to surrounding uses and persons by virtue of a hazardous nature, the traffic generated, or other nuisance;

c) *Built heritage resources* and *cultural heritage landscapes* will be *conserved* and/or enhanced; and

d) It does not interfere with desirable *development* in *adjacent* areas that are in conformity with this Plan.

9.16.2 Where an existing use in one or more of these respects is incompatible, it will not be so zoned and will expressly be made a non-conforming use in any zoning by-law.

9.16.3 Incompatible non-conforming uses will be progressively eliminated by purchase or exchange of land or they may disappear by voluntary termination in the course of time.

9.16.4 Where a property contains a non-complying use the use may expand in accordance with the following:

a) The expansion will not seriously jeopardize the possibility of future developments in their vicinity that may comply more closely with intent of this Plan;

b) In any such expansion special efforts are made to enhance the *compatibility* of the uses and to improve amenity and design; more specifically, matters dealing with buffering, landscaping, parking and vehicular circulation will be given attention;

c) The expansion or *redevelopment* is only permitted through an amendment to a zoning by-law; and

d) The expansion must not supersede settlement area boundaries or involve a major *intensification* of land use.

9.16.5 Non-conforming use applications may be pursued to permit a continued non-conforming use.

9.17 Public Acquisition of Land

9.17.1 The Town will, wherever desirable and economically feasible, purchase or obtain an easement or otherwise acquire an interest in land to effect the implementation of the heritage policies or other policies of this Plan.

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SECTION 10 Secondary Plans

Schedules referenced in the secondary plans are specific to the respective secondary plan and do not align with the schedules of this Plan.

10.1 Queenston Secondary Plan

The Official Plan recognizes the urban area of Queenston and the four properties on the riverfront side of Front Street and the abutting riverfront lands managed and under the jurisdiction of the Niagara Parks Commission and the Niagara Escarpment Commission as a Special Policy Area. The boundaries of the Special Policy Area are shown on Figure 1: Schedule E1 to Official Plan Amendment #37.

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Figure 1: Schedule E1 To Official Plan Amendment #37

SCHEDULE E1 TO OFFICIAL PLAN AMENDMENT # 37

LORD MAYOR
GARY BURROUGHS

TOWN CLERK
HOLLY DOWD

It is the intent of this Plan that all future planning and development in the Special Policy Area shall be in accordance with the policies of the Village of Queenston Secondary Plan as follows:

10.1.1 Introduction

The Village of Queenston is a small community defined by its tree-lined streets, pedestrian-scaled and intimate atmosphere, and a wealth of heritage resources that are valued by the residents. The strong sense of place in the Village and its remarkable natural landscape setting create a distinctive place and community.

Queenston has had a rich and diverse history. The 'west landing', a natural flat landing at the Niagara River's edge, had become known as 'Queenston' by the late 1700's. By 1811 it was home to one of Upper Canada's first distributing post offices with a population of approximately 300 residents prospering from water related trade. Over the past 150 years, Queenston and its waterfront have undergone many changes as the Village shifted from a busy commercial port to a residential community with predominantly single family housing and only a few open views to the riverfront.

A select number of substantial sites within the Village create the opportunity to modestly expand the diversity of housing types and commercial uses within the Village to better meet the needs of the existing and future community, while maintaining the fundamental character and quality of the Village. Articulating the direction in which modest change can occur is important for preserving the distinctive quality of the Village today.

Toward a More Complete Community responds to specific contemporary challenges and opportunities facing the Village today and establishes a framework of public improvements and detailed policy direction for private sector development aimed at enhancing the Village as a more complete community, while preserving its unique natural and cultural assets and the quality of life it offers. Toward a More Complete Community translates the Village Strategy for guiding change within the Village into a series of land use and urban design policies to ensure that future development is *compatible* with existing uses, development form and the character of the Village. The Secondary Plan covers the Village of Queenston as designated in the Niagara-on-the-Lake Official Plan and the Riverfront adjacent to it. The Secondary Plan policies are generally consistent with the relevant provisions of Niagara-on-the-Lake's Official Plan but provide more detailed policy where necessary to achieve the intended direction for the Village.

10.1.1.1 General Intent of the Secondary Plan:

The Queenston Secondary Plan has two primary purposes: to guide detailed planning, zoning and development decisions; and, to identify the Town's priorities for publicly funded initiatives and investments. As such, the Secondary Plan provides the detailed policy direction to manage the land use, *infrastructure* and development changes within the Village of

Queenston for the next twenty years. It is the intention that any new private development and public investment contributes toward the Village becoming a more complete and sustainable community. One that is able to meet the needs of its residents while maintaining and respecting the essential character and structure of the Village. The Plan promotes a modest increase in the diversity of housing types and employment choice within the Village in the form of 'live work' developments whereby residents and workers will have the opportunity to live, work and shop.

The Land Use Policies, Urban Design Policy and Tools for Implementation are outlined in Part 4 and collectively form the Secondary Plan for the Village of Queenston and the Riverfront area.

The Secondary Plan recognizes that it may take many years for the community to evolve as a more complete community. Therefore, any development proposal will need to conform to the long term goals and built form objectives envisioned by this Plan. Urban design requirements are an important component of this Secondary Plan. Maintaining the visual attractiveness and character of the Village is of prime importance, and development throughout the Village will be characterized by high quality urban design.

10.1.1.2 **Community Structure and Urban Form**

Queenston exhibits a distinct development pattern characterized by a regular pattern of streets and blocks which establish a connective structure for cultural, residential, and commercial uses, and heritage elements. The Village is set within a remarkable natural landscape of the escarpment, riverfront and agricultural lands. The Secondary Plan establishes the following structural provisions to improve and complement the quality of place in the Village including:

- Integrate the Niagara River Parkway within the overall character and structure of the Village through street tree planting and landscape improvements aimed at greening the Parkway, slowing traffic movement within the Village and improving the landscape character and quality of place of this part of Queenston;

- Enhance the North and South entries to the community from the Parkway to improve access, egress and way-finding within the Village;

- Respect and preserve the urban street pattern as a green connective network for vehicular, pedestrian and cyclist movement in the Village;

- Recognize Front/Princess and Queenston Streets as Village character streets that are important movement and public realm spines and could be enhanced with heritage lighting, improved walkways and new *streetscape* elements to strengthen and reinforce the character of the Village;

- Establish Special Policy Areas for 4 significant sites in excess of 2 acres located on Village character streets and a Special Policy Area for the Riverfront whose potential *redevelopment* should be guided by policy requiring comprehensive master plans and public consultation to ensure an attractive and positive relationship between the parcel's use and neighbouring uses;

- Undertake public realm improvements to Village green spaces scattered throughout the Village to enhance the character and recreational amenity of the open space network within the Village;

- The role of the Riverfront can be enhanced with the development of the Front Street Heritage Park through more effective management and joint development or enhancement opportunities involving the Town and the Niagara Parks Commission including a riverfront park;

- Protect and enhance conservation lands and agricultural landscapes as important natural and managed landscapes; and

- Maintain and enhance stable residential neighbourhoods and ensure that new infill development complements the built form and landscape character of the neighbourhood.

10.1.2 Community Development Principles

The following principles express the fundamental premises for development within the Secondary Plan area. They will be considered in the review of all development applications and capital projects.

10.1.2.1 Promote Design Excellence

a) Design and construct buildings that respect, complement and enhance the best attributes of the Village;

b) Adopt 'best practice' technologies to achieve energy efficient buildings;

c) Ensure the public realm - the area's parks, streets, and trails are designed, upgraded and maintained to the highest standards;

d) Incorporate public art into the design of significant open spaces; and

e) Promote the development of inspiring, meaningful and memorable places.

10.1.2.2 Strengthen Existing Neighbourhoods

a) Ensure new infill development respects and enhances the character of the neighbourhoods and Village as a whole;

b) Encourage *compatible* development on vacant and under-utilized land;

c) Preserve, restore and/or reuse buildings of historic or architectural significance;

d) Ensure existing residential neighbourhoods and infill development are adequately served by community amenities such as public parks, libraries, emergency services and recreational facilities;

e) Ensure that institutional, commercial and open space and community facility uses are *compatible* with and complementary to neighbouring uses and the surrounding community, and are designed to facilitate the achievement of urban design objectives of the plan; and

f) Encourage and assist institutional users and public agencies in securing suitable sites, multi-use or shared use space to enable them to serve the community's social, cultural, health care and religious needs.

10.1.2.3 **Create a More Complete and Diverse Mixed Use Community**

a) Modestly increase the range of residential land uses to provide more flexibility of housing forms to meet the needs of the population, seniors and young families;

b) Provide 'live work' opportunities whereby residents and workers will have the opportunity to live, work and shop in the Village;

c) Locate mixed land uses and higher density residential townhouse uses in close proximity to planned community parkland and open space focal areas and/or as permitted within commercial use areas to support a vibrant community; and

d) Promote commercial, mixed use commercial and low impact tourism development opportunities which can serve the broader community and municipality, while meeting the needs of the local population without disrupting day to day community life.

10.1.2.4 **Enhance the Riverfront as a Valued Passive Recreational Amenity**

a) Promote the alignment of Municipal, Niagara Escarpment Commission and Niagara Parks Commission jurisdictional goals toward ensuring that future uses and riverfront improvements are low impact and *compatible* with predominant residential uses of the Village;

b) Promote a range of riverfront enhancements including improved pedestrian access and trail maintenance, preservation of the natural environment and character, and the proper management of natural areas to improve visual access to the riverfront from the Village;

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c) Promote the creation of a publicly accessible civic parkland focus on Front Street providing new passive recreational amenities, views to the riverfront and opportunities for heritage and commemorative interpretation;

d) Promote the development of a continuous upper riverfront 'walk' or promenade linking the civic parkland focus on Front Street north to the riverfront viewing area at St. Saviour's Church, utilizing public right of ways, and as necessary private easement agreements;

e) Promote the maintenance of all public access routes to the riverfront, public boat launch, and riverfront parkland areas and furnishings;

f) Promote the maintenance of current river front access routes to their current width;

g) New development on the riverfront should not prevent or inhibit public access to the water's edge; and

h) Preserve and enhance public vistas and view corridors to and from the waterfront and at the terminus of public streets adjacent to the waterfront.

10.1.2.5 **Beautify the Village through Targeted Public Realm Improvements**

a) Augment existing open spaces with new parkland, enhanced parkland on Front Street and publicly accessible private amenity spaces to strengthen civic and recreational opportunities within the Village;

b) Ensure that new parks and open space amenities address the passive recreational needs of the community;

c) Enhance existing open space amenities with landscaping and *streetscape* furnishings to enhance civic and recreational functions;

d) Support Queenston Street and Front Street as important Village Character Streets appropriate for heritage themed *streetscape* improvements including lighting; and

e) Promote the enhancement of the Niagara River Parkway through new streetscaping to better integrate this scenic ceremonial route within the Village.

10.1.2.6 **Preserve Natural and Cultural Heritage**

a) Conserve and strengthen the overall character of Village neighbourhoods and *streetscapes*;

b) Conserve, restore and reuse existing historic buildings and structures;

c) Conserve and protect natural heritage areas in a natural state;

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d) Encourage designation of important historic buildings under Part V of the Ontario Heritage Act;

e) Ensure that new development will not adversely impact the conservation of natural and *cultural heritage resources*;

f) Reflect and interpret the industrial, commercial and marine heritage of the Village through the design of new open spaces, views and vistas, and as focal commemorative features at community entries and civic gathering spaces;

g) Encourage the development of cultural institutions to inform residents and visitors about the area's heritage; and

h) Encourage the use of existing and planned open spaces for cultural and community events.

10.1.2.7 **Structure a Program for Necessary Infrastructure Improvements**

a) Manage development within the capacity of the existing transportation and servicing *infrastructure*;

b) Ensure that any additional costs of servicing private development are borne by the benefiting landowner;

c) Promote the burial of telecommunications aerial cable and any other utility lines to enhance and preserve the visual integrity of the Village;

d) Employ 'best practices' techniques for stormwater management to minimize reliance on the combined sewer system and to alleviate where possible, surface drainage and flooding problems; and

e) Maintain public roads in a state of good repair, suitable for walking, cycling and automobile use, and in their current 'curbless' condition, except for Queenston Street and portions of Front Street adjacent to the planned civic park.

10.1.3 General Policies

The policies in this section address land use and other matters common to all parts of the Queenston Secondary Plan area and are intended to ensure all future planning and development in the area addresses the issues and opportunities from the broad community or municipally-wide perspective.

10.1.3.1 The Queenston Secondary Plan area includes the Queenston Urban Area, as identified in the Town of Niagara-on-the-Lake Official Plan. In addition, the Secondary Plan includes four properties on the riverfront side of Front Street and the abutting riverfront lands managed and under the jurisdiction of the Niagara Parks Commission and Niagara Escarpment Commission.

10.1.3.2 The Town of Niagara-on-the Lake will ensure development and *redevelopment* in the Queenston Secondary Plan area respects the type, scale and character identified in this Plan.

10.1.3.3 The Land Use Map, Figure 2, shows land use designations for the entire Village of Queenston.

10.1.3.4 All new development in Queenston shall be subject to a minimum height of 1.5 storeys (5.0m) and a maximum height of 2.5 storeys and 8.5m, except as prescribed in the specific policies of this Plan.

10.1.3.5 To encourage a broader mix of household types at varying income levels, Queenston shall accommodate a range of housing types including detached, duplex, semi-detached and townhouse dwellings, and senior's apartments as prescribed in the provisions of this Plan.

10.1.3.6 Development adjacent to farmland shall be *compatible* to agricultural activities with limited access to reduce public exposure to farming equipment and machinery.

10.1.3.7 Energy efficient design and building design shall be encouraged in new development in Queenston.

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Figure 2: Land Use Designations

10.1.4 Living in the Village - Residential uses

Responding to the Village's predominantly residential neighbourhood character, the Secondary Plan identifies three residential designations: Established Residential, Low Density Residential, and Village Residential. The Established Residential and Low Density Residential designations are generally consistent with the provisions of the Town's Official Plan. More detailed policies with regard to height, built form and design guidelines provide clear policy direction that is appropriate to the Village of Queenston.

The Village Residential land use designation has been added as a new designation to provide pockets where a greater range of housing types may be permitted in the Village including townhouses. A broader range of housing types in the Village responds to the goal of moving towards a more complete community.

Only modest residential infill development is expected to occur within the Village. Below is a series of policies to ensure that any new *residential development* shall be in keeping with the scale and character of existing buildings in the Village. While the Secondary Plan does not create explicit policies regarding housing styles, as the Village has no predominant vernacular building style, it is important that all new development positively contributes to the character and quality of the Village and allows for the continuation of the variety and diversity of styles found in the Village. Built form, related to massing, setbacks, and lot coverage, is guided by the Urban Design Policies of this Plan.

10.1.4.1 Policies Pertaining to All Residential Designations

The following policies will apply uniformly to all residential land use designations:

a) Apartment form housing is only permitted on the School site.

b) When creating new residential lots, a Streetscape Study will be completed to ensure that the application is consistent with Urban Design Policies of this Plan.

c) New buildings shall generally reflect and complement existing adjacent development in terms of scale, height, building location and architectural character.

d) Building additions and secondary structures shall be a natural extension of the original structure's character, with rooflines no higher than the original structure, and have a complementary relationship to the original structure. They should generally be located behind the front façade of the original structure, except in the case of porches or bay windows, which may extend beyond the existing front façade.

e) Buildings and secondary structures shall be located appropriately on the lot to be consistent with and reinforce the characteristic of buildings and secondary structures situated in a landscaped yard/garden.

f) Structures shall have front, side and rear yard setbacks that are generally consistent with the character of the neighbouring properties. Specific setback dimensions are outlined in the Urban Design Policy provisions of this Plan.

g) Garages shall be located behind the principal building façade, and in general towards the rear of the lot. However front car garages are permitted subject to the provisions of this Plan.

10.1.4.2 **Low Density Residential**

This designation is located along York Road and portions of the Niagara River Parkway, and consists of a range of housing styles with a variety of setbacks and typically generous lot widths. Development in this designation is generally newer than that within the historic core of the Village, and the majority of the properties back onto either agricultural lands or the Niagara Escarpment Natural Area. Access is provided either directly from the Niagara River Parkway or via a service road paralleling the parkway. The intent of policies outlined below is to respect the existing residential pattern, varied lot sizes and generous frontages within this designation.

a) Permitted Main Uses: residential uses including single detached dwellings, semi-detached dwellings and duplexes.

b) Secondary Uses: Uses permitted with a main use include: roomers and borders, bed and breakfasts, accessory apartments, granny flats, home occupations, *accessory buildings or structures*.

c) The density of development shall not exceed 6 units per acre (14 units per hectare) residential *net density*.

d) Newly created lots with service road access paralleling the Niagara River Parkway and not abutting the Niagara Escarpment shall have minimum dimensions of 30m in width by 45m in depth, and should generally be similar in overall size, width and depth to adjacent and neighbouring residential lots.

e) Newly created lots with direct frontage on the Niagara River Parkway and/or abutting the Niagara Escarpment shall have minimum dimension of 60m in width by 45m in depth, and should generally be similar in overall size, width and depth to adjacent and neighbouring residential lots.

f) Building footprints of the combined principal and secondary structures shall be no greater than 15% of the lot area.

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10.1.4.3 Established Residential

This designation corresponds to the core of the Village, generally located east of the Niagara River Parkway, characterized by neighbourhood housing located on a traditional urban street and block pattern. The variety of lot sizes, architectural styles and lot frontages in the Village core exhibits an attractive and unique urban character which shall be respected.

a) Permitted Main Uses: residential uses including single detached dwellings, semi-detached dwellings and duplexes.

b) Secondary Uses: Uses permitted with a main use: roomers and borders, bed and breakfasts, accessory apartments, granny flats, home occupations, *accessory buildings or structures*.

c) The density of development shall not exceed 9 units per acre (30 units per hectare) residential *net density*.

d) Newly created single detached lots shall have minimum dimensions of 18m in width by 36m in depth, and should be similar in overall size, width and depth to adjacent and neighbouring residential lots.

e) Newly created semi-detached dwellings and duplexes shall have minimum dimensions of 7.5m in width by 36m in depth if the adjacent lot is developed with a shared driveway, maximum 3.0m that straddles the lot.

f) Newly created semi-detached dwellings and duplexes with a private driveway which is not shared and does not straddle the lot shall have minimum dimensions of 9.0m in width by 36m in depth.

g) Building footprints of the combined principal and secondary structures shall be no greater than 33% of the lot area.

10.1.4.4 Village Residential

The Village Residential designation allows for smaller lot single family dwellings, smaller lot duplex and semi detached units and townhouses to provide opportunity for greater diversity of housing types in the Village. Although medium density in the form of townhouses is permitted within this designation, apartment form housing is not permitted.

a) Permitted Main Uses: residential uses including single detached dwellings, semi-detached dwellings and duplexes.

b) Secondary Uses: Uses permitted with a main use: roomers and borders, bed and breakfasts, accessory apartments, granny flats, home occupations, *accessory buildings or structures*.

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c) Newly created single family lots shall have minimum dimensions of 15m in width and 28m in depth.

d) Newly created duplex and semi-detached lots shall have minimum dimensions of 7.5m in width and 28m in depth if the adjacent lot is developed with a shared driveway, maximum 3.0m that straddles the lot.

e) Newly created duplex and semi-detached lots with a private driveway which is not shared and does not straddle the lot shall have minimum dimensions of 9.0m in width by 28m in depth.

f) Newly created Townhouse lots shall have the following dimensions:

i. End unit lots shall have minimum dimensions of 7.5m in width and 28m in depth.

ii. Mid unit lots with front car attached garage access shall have minimum dimensions of 6.0m in width and 28m in depth.

g) Newly created mid unit lots with rear detached garage and rear lane access shall have minimum dimensions of 6.0m in width and 28m in depth.

h) The density of development shall not exceed 12 units per acre (30 units per hectare) residential *net density*.

i) Building footprints of the combined principal and secondary structures shall be no greater than 40% of the lot area.

j) Service lane access for townhouses and seniors' apartments will, wherever possible, access the site from the adjacent side street.

10.1.5 Businesses in the Village:

Village Commercial All commercial uses in Queenston should contribute to the overall enjoyment, amenity and quality of life of the Village's residents, and contribute to increased Village sustainability, by allowing resident access to goods, services, and limited employment opportunities within Queenston. Commercial structures should be designed and function in such a manner that complements adjacent development, while facilitating viable business operations. Commercial structures will be appropriately situated and scaled in the context of the Village.

10.1.5.1 Permitted Uses: Street related Commercial and Community uses, Business Offices, Restaurants, Small-Scale Inns, residential and home occupation within a mixed use building.

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10.1.5.2 Secondary Uses: Uses permitted with a main use such as *accessory buildings and structures*, and dwelling units.

10.1.5.3 Commercial frontages will be located along the ground floor along Queenston Street and Front Street; specific provisions are outlined in Section 13.2.5.

10.1.5.4 Mixed use developments with ground floor street-related commercial and community uses are permitted and encouraged.

10.1.5.5 The range of uses permitted on upper floors shall include residential, live/work, personal services and office. Retail uses are not permitted above the ground floor.

10.1.5.6 Live/work commercial residential units will be developed with a minimum 6.0m service/access lane at the rear to provide loading and service access removed from the public street and permit access to residential/office units above and commercial and residential parking areas subject to detailed design approval by the Town.

10.1.5.7 Buildings shall conform to the height provisions of this plan and specific provisions outlined in the Urban Design Policy section related to the creation of architectural focal landmarks within commercial use areas.

10.1.5.8 Publicly accessible private amenity areas, including outdoor dining areas and landscaped courtyards are permitted in accordance with provisions outlined in the Urban Design Policy section of this Plan.

10.1.5.9 Small Scale Inns up to 3 stories and 840 square metres with a maximum of 22 rooms are permitted.

10.1.5.10 With the exception of an inn, a commercial unit, including restaurants, shall be a maximum of 110 square metres.

10.1.5.11 Ancillary parking will be permitted on commercial lots and should not be immediately visible from the public street.

10.1.5.12 On-street customer parking is permitted within the public right of way on public streets immediately adjacent to the primary commercial frontage.

10.1.5.13 The following policies will apply to automotive service and sales uses in the Queenston area

i. The existing use is recognized as a legal non-complying use;

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ii. Expansion shall only be permitted when it can be demonstrated that the existing use is operated in a manner that does not create dust, noise, odour, vibration, fumes, or soil and groundwater contamination that will adversely affect the stable surrounding residential community;

iii. There are no adverse impacts from the expansion on existing or planned residential and mixed uses; and iv. Upon the ceasing of operation of the non-complying use, or abandonment of the use, development and /or *redevelopment* of the property shall comply with the uses outlined in this plan.

10.1.6 Open Space and Community Facilities

Areas designated as Open Space and Community Facilities serve an important function within the Village. They provide green space for recreation and relaxation, and house a range of Community Facilities that serve both the residents of Queenston as well as the broader community. These amenities provide a setting which supports everyday life, civic, recreational and community functions within the Village. There are opportunities to better utilize and enhance some of these community amenities to add diversity to the public realm and improve social, recreational and leisure benefits and opportunities within the community.

10.1.6.1 Permitted Main Uses: Neighbourhood parks, elementary schools, health care facilities and seniors housing, churches, day care centres, cemeteries, museums, historic sites, and similar community serving uses.

10.1.6.2 Secondary Uses: Uses permitted in conjunction with a Main Use such as public markets, open air pavilions, small associated parking areas of less than ten spaces, small concession stands, *accessory buildings and structures*.

10.1.6.3 Publicly-accessible open spaces including parks, open space, trails, public art and interpretive features are permitted.

10.1.6.4 A complement of places for informal active and passive use should be provided.

10.1.6.5 A connected network of public realm features should be linked throughout the Village through improved *streetscapes*, enhanced trail *linkages* and public realm improvements as indicated in the Public Realm Improvements (Section 10.8.1).

10.1.6.6 New buildings and additions to existing structures are permitted provided that they continue to provide an amenity function to the Village. Additions to existing structures should not be more than 50% of the existing footprint of the existing structure.

10.1.6.7 Dedicated municipally owned parkland should be secured for the Village on the school site as a focal community gathering space or commons should the current use change.

10.1.6.8 Usable passive parkland should be created overlooking the riverfront on Front Street to enhance community civic and recreational amenity, reinforce the connection and visibility of the river and create numerous opportunities for heritage and archaeological interpretation.

10.1.7 Infrastructure Improvements

Queenston's public *infrastructure* shall be kept in a state of good repair, and all improvements conducted shall be implemented in an environmentally sensitive manner that respects and reflects the Village's historic, intimate and pedestrian-scaled character. The movement and transportation network is shown on Figure 3. The sewage treatment facility in Queenston has sufficient capacity to service all the lands within the existing urban boundary of the community. Periodic flooding and other drainage issues shall be addressed by the municipality. Several serious problem areas exist, as defined in Figure 4.

10.1.7.1 New or improved sidewalks and curbs may be considered on Queenston and Front Street but otherwise no additional sidewalks or curbs will be considered unless supported by a pedestrian access study. This policy does not apply to sidewalks and pathways within parks and open spaces.

10.1.7.2 Queenston's local roadways shall provide for pedestrians, bicycles and cars to co-exist and travel safely.

10.1.7.3 Dee Road should remain unpaved and should be kept in a good state of repair.

10.1.7.4 All local roads shall be kept in a good state of repair.

10.1.7.5 Any private streets or service lanes shall be designed to municipal standards. These streets and service lanes shall function as part of the transportation network, and will be designed and landscaped according to the provisions outlined in the Urban Design Policy section.

10.1.7.6 Surface vegetated bio-swales should be considered to address drainage problems as shown in Figure 5

10.1.7.7 In order for new development to proceed, adequate storm water treatment management shall be provided subject to approval by the Town, Region and local Conservation Authority.

10.1.7.8 Overhead wires in the Village should be buried over time as *infrastructure* works are undertaken.

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10.1.7.9 New structures shall not obstruct existing drainage patterns, and necessary improvements to the drainage system shall be made if disruptions occur.

10.1.7.10 Access points to Queenston from the Niagara River Parkway perceived as dangerous, including the Niagara River Parkway and York Road, Dee Road, and Queenston Street, should be examined from a safety and operational perspective when any municipal or regional road reconstruction is to occur. The Niagara Parks Commission is the agency with jurisdiction over intersections involving the Niagara River Parkway network.

10.1.7.11 Road works and improvements along York Road are to be completed to the satisfaction of the Regional Works Department.

10.1.7.12 Opportunities for future public transit to serve the Village through an inter-municipal transit service or other related transit programs shall be encouraged.

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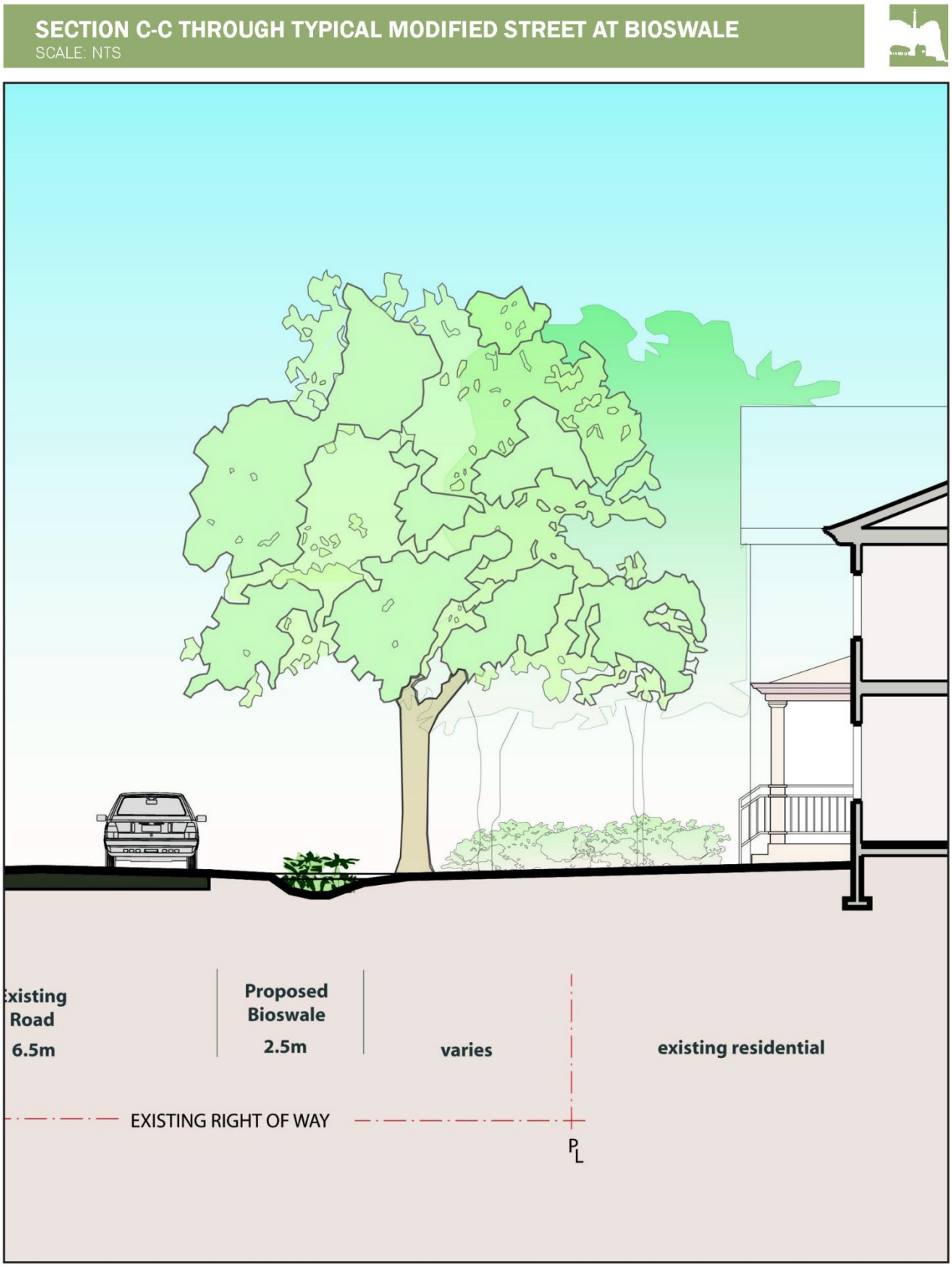
Figure 3: Movement & Transportation Network

Figure 4: Drainage

Figure 5: Section C-C Through Typical Modified Street at Bioswale



10.1.8 Public Realm Improvements

Public realm, park, and *streetscape* improvements shall serve to improve the beauty and liveability of the Village. All improvements to sidewalks, pathways, lighting and signage shall be designed to reinforce Queenston's Village character. Front Street and Queenston Street are important Village Character Streets and movement corridors in the Village with the potential to play a distinct place-making role. Front Street is the historic commercial corridor of Queenston with some commercial uses still present today. The potential to re-establish a strong visual and physical relationship along Front Street to the Riverfront below should be encouraged. Queenston Street acts as the Village's civic spine. It is the location of many historic buildings, community facilities, commercial areas, and an important pedestrian sidewalk. These streets are important within the overall urban structure of the Village and focused public realm improvements can serve to reinforce the unique character of the Village. Further guidance on implementing the policies below can be found in the provisions of the Urban Design Policy section of this Plan.

10.1.8.1 The following policies will apply to encourage the development of improved and permanent civic focal places within the Village and to complement Queenston's Village structure and quality of place:

a) A municipally-owned park should be created on portions of the school site should the current use change.

b) Parkland and river view enhancement, including passive recreational space and interpretive opportunities, of the upper riverfront adjacent to Front Street should be encouraged.

10.1.8.2 A series of paths and enhanced pedestrian connections, and other associated improvements, should be considered as potential capital improvements over time.

10.1.8.3 Establish a *streetscape* improvement plan for the Niagara River Parkway to better integrate this scenic ceremonial route within the Village and improve the character of adjacent residential uses.

10.1.8.4 Enhance primary community entries to the Village through landscaping, signage, and commemorative and interpretive opportunities.

10.1.8.5 Develop a street tree planting replacement program throughout the entire Village to ensure the Village remains well treed and green.

10.1.9 Conservation Lands

Conservation Lands are environmentally significant and/or are unsuitable for building purposes because of extreme topography and/or flooding risks. The Conservation Lands in Queenston are an important structuring element to the Village. Their natural vegetated state reinforces the impressive topographic

changes in the Village and provides important natural heritage functions. Conservation lands shall be preserved in their natural state.

10.1.9.1 Permitted Main Uses: Fisheries management, wildlife management, waterfowl protection, *floodplains*, environmental protection, parks, activities and facilities of the Niagara Parks Commission.

10.1.9.2 Secondary Uses: Uses permitted with a main use such as *accessory buildings and structures* subject to the approval of the authority having jurisdiction.

10.1.9.3 Uses permitted independent of a main use: shoreline protection works, *accessory buildings or structures* not used for human habitation permitted in an abutting designation subject to the approval of the authority having jurisdiction.

10.1.9.4 Development on lands adjacent to a conservation designation shall not negatively impact that land. New development adjacent to Conservation Lands shall be required to demonstrate that any adverse impacts are minimized.

10.1.9.5 The public boat launch shall be preserved.

10.1.9.6 Trails are permitted and should be designed to minimize impacts to the existing landscape and fauna.

10.1.10 Special Policy Areas

10.1.10.1 Five distinct sites in the Secondary Plan are the subject of special policies in order to ensure that change and development can be properly guided over time on these significant sites. The special policy areas are in public and private ownership and the ownership may change over time. The provisions of the special policy areas are intended to ensure that new development is planned comprehensively to establish a cohesive and well-integrated development with an appropriate relationship to neighbouring properties that contributes to Village vitality and character. The specific policies will guide the development of each distinct Policy Area, and apply to the area as a whole, rather than to the individual parcels that may be situated within it.

10.1.10.2 General Special Policy Area policies:

a) The underlying land use designations of these parcels apply; however, where there are discrepancies, these special policies will prevail.

b) Relevant policies outlined in the Urban Design Policy section apply.

c) A comprehensive plan for the entire Special Policy Area shall be prepared prior to any development. The Comprehensive Plan shall ensure an attractive and positive relationship between the parcel's

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commercial and residential areas, as well as neighbouring parcels. Traffic, circulation, landscape, open space, drainage and servicing issues shall be addressed in the comprehensive plan to the satisfaction of the Town.

d) A public consultation process will be undertaken as part of development in a special policy area. The five special policy sites, and their site specific policies, are as follows:

10.1.10.3 Special Policy Area 1 - Queenston Street

This site consists of the commercial lands running northward on Queenston Street from Highlander Street, municipally known as 61-77 Queenston Street, which are designated Village Commercial, and a residential area behind it which is designated Village Residential. The entire site is located within the historic core of the Village. It is surrounded by lands designated as Established Residential to the north, north-west and south-west. The Land Rover automotive dealership, which is designated Village Commercial, is on the south side of the site.

The site's prominent location on Queenston Street, one of the Village Character Streets, and being directly across from the School Site, which is also designated a Special Policy Area, gives this site a particularly unique character. The prominent location and proximity of the site to the future civic focal park on the School Site requires that the scale and nature of change, if it is redeveloped in the future, are considered in the surrounding context and its potential impact on Village character.

The special policy designation also addresses the site as one where a master plan can be developed to accommodate a mix of commercial and residential land use designations to guide any future development on the site to support greater diversity of *residential development* and live/work opportunities in the Village while preserving Village character. A demonstration plan, perspective and section are illustrated on Figures 6, 7 and 8.

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Figure 6: Special Policy Area 1: Queenston Street

Policies:

a) The primary address of the area will be Queenston Street with permitted mixed use and commercial development fronting on Queenston Street.

b) Residential units in the form of single detached dwellings, semidetached, duplex, and are permitted, to which the setbacks and other provisions of the Village Residential designation shall apply.

c) Primary access to the area shall be provided from Queenston Street and new public roadways or private lanes providing access to and or servicing Village Residential uses will take their access from Queenston Street.

d) All new public roadways will be designed to municipal standards.

e) New private lanes and service lanes will be a maximum of 6m in width, developed without curbs or sidewalks and will be appropriately landscaped to the satisfaction of the municipality.

f) Live-work commercial residential units will be developed with a minimum 6.0m service/access lane to provide loading and service access removed from the public street and permit access to residential/office units above and commercial and residential parking areas.

g) New structures within Special Policy Area 1 shall complement existing adjacent development in terms of scale, character, height, and mass.

h) Front car attached garages will not be permitted on duplex, semi-detached and townhouse units fronting a public street.

i) Commercial parking will not be permitted in the residential designated area. Parking provisions outlined in the Village Commercial and Village Residential land use designations apply.

j) Maximum setback of 6m will be permitted to allow for a publicly accessible amenity space on the corner of Queenston Street and the private lane. The space will include outdoor gathering and social space, including a dining area if desired, within the commercial area to create a focal courtyard space.

k) Provisions for *streetscape* improvements encouraged along Queenston Street as outlined in Section 14.2.2 of the Urban Design Policies apply.

l) A new Inn may be a maximum of 3 stories and 10.7m toward the interior of the site and will transition to a maximum of 2.5 stories and 8.5m at the edges of the site bounded by public rights of way.

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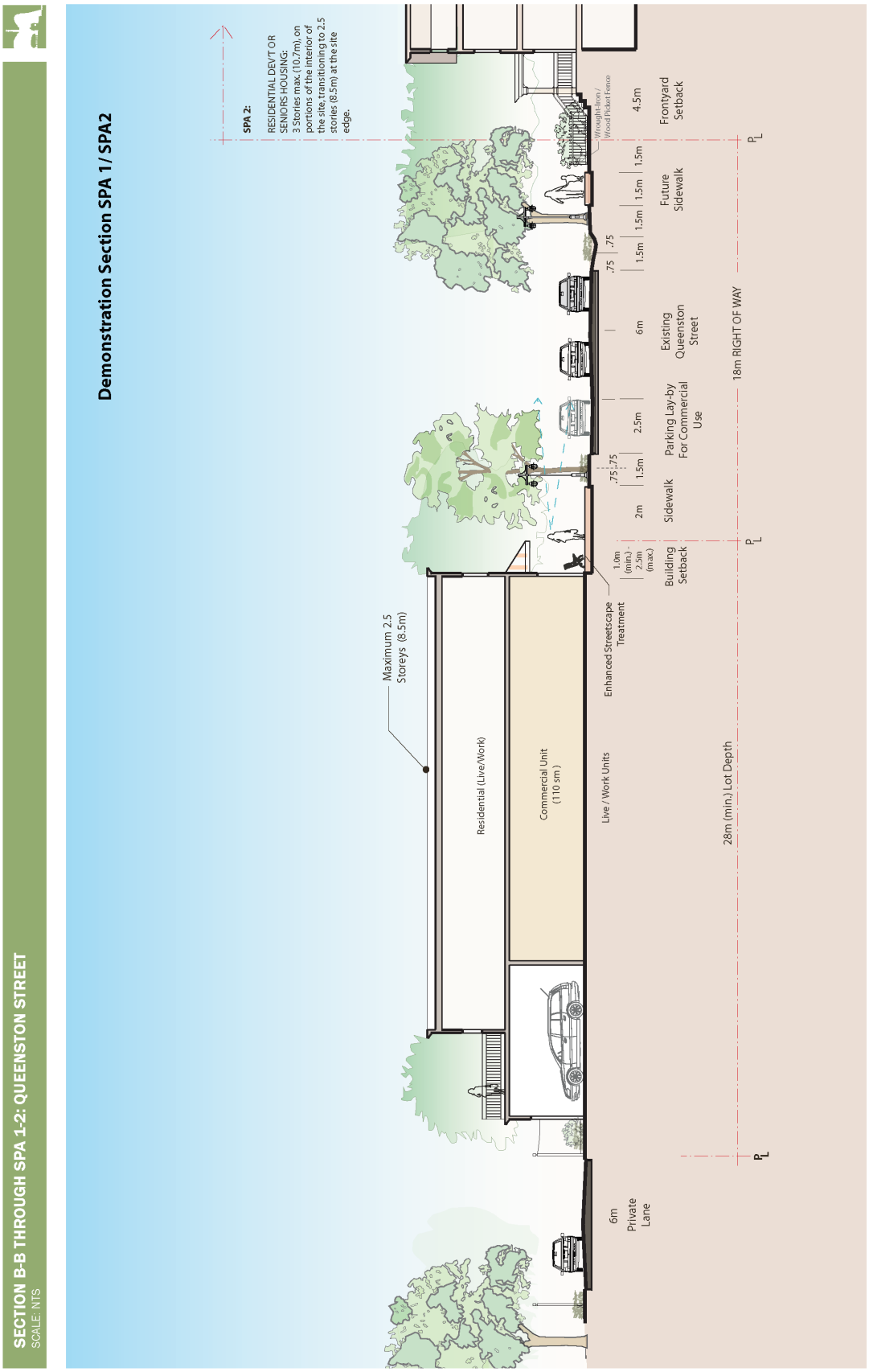
Figure 7: Special Policy Area 1: Queenston Street

Figure 8: Section B-B Through Spa 1-2: Queenston Street



10.1.10.4 Special Policy Area 2: The School Site

The Laura Secord school site is currently designated as Open Space and Community Facilities in the Official Plan. The functioning school and recreational school yard together function as a focal gathering place within the heart of this Village community. If the school site use changes, the site has the potential to become a stronger focal point in the Village with a municipally owned park, and other civic community facilities.

The following policies will help ensure that future development on the site continues its important civic function and helps to achieve community benefits such as a public park, a senior's home, day care facility, and/or community use facility as well as more diverse forms of housing attractive to seniors and young families.

In the event that the Laura Secord School ceases to operate, the following policies shall be followed to appropriately guide any *alterations* and *redevelopment* of the site.

Policies:

a) Apartment form is permitted.

b) A minimum of 1 acre of the site shall remain as contiguous publicly accessible open space and shall be designated as a municipal park space. The park space would be preferably located on the southern portion of the site between the municipal right of way established by Princess Street and Queenston Street. Provisions outlined in Section 14.2.6 apply.

c) It is desirable that the more recent additions to the school be removed, and that the original school building is retained and rehabilitated for a variety of uses, including reuse as a seniors' residence, residential, community facility, small general commercial, or some combination of the above uses.

d) New development facing the public park will have a minimum 4.5m setback and built form will compliment complement the adjacent open space use. The edge of the park should be designed in a manner to create a natural transition between the two uses, this can be achieved with a sidewalk between the park and the adjacent future private uses with a row of trees planted along the sidewalk and a low iron fence. 10.3.5 Parking areas shall be located to the interior of the block, screened from public streets and accessed by private lanes from Walnut Street.

e) Building coverage shall be limited to 40% of the site, exclusive of the dedicated open space.

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f) New buildings shall have their principal entrances facing the public roadways and/or the public park.

g) Residential units in the form of single detached dwellings, semidetached, duplex, and townhouses are permitted, to which the setbacks and other provisions of the Village Residential designation shall apply.

h) New buildings may be a maximum of 3 stories and 10.7m toward the interior of the site and will transition to a maximum of 2.5 stories and 8.5m at the edges of the site bounded by public rights of way.

10.1.10.5 Special Policy Area 3: Willowbank

Willowbank is an exceptional resource to the Village. The property is designated Established Residential. Its rich legacy and special landscape character should be preserved. There are two heritage easements on the property that will substantially guide any *alteration* to the property.

Policies:

a) Any proposed *redevelopment* of the Willowbank site would require a comprehensive master plan completed to the satisfaction of the Town, particularly in terms of its access to the Niagara River Parkway and its role as a focal landmark within the overall character of the Village.

b) Special consideration shall be given to the entry landscape off of Queenston Street, including the historic carriageway, stone wall and gate to strengthen the main connection between the Village and this impressive property. The provisions outlined under Section 10.1.14.2 k) apply.

10.1.10.6 Special Policy Area 4: Front Street

The Front Street Special Policy Area includes the South Landing Inn site, properties northward to Partition Street, the Motel site at the corner of Front Street and Kent Street, and the future Front Street Heritage Park. The South Landing Inn and Motel sites are designated Village Commercial and the remainder of the site on the west side of Front Street is designated Village Residential. The future Front Street Heritage Park is designated Conservation Lands. Front Street was historically a commercial focal point in the Village and was closely connected to the riverfront. As the commercial importance of the area diminished, the focus of Village life has shifted to other sites throughout the Village, however remnants of the historical commercial use of the area remain such as the South Landing Inn which is still one of the key heritage components of the Village. There is great opportunity to enhance this area and reconnect Front Street to the riverfront. Reconnecting Front Street to the riverfront will provide opportunity to convey the rich history of the Village while re-initiating an

important civic focus to Front Street which is tied to this history. The site associated with the South Landing Inn creates an opportunity for a renewed setting which can be attractive for more diverse housing and commercial development overlooking the riverfront.

Policies:

a) The primary address of the area will be Front Street with permitted mixed use and commercial development fronting on Front Street and Kent Street.

b) Residential units in the form of single detached dwellings, semi-detached, duplex, and townhouses are permitted, to which the setbacks and other provisions of the Village Residential designation shall apply.

c) Primary access to the area shall be provided from Front Street, Kent Street and Partition Street. New private lanes providing access to and or servicing Village Residential uses will take their access from Partition Street and Kent Street.

d) New private lanes and service lanes will be a maximum of 6m in width, developed without curbs or sidewalks and will be appropriately landscaped to the satisfaction of the municipality.

e) A 6m service/access lane will provide loading and service access removed from the public street and permit access to residential/office units above and commercial and residential parking areas. The service/access lane will extend from Partition Street to Kent Street.

f) New structures within Special Policy Area 4 shall complement existing adjacent development in terms of scale, character, height, and mass.

g) Commercial parking will not be permitted in the residential designated area. Parking provisions outlined in the Village Commercial and Village Residential land use designations apply. 11 Lay-by Eleven lay-by parking spaces will be provided along the Motel on Kent Street.

h) A Maximum setback of 6m will be permitted to allow for a publicly accessible amenity space on the corner of Front Street and Kent Street. The space will include outdoor gathering and social space, including a dining area if desired, within the commercial area to create a focal courtyard space.

i) A Partition Street Neighbourhood Parkette shall be created on the corner of Partition Street and Front Street. The provisions outlined under Section 10.1.14.2 l) apply.

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j) The existing motel may expand and will be subject to setbacks established in the policies pertaining to Village Commercial policies and guidelines including those specific to Commercial frontage. The addition of a 2 storey porch along Kent Street could be considered during expansion to better integrate this contemporary structure within the Village community.

k) Provisions for *streetscape* improvements encouraged along Front Street as outlined in Section 10.1.14.2 c) apply.

l) Provisions for *streetscape* improvements encouraged along Kent Street as outlined in Section 10.1.14.2 j) apply.

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Figure 9: Special Policy Area 4: Front Street

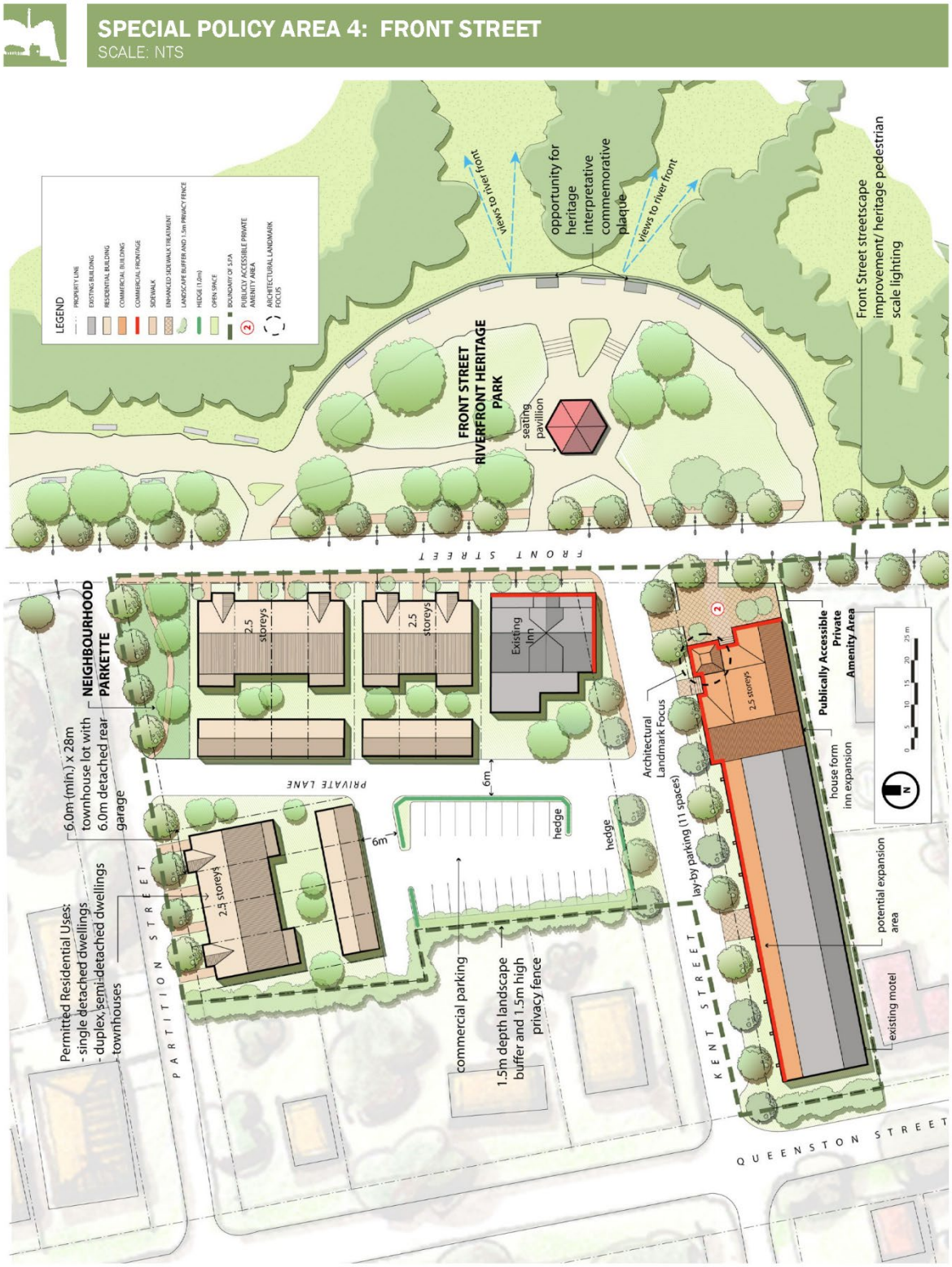
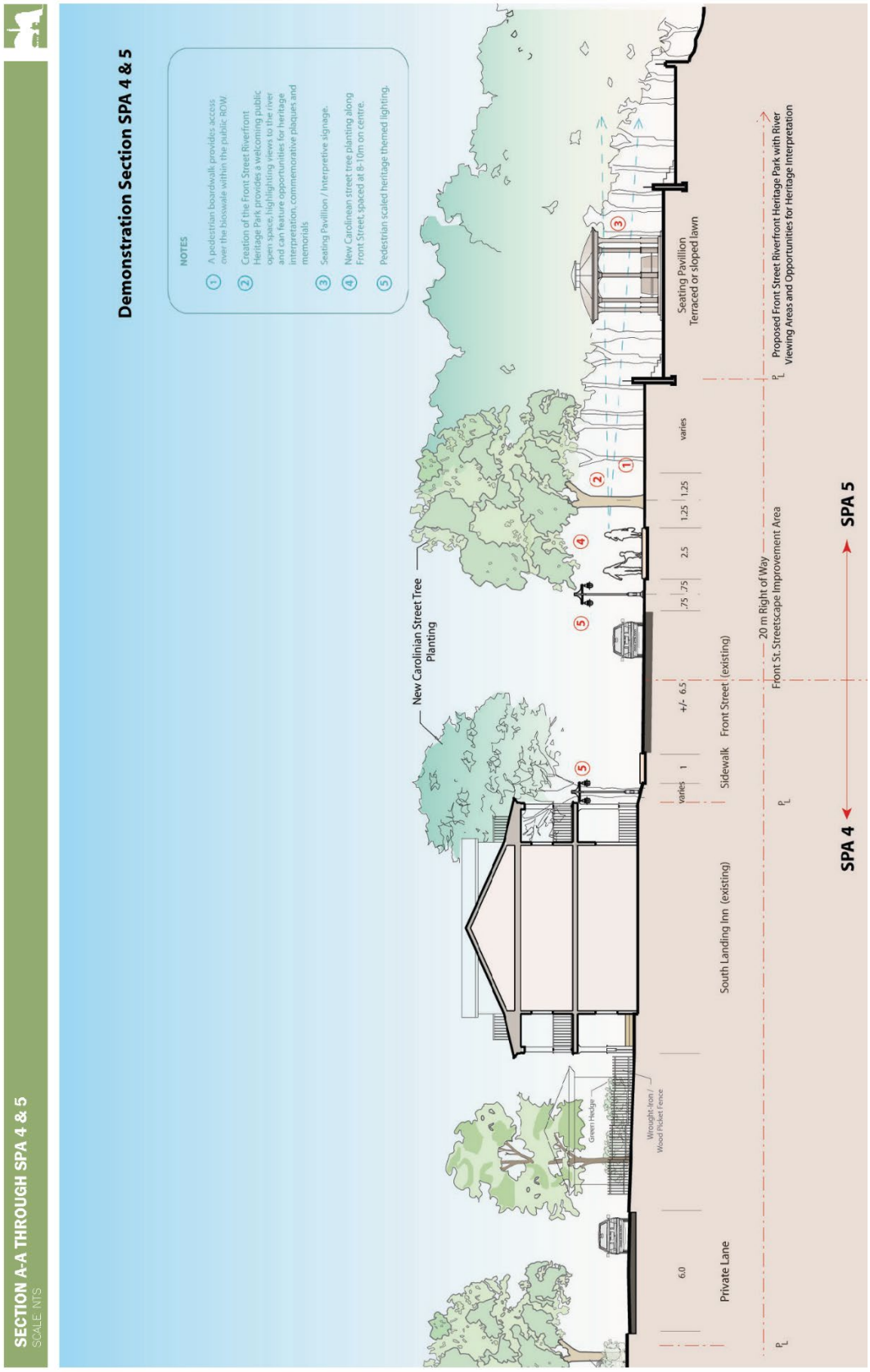


Figure 10: Special Policy Area 4: Front Street

Figure 11: Special Policy Area 4: Front Street



10.1.10.7 Special Policy Area 5: Managing the Riverfront

The riverfront area is designated as a Conservation Area to emphasize it as a critical element of the Village character. The rivers river's edge should be protected in its natural environment, allowing public access and some view-planes. A Front Street Heritage Park located at the foot of Kent Street along the east side of Front Street will create a usable and accessible passive recreational park to act as a focal community and civic place overlooking the Niagara River below.

A Front Street Park will create a new civic focal point for residents and visitors to enjoy the riverfront through vistas and viewscapes as well as a connection to the trail network along the riverfront. A demonstration plan, perspective and section are illustrated on Figures 11, 12 and 13.

Important views and vistas of the river should be reclaimed with minor clearing. Improved pedestrian access for residents should be provided through natural groomed trails and a safe access road. The direct public access to the river and boat launch can be positive influences on the waterfront but a high-quality environment with a strong focus on maintenance and upkeep is a priority.

The Niagara Parks Commission owns most of the Riverfront lands and is involved in the day to day management and operations of these lands except the Sand Docks which are privately owned. The Niagara Escarpment Commission has jurisdiction on the land use of the lands along the riverfront and their Natural Area Policies apply to the riverfront area. The Town of Niagara-on-the-Lake, the Niagara Escarpment Commission and the Niagara Parks Commission should work collaboratively to realize the following policies.

Policies:

a) Safe and clearly defined access will be provided to the riverfront, public boat launch and riverfront parkland areas.

b) The creation of new surface parking larger than ten spaces is prohibited along the riverfront. Lay-by and pocket parking at access routes are encouraged.

c) The riverfront shall be well-maintained in terms of its facilities, parking areas, and garbage collection, and adequately policed.

d) The riverfront trails will remain their current width and shall be properly maintained.

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e) The Front Street Heritage Park should be created by the coordinated efforts of the Niagara Parks Commission, Niagara Escarpment Commission and the municipality. The specific provisions outlined under Section 10.1.14.2 d) apply.

f) Existing local serving commercial uses are permitted. Future uses and riverfront improvements shall be low impact and *compatible* with the predominant residential character of the Village.

g) Commercial vehicle access is restricted to Queenston Street and Front Street, it is not permitted on Dee Road.

h) Creation of a Top of Escarpment Promenade is encouraged and the specific provisions outlined in Section 10.1.14.2 e)apply.

i) Provisions for *streetscape* improvements encouraged along Front Street as outlined in Section 10.1.14.2 c) apply.

j) The private commercial dock, *accessory building* or buildings approved and accessory uses are permitted as are established legal non-conforming use uses.

10.1.11 Urban Design Policies

Quality urban design is fundamental to the creation of successful, enduring environments. The purpose of urban design is to combine built form elements to create attractive and memorable places that work on many levels. Along with the direction provided in the Secondary Plan policies, these urban design directions will guide the development and investment in public and private space. Urban design recommendations are intended to promote a high quality of built form, a welcoming pedestrian environment and an attractive community.

Urban Design is especially important in a place such as Queenston, where the successful integration of the newer built environment within an established older fabric is critical to maintaining the character and strong sense of place so highly valued within the Village.

It should be emphasized that this section of the document is to function as a guideline to achieve a high quality of built form and character objectives within the Village while, at the same time, maintaining the flexibility needed to achieve a healthy range of design expression and variation which will contribute to the continued diversity and uniqueness of the Village. Urban Design guidelines provide built form criteria to guide the evolution of the Village and realize the objectives and goals of the Queenston Secondary Plan. They seek to maintain and enhance existing Village character, ensuring a harmonious integration of new elements within the Village.

Urban Design Guidelines provide clear direction to assist the municipality in its review of development applications through the approvals process. All proponents of development applications are encouraged to follow these guidelines in the design of their proposals. The Town will periodically review these guidelines to determine whether they are achieving their intended effect and/or whether certain components should be incorporated into the Zoning By-law.

Urban Design Policies include:

- Urban Design Demonstration Plans, Perspectives and Sections graphically communicate built form elements and their organization. These elements are represented throughout this section of the document and create a simple point of reference to convey the intent of urban design recommendations to developers, members of council and to the members of the community.

- General Site Development Guidelines articulate urban design criteria to guide building orientation and setbacks, site landscaping and movement and access considerations.

- Built Form Guidelines Provide criteria to guide the evolution of new development on private property within the planning area and ensure a high degree of architectural design excellence appropriate to the Village. Built form guidelines have been organized to address criteria for differing land uses.

- Public Realm and Open Space Guidelines establish organizational and design criteria to guide public and private components of the open space system to establish a renewed setting for specific streets, improve connections within the Village, better encourage pedestrian oriented activities particularly in commercial use areas, and create an improved quality of civic amenity within the Village.

10.1.12 General Site Development Guidelines

10.1.12.1 Building Heights

a) Building heights will be a maximum 2.5 storeys and 8.5m and a minimum of 1.5 stories storeys and 5.5m, with the exception of:

i. Special Policy Area 1 which will be a maximum of 3 storeys (10.7m) for an Inn.

ii. Special Policy Area 2 (School Site) which will be a maximum of 3 stories storeys (10.7) at the interior of the site transitioning to 2.5 stories storeys (8.5 m) at the edges of the site.

b) Two architectural landmark focus areas occurring on commercially designated properties permitted to a maximum height of 3.0 stories storeys (10.7m) and subject to detailed design approval by the Town. These are indicated on Special Policy Areas 1 and 5 Demonstration Plan and Perspectives.

10.1.12.2 Building Orientation

a) Buildings will be oriented toward the public street in order to clearly define the public realm, create a consistent presence on and definition of the public street and to create an attractive environment for pedestrians.

b) Buildings situated on private streets or lanes will be sited and oriented as if located on a public street, to clearly define the public realm, create a consistent presence on and definition of the street and to create an attractive environment for pedestrians.

c) Phased development will be organized to site buildings first to local street intersections or corner locations, second to occupy the primary street frontage, and third to occupy the side street frontage.

d) Buildings situated on corner lots should have well developed façades facades on both street frontages.

e) All corner lot buildings are encouraged to express features of architectural interest including wrap around porches, bay window windows, etc., to enhance the visual prominence and identity of these important lots.

f) Building setbacks are defined by land use designations below.

10.1.12.3 Site Landscaping

a) General site landscaping, including street tree planting along the primary street frontage, and rear and side yard landscaping is encouraged on each lot.

b) Commercial parking areas will be screened from the public street by a minimum 1m high coniferous landscape hedge.

c) At the interface between residential and commercial properties, the commercial property will provide a landscaped *buffer* consisting of a wood screen privacy fence to a height of 1.5m, situated at the property line, and a 1.5m deep landscape *buffer* consisting of mixed landscape species to a general height of 1.5m.

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d) At the interface between Village residential and established residential properties, a wood screen privacy fence will be provided to a height of 1.5m, situated at the property line, and1.5m deep landscape *buffer* consisting of mixed landscape species to a general height of 1.5m.

10.1.12.4 Movement, Parking, Access

a) Private lanes and roads are an important component of the overall circulation system and shall be considered a part of the overall public realm and will be designed and landscaped to appear and function as a public street.

b) The design and configuration of private lanes or roads will include a minimum of 6.0m asphalt surface and will be completed to the satisfaction of the Town.

c) Rear lane garages will be set back .05m from the rear lane.

d) Accessory structures will be set back by 1.0m and no setback required for fencing.

e) On street parking is permitted throughout the Village except on regional access roads and the Niagara River Parkway.

f) 2.5m maximum depth lay-by parking is permitted to occur within the public right of way at commercial use areas fronting a public street.

g) Parking in commercial areas will not be permitted between the edge of the public right of way and the building face on primary, side, or local streets.

h) Surface parking lots in commercial use areas will be located to the rear or internal to the block and screened from view from the public right of way.

i) Parking in commercial use areas will include the planting of street trees and other landscaped areas to visually break up and green surface parking areas.

j) Parking facilities for bicycles should be provided in commercial use areas.

k) Sidewalks shall be constructed to municipal standards to facilitate pedestrian use.

10.1.12.5 Loading, Storage and Air Conditioning Units

a) Loading, storage, and other service areas shall not be visible from any public street.

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b) Screening in the form of fencing or opaque landscaping shall be provided for these areas in order to reduce their visual impact, to the satisfaction of the town at the time of Site Plan Review.

c) Garbage receptacles/storage will not be located at the building front.

d) Air conditioning units shall not be visible from neighbouring properties.

10.1.12.6 Building Setbacks

a) Low Density Residential mandatory setbacks of a principles principal structure for Single Family Dwellings, Duplex and Semi-Detached Dwelling are as follows:

i. Front Yard: 7.5m to the front of the principal building;

ii. Side Yard: 1.5m from side lot line, and 3.0m from built structures on adjacent properties.

b) Rear Yard: The principal structure will be located a minimum of 9m from the rear property line.

c) Established Residential mandatory setbacks of a principles principal structure for Single Family Dwellings, Duplex and Semi-Detached Dwellings are as follows (Figure 12):

i. Front Yard: 5m to the front of the principal building.

ii. Side Yard: 1.5m from side lot line, and 3m from built structures on adjacent properties.

d) Rear Yard: The principal structure will be located a minimum of 7.5m from the rear property line.

i. Adjacent lots may use a shared driveway, maximum 3.0m wide that straddles the lot line.

e) Village Residential mandatory setbacks of a principles structure for Single Family Dwellings, Duplex, Semi-Detached and Townhouse Dwellings are as follows (Figure 13):

i. Front Yard: 4.5 to the front of the principal building.

ii. Side Yard: 1.5m from side lot line, and 3m from built structures on adjacent properties.

f) Rear Yard: The principal structure will be located a minimum of 7.5m from the rear property line.

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g) Adjacent Single Family Dwellings, Duplex, Semi-Detached lots may use a shared driveway, maximum 3.0m wide that straddles the lot line.

h) Village Commercial mandatory setbacks of a lot's principle structure are as follows (Figure 16):

i. Front yard: 1.0m minimum to 2.5m maximum.

ii. Side Yard: 1.5m from side lot line, and 3m from built structures on adjacent properties.

iii. Rear yard: 4.5m from rear lot line.

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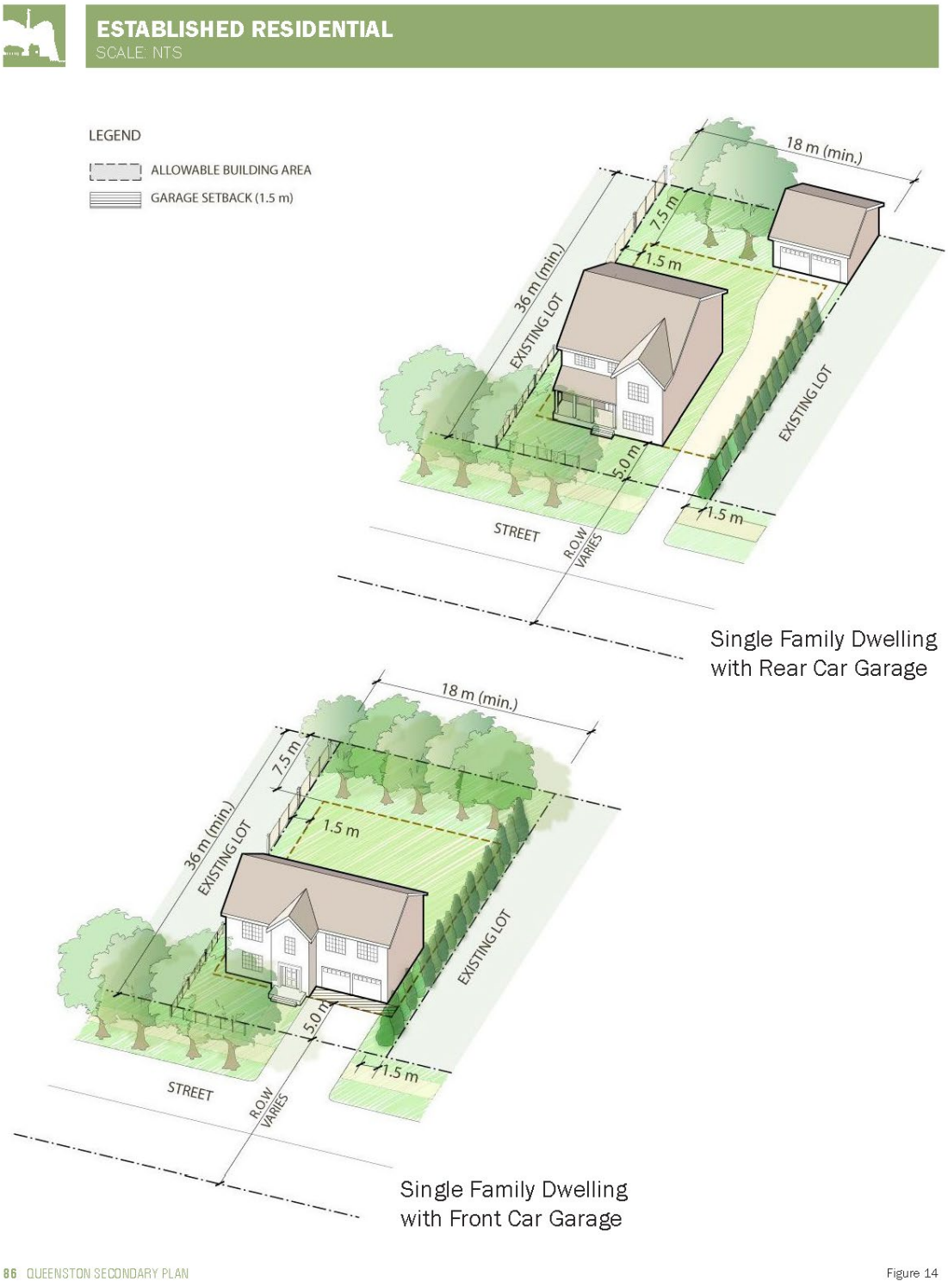
Figure 12: Established Residential



86 QUEENSTON SECONDARY PLAN

Figure 14

Figure 13: Established Residential

Figure 14: Village Residential

Figure 15: Village Commercial

VILLAGE COMMERCIAL
SCALE: NTS

LIVE / WORK UNITS
SCALE: NTS

10.1.13 Built Form Guidelines

The following Built Form Design Guidelines have been created specifically for the Village of Queenston. Built Form Design Guidelines provide criteria to guide the evolution of new development on private property within the study area. These guidelines have been developed to ensure a high degree of urban and architectural design excellence. The design criteria presented here are sympathetic to the traditional development patterns that characterize the Village.

10.1.13.1 General Built Form Guidelines

The following general built form guidelines will apply to all buildings throughout the Village.

a) Buildings in the Village should:

   i. Have low profile roofs with distinctive features such as gables and dormers.

   ii. Have their primary entry from the public street or private street system.

   iii. Have windows facing the public street or private street system.

   iv. Have well developed façades facades fronting the public street or private street system, especially corner buildings.

b) Exhibit exterior materials similar to those in the Village, including clapboard siding, stone and clay brick.

c) Exterior stucco as the principal exterior cladding is not encouraged on commercial buildings.

d) The use of wood windows and wood or stone lintels and sills are encouraged.

e) The addition of front or side porches and wraparound porches at corner buildings is encouraged.

10.1.13.2 Built Form Guidelines for Commercial Use Areas

In addition to the General Built form guidelines above, the following guidelines will apply to structure within commercial land use areas:

a) Commercial development should be massed to reflect either i. a series of individual continuous main street or store front buildings situated to address the street; or ii. house form massing configured with a deeper setback and situated within a development landscaped open space on at least two building frontages.

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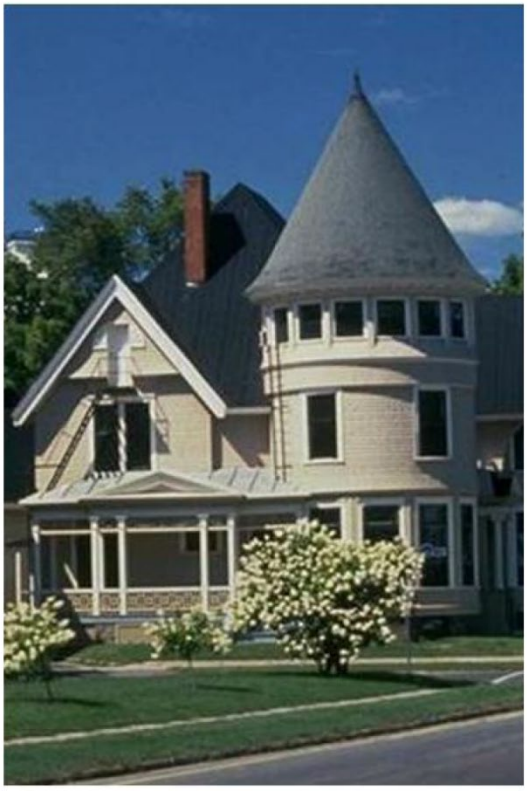
Examples of a continuous main street store front massing



Example of house form massing configured with a deaper set back on at least two building frontages

b) Continuous main street buildings may reflect different storefront setbacks within the established setback regime to increase the extent of public realm and to add visual interest to built form. Flat buildings occurring on a single setback line are not permitted.

c) The street facing portion of the ground floor of commercial buildings and frontage on publicly accessible private amenity areas is referred herein after as commercial frontage.

d) The ground floor of commercial frontage should be reserved for street related commercial and/or community uses, including stores, restaurants, businesses business and personal services, and/or professional offices.

Sigange should be mounted within the cornice zone

e) Commercial frontage shall have well developed building façades facades with a minimum 60% of the ground floor façade facade occupied by windows and doors to provide 'eyes' on the street and public areas, and to create an interesting pedestrian experience.

f) A high quality of "store front" design is recommended for commercial frontage. Variability along the commercial frontage in terms of the composition of windows, and entryways is encouraged.

g) The ground floor of commercial units shall be a minimum of 3.5m in height.

h) The height of window and door articulation on the commercial ground floor will respond to the greater ground floor to ceiling height and should appear in proportion with the overall height and massing of the building.

i) The top of the commercial ground floor should be marked with a unifying cornice feature of .3 - .5m in height, projecting beyond the ground floor commercial wall and exhibiting architectural relief and detail along the commercial frontage. Signage may be mounted as a marquee within the cornice zone.

j) The second floor of commercial uses should express a regular articulation of windows and vertical relief elements occurring over an interval of 6 to 8 meters metres to add visual interest to this section of the building.

k) Building entrances should be easily identifiable and appropriately signed. Wooden signage is encouraged and should be located in the

cornice zone at the top of the commercial ground floor. Perpendicular signage may be hung in this zone, but should not exceed 0.7m high by 1.2m in width.

l) Awnings or other weather protection are encouraged encourage on commercial frontage.

m) Where a commercial building is situated on a corner lot, a corner entrance is encouraged.

n) A distinctive building top roof feature or .3 - .5m cornice element is encouraged at the top of the building. Cornice features will exhibit relief and project beyond the second floor building wall.

o) Architectural landmark foci are intended to be important vertical land marks in the overall fabric of the Village and should exhibit a high level of architectural detail, unique roof elements, and special vertical and horizontal relief.

10.1.13.3 Built Form Guidelines for Residential Use Areas

In addition to the General Built Form Guidelines above, the following guidelines will apply to structures within residential land use areas:

a) *Residential development* should be massed to reflect and complement the scale and mass of existing residential neighbourhoods.

New residential development should compliment the scale and mass of existing residential neighbourhoods

b) Front yards should be landscaped and fenced in the following manner:

   i. Front yard landscaping is encouraged to include paved stone or old brick walkways, low foundation plantings, and the planting of ornamental trees and street trees.

   ii. Vinyl clad fencing is not encouraged.

   iii. Front yard fencing should not exceed 1m in height and should be constructed of metal, wrought iron, or wood pickets.

c) Unpainted pressure treated fencing in the front yard is not permitted.

d) The development of residential front yard garages is not encouraged, but is permitted for single family units provided that the front car garage is setback 1.5m behind the principal building, does not exceed 50% of the width of the principal building, and the garage is a maximum of 6.0m in width.

Front car garages are not permitted fronting or flanking a public street

Front yard porches and entry features are encouraged

e) Front car garages will be not be permitted for any semi-detached or duplex units fronting or flanking a public street. These units will be developed with rear lane detached garage access or flanking drive access no more than 3.0m wide providing access to the rear detached garage. Flankage drive access may be shared with the adjacent unit allocating 1.5m access drive to each property.

f) Front car garages will not be permitted for any townhouse units fronting or flanking a public street. These units will be developed with rear lane garage access.

g) Front car attached garage will be permitted on private lanes or roads where no other public access is feasible provided that the garage is setback 1.5m behind the principal building, does not exceed 50% of the width of the principal building, and the garage is a maximum of 3.0m in width.

h) Front yard porches and entry features are not subject to the building setbacks outlined above and may project beyond the principles structure by a maximum of 1.5m.

i) Side yard porches are permitted and subject to the building setbacks outlined above.

j) Garage access for corner lots should be from the side or flanking street.

k) Parking is not permitted on the front yard within the public right of way.

10.1.14 Public Realm Guidelines

The following public realm guidelines establish criteria to guide public and private components of the open space system to establish a renewed setting for public live, improve connections within the Village, better encourage pedestrian oriented activities and improve the beauty and liveability of the Village. Public realm guidelines have been designed to reinforce Queenston's Village character.

10.1.14.1 General Public Realm Guidelines

The following general public realm guidelines will apply throughout the Village:

a) The planting of Carolinian Street Trees and other native species will be encouraged 8.0m o.c. within the public right of way.

b) Village Character Streets, Queenston Street and Front Streets will be enhanced with new heritage themed pedestrian scale lighting and Carolinian tree and other native species planting to complement existing landscaping and reinforce these important civic streets.

c) The development of a municipal street tree replacement program is encouraged to ensure that new street trees are planted and can take the place of old mature trees and ensure that the Village retains its lush, green and well treed character.

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d) The development and improvement of existing public open spaces should accommodate a variety of informal predominantly passive uses, such as walking, and family activities and should be designed to encourage social and community interaction. Landscape improvements should comprise a mix of durable hard and soft landscape elements, provide intimate places for sitting and larger open areas for informal recreation and playing and reinforce the landscape character of the Village through distinctive Carolinian tree and other native species plantings. Opportunities for heritage interpretation and commemorative opportunities should be sought through park improvement programs.

Public open spaces should accomodate a range of informal passive uses

e) New parks should exhibit "park entry lobbies" at the interface with the public street, consisting of a well-designed paved entry court outfitted with benches, heritage themed lighting, and low landscaping to encourage social interaction, gathering, as well as viewing of recreational activities. Distinctive features such as decorative wood picket fencing, and small scale signage with the park name may also be considered.

f) Improvements to the Village's pathway system, including the Top of the Escarpment Promenade, the Terraced Rail Trail connection, and the existing Rail Trail, should be undertaken in a manner that ensures accessible movement and prevents damage to the natural environment or existing drainage pattern.

g) Important community entryways from the parkway should be subtly enhanced with street tree and low landscape planting, Village signage, and heritage themed lighting.

h) *Streetscape* improvements within commercial areas outlined below, will be required to be implemented by the development proponent to include public realm improvements within the public right of way adjacent to commercial use areas, as well as building setback areas located beyond the right-of-way to the building face considered an extension of the public realm.

i) The development and landscaping of publicly accessible private amenity areas will be required by the development proponent to include enhancements to private lands to create focal courtyard spaces, gathering and social spaces within commercial land use areas.

10.1.14.2 Specific Public Realm Village Improvement Areas

The following public realm improvement projects have been identified to enhance the character and liveability of the community and will be implemented through the development approvals process, as well as through an ongoing municipal capital improvement program. Public realm improvement areas are shown on the public realm improvement plan (Figure 16), and demonstrate how new park developments, park improvements, *streetscape* improvements, promenade and trail connection improvements can create a linked network of distinctive public realm features to enhance the character and amenity of the Village.

a) Niagara River Parkway Streetscape Improvements

The Niagara River Parkway should retain its ceremonial function as a 'scenic' controlled access drive along the riverfront. The character of its landscape can be considerably enhanced in the Village through the regular planting of Carolinian street trees and other native species spaced at 10.0m to 12.0m on center. Consideration should also be given to appropriate low under story planting, including shade ground covers set back from the roadway edge to establish a distinct image for the parkway within the Village and encourage lower travel speeds within this residential neighbourhood. Parkway enhancements should also consider provisions to allow and encourage safe and comfortable cycling on the Parkway or adjacent to the parkway on an off street mixed pedestrian and bicycle street.

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Figure 16: The Public Realm

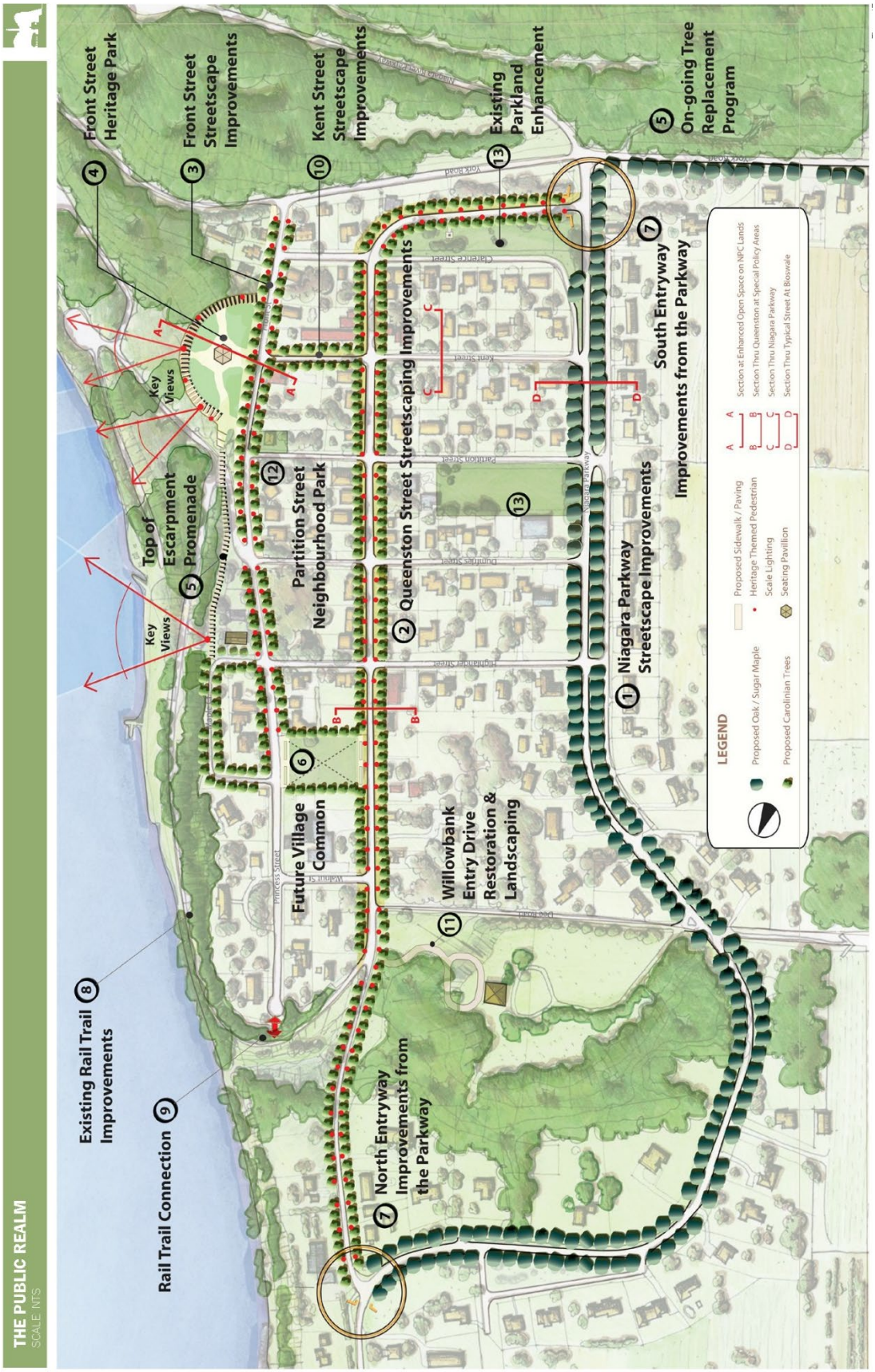
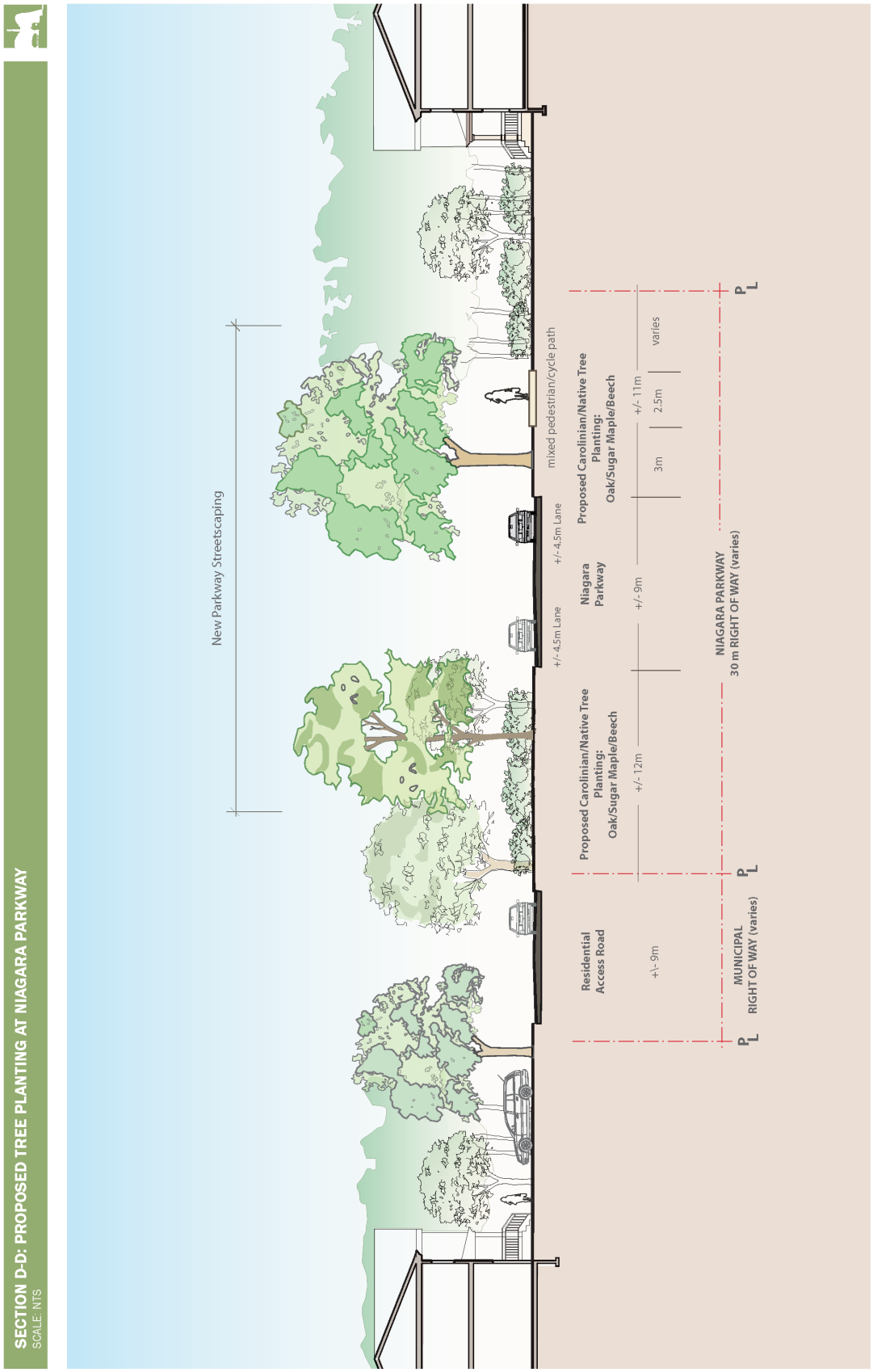


Figure 17: Section D-D: Proposed Tree Planting at Niagara Parkway



b) Queenston Streetscape Improvements

As an important Village character street, with numerous heritage resources and important open space relationships, Queenston Street should be enhanced with new heritage themed pedestrian scale lighting approximately 20.0 to 30.0m o.c. and Carolinian trees and other native species planted on 8.0 to 10.0m o.c. were feasible, to complement existing landscaping and reinforce the character of this important Village street. Within residential use areas, the existing sidewalk should remain in a good state of repair. Selective directional signage is also appropriate.

Section BB indicates the desired character of the Queenston *streetscape* in commercial use areas wherein new street trees and pedestrian scaled heritage themed lighting to a maximum height of 5.0m are located in a 1.5m green boulevard adjacent to permitted lay-by commercial parking areas. The pedestrian sidewalk in commercial areas will include a 2m section within the public right of way, as well as a mandatory minimum 1.0m to maximum 2.5m sidewalk addition achieved through the building setback to create a generous pedestrian shopping, retail zone and community gathering zone. The public and private portions of the sidewalk are appropriate for special *streetscape* treatment such as brick, as well as *streetscape* furnishing including benches to create amenity areas for pedestrian and patrons. Portions of Queenston Street may be appropriate for bio-swale integration to mediate surface drainage in the area, and the space allocation and treatment of this feature is shown on Section BB.

The intended organization of public realm and built form elements in commercial use areas will enhance the overall character and amenity of the Village.

c) Front Street Streetscape Improvement

Front Street, also a Village character street with important heritage resources and open space relationships, should be enhanced to improve the public realm character of the Village. Section A-A indicates the intended character of the *streetscape* improvement occurring at the commercial use area accommodating the existing South Landing Inn across from the planned open space improvement known as the 'Front Street Heritage Park.' *Streetscape* improvements should include heritage themed pedestrian scale lighting to a maximum height of 5.0m and occurring on both sides of the street, approximately 20.0 to 30.0m o.c. and Carolinian trees and other native species planted on 8.0 to 1O.Om o.c. were feasible, to complement existing landscaping. The existing sidewalk on the west side of the street between Kent Street and Partition street should be maintained in a state of good repair, and may be extended to the future Village common located on the school

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site. A new 2.5m sidewalk should be incorporated on the east side of the street, fronting the development of the Front Street Heritage Park and is intended to establish portions of a connected walkway between the Front Street Heritage Park and the existing river viewing area at St. Saviour's Church, via the proposed Escarpment Promenade walkway. The development of the eastern sidewalk may be undertaken in conjunction with the development of the Front Street Heritage Park. Overgrown vegetation on Front Street should be selectively cleared and/or pruned to permit increased visual access and vistas to the Niagara River below.

d) Front Street Heritage Park

The Front Street Heritage Park is a parkland improvement project designed to a create usable and accessible passive recreational park on either side of the foot of Kent Street along the east side of Front Street to create a focal community and civic place overlooking the Niagara river below. The project involves reclaiming former open landscape areas which have become significantly overgrown to re-connect the Village to its river front and capture and frame significant riverfront views. Development of the park should selectively retain mature native tree species with good form and seek to minimize environmental degradation. The eastern edge of the passive park should include a walkway providing differing vantage points to enjoy the river, and important viewing areas can be enhanced with heritage interpretive plaques or commemorative plaques telling the story of the early origins of the Village. Walkways should connect to the sidewalk at the street edge, and may be constructed of limestone fine materials. The park should include landscaped terraces, stone retaining walls, benches and a covered gazebo or seating pavilion as a focal landscape structure. Heritage themed pedestrian scale street lighting is appropriate as are low landscape areas or gardens. The community should be involved in planning and undertaking annual planting of the park.

e) Top of Escarpment Promenade

A walking promenade, from the northern point of the Front Street Heritage Park to the river viewing area located east of St. Saviour's Church will be a unique public realm improvement project serving to enhance the enjoyment of walking along the topographic feature defining the Village edge from the riverfront below. The promenade should feature at least 2 seating areas with pruned and framed views of the waterfront, linked by a permeable limestone fine pathway to a maximum width of 1.5m. View and seating areas provide opportunities for the introduction of heritage interpretation plaques to convey the historic evolution of the Village and riverfront. The promenade should be located within the public right of way on Front Street, and proceed

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north across the unopened municipal right of way along the east side of St. Saviour's Church. Development of the promenade should be undertaken in a manner that encourages accessibility and locates the promenade within the eastern portions of the right of way to ensure the quiet enjoyment of other adjacent properties.

f) Future Village Common

In the event the school closes and *redevelopment* of the school site occurs, the Secondary Plan establishes provisions for the creation of a publicly owned 1 acre park on the school site as an important civic focal point in the community. The park should be predominantly green open space to permit a range of flexible use activities including community gatherings, festivals, and informal recreational activities for children and families. Park areas fronting public streets should include Carolinian trees and other native species plantings within the public right of way. A sidewalk within the public right of way on Queenston Street should be considered in the design of the park, as well as benches, paved seating areas and heritage themed pedestrian scale street lighting to integrate the park as a public amenity having a similar design relationship and vocabulary to the commercial *streetscape* improvements across the street and outlined above, under Queenston *Streetscape* improvement. The north and south park frontages should be defined through Carolinian and other native species tree planting and a walkway along the north frontage should be included to establish a means of access and a defined public route for future development on the remainder of the school site.

g) North and South Entryway Improvements from the Parkway

Key entryways from the parkway, the intersection of Queenston Street and the Parkway and the intersection of York Road and the Parkway should be enhanced with Carolinian and other native species street tree planting, low landscape material and small unobtrusive Village signage. These locations are also appropriate for public art or commemorative memorials and heritage interpretive plaques conveying elements of Queenston's early history. Enhancements will be safe and will incorporate small scale signage.

h) Existing Rail Trail Improvements

The existing trail should be maintained in a state of good repair and within its current width. Upgrades to the walking surface, such as new gravel or limestone fines should be undertaken periodically to improve access with minimal damage to adjacent vegetation. Existing rail ties should be checked for physical damage and wear and replaced as necessary. The rail ties are an important physical element conveying the previous use of the route and should be retained. The trail provides

opportunities for heritage interpretation through the installation of small plaques conveying the history and former use of the route.

i) Rail Terrace Connection

At the northern terminus of Princess Street, there is an opportunity to establish a terraced walkway to make a physical link and pedestrian connection to the Rail trail below. This improvement will enhance the connectivity of pedestrian movement within the Village. The rail terrace connection should be designed to minimize disruption and damage to existing vegetation and should consist of terraced rail ties providing a flat walking surface stepping down to the rail trail.

j) Kent Street Streetscape Improvements

Kent Street is an important *linkage* between Front Street and Queenston providing direct access to the future Front Street Heritage Park. This street also has commercial uses along the southern street frontage and at the northern intersection with Front Street. *Streetscape* improvements should include heritage themed pedestrian scale lighting to a maximum height of 5.0m and occurring on both sides of the street, approximately 20.0 to 30.0m o.c. and Carolinian trees and other native species planted on 8.0 to 10.0m o.c. were feasible, to complement existing landscaping.

k) Willowbank Entry Drive Restoration and Landscaping

The entry drive to the Willowbank property, a key heritage property and landmark along Queenston Street, should be given special consideration to strengthen the main connection between the Village and this impressive property with appropriate restoration low landscape improvements and specimen plantings.

l) Partition Street Neighbourhood Parkette

A new parkette should be created at the corner of Partition Street and Front Street, through development lands designated Village residential at this location. The parkette should be outfitted with a small children's play area and play structure, benches for seating and a walkway providing access from Front Street and Partition Street. The park should be landscaped with street tree planting within the public right of ways, as well as Carolinian and other native species planted within the parkette interior. Existing parkland can be enhanced with additional specimen and street tree planting to green and define public gathering places. Consideration of the introduction of seating areas and landscape enhancements to existing memorials should also be considered.

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10.1.15 Tools for Implementation of the Secondary Plan shall occur through detailed steps in the planning process. In addition to the regulations of the Town's Zoning By-law, the following tools can be used to implement the plan:

10.1.15.1 Site Plan Control Site plan control should be instituted for all development within the Queenston urban area.

10.1.15.2 Design Review Process

Bill 51, the Planning and Conservation Land Statute Law Amendment Act, 2006, permits Council to control the architectural design of buildings, provided that an in-effect official plan and a by-law both contain provisions relating to such matters; similar controls are related to sustainable design elements. The Town already has a design review process in place. This should continue in its current form. All development, building additions and *accessory buildings* visible from the street should be subject to the Town's Urban Design Committee. The Design Guidelines developed in conjunction with the Secondary Plan for Queenston provide guiding principles that the Town and the Urban Design Committee should follow in their consideration of development proposals, using it as a tool toward preserving and enhancing the quality of built form elements in the Village.

10.1.15.3 Cultural Heritage Landscape

A key component of the Queenston Village Character is the distinctive urban pattern composed of streets, blocks, and landscaped lots, set within a larger landscape defined by significant natural heritage features including the escarpment, topography, the riverfront and the agricultural fields toward the west. As such, Queenston constitutes a *cultural heritage landscape*, as defined in the Provincial Policy Statement:

a defined geographical area of heritage significance which has been modified by human activities and is valued by a community. It involves a grouping(s) of individual heritage features such as structures, spaces, archaeological sites and natural elements, which together form a significant type of heritage form, distinctive from that of its constituent elements or parts. Examples may include, but are not limited to, heritage conservation districts designated under the Ontario Heritage Act; and villages, parks, gardens, battlefields, main streets and neighbourhoods, cemeteries, trails and industrial complexes of cultural heritage value.

This Secondary Plan takes significant steps toward conserving Queenston's *cultural heritage landscape*. A variety of additional tools may be used to further strengthen the provisions of the Secondary Plan, should that be the future desire of the Village. These tools include:

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a) Heritage Conservation District Policies, Guidelines, & Studies

Part V of the Ontario Heritage Act provides for the designation of heritage conservation districts. Following approval of a local designation by-law (and confirmation by the Ontario Municipal Board) any *alterations*, additions and demolition to property within a heritage conservation district requires a permit from the local municipality. The approval or denial of a permit will usually be determined in accordance with approved guidelines and district plan.

b) Heritage Impact Assessment

Cultural heritage resources are "valued for the important contribution they make to our understanding of the history of a place, an event, or a people." (PPS, 2024). Any *development* and *site alteration* in Queenston which is deemed by the Town to affect a *cultural heritage resource* shall be required to prepare a heritage impact assessment.

Properties and geographic areas that may be deemed *cultural heritage resources* include: all listed, inventoried, mapped heritage properties by local, provincial or federal jurisdiction(s); *protected heritage property*(s); newly identified cultural heritage sites which may need further evaluation; and areas that can be identified as having known *archaeological sites* or archaeological potential. The Town of Niagara-on-the-Lake should use this tool as necessary to achieve its heritage preservation aims.

c) Landscape impact assessments and landscape conservation plans to assess the potential impact of a proposal on the surrounding landscape and sets out a plan to ensure that it is appropriately preserved.

d) Subdivision development agreements with specific conditions to ensure that the cultural heritage is *conserved* and/or enhanced.

e) Community improvement plans. The Town's Official Plan identifies several Community Improvement Areas, one of which is the Village of Queenston. The Plan outlines criteria for selecting project areas, phasing of improvements, and so forth. It also provides for the preparation of Community Improvement Plans (under Section 28(4) of the Planning Act). A Community Improvement Plan can identify and prioritize a range of physical, social and recreation *infrastructure* improvements necessary to implement the goals of the Secondary Plan. The capital budgets of various Town departments can allocate monies toward the Community Improvement Plan to fund planned improvements. A Community Improvement Plan could be created for the Village of Queenston and provide direction regarding the following:

i. Strategic, prioritized, and coordinated public investment and repair or upgrades to municipal *infrastructure*, community services and/or public amenities, particularly in regard to the Village's stormwater and drainage problems and roadway paving;

ii. Municipal acquisition of lands for parkland, on the southern portion of the school site, at the intersection of Partition and Front Streets, and/or to the east of the intersection of Kent and Front Streets;

iii. Additional public realm improvements and partnerships between different levels of government;

iv. The realization of the Front Street Heritage Park and top of the river escarpment promenade; and

v. *Streetscape* improvements, in particular along Queenston and Front Street Character Areas and gateway zones.

f) Stewardship programs where members of the community are encouraged to volunteer their time to participate in events such as tree planting, riverfront clean-up and other public realm activities that would improve character of the Village.

g) Financial incentives, such as but not limited to, grants and tax breaks, for landowners to undertake renovations that maintain or further enhance the heritage value of their property.

h) Park area I corridor area management plans that set out the objectives for the park area and/or corridor and actions to ensure the plan is implemented.

10.1.15.4 Demolition Control

This plan neither anticipates nor intends that a significant amount of demolition of existing structures will occur. All demolition applications should be reviewed by the Town to ensure that the proposed development is desirable and in keeping with the Village character.

A Demolition Control By-Law shall be enacted pursuant to Section 33.2 of the Planning Act for the intent of preserving and maintaining the character of residential areas in the Village.

Demolition permits should be issued only after issuance of a building permit.

10.1.15.5 Monitoring and Evaluation

The Queenston Secondary Plan must meet the changing social, economic and development pressures placed upon the area, and respond to the

opportunities created through the evolution of broader policy environments. Although the fundamentals guiding decision making provide a solid foundation for the future, changes to the Plan may be required over time. Monitoring of the impacts changing social, economic, fiscal and environmental conditions will be important in determining whether the Plan's goals, objectives, priorities and implementation mechanisms remain appropriate.

Evaluation of key qualitative and quantitative indicators related to population and building density, built form, automobile traffic, transit usage, employment, parks and open space and social service provisions will provide an assessment of the Plan's successes and failures and offer insight into improvements. As required by the Planning Act, every five years Council will determine whether there is a need to review the Secondary Plan.

10.1.15.6 School Site Process

If the school ceases to operate as such, a comprehensive process guiding its closure, revisioning, examination of *redevelopment* opportunities, and sale should be followed to ensure the most positive outcome for both the Village and the School Board, from both community facility, diverse range of housing, and financial perspectives. The process shall be consistent with Policies 10.1 and 10.3 of this Plan.

10.1.15.7 Niagara Parks Commission

The use of lands owned by the Niagara Parks Commission is regulated under the provisions of the Niagara Parks Act, R.S.O. 1990, c.N.3 The Niagara Parks Commission in the use of its lands shall be consistent with the provisions contained in the Provincial Policy Statement and shall conform with Provincial Plans. Before carrying out or authorizing any undertaking that will directly affect the Village of Queenston, the Niagara Parks Commission shall consult with and have regard for the established policies of this Secondary Plan and the Niagara Escarpment Plan.

10.1.15.8 Niagara Escarpment Commission

The lands south of York Street, within the Village of Queenston, are subject to the Niagara Escarpment Planning and Development Act and Regulation 826/90. These lands are not within the jurisdiction of the Municipality, but the Municipality will use the general policies of this Secondary Plan and the Low Density Residential policies, as well as the requirements of the Zoning By-Law to comment on Development Permit Applications within this area.

10.1.15.9 Interpretation

In the case of a conflict between other policies of the Official Plan and this Section, the Queenston Secondary Plan policies will prevail.

10.2 St. Davids Secondary Plan

The Official Plan recognizes the community of St. Davids as a Special Policy Area. The boundaries of the Special Policy Area are shown on Schedule D to this Plan. It is the intent of this Plan that the future evolution and physical development of the St. Davids community shall be directed by the policies of this Plan and, as applicable, the specific policies of this Section.

10.2.1 Objectives

It is the intent of this Plan with respect to the St. Davids community to provide for the following planning policy objectives:

a) preserve the ambience and character of the historic village;

b) maintain the urban area boundaries as the limit to the service area in support of the municipal servicing strategy and protection of abutting agricultural lands for farming purposes;

c) protect the ecosystem integrity of woodlots, the Four Mile Creek watercourse, and the Niagara Escarpment;

d) protect the views of the Niagara Escarpment, and provide for appropriate public access and *linkages* to the Bruce Trail;

e) provide for efficient future growth within the urban area boundaries based on a comprehensive plan for municipal *infrastructure* and *compatible* land uses;

f) provide for appropriately located active parkland and recreational facilities;

g) enable further investigation of the need for and feasibility of new community facilities including a community center, library, daycare, and medical center;

h) provide for a diversity of housing types to meet the needs of the resident community;

i) provide for appropriately located commercial opportunities and activities to serve the needs of the St. Davids community;

j) provide a long-term strategy for the development of lands within the urban boundary adjacent to Bevan Heights;

k) provide for a comprehensive approach to transportation planning including roadways, pedestrian ways, bicycle ways/lanes and a long-term strategy for the future of Paxton Lane;

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l) provide for a comprehensive approach to stormwater management;

m) provide for well-designed new development through urban design guidelines to address *streetscape* character, infill opportunities, and community focal points;

n) recognize existing industrial uses, provide for appropriate planned growth of these uses, encourage industry which is environmentally sensitive in terms of such impacts as noise, traffic, vibration, fumes and waste management, and provide for *compatible* development opportunities on adjacent lands.

10.2.2 Policies

Any development, *redevelopment*, or infilling proposals within the St. Davids Special Policy Area shall be subject to the policies of this Plan and the following Area-specific policies:

10.2.2.1 Land Use

Schedule D, the Land Use Plan, identifies the distribution of permitted land uses within the St. Davids Special Policy Area.

10.2.2.2 Established Village Area

The St. Davids Established Village Area shown on Schedule D1 to this Plan is recognized as such by virtue of its origins as the historic village centred on the intersection of York Road and Four Mile Creek Road. The Area is anchored by the edge of the historic lotting pattern to the north, the intersection of York Road and Concession 3 Road to the east, the intersections of Tanbark Road with Warner Road and York Road to the west, and the site of the original mill to the south.

St. Davids is recognized as one of the founding settlements in Niagara-on-the-Lake, the Region, and the Province of Ontario. The unique style and ambience of St. Davids is established by its historic buildings, *streetscapes*, and sense of rural spaciousness that characterize the village.

It shall be the policy of Council to protect the St. Davids Historic Area as a unique area within the St. Davids community.

Development in the St. Davids Established Village Area shall be governed by the policies of this Plan and the following specific policies:

a) conservation and enhancement of the character and ambience of the Area, and the preservation of buildings of architectural merit and historic interest shall be encouraged;

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b) conservation and enhancement of the Area character include elements constituting or supporting the quality of exterior spaces, *streetscapes*, and public spaces;

c) conservation and rehabilitation of historic buildings in a *compatible* manner shall be encouraged of any proposal for re-use or *redevelopment* of existing properties;

d) in support of the preservation of homes of architectural or historic interest, Council supports the introduction of small scale commercial opportunities including *bed and breakfast establishments* and home occupations;

e) adaptive re-use of existing commercial buildings for community service and local commercial purposes shall be encouraged;

f) where adaptive re-use of existing historic buildings is being considered, any *alterations*, additions or renovations shall be *compatible* in scale and architectural treatment with the design and character of both the original building and adjacent buildings and shall be designed to enhance the *streetscape*;

g) the scale, massing, and design of any new development shall be *compatible* with the character of adjacent development, support the heritage characteristics of the Area and enhance the *streetscape*;

h) new development shall be designed to preserve and enhance the *streetscape* in terms of such elements as building setback, façade design, and façade density;

i) new development shall respect established building lines and significant landscape features;

j) to new buildings shall be arranged in relation to, and designed to facilitate, street oriented pedestrian movement;

k) parking areas for new commercial buildings in the Area shall be located in rear yards;

l) proposals for infill development shall be designed to be sensitive to the *heritage attributes* of adjacent properties in terms of such elements as architectural treatments, building separations, and landscaped open space;

m) signage, lighting, and landscaping treatments shall be *compatible* with the character of adjacent properties and the Area in general;

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n) in accordance with the objective of this Plan to support the conservation of heritage in St. Davids, Council encourages property owners to seek designation under Part IV of the Ontario Heritage Act.

10.2.2.3 General Development Policies for St. Davids

Development in St. Davids shall be governed by the general development policies of this Plan and the following specific policies:

Where appropriate the scale, massing, and design of any new development shall be *compatible* with the character of adjacent development, and support the characteristics of the Village. All new street-related development should enhance the *streetscape*;

a) new development shall be designed, where appropriate to preserve and enhance the *streetscape* in terms of such elements as building setback, façade design, and façade density;

b) new development shall respect established building lines and significant landscape features;

c) access to new buildings that have a direct relation to the street shall be arranged in relation to, and designed to facilitate, street-oriented pedestrian movement;

d) parking areas for new commercial buildings shall be located in rear yards;

e) proposals for infill development shall be designed to be sensitive to the attributes of adjacent properties in terms of such elements as scale, massing, building separations, and landscaped open space;

f) signage, lighting, and landscaping treatments shall be *compatible* with the character of adjacent properties and the Village in general.

10.2.2.4 Protection of Natural Features

a) The preservation and enhancement of tree and shrub species, woodlots, and habitat corridors shall be considered in project design to provide for the long-term maintenance of natural features and amenity for future development.

b) The design of new development shall be complementary to any adjacent natural features such as watercourses, *wetlands*, wooded areas, valley lands, parks, and other open space areas and shall only be permitted in accordance with the protective policies of this Plan and affected agencies.

10.2.2.5 Niagara Escarpment Viewplane Protection and Access

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a) New development shall comply with the objectives and policies of the Niagara Escarpment Plan as applicable within St. Davids.

b) New development shall be designed to protect views of the Niagara Escarpment through such means as appropriate building height, separation, and orientation, and the provision of appropriately-located public space.

c) The design of new plans of subdivision and condominium should be in harmony with and maintain the existing character of the Escarpment landscape.

d) The designation and alignment of new roadways and service corridors should be in harmony with the Escarpment landscape.

e) New development should be designed and located in such a manner as to provide for and protect access to the Niagara Escarpment including the Bruce Trail Corridor.

10.2.2.6 Servicing

a) New development including plans of subdivision, plans of vacant land condominium, and new lots created by consent shall be designed and serviced subject to the approval of the Town's Public Works Department and other appropriate agencies.

b) Approval of new development shall be coordinated by the Town to ensure that the provision of municipal *infrastructure* takes place in an orderly, efficient, and cost-effective manner.

c) New development shall proceed only if Council is satisfied that services and utilities are or can be made available and have the adequate capacity to accommodate and safely service the proposed development.

d) Developers shall be financially responsible for providing all services and utilities to new development.

e) All lots shall be served by municipal water and wastewater services.

f) Elimination of existing private water and wastewater facilities shall be required. For all properties connected to the communal sanitary sewer system, decommissioning of existing septic systems shall be carried out in accordance with Regional Health Department requirements. Private wells shall not be connected to the municipal water supply system.

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10.2.2.7 Land Division and Land Assembly

a) Land division within St. Davids should generally proceed by plan of subdivision to ensure that an appropriate lotting pattern is created; that an appropriate roadway design will be achieved; and that suitable arrangements for the provision of services are addressed in a subdivision agreement.

b) Land division may proceed by way of plan of vacant land condominium. Such proposals shall be reviewed on the basis of such considerations as, but not limited to, building footprints and configurations; the massing and design of new buildings in relation to the style of adjacent buildings; internal vehicular and pedestrian movement; parking arrangements for motor vehicles; common and private amenity areas; landscaping, buffering and screening details; and consistency with Municipal services standards and facilities.

c) Small scale land division by consent of the Committee of Adjustment shall generally be discouraged except for the division of blocks within a plan of subdivision, the consolidation of remnant land parcels, minor lot boundary adjustment, and minor infilling along existing public roadways.

d) Land assembly or lot consolidation may be required to ensure parcel configurations that are appropriate for development purposes by way of plan of subdivision, the orderly design of public *infrastructure*, and *compatibility* with abutting lands. The Town will encourage the merging of lands, or the undertaking of multi-party development agreements, in order to meet this policy intent.

10.2.2.8 Residential Land Use

a) Low density residential land uses and building types are recognized as the predominant permitted housing type intended in the St. Davids Special Policy Area. A mix of low density building types shall be encouraged.

b) Low density residential projects may be developed to a maximum 6 units per acre *net density* as provided for in the residential density policies of this Plan.

c) Medium density residential projects are recognized as a minor housing type. Medium density residential projects may be developed to a maximum 12 units per acre *net density* as provided for in the *residential development* policies of this Plan.

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d) Medium density building types shall be limited to townhouses, triplexes, fourplex and quad-plex dwellings, senior citizen housing projects and nursing homes. Medium density building types may be considered in accordance with the following:

i. medium density projects shall be designed in such a way as to be *compatible* with adjacent low density buildings and areas;

ii. medium density projects shall provide adequate outdoor amenity areas including functional common open areas and private open space areas with suitable landscaping;

iii. medium density projects shall provide sufficient on-site parking for each dwelling and visitor accommodation.

e) Medium density projects shall be located:

i. where it can be demonstrated that the project will be *compatible* with adjacent development in terms of intensity of use, building design, and architectural treatment;

ii. adjacent to or in close proximity to commercial areas for the purpose of serving the needs of residents, supporting the viability of the commercial area, and establishing consistency with the land use intensity of the commercial area;

iii. where the project has direct access to a public street without drawing traffic through low density areas;

iv. where adequate municipal services are available and can be provided without disruption through reconstruction of existing lines. Such reconstruction shall be discouraged by the Municipality. It shall be the responsibility of the proponent to establish the availability of capacity and demonstrate that adequate services are available.

10.2.2.9 Policies for New Development Adjacent to Existing *Agricultural Uses*, Industrial Operations and Other Incompatible Land Uses

a) Every effort will be made to protect *residential development* from the impact of noise, dust, spray, odour, heavy traffic and other impacts which may be generated from agricultural, industrial and other incompatible land uses located within and outside of the urban area boundary of St. Davids. In this regard the following guidelines shall apply:

i. *residential development* in the vicinity of existing agricultural, industrial and other incompatible land uses shall incorporate appropriate mitigation measures and/or separation distances

to ensure land use *compatibility*, including the use of adequate separators, landscaping and fencing;

ii. such measures or distances shall be determined by appropriate studies, carried out in accordance with Ministry of the Environment and Climate Change and/or Ministry of Agriculture and Food guidelines, addressing possible air emissions, agricultural sprays, odour, dust, traffic and noise impacts;

iii. potential impacts specified for analysis shall be identified on the basis of consultation between Town Staff, the developer and Regional Staff.

10.2.2.10 Housing Diversity

a) Council recognizes the importance to the St. Davids community of providing adequate *affordable* housing for all residents of St. Davids, and encourages the development of an appropriate mix of housing types to meet the needs, preferences, and lifestyles of all residents.

b) Council encourages and intends to facilitate the development of an appropriate supply of housing for seniors in St. Davids and *affordable* housing for families which support community facilities and services in St. Davids.

c) Council intends to work with and facilitate the efforts of public and private resources, and the non-profit and co-operative sectors, in the provision of seniors' housing in St. Davids.

d) Council may consider the permission of accessory apartment units as a subordinate, independent living area for seniors within single unit dwellings.

e) It is the intent of this Plan that development which is specifically intended to accommodate seniors be located in close proximity to supporting commercial and community facilities.

10.2.2.11 Commercial Opportunities/Home Offices and Occupations

a) Home occupations and home professions are permitted, and shall be conducted, in accordance with the Home Occupations policies of this Plan.

10.2.2.12 Commercial Development

a) New General Commercial and Service Commercial development shall be subject to the following:

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i. Council encourages the development of low-rise two-story commercial buildings;

ii. the entire ground floor of commercial buildings shall be used for commercial purposes;

iii. Council encourages the provision of upper-floor offices or residential units in commercial buildings;

iv. where residential units are provided in commercial buildings, private and clearly identified access shall be provided;

v. Council encourages the assembly of small or irregularly shaped lots to create larger more usable development or *redevelopment* sites in support of the policies of this Section;

vi. the design of new or *altered* buildings and the site layout shall facilitate pedestrian access from the street;

vii. ground floor building faces shall be located at the sidewalk edge, and the establishment of continuous building façades along the street is encouraged;

viii. parking shall be provided on each commercial property in accordance with standards to be established in the Zoning By-law;

ix. parking areas shall be located in rear yards, and adequate screening and buffering shall be provided to mitigate impact on any abutting residential properties;

x. inter-connected rear yard parking areas are encouraged, and may be served by a common laneway or driveway provided that appropriate access rights-of-way are established and registered on title.

10.2.2.13 Parkland and Park Facilities

a) The Plan recognizes the important role played by St. Davids Lions Park, the public school, the fire hall site, and the Lowrey parkette at Queenston Road and Tanbark Road in providing for the open space needs of the community.

b) The Town intends to investigate the shared use of existing facilities in order to maximize the potential of existing facilities and avoid unnecessary duplication of facilities.

c) It is the intent of Council to provide for new parkland and parks facilities to meet the needs of the growing residential community.

d) New parks and park facilities shall be acquired and developed at the neighbourhood park level in accordance with the Open Space and Community Facilities policies of this Plan.

e) An appropriate balance will be achieved between the provision of active and passive parkland within St. Davids.

f) It is the intent of Council to maintain the Town's policy of acquiring, developing, and maintaining large parks with multi-use potential and appropriate accessibility rather than small parks in marginal locations.

g) Small parks may be acquired for the purpose of providing sitting and viewing opportunities where warranted by views and vistas of St. Davids or the Niagara Escarpment, or to provide public access to the Bruce Trail.

h) The Town intends to acquire new parkland where a new park could be integrated with other public lands and has the potential to be integrated with a municipal pond. Acquisition of lands approximately 2-3 hectares in area (5-7 acres) in the general vicinity of the fire hall would satisfy this intent. Acquisition of a similar-sized parcel located between Warner Road and Highway 405 with access to Tanbark Road would be an acceptable alternative.

i) Any new neighbourhood park should be located so that safe access and pedestrian *linkages* are provided for all park users.

j) The Town intends to acquire new parkland through land dedication in conjunction with approval of new plans of subdivision. The Town may also acquire new parkland by purchase, donation, or bequest if warranted.

10.2.2.14 Community Facilities

a) It is the intent of this Plan to ensure that appropriate civic, educational, and social services facilities are available to meet the needs of the residents of St. Davids. Council intends to work with and facilitate the efforts of public, private, and third sector agencies in the provision of community facilities in St. Davids and encourages the joint use of such facilities.

b) Community Facilities include municipal buildings and facilities, schools, places of worship, social and cultural facilities, community centers, health care and agency offices, and day care facilities.

c) All Community Facilities are permitted to locate in Commercial, Institutional, and Open Space and Community Facilities areas in accordance with the policies of this Section. Health care and agency offices and day care facilities are also permitted to locate in Residential

areas provided that their intensity of use, building requirements and design are *compatible* with adjacent residential properties.

d) Community facilities shall be located and designed to ensure *compatibility* with surrounding properties, and to minimize any adverse impacts that may arise from the daily operations or expansion of the facility.

e) Community facilities shall be located where the facility has direct access to a public street without drawing traffic through a residential area, and so as to ensure that any traffic impacts on residential properties are reasonable in relation to base traffic volumes.

f) Community facilities shall be developed at a scale that is appropriate to the needs of the St. Davids community, and shall be *compatible* with surrounding land uses.

g) Where a community facility abuts a residential property, adequate building separation and buffering measures shall be provided to minimize functional and visual impacts and protect privacy.

h) Adequate on-site parking shall be provided in accordance with standards established in the Zoning By-law.

i) The design of buildings and site layout shall accommodate pedestrian movement and provide safe and convenient access.

j) Community facilities shall be zoned in an appropriate Community Facilities zone category.

10.2.2.15 Environmental Noise Assessment

a) Where *residential development* or other sensitive land uses are proposed adjacent to and in the vicinity of Highway 405, Regional Road 100 (Four Mile Creek Road) and the lands designated General Industrial, Light Industrial or Extractive in Schedule D of the Official Plan the Town will require the following:

i. the developer shall prepare a study addressing noise impacts prepared by a qualified consultant;

ii. noise impact studies shall be prepared in consultation with the Town, the Region and the appropriate Provincial agencies;

iii. the noise impact study shall be prepared to the satisfaction of the Ministry of the Environment and Climate Change and shall identify the total noise impact on the site by all sources and recommend attenuation measures where necessary;

iv. the noise impact study shall be completed prior to approval being considered for a development. Any recommended noise attenuation measures identified through a noise impact study will be a condition of development approval including draft plan of subdivision approval, draft plan of condominium approval, consent approval, site plan control approval and zoning amendment approval.

10.2.2.16 Bevan Heights

a) Development on those lands within the Urban Boundary adjacent to Bevan Heights and forming part of the rehabilitated Queenston Quarry, shall be subject to the following:

i. an amendment to the Town's Official Plan and to the Niagara Escarpment Plan;

ii. development shall mirror the Bevan Heights development, with similar lot sizes, a tree preservation plan and the substantial retention of the existing berm to the east of the development in the Bevan Heights development;

iii. *residential development* will be considered for approval only after any quarrying and disposal activities are at least 500 metres east of the approved urban boundary and rehabilitation is underway within this 500 metre area;

iv. the Town shall require land dedication for Park purposes at the end of Melrose Drive as this is an area of more mature trees, topographical features and close proximity to the brow of the Escarpment and the Bruce Trail. New *residential development* on lands above the Niagara Escarpment in this area is limited to existing lots within Bevan Heights and development of a Plan of Subdivision on the quarry lands;

v. the subdivision design shall avoid any road or servicing connections to the north end of Melrose Drive.

10.2.2.17 Pedestrian and Bicycle Facilities

a) The development of an integrated approach to pedestrian and bicycle movement in St. Davids including identification of a system of pedestrian and bicycle routes and pathways linking activity nodes within the Village is encouraged. Pedestrian and bicycle *linkages* to complementary recreation and leisure facilities will be required in new development areas.

b) The Town may designate and develop pedestrian and bicycle routes and pathways on Town streets, laneways, and public open spaces to

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allow pedestrians and cyclists to travel within the Village in a safe and convenient manner.

c) Development proponents are encouraged to consider and provide for such facilities as part of any project design. The provision of bicycle parking facilities on non-*residential development* sites to accommodate the bicycle storage needs of the use to which they are related should be provided. Such facilities should be located close to building entrances and clearly linked to streets, pedestrian ways, or bicycle pathways.

10.2.2.18 Paxton Lane

a) Paxton Lane is recognized as a laneway that has evolved historically as a private laneway maintained by the Municipality. The lane provides access to a number of private properties, and would not meet contemporary standards for municipal roadways.

b) Council intends to work with property owners along the Lane to seek appropriate long-term resolution of issues related to the ownership, maintenance, functionality, and improvement of Paxton Lane.

10.2.2.19 Site Specific Policies

a) 169 Tanbark Road – Scott Street Greenhouses The greenhouse operation located at 169 Tanbark Road is recognized as an established facility in St. Davids. It may be zoned to its existing use, and site and building configuration, in the implementing Zoning By-law. However, the property is designated as Residential on Schedule D. It is the intent of this Plan that should the existing operation be discontinued or relocated, the property should be converted to a residential use such that it can be integrated into the surrounding residential area in accordance with the *Residential development* policies of this Plan. Limited expansion of the greenhouse operation within the existing property boundaries shall be permitted, subject to:

i. appropriate mitigation of noise, dust and lighting impacts on adjacent residences;

ii. visual screening of buildings, structures and any permitted outside storage through landscaping;

iii. appropriate collection areas and enclosures for waste collection, constructed in a manner to avoid the spilling of liquids or blowing of materials onto adjacent lands;

iv. adequate building separation from adjacent residences;

v. a plan for effective stormwater management;

vi. appropriate site design to allow for on-site movement/ storage/ loading/unloading and parking of vehicles;

vii. a traffic impact assessment;

viii. availability of municipal services. The proposal must not jeopardize the capacity or integrity of the services to development in the urban area;

ix. a *water conservation plan*. Expansion of the greenhouse operation beyond the existing property boundaries shall not be permitted.

10.2.2.20 Urban Design

a) The Town intends to adopt urban design guidelines to ensure that the unique historic character of St. Davids is preserved and extended through careful design consideration of built form, open space, and *streetscapes*.

b) All development, *redevelopment*, and infill in St. Davids shall be designed in a manner consistent with urban design guidelines adopted by Council.

10.2.3 Implementation Zoning By-law

a) It is Council's intention that a review of the Zoning By-law shall be carried out following the adoption of special area policies for St. Davids, and that a new Zoning By-law be enacted as soon as possible after the special area policies are adopted. 2. Until a new Zoning By-law for St. Davids is enacted, the current Zoning By-law shall remain in effect. However, any amendments to the Zoning By-law shall conform to the special area policies for St. Davids.

10.2.3.1 Development Charges

a) In order to offset the costs of providing services in the Area, including the cost of any studies relevant to service provision, Council may consider the implementation of Area Development Charges for St. Davids in accordance with applicable legislation. Development Control 1. It is Council's intention to seek Niagara Escarpment Commission permission to release development control within the St. Davids Special Policy Area, except for Bevan Heights the adjoining 30 acre expansion to the east of Bevan Heights and the Escarpment Natural Area, so as to allow the Town to regulate development through Planning Act mechanisms including the Zoning By-law, subdivision control, and site plan control."

10.3 Dock Area Secondary Plan

10.3.1 Community Development Principles

The following principles express the more detailed aspirations for the future of the Dock Area Secondary Plan area. They should be considered in the review of all planning approvals, *development* applications, programming and capital projects.

10.3.1.1 Reinforce Distinct Character Areas by recognizing that the Dock Area is comprised of a complementary yet distinct set of character areas. These character areas include: established and evolving residential neighbourhoods, areas with marine commercial activity (including hotels and the Niagara-on-the-Lake Sailing Club), public open space and publicly accessible waterfront parks and trails, and private property along the water's edge. Defining these character areas and establishing policy directions with regard to the scale, size and form of public spaces, buildings, *streetscapes* and activities will help to sustain the distinct nature of these places while ensuring they are sensitive to neighbouring character areas. Guiding Principles

a) New uses, public spaces and buildings contribute to and respect the distinct sense of place, low-rise form, architectural character and human scale of the Dock Area.

b) New *development* recognizes, responds to and complements the distinct character of the Dock Area neighbourhoods, marine commercial areas (sailing club including clubhouse, boat repair, and hotels including restaurants), and *streetscapes*.

c) New *development* is sensitive to surrounding uses and provides appropriate transitions as necessary.

d) The Dock Area should evolve as a series of inspiring, meaningful and memorable places.

10.3.1.2 Foster a vibrant public realm that over time includes increased public access to the water's edge, improved connections within the Dock Area and to the Town, creates increased amenities for local and Town residents, maintains the historic scale of the area, provides passive park space and transition between public and private areas and tells visitors that they are somewhere special.

Guiding Principles

a) The Dock Area includes a logical network of high quality publicly accessible spaces, including a range of active and passive community gathering places appropriate in scale to their surroundings.

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b) The Dock Area is a welcoming and desirable place of beauty for residents, boaters and visitors alike, with some areas more oriented to residents and others to visitors.

c) Public lands on the water, including the Town Dock and adjacent park, are enjoyed as places open to the public for waterfront recreation.

10.3.1.3 Establish a Continuous, Publicly Accessible Path Along the Water's Edge for the central portion of the Dock Area through improvements to Nelson Park, the Town Dock and Town owned land immediately adjacent to the Town Dock, through the acquisition of new public land, and through the *redevelopment* process, working with private landowners to secure public access to the water's edge on private properties.

Guiding Principles

a) A cohesive, beautiful and connected set of public places and water's edge pathways provide public access to and enjoyment of the Dock Area waterfront.

b) The Town Dock Area is a focal point for this publicly accessible waterfront system which over time extends to the east to embrace the Wharf, extend to the Pumphouse Gallery and to the west to include the Shoreline Park.

c) The Town should seek to over time acquire or negotiate public access to additional land parcels at or near the waterfront that support the Vision for increased public open space along the water and a publicly accessible path along the water's edge.

10.3.1.4 Manage Movement in the Dock Area by providing safe and interesting avenues for pedestrians and cyclists to travel within and through the area, and minimizing vehicular infiltration into the area – removing dead-ends and actively managing bus traffic and visitor parking.

Guiding Principles

a) The Dock Area prioritizes pedestrian movement with pathways and streets designed to encourage and enhance walking and cycling, and publicly accessible connections to the water's edge including opportunities for waterfront recreation.

b) Vehicular access to and parking in the Dock Area minimizes infiltration of visitor traffic into the neighbourhood.

c) The waterfront and Dock Area are connected from Fort to Fort, and to the rest of the Old Town through a defined network of managed pedestrian, bicycle and vehicular movement.

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d) Bus traffic serving the commercial needs in the Dock Area is directed to the designated Fort George drop off zones and served by an expanded shuttle bus service restricted to along Ricardo Street.

e) The small town rural characteristics of Dock Area residential streets and lot pattern are maintained as integral to the distinct character, walkability, heritage and environmental health of the area.

10.3.1.5 Tell the Dock Area's many stories by introducing a heritage walk and interpretation, as well as conserving and reinvesting in special places of cultural and historic interest. In particular the Dock Area's marine commercial, fishery, shipping of tender fruits, passenger, recreational boating and military history are important legacies to be celebrated and expressed.

Guiding Principles

a) The rich layers of waterfront history and culture are expressed, celebrated and *conserved* in Dock Area public spaces, *development* patterns and built form.

b) All investment – both public and private – contributes to a net gain improvement in the conservation and restoration of natural systems and/or cultural and heritage assets.

c) The network of open spaces is utilized as a key means to express the Dock Area's cultural and historic landscapes.

10.3.2 General Policies

10.3.2.1 The following policies shall apply throughout the Dock Area.

a) The Dock Area, as outlined in black on Schedule B1: Secondary Plan Area, is defined as the area in the Old Town generally bounded between Byron Street to the south and the water's edge between King Street and Fort George to the north, but not including the St. Mark's Church property. Key place names and areas referenced throughout this Plan are also delineated on Schedule B1.

b) The Dock Area is composed of a series of Character Areas, as shown in Schedule B2: Character Area Districts. Each Character Area is subject to specific urban design policies as outlined in Section 10.5.2, Character Area Design Policies, to ensure future *development* is of an appropriate scale, intensity of use, and design quality, as well as maintains an appropriate relationship with surrounding buildings and streets.

c) New *development* in the Dock Area is subject to Provincial and Regional policies and review, including *Floodplain* policies.

d) The Town of Niagara-on-the-Lake shall ensure *development* and *infrastructure* investment in the Dock Area Secondary Plan area respects the type, scale and character identified in this Plan and contributes to the achievement of the Community Development Principles outlined in Section 10.4.1.

e) Prior to approval, all applications for *development* in the Dock Area shall be subject to Site Plan Control Approval and an urban design, heritage and architectural review process.

f) The Town shall seek opportunities to connect and strategically expand a public network of open spaces and access points to the water's edge in the Dock Area.

g) The Town Dock and adjacent town-owned land shall remain predominantly publicly accessible and available for the enjoyment of residents and visitors alike.

h) Schedule B3: Land Use Designations, shows land use designations for the Dock Area.

i) In addition to the Land Use Designations, a Shoreline Conservation Area overlay, as shown in Schedule B7: Natural Heritage System, applies to all affected properties in the Secondary Plan Area.

j) Sustainable building and site design, with a particular emphasis on energy efficiency, shall be encouraged in all new *development* in the Dock Area.

k) *Development* and *redevelopment* will be dependent on the servicing capacity available at the Niagara Region Waste Water Treatment Plant serving lands within the urban area of the Old Town including the Dock Area.

10.3.3 Character Area Design Policies

Recognizing the distinct character of the many places within the Dock Area, the Dock Area Secondary Plan introduces seven Character Area Districts as shown in Schedule B2. The following sections of the Secondary Plan provides both general Dock Area-wide urban design policies and detailed urban design policies for each district, including appropriate setbacks, building volumes and architectural treatments.

10.3.3.1 General Urban Design Policies

Good urban design is fundamental to the creation of successful, enduring high value environments. The purpose of urban design is to combine built form elements in meaningful and logical ways to create enduring, attractive and memorable places that work on many levels. The following general

urban design policies shall apply to all areas of the Dock Area Secondary Plan and will be utilized to structure, organize, articulate and evaluate elements of the built environment to promote a high quality, pedestrian friendly and attractive small-scale, traditional character.

a) Building Orientation

i. Buildings shall be sited to address the public street frontage in order to clearly define the public realm, create a consistent presence on and definition of the public street and to create an attractive environment for pedestrians.

ii. Phased *development* shall be organized to site buildings first to local street intersections and corner locations, second to occupy the primary street frontage, and third to occupy the side street frontage.

iii. Buildings situated on corner lots are encouraged to exhibit a high level of architectural design on both street frontages to enhance visual interest and character.

b) General Built Form and Massing

i. Buildings should have low profile roofs with distinctive features such as gables and dormers.

ii. Buildings should have their primary entry facing the public street or public space.

iii. Buildings should have windows fronting the public street or private street system.

iv. Building façades where fronting a public street or open space should be designed to contribute to architectural interest and be pedestrian scaled.

v. The use of wood frame windows is encouraged. The use of mirrored or vibrantly coloured glass is prohibited.

vi. The addition of front or side porches and wraparound porches on corner residential buildings is encouraged.

vii. Buildings longer than 35m shall be massed to reflect a series of smaller linked pavilion type buildings defined by recessed building segments setback from the principal façade to break up the building mass. Generally, recessed segments should occur at 10m to 15m intervals.

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viii. Building height should be *compatible* with the height of surrounding buildings, which in the Dock Area is typically lower than in other areas of the Town.

c) Commercial Frontage and Mixed Use Buildings

i. For commercial buildings, the street facing portion of the ground floor and that portion facing a publicly accessible private amenity area is referred herein after as commercial frontage.

ii. The ground floor of commercial frontage should be reserved for street-related commercial and/or community uses, including stores, restaurants, business, cultural uses and personal services, and/or professional services. With the exception of an inn or hotel, a commercial unit, including restaurants, shall have a maximum floor area of 110 square metres.

iii. Commercial frontage shall have well developed building façades with a minimum 60% of the ground floor façade occupied by windows and doors to provide 'eyes on the street', and to create an interesting pedestrian experience.

iv. A high quality "store front" design is recommended for commercial frontage. Variability along the commercial frontage in terms of the composition of windows, and entryways is encouraged. The use of vinyl siding and stucco is not permitted.

v. The ground floor of commercial units shall be a minimum of 4.5m in height.

vi. The height of window and door articulation on the commercial ground floor will respond to the greater ground floor to ceiling height and should be in proportion with the overall height and massing of the building.

vii. The top of the commercial ground floor exterior façade should be demarcated by a cornice feature of approximately 0.5m in height.

viii. Building entrances should be easily identifiable and appropriately signed. Wooden signage is encouraged and should be located in the cornice zone at the top of the commercial ground floor. Perpendicular signage may be hung in this zone, but should not exceed 0.7m high by 1.2m in width.

ix. Retractable awnings or other weather protection elements are encouraged on commercial frontage.

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x. Where a commercial building is situated on a corner lot, a corner entrance is encouraged.

xi. A distinctive roof or building top cornice is encouraged at the top of the building. Roof cornice features will exhibit relief and project beyond the building wall.

xii. Building façades shall exhibit a pattern of vertical relief along the street frontage occurring at 6.0m to 8.0m intervals to add visual interest.

xiii. The horizontal and vertical alignment of windows should generally be consistent although variation to create interest along the building façade will be permitted. Window styles may vary between building pavilions.

d) Site Landscaping

i. General site landscaping, including street tree planting along the street frontage, and rear and side yard landscaping is encouraged on each lot.

ii. Parking lots shall not be visible from the public or private street system and will be screened from view by a minimum 1.0m high coniferous landscape hedge.

e) Movement and Parking Access

i. The design and configuration of private lanes or roads shall include a minimum 6.0m asphalt surface and will be completed to the satisfaction of the municipality.

ii. Rear lane garages shall be set back 0.5m from the rear lane.

iii. Front car garages in residential areas shall be set back 1.0m from the building face.

iv. On street parking shall be permitted throughout the Dock Area.

v. Lay-by parking of a 2.5m maximum depth should be permitted to occur within the public right-of-way in commercial use areas fronting a public street.

vi. Parking in commercial areas shall not be permitted between the edge of the public right-of-way and the building face along public streets.

vii. Surface parking lots shall be located to the rear and/or internal to the block and screened from view from the public right-of-way.

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viii. Parking in commercial use areas shall include the planting of street trees and other landscaped areas to visually break up and green surface parking areas.

ix. Parking facilities for bicycles should be provided in commercial use areas.

f) Loading and Storage

i. Loading, storage, and other service areas shall not be visible from any public street. Visual screening in the form of fencing or landscaping shall be provided around servicing and loading areas in order to reduce their visual impact, to the satisfaction of the Town through Site Plan Control Approval.

ii. Garbage receptacles/storage shall not be located along the building front. Where located along a public street, these areas shall be visually screened by fencing or landscaping.

iii. Air conditioning units shall not be visible from neighbouring properties or the public street.

10.3.3.2 Town Dock and Wharf District

The Town Dock and Wharf District is composed of several Town-owned properties and the Wharf, which is owned by the Niagara-on-the-Lake Sailing Club. Lands within the Town Dock and Wharf District represent important opportunities to enhance the public's access to the water's edge and to create a cohesive waterfront area through *redevelopment* and investment over the short, medium and long terms. The intent of this Secondary Plan is to ensure that public assets are predominantly publicly accessible, and that if and when the Wharf comes forward for commercial *redevelopment*, new buildings are designed to an appropriate scale and character, and new public access to the water's edge can be secured and improved to increase public recreational enjoyment.

a) As publicly owned lands represent the most important and immediate opportunities for the public to engage the water and are the focal points of the Dock Area, structures or activities located on them should reflect the highest design standards.

b) The Town should ensure there are opportunities for public docking facilities in the District, including through floating docks and/or expanded dock areas facilities on public or publicly accessible lands.

c) The existing commercial boat operation is encouraged to operate in a manner that is consistent with the policies of this Plan, including but not limited to: ensuring the entrance to the Town Dock celebrates the terminus of Melville Street, allowing for views to the water, investigating

opportunities to divert bus drop-off to the Fort George bus parking lot or other alternative locations, and ensuring that the operations are generally visually pleasing and clean.

d) Buildings on the Wharf and Town Dock Lands shall be set back from the water's edge to provide for a continuous publicly accessible amenity space. This amenity space shall be a minimum of 5m wide. Public access on private lands, including the Niagara-on-the-Lake Sailing Club shall only be achieved at the prerogative of the landowner and/or through a *redevelopment* process initiated by the owner.

e) As Lake Ontario is a Type 1 *Fish Habitat*, setbacks from the water's edge are also subject to the policies of the Ministry of Natural Resources and Forestry, Niagara Peninsula Conservation Authority and Niagara Region.

f) The gross floor area of any single commercial building on lands designated Town Dock Area (on Schedule B3: Land Use Designations) shall not exceed 900 square metres.

g) The building footprint of any single commercial building on lands designated Town Dock Area (on Schedule B3: Land Use Designations) shall not exceed 450 square metres.

h) New buildings on lands designated Established Residential shall reflect and complement existing adjacent *development* in terms of scale, height, building location, building footprint and architectural character.

i) The residential built form of the Fog Signal Station shall be retained as part of any future reuse of the property. The Fog Signal Station property shall remain an important transition to neighbourhood and park uses to its west.

j) Buildings shall be clad in high-quality materials consistent with materials predominantly used on the Wharf, including wood and clapboard. Vinyl and stucco siding shall be prohibited.

k) Reduced parking requirements may be considered for commercial uses where a public good such as public access to the waterfront is provided.

l) Any new commercial boating operation shall be required to produce a traffic and parking assessment to determine the operation's impact on the Dock Area and Old Town. In addition, an agreement on necessary improvements to the Dock Area's mobility and parking network should be required as part of any Site Plan Control approval.

m) Notwithstanding the policies of this Section, properties located within the Dock Area Water's Edge Public Walk shall have regard for policies outlined in Section 10.5.4: Fostering a Vibrant Public Realm.

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10.3.3.3 Turntable District

The Turntable District is centred on the historic rail turntable and engine house, with some lands set against the water's edge. Historically containing homes for fishing families and a railway right of way, the District has evolved with a mix of residential housing types at various scales. The majority of buildings in this District do not front, but back onto both the waterfront and current open spaces. Moving forward, the intent of this Secondary Plan is to provide guidance on rationalizing the District's road and park system, increasing the amount of parkland, and directing new *development* to better front onto and address open spaces. The Plan also seeks to maintain a mix of housing types in a character area set against the water and centred on important *cultural heritage resources* and public spaces.

a) New buildings shall be sited such that their principal entrances face public streets and public parks.

b) Landscaping in the form of low shrub plantings or hedging of no more than 1.0m may be utilized to delineate public and private lands.

c) Privacy fencing abutting public parkland shall not exceed 1.0m in height and should contribute in a positive manner toward the enhancement of the public realm. Wrought iron and painted wood picket fencing is permitted to delineate private and public areas. Unpainted pressure treated lumber shall not be permitted.

d) A front yard garage shall be permitted for single detached units abutting the water's edge provided that the front car garage is setback 1.5m behind the principal building, does not exceed 50% of the width of the principal building, and the garage is a maximum of 6.0m in width.

e) Multiple *residential development* on properties designated Medium Density Living Area:

   i. Shall face Turntable Park and exhibit well-articulated building façades that complement the adjacent open space setting. Pedestrian access to any private property fronting the park shall occur via a sidewalk situated within the public realm.

   ii. Should be massed to reflect a series of linked pavilion type buildings defined by recessed building segments setback from the principal façade to break up the building mass. Long, blank façades should be avoided.

   iii. Shall locate parking areas interior to the block, accessed via a 6.0m private lane, developed without curbs or sidewalks and appropriately landscaped to the satisfaction of the municipality.

f) As Lake Ontario is a Type 1 *Fish Habitat*, setbacks from the water's edge are also subject to the policies of the Ministry of Natural Resources and Forestry, Niagara Peninsula Conservation Authority and Niagara Region.

10.3.3.4 Basin District The Basin District is the heart of the Dock Area's marine commercial area, home to several hotels and the Niagara-on-the-Lake Sailing Club. While the Harbour House hotel property is unlikely to experience significant change over the long term, the remainder of the Basin District, including the King George III Inn property and the Sailing Club property could experience significant investment over the short to medium term. The Town Zoning By-law currently allows for a range of commercial uses in the Basin District, including a hotel and restaurant. It is the intent of this Secondary Plan to ensure that new *development* in the District is of a scale and character that respects the traditional modest scale of the Dock Area, permits a greater mix of uses *compatible* with a marine-commercial area, contributes over time to the *development* and enhancement of a continuous publicly accessible path along the water's edge, supports the evolution of Melville Street and Ricardo Street (east of Melville Street) as attractive pedestrian oriented mixed-use streets, and where possible, provides new public gathering places that act as the Dock Area's lobby to the Town Dock and Wharf District.

a) New commercial and mixed use *development* on the Harbour shall be setback 2.0m from the street.

b) New commercial and mixed use *development* on the Harbour shall be setback from the water's edge, of which a portion of this setback will be to provide for a continuous publicly accessible water's edge pathway. This amenity space shall be a minimum of 5m wide. Public access on private lands, including the Sailing Club shall only be achieved at the prerogative of the landowner and/or through a *redevelopment* process initiated by the owner.

c) As Lake Ontario is a Type 1 *Fish Habitat*, setbacks from the water's edge are also subject to the policies of the Ministry of Natural Resources and Forestry, Niagara Peninsula Conservation Authority and Niagara Region.

d) The gross floor area of a single hotel or commercial building shall not exceed 2,000 square metres unless accompanied by a detailed site and area analysis demonstrating that there will be minimal impact on surrounding neighbourhoods and *development* and which will be subject to a public review process.

e) The building footprint of any commercial building shall not exceed 700 square metres.

f) The north-east corner of Melville Street and Ricardo Street should be occupied by either a publicly accessible open space or building with special architectural detail and foci.

g) Publicly accessible private amenity areas, including outdoor dining areas and landscaped courtyards are permitted where facing the water's edge.

h) Multiple private driveways to a single site off of Ricardo Street and Melville Street shall not be permitted. Private access to buildings shall occur on side streets, and a single consolidated driveway access from Melville and Ricardo Streets shall provide access to the Sailing Club properties linked to a public or private lane system. The Niagara-on-the-Lake Sailing Club is encouraged to, over time, relocate its primary entrance to Ricardo Street.

10.3.3.5 Hospitality District

The Hospitality District contains both the Queen's Landing Hotel and Anchorage Motel Bar and Grill sites which extend from Ricardo Street to Bryon Street. The large scale hospitality operations that occupy these sites or are planned to occupy these sites, exhibit a limited relationship to the street edge and contain large surface parking lots which minimize the pedestrian character of the area. Generally, additions to these properties should result in improvement of these conditions, including a more active building presence along the street frontage on Melville, Ricardo and Byron Streets.

a) New buildings and building additions shall be sited to address the street frontage.

b) Surface parking lots shall be located to the rear or internal to the block and/or screened from public view.

c) Small surface parking lots accommodating no more than 10 to 16 vehicles and passenger pick up and drop off areas may be permitted subject to municipal review during the Site Plan Control Approval process. These areas shall be well landscaped to create an attractive arrival experience.

d) Structured parking decks are permitted, and where visible from a public street, these shall appear as well designed buildings.

e) Commercial frontage facing Ricardo Street and Melville Street shall have well developed building façades.

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f) As part of a key connection to Fort George, site frontage along Byron Street shall be generously treated with landscaping and/or buildings addressing the street to create an attractive and safe pedestrian environment.

g) Views down Melville Street to the water should be preserved.

10.3.3.6 Delater Neighbourhood District

The Delater Neighbourhood District is a stable residential neighbourhood that contains a unique collection of small worker-cottages dating to the settlement of the Dock Area. As has been the case over the past ten years, the District is expected to experience on-going modest infill *development* and renovations to existing properties over the long term. It is the intention of this Plan to ensure new infill *development* and building additions respect the heritage-scale, character and sense of place of the neighbourhood as a place of small houses with low roof lines on small lots. Figures 1 and 2 illustrate the following guidelines.

a) New buildings shall reflect and complement existing adjacent *development* in terms of scale, height, building location and architectural character.

b) Maximum lot frontage shall generally not exceed 18.0m.

c) Structures shall have a maximum front yard setback of 2.0m and minimum side yard setbacks of 1.5m.

d) Buildings shall be clad in materials consistent with the historic materials used in the Delater Neighbourhood, including wood clapboard and brick. The use of wood windows is encouraged.

e) Front yard garages shall not be permitted for any units fronting a public street. Houses shall be developed with a 3.0m side drive access to a detached rear garage, or rear laneway detached garage access. Side drive access may be shared across the adjacent property allocating 1.5m access drive respectively.

f) Garage access for corner lots should be from the side or flanking street.

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Figures 18 & 19: Built Form Guidelines for Single-Detached Residential Units and Semi-Detached Residential Units

Figure 18 Built form guidelines for single-detached residential units

Figure 19 Built form guidelines for semi-detached residential units

10.3.3.7 Wellington District

As a result of topography and landscaping, the Wellington District has developed its own character within the Dock Area. The District includes both single-detached housing units and a mid-rise seniors housing facility. Moving forward, the Chateau Gardens property has great potential to be redeveloped in the short to medium term, and the single-detached housing unit properties, most of which are large lots, will be under pressure to be severed over the long term. It is the intent of this Secondary Plan to provide specific guidance for the Chateau Gardens site, which when redeveloped is encouraged to have a more active relationship with Melville Street as well as provide appropriate measures to minimize impacts on the residential properties that surround it. Further, the intent of this Secondary Plan is to ensure infill *development* within the residential area reflects the traditional modest-scale of the character area.

a) New commercial or residential buildings fronting Melville Street shall be setback 2.0m from the street.

b) New buildings shall have main pedestrian entrances on Wellington Street and Melville Street and shall address both streets architecturally. Parking shall be provided either internally to the lot and/or through structured and underground parking facilities. Surface parking will be visually buffered from the public street and should not abut a residential property.

c) A combination of residential and institutional uses may be considered without an amendment to this plan.

d) The gross floor area of any single residential building on the Chateau Gardens site shall not exceed 2,000 square metres. Institutional buildings may have floor areas in excess of 2000 square metres, provided the increase in floor area can be justified based on provincial standards for institutional floor area minimums.

e) The building footprint of any single residential building on the Chateau Gardens site shall not exceed 700 square metres. Institutional buildings may have footprints in excess of 700 square metres, provided the increase in size can be justified based on provincial standards for institutional floor area minimums.

f) The Chateau Gardens site should provide pedestrian connectivity across the site from Melville Street to Wellington Street.

g) The Chateau Gardens site shall take all feasible measures to mitigate noise, privacy, and visual impacts on adjacent residential uses. An appropriate transition in the form of stepping down in height to residential housing along Wellington Street and abutting the site to the south shall be considered by any developer of the site. Notwithstanding

any other part of this plan, increases in height beyond what is permitted in the Zoning By-Law may be considered by the Town to accommodate both institutional floor area requirements and appropriate built form transitions.

h) Any new *development* on the Chateau Gardens site should conserve the stand of mature trees along both Ricardo Street and Wellington Street.

i) Single detached and semi-detached residential units shall have a minimum side yard setback of 1.5m. Front yard setbacks should be similar to adjacent neighbouring residential buildings along Wellington Street.

j) Front yard garages shall not be permitted for any single-detached, semi-detached or duplex units fronting a public street. These units shall be developed with a 3.0m side drive access to a detached rear garage, or rear laneway detached garage access. Side drive access may be shared across the adjacent property allocating 1.5m access drive respectively.

k) Garage access for corner lots should be from the side or flanking street or lane.

10.3.3.8 Ricardo East District

The Ricardo East District includes a mixture of housing types set among several major cultural heritage destinations. Although one can expect that the area will not experience significant change over the next five years, it is the intent of this Secondary Plan is to ensure that if and when change occurs, it supports public investment to improve Ricardo Street east of Melville Street as a cultural heritage promenade, linking the Niagara Parkway, Navy Hall and Fort George to the rest of the Dock Area. Further, it is the intent of this Secondary Plan to provide clear guidance on how public investment can improve Fort George's and Navy Hall's sense of connection to the rest of the Dock Area as well as contribute to strengthening Ricardo Street as a cultural heritage corridor.

a) Ricardo Street should be designed as a key pedestrian, bicycle and vehicular connection and gateway to the Dock Area. Landscaping on private lands on Ricardo Street and within the public right-of-way should contribute to a parkwaylike connection.

b) New buildings and building additions shall address and have main entrances on Ricardo Street or Byron Street.

c) Parking for multi-unit residential or commercial uses should be provided internally to the lot and/or as underground or structured parking.

d) The gross floor area of a small scale retail or restaurant use secondary to a gallery shall not exceed 100 square metres.

e) New buildings shall generally reflect and complement existing adjacent *development* in terms of scale, height, building location and architectural character.

f) Structures shall have a minimum 1.5m side yard setback.

10.3.4 Land Use and Site Development

The Dock Area contains four land use designations: Established Residential, Medium-Density Living Area, Dock Area Marine Commercial, and Town Dock Area, as shown in Schedule B3: Land Use Designations. The following policies provide guidance on appropriate land use and scale of site *development*.

10.3.4.1 Established Residential

The Established Residential designation corresponds to the historic Delater Neighbourhood and the eastern end of Ricardo Street, including the Niagara Pumphouse Visual Arts Centre. These neighbourhoods consist of a range of housing styles, many of which date back to the early history of the Dock Area as a centre of fishing, rail and water transportation and boat building. Newer forms of residential lots along Ricardo, east of Nelson Street, are the exception. The intent of this Secondary Plan is to ensure the historic scale, lot size and architectural styles in areas designated Established Residential are respected.

a) Permitted Main Uses: residential uses including single detached, semi-detached and duplex dwellings, public open space; and cultural institutions such as an art gallery and art school.

b) Secondary Uses: uses permitted with a main use include roomers and boarders, bed and breakfasts, accessory apartments, granny flats, home occupations, *accessory buildings or structures*, and, in conjunction with an art gallery, a small retail or restaurant use.

c) Further to policy 10.5.4 (d) of the Secondary Plan, at such time as lands north of River Beach Drive and east of and including the Fog Signal Station property come into public ownership, these lands should be dedicated to recreational, cultural, marine commercial and parkland use and provide predominantly public access to the waterfront.

d) New buildings and lots shall generally reflect and complement existing adjacent *development* in terms of small scale, height, building location and architectural character. In particular, renovation of existing and new housing in the Delater Neighbourhood should reflect the traditional character of small houses on small lots.

e) Lots west of Melville Street containing a single-detached housing unit shall be a minimum of 10.0m in width, and should be similar in overall size, width and depth to adjacent and neighbouring residential lots. Structures shall have front, side and rear yard setbacks that are generally consistent with the character of the neighbouring properties, ensuring permeability of views between houses towards the water and having regard to the impact of shadows on neighbouring buildings and lots. Specific setback dimensions are outlined in Section 10.4.3, Character Area Design Policies.

f) Lots east of Melville Street containing a single-detached housing unit shall be a minimum of 15.0m in width, and should be similar in overall size, width and depth to adjacent and neighbouring residential lots. Structures shall have front, side and rear yard setbacks that are generally consistent with the character of the neighbouring properties, ensuring permeability of views between houses towards the water and having regard to the impact of shadows on neighbouring buildings and lots. Specific setback dimensions are outlined in Section 10.4.3, Character Area Design Policies.

g) Lots containing a semi-detached housing unit shall be a minimum of 7.5m in width, and should be similar in overall size, width and depth to adjacent and neighbouring residential lots. Structures shall have front, side and rear yard setbacks that are generally consistent with the character of the neighbouring properties, ensuring permeability of views between houses towards the water and having regard to the impact of shadows on neighbouring buildings and lots. Specific setback dimensions are outlined in Section 10.4.3, Character Area Design Policies.

h) Building footprints of the combined principal and secondary structures shall be no greater than 60% of the lot area.

i) The predominance of 1-2 story buildings is key to conserving the historic character and scale in these neighbourhoods. All new *development* shall be subject to a maximum height of 2 storeys or 8.5m as measured from grade to the peak of the roof line.

10.3.4.2 Medium-Density Living Area

The Medium-Density Living Area designation is intended to permit a greater range of housing types in areas that are appropriate for higher density *development*, including live/work units along Melville Street. Nonetheless, higher density uses such as townhouses, apartments and nursing homes must be sensitive to surrounding lower density uses, respecting the character of surrounding areas by providing appropriate transitions.

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a) Permitted Main Uses: low density residential uses such as single detached, semidetached and duplex dwellings; multi-unit residential uses including townhouses, apartments, seniors housing, and nursing homes; live/work units along Melville Street; and public open space.

b) Secondary Uses: uses permitted with a main use include roomers and boarders, bed and breakfasts, accessory apartments, granny flats, home occupations, *accessory buildings and structures*.

c) The residential density of *development* shall not exceed 25 units per acre (62 units per hectare) residential *net density* unless accompanied by a detailed site and area analysis demonstrating that there will be minimal impact on surrounding neighbourhoods and *development* and which will be subject to a public review process. Council shall establish in an implementing zoning by-law the maximum number of units to be permitted on any property subject to the relevant policies of this Plan and applicable Regional and Provincial Policy.

d) Live/work units with commercial uses on the ground floor shall be permitted along Melville Street. Commercial frontage should address Melville Street and *developments* are subject to the Commercial Frontage and Mixed Use Buildings General Urban Design Policies delineated in Section 10.4.3.1 c) iii.

e) Sensitive transitions shall be required where medium density *development* is proposed abutting established residential designations. Setbacks and/or landscaping can be used as a transition between medium density uses and lower density uses.

f) Building footprints of the combined principal and secondary structures shall be no greater than 40% of the lot area.

g) All new *development* shall be subject to a maximum height of 3 storeys or 10.5m as measured from grade to the peak of the roof line.

h) Parking shall be provided in structured, under structure or underground facilities.

10.3.4.3 Dock Area Marine Commercial

The Dock Area Marine Commercial designation centres on the portions of Melville Street and Ricardo Street that encircle the Harbour. The designation permits a mix of marine commercial uses intended to ensure the Dock Area's marine commercial character continues to evolve, grow and prosper. It is the intent of this Plan to ensure new *development* in areas designated Dock Area Marine Commercial positively contribute to the public realm and are of a scale and character congruent with the Dock Area's marine heritage character. As such, the Dock Area Marine Commercial designation is intended to support the area around the Harbour to evolve as a mixed-use

commercial district with uses that are appropriate in scale and intensity for the Dock Area, that respects an appropriate transition to adjacent established residential neighbourhoods, is pedestrian oriented, and is visually appealing to residents and visitors.

a) Main Uses: marina uses including sailing club, boat building and storage establishment, marine or boat livery, and related ancillary uses to a yacht club or marina; commercial uses including hotels, restaurants, retail stores, and uses related to the provision of goods and services for passive waterfront recreation activities; and public open space. A marine passenger service terminal is permitted along the Wharf through a zoning by-law amendment subject to transportation *infrastructure* improvements that manage circulation of additional vehicular traffic without compromising the pedestrian focus of the Dock Area and contributions to preserving and improving public access to the water's edge.

b) Secondary Uses: in conjunction with a primary commercial use, multi-unit residential uses including apartments and live/work residential units above main floor; *accessory buildings or structures*, and home occupations.

c) *Residential development* as a component of a mixed-use building shall not exceed 12 units per acre (30 units per hectare) residential *net density* unless accompanied by a detailed site and area analysis demonstrating that there will be minimal impact on surrounding neighbourhoods and *development* and which will be subject to a public review process. Council shall establish in an implementing zoning by-law the maximum number of units to be permitted on any property subject to the relevant policies of this Plan and applicable Regional and Provincial Policy.

d) New buildings shall reflect and complement the heritage character of the Dock Area in terms of scale, height, building location and architectural character and are subject to Section 10.4.3, Character Area Design Policies.

e) Building footprints of the combined principal and secondary structures shall be no greater than 60% of the lot area.

f) All new *development* shall be subject to a maximum height of 3 storeys or 10.5m as measured from grade to the peak of the roof line.

g) Vehicular parking should be provided in structured, under structure and/or underground facilities accessed at the rear of buildings. Parking areas generally shall be well buffered and generally not visible from streets, parks or other publicly accessible open spaces. In particular, landscape treatments shall be provided to obscure views to parking from public streets, including Ricardo Street and Melville Street.

Surface parking lots shall generally be small and contain no more than 10 to 16 parking spaces.

h) Vehicular drop off and access along Ricardo Street east of Melville Street, and along Melville Street should be orderly and not interfere with pedestrian, bicycle or other vehicular movement. In cases where significant vehicular traffic related to the Harbour or commercial boating activities is foreseen, drop-off facilities shall not be accommodated in the public right-of-way.

10.3.4.4 Town Dock Area

The Town Dock Area designation includes lands as outlined in Schedule B1: Secondary Plan Area. Located at the base of Melville Street, the Town Dock Area is the focal point for the Dock Area as a whole - the central meeting place of the Water's Edge Public Walk. These lands represent the premiere opportunity for the public to engage the water and to improve the Town's connection to the waterfront. Any structure or activity in the Town Dock Area should reflect the area's role and be of the highest design standards. The intent of the designation is to permit a range of publicly accessible uses that provide opportunities to enjoy the waterfront and passive or low intensity waterfront recreation. Further, the intent of this Plan is to provide clear guidance to ensure any commercial activities contribute to, complement and fit in with the Dock Area.

a) Main Uses: parks and open space, publicly accessible dock, a marine passenger service terminal (including facilities for a cross-river ferry), heritage and cultural uses, and recreational and commercial uses that complement with other policies of this Plan, are in keeping with the small scale of the Dock Area and that allow for permanent public access to Town-owned land, including the Town Dock.

b) Commercial boating operations proposed for the Town Dock Area shall demonstrate that their scale and nature of operation are an appropriate fit through Site Plan Control Approval and design review process.

c) Lands designated Town Dock Area shall remain predominantly publicly accessible. Fencing or barricades that visually or physically restrict access within the Town Dock area are prohibited. An exception may be permitted, subject to design review, where fencing is necessary to ensure public safety and/or security and does not reduce the public accessibility of the Town Dock Area land area by more than 20%.

d) Any buildings or structure on lands designated Town Dock Area shall be subject to Site Plan Control Approval and design review.

e) Reduced parking requirements may be considered for recreational or commercial uses.

10.3.5 Fostering a Vibrant Public Realm

The following policies are intended to assist the Town to prioritize and align investment in the public realm with public goals for the Dock Area and Old Town waterfront. The goal of the following policies are to strengthen the Dock Area's public realm network as a cohesive public amenity that provides increased access to the water's edge as well as a safe environment for pedestrians and cyclists. Dock Area Water's Edge Public Walk It is the opportunities to engage with the water's edge that make a waterfront a special place in which to live and visit. However, public access to the water's edge in the Dock Area is limited. Areas in which the public can readily access the water's edge today include Town-owned lands adjacent to the Town Dock, the Shoreline Park where the public has access to a beach, Nelson Park, and the rear of the Pumphouse. It is the intent of this Secondary Plan to increase public access to the water's edge over the long term through the acquisition of new public land and through the *development* process in negotiation with private land owners, and that over time, these places will evolve to form the Dock Area Water's Edge Public Walk - a continuous publicly accessible pathway at or near the water's edge. Nonetheless, it should be noted that the Secondary Plan recognizes that private land owners, including the Niagara-on-the-Lake Sailing Club, will continue current activities and uses. If and when a landowner chooses to redevelop their property the policies and design direction of this Plan will be key considerations in reviewing *development* applications. Until that time, land owners will be encouraged to work with the Town toward the long term objectives of this Plan but will not be compelled to conform with the policies of this Plan. The Dock Area Water's Edge Public Walk is shown on Schedule B4: Public Realm Framework.

a) The Dock Area public realm is comprised of parks and open spaces, the Town Dock Area, and streets and trails, as shown in Schedule B4: Public Realm Framework.

b) The Town shall prioritize investment in the public realm to improve the collective experience of the Dock Area for both residents and visitors. Priority will be given to improving public access to the water's edge - in particular in areas shown as Priority Publicly Accessible Waterfront Enhancement Zones on Schedule B4: Public Realm Framework, improving the visual beauty of the area, maintaining views to the water and Fort Niagara, and reinforcing the heritage character of the area.

c) The Town Dock Area should be the focal point and opportunity for the public to engage the water's edge and enjoy recreational boating and waterfront transit in keeping with the small scale of the Dock Area.

d) The Town is encouraged to develop a long term strategy to acquire property along the water's edge.

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e) Publicly owned lands north of River Beach Drive and east of the Fog Signal Station (including the Fog Signal Station property) should be dedicated to recreational, cultural, marine commercial and parkland uses. Public lands north of River Beach Drive and west of the Fog Signal Station should be dedicated to parkland and cultural uses. Public lands east of King's Point should be dedicated to passive recreational and cultural uses, and in conjunction with an art gallery, small-scale commercial uses may also be considered. All new public owned land shall extend public access to and along the water's edge and shoreline. Before Council considers any land use amendments to achieve this vision, a Master Plan shall be prepared detailing the character and scale of buildings, landscapes and public access to the water's edge.

f) The Dock Area Water's Edge Public Walk shall evolve over the long term to be a continuous, publicly accessible 5.0m wide walking path, and be designed with landscape and pathway materials and pedestrian amenities that celebrate the magnificence and cultural heritage significance of the Dock Area waterfront. The Town shall prepare a Master Plan to guide this significant new publicly accessible open space.

g) The Town encourages the Niagara-on-the-Lake Sailing Club to increase public access to the water's edge on its site. However public access to the Sailing Club property shall only be granted at the prerogative of the Club and/or negotiated through a *redevelopment* process initiated by the Club.

h) Nelson Park should be enhanced as a key waterfront *linkage* for pedestrians and cyclists. Investment should prioritize the realignment of the sidewalk along the Harbour edge, shifting inland (and if possible reducing) the existing vehicular parking lot. Any redesign of Nelson Park should reasonably maintain the Niagara-on-the-Lake Sailing Club's ability to lift out its slips as well as should minimize intrusion on residents in the King's Point *development*.

i) The Shoreline Park should be maintained as a publicly accessible neighbourhood park for enjoying the shoreline and launching one to two person paddle watercraft.

j) In the near-term, at the top of the Harbour quays along Ricardo Street and Melville Street, and Nelson Park, the Town will seek opportunities to improve views through to the water, and when possible, access to the water.

k) The Town shall encourage the Niagara-on-the-Lake Sailing Club to, over time, improve the physical and visual appearance along the perimeter of the Harbour in a manner that contributes to Melville Street and Ricardo Street as key pedestrian and visual corridors in the waterfront.

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l) Melville Street north of Ricardo Street will be treated as a primarily pedestrian street serving as the main north-south spine of the Dock Area. North of Lockhart Street, Melville Street should be designed to allow for event closure as a pedestrian promenade.

m) The Town should seek to expand Turntable Park in conjunction with the effort to rationalize the Dock Area road network. The expanded park should be the focus for heritage interpretation in the Dock Area and be limited to passive park uses that respect the adjacent residential neighbourhood.

n) The railway right-of-way should be maintained as a passive open space. Investment in the open space should be limited to low-scale heritage interpretation such as demarking the culvert and rail tracks. Any improvements to the open space should employ subtle landscaping to *buffer* neighbouring houses from intrusion. A pathway, located approximately on the historic railway alignment in the railway right-of-way shall be made universally accessible, and be constructed with materials and a pattern that celebrates the rail track pattern. Any lighting in the railway right-of-way shall be limited to low-level pedestrian lighting.

o) Melville Street and Ricardo Street will be enhanced with new heritage themed pedestrian scale lighting and native trees to complement existing landscaping and reinforce these important civic streets. The planting of street trees will be encouraged within the public right of way.

p) Signage in the public realm should be simple.

10.3.6 Movement

The following policies are intended to assist the Town to prioritize improvements to the Dock Area's mobility network to achieve goals of improving the environment for pedestrians and cyclists, and rationalizing vehicular traffic in the area. This Secondary Plan employs multiple strategies to improve the movement network, including integrating cycling and vehicular movement along a shared right-of-way.

a) The Dock Area's movement network serving pedestrians, cyclists and vehicles is composed of connecting streets, neighbourhood streets, a Share-all trail, the Melville promenade, a passive trail system, informal pedestrian *linkages*, a shuttle bus circulation route, marina slips, and a community open space network as shown in Schedule B5: Movement and Transportation Network.

b) The Dock Area streets, trails, public spaces and buildings should be designed to acknowledge and support the pedestrian focus of this area.

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c) The Town shall prioritize investment in the Trail illustrated in Schedule B5: Movement and Transportation Network as an important pedestrian and cycling connector linking the Dock Area across itself, to Parks Canada lands, to the Niagara Parkway, and to the rest of the Old Town. Over time, through the acquisition of land (as detailed in policy 10.5.4(d) of this Secondary Plan, and/or through the *redevelopment* process as private landowners choose to redevelop their property, the Town shall seek to expand the Trail to include Future Trail Connections (as illustrated on Schedule B5: Movement and Transportation Network), completing the Dock Area Water's Edge Public Walk which is envisioned to extend from Shoreline Park to the Pumphouse Gallery.

d) Ricardo Street should be recognized as the primary pedestrian/bicycle/vehicular eastwest street crossing the Dock Area, connecting it to Queen's Royal Park and the Niagara Parkway. The Town should seek to redesign Ricardo Street as an integrated multi-use street that provides a safer and more comfortable environment for pedestrian and cycling movement, including providing bicycle shared-lane markings along Ricardo Street from Navy Hall to Simcoe Street. See Section A-A' and Section B-B' Ricardo Street.

e) Melville Street north of Ricardo Street should be regarded as the entrance to the Dock Area, announced by the introduction of special paving and landscaping. Over time, the Town should explore closing Melville Street north of Lockhart Street to vehicular traffic. The Town should also explore opportunities to slow vehicular traffic entering Melville Street, including narrowing the intersection at Ricardo Street. The Town should work with the Sailing Club to over time relocate its main entrance to off Ricardo Street. See Section C-C' and Section D-D' Melville Street.

f) Ball Street, including any extension or opening of the right of way, should maintain its existing scale and character as a narrow lane. See Section E-E' Ball Street.

g) Buses serving commercial uses shall be prohibited from dropping-off visitors directly in the Dock Area. The Town shall explore opportunities to introduce shuttle service to/from the Fort George bus parking lot to select locations in the Dock Area, such as along Ricardo Street. An example of a shuttle bus route and drop-off locations is illustrated in Schedule B5: Movement and Transportation Network.

h) As part of the municipal investment strategy to enhance Turntable Park, the Town should rationalize the road network through the Dock Area, improving the circulation of vehicles to ease their ability to efficiently exit the area. Specifically, as shown in Schedule B5: Movement and Transportation Network, the Town should study the potential of opening the Ball Street right-of-way, extending Lockhart Street to Ball Street, and closing Turntable Way. It is also this Plan's recommendation that if logical,

Turntable Way between Lockhart Street and Delater Street should be converted into a landscaped pedestrian walkway, as shown in Schedule B4: Public Realm Framework.

i) The Town should seek to slow traffic, and where possible reduce traffic, on Delater Street. This Plan recommends that the Town study:

   i. The feasibility of employing traffic calming strategies on Delater Street.

   ii. Opportunities to reduce or control vehicular traffic entering Delater Street from King Street, including restricting vehicles from entering Delater Street from King Street with facilities at the base of King Street to assist vehicles heading north to turnaround and return towards Queen/Picton Street. These functional concepts are shown in Schedule B5: Movement and Transportation Network.

j) Sidewalks shall be constructed to municipal design guideline standards to facilitate pedestrian use.

k) Dock Area streets, with the exception of Melville Street and Ricardo Street east of Melville Street, shall be maintained without curbs.

l) Required parking for any new *development* should be addressed either on-site or off-site in a managed parking facility such as the Fort George parking lot. Stand-alone parking decks and open parking lots are not in keeping with the vision of this Plan. Where possible, the Town should seek opportunities for publicly accessible parking facilities integrated within on-site private facilities on the Chateau Gardens and Sailing Club properties if and when they come forward for *redevelopment*.

10.3.7 Cultural Heritage

The following policies are intended to provide the framework for better communicating and conserving the Dock Area's cultural heritage. The Dock Area's cultural heritage assets are important guides for understanding and respecting the area's history, character, scale, and sense of place. The intent of this plan is for residents of all ages, visitors and those interested in investing in the Dock Area to be able to appreciate what makes the Dock Area unique and what needs to be *conserved* over the long term.

a) The Dock Area has a rich collection of heritage landscapes as shown in Schedule B6: Cultural Heritage Landscapes. These heritage landscapes should be *conserved*, respected and celebrated as key legacies of the Dock Area.

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b) The Town should invest in efforts to better tell the many stories of the Dock Area through heritage interpretation. Nodes of heritage interpretation should be tied together through a curated heritage walk traversing the Dock Area. An example of a heritage walk route and places of interest are shown in Schedule B6: Cultural Heritage Landscapes.

c) The Town should focus its investment in heritage interpretation to maximize impact and effectiveness. Examples of key foci for heritage interpretation, as shown on Schedule B6: Cultural Heritage Landscapes, include the railway cultural-heritage landscape, the Wharf, and Delater and Ricardo Streets. In particular, the Town should explore opportunities to highlight the connections between Fort George, Fort Mississagua and Fort Niagara through programming and plaques.

d) The Town should explore opportunities to celebrate the railway route from King Street to the Wharf as an important cultural-heritage spine of the Dock Area, including demarcating the former railway tracks, providing educational signage explaining the history of the rail line, and better highlighting the remains of the turntable park, engine house and rail culvert.

e) The Town should recognize that the Dock Area has historically been a place supporting commercial fishing and for public small-scale waterfront recreation, including as a place to spend time along the shoreline, swim, sail and launch small human-powered boats. The Town should continue to support these activities as central to the cultural heritage of the Dock Area. The Town should also explore opportunities to celebrate its fishing history through displays and signage, including hosting a display of the Teenie 'H'

f) The dense collection of heritage houses along Delater Street and Ricardo Street between Melville Street and King Street is an important heritage asset. Infill *development* should contribute to reinforcing the neighbourhood's heritage character as a whole, including its small-scale, relationship to streets, and character of residential houses.

g) The Town should protect through height, side yard setbacks and appropriate landscaping requirements Significant Views central to the cultural heritage of the Dock Area (as illustrated on Schedule B6: Cultural Heritage Landscapes). Specifically, the Town should protect public views down Melville Street to the water, important and historic views between Fort George and Fort Niagara, and public and private views from the bluffs on Ricardo Street and Byron Street to the water. In this regard, heights of new *developments* will be subject to a detailed view analysis demonstrating that the view of Fort Niagara will not be disrupted. Existing buildings and their replacements at the same height are not affected by this policy.

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h) The Town should recognize St. Mark's Church as a valuable heritage asset that should be celebrated and included in initiatives celebrating the history of the Dock Area.

i) In the preparation of any Master Plan for Queen's Royal Park, the Town should consider how this key public space supports and connects with the Dock Area, including contributing to the public goal for the waterfront and cultural heritage conservation.

j) The Pumphouse building and property shall be preserved and used for a range of cultural, arts and related uses.

k) Where the original use of a heritage building is no longer feasible, the adaptive reuse of existing structures and landscapes of cultural heritage value should be permitted and encouraged to support their long term viability in as far as the proposed use does not compromise the historic integrity the site.

10.3.8 Natural Heritage

The Dock Area has a *significant natural heritage system* along its shoreline that is protected by the policies of this Plan, the Town's Official Plan, Niagara Region and Niagara Peninsula Conservation Authority, as well as Provincial regulations. The following section delineates the Shoreline Conservation Area in the Dock Area and outlines the policies to conserve the ecological health of the shoreline edge.

a) The following conservation policies apply to the lands designated as Shoreline Conservation Area as shown in Schedule B7: Natural Heritage System.

b) The Shoreline Conservation Area provides a set of overlay policies that shall be read and applied in conjunction with the land use designation to determine appropriate land use, built form and *infrastructure* located within the Area.

c) Permitted Main Uses: fisheries management, wildlife management, waterfowl protection, *floodplains*, environmental protection, publicly accessible trails, public parks and private open spaces.

d) Secondary Uses permitted with a Main Use: *accessory buildings or structures* subject to the approval of the authority having jurisdiction

e) Secondary Uses permitted independent of a Main Use: shoreline protection, yard space for any use permitted per the governing land use designation, *accessory buildings or structures* not used for human habitation permitted in the governing land use designation subject to the approval of the authority having jurisdiction.

f) The provision of protection works or the dumping of material along the Lake Ontario and Niagara River shorelines is prohibited without the prior written authorization of the Town and the Niagara Peninsula Conservation Authority. Notwithstanding the provisions of this policy Shoreline Protection Works would require a permit from the Niagara Peninsula Conservation Authority.

g) No buildings or structures, or addition thereto nor the placement or removal of fill material, shall be permitted within or adjacent to the Niagara River, Lake Ontario or any inland watercourse, and its associated valley system, without the prior written authorization of the Conservation Authority or the Ministry of Natural Resources and Forestry.

h) No buildings or structures or additions to such buildings or structures nor the placement or removal of fill material shall be permitted in any flood line as established by the Niagara Peninsula Conservation Authority without written approval from the Conservation Authority.

i) No buildings or structures or additions to such buildings or structures nor the placement or removal of fill material shall be permitted within the 100 year erosion limit of Lake Ontario without the written approval of the Niagara Peninsula Conservation Authority.

j) Existing uses shall be recognized despite the hazardous characteristics of the land. Expansions of such uses will, however, be discouraged unless they are in conformity with the following:

   i. Reconstruction and/or minor additions to existing buildings or structures, pump houses, storage sheds and inground swimming pools that are approved by the Niagara Peninsula Conservation Authority, in accordance with the Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulations;

   ii. Additions or extensions, including new structures that are not likely to incur significant flood damage or will not result in impediments to flow or floodwater storage, and that are approved by the Niagara Peninsula Conservation Authority in accordance with the Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulation.

k) No plans to divert, channelize or in any way *alter* an inland natural watercourse shall proceed without the prior written authorization or the Niagara Peninsula Conservation Authority and the Ministry of Natural Resources and Forestry.

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l) Any application for the redesignation of Shoreline Conservation Area lands will be carefully reviewed and shall not adversely impact the natural environment. Council shall, in conjunction with appropriate public agencies including the Conservation Authority, the Ministry of Natural Resources and Forestry and the Region, require a proponent to submit a study prepared by a qualified environmental specialist. Such a study shall contain:

i. A description of the natural environment and existing physical characteristics including a statement of environmental quality.

ii. A description of the proposed *development* and the potential effect on the natural environment.

iii. A description of the costs and benefits in economic, social, and environmental terms of any engineering works and/or resource management practices needed to mitigate the potential effects.

iv. An evaluation of alternatives including other locations to the proposal.

m) There is no public obligation, however, either to change the designation of, or to purchase any area within the Conservation designation, particularly if the environmental hazard would be difficult or costly to overcome.

n) Conservation lands may not necessarily be considered acceptable as part of a parkland dedication under the Planning Act.

o) In interpreting the boundary of any conservation designation where lands abut the Lake Ontario or the Niagara River the boundary of the conservation designation shall be the top of the bank adjacent to the Lake or River. Notwithstanding the above, the Niagara Peninsula Conservation Authority regulates all land within 15.0m from the top of bank. The Town where deemed necessary may also request within the *buffer* area a maintenance area (generally 8 metres (26.2 feet) wide).

p) Within the Shoreline Conservation Area, as shown on Schedule B7, Natural Heritage System, any use permitted shall be subject to the approval of the Conservation Authority and will only be permitted if the erosion hazard has been adequately overcome by protective measures approved by the Ministry of Natural Resources and Forestry or to the satisfaction of the Niagara Peninsula Conservation Authority which may require shoreline protection works to be installed prior to *development* taking place.

q) When there is an application under the Planning Act on or adjacent to lands designated as an Environmental Conservation Area, the Regional Policy Plan may require that an Environmental Impact Study and or Tree Savings Plan be completed.

10.3.9 Implementation

a) The Town shall amend the land use and built form provisions of its Zoning By-law to bring them into conformity with this Secondary Plan, and all future zoning amendments for lands in the Dock Area shall conform to this Plan.

b) Acquisition of Land for Public Use. The Town shall prepare a strategy to acquire lands identified in this Plan when they become available.

c) Transportation. The Town shall undertake a detailed transportation assessment analyzing the merits of *alterations* to roadway patterns as well as other recommendations identified in this Plan. Priority shall be given to improving the environment for pedestrians and cyclists, parking management strategies, and rationalizing the flow of vehicular traffic in the Dock Area.

d) Parking Management. The Town shall explore parking management strategies tailored to needs of the Dock Area that includes encouraging additional public parking included within parking structures of new major *development*, as well as reduced parking requirements when and where it is considered a public good.

e) Implementing the long term Vision and policies of this Plan will require collaborative partnerships between stakeholders and the Town through municipally-led initiatives. In particular:

i. The Town shall work with and encourage the Niagara-on-the-Lake Sailing Club to, over time, improve public access to the waterfront and enhance the landscape edge treatment of the Harbour site while preserving the function of the Sailing Club facility. The Secondary Plan recognizes that the Niagara-on-the-Lake Sailing Club intends for the foreseeable future to continue current activities and uses. Until such time that it chooses to redevelop its property the Club is only encouraged and not compelled to comply with the policies of this Plan. In particular, opening public access to the Sailing Club property, no matter how limited, shall only be achieved at the prerogative of the Club and/or through a *redevelopment* process initiated by the Club.

ii. The Town shall work with and encourage the Jet Boat operator and any future commercial boating operations to implement improvements to the Town Dock Area that enhance public views, amenity, visual appearance and accessibility to the water's edge.

iii. The Town should prepare a Master Plan for key public realm components of the Dock Area to guide future improvements and investment on existing and future Town owned lands including the Town Dock Area, Turntable Park, Shoreline Park, and the Dock Area Waters Edge Walk.

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f) Redevelop is defined to mean a change in the built form or use of a site that triggers a municipal *development* application (Site Plan, Rezoning, Official Plan Amendment, Severance) and that proposes an increase of more than 50 percent of the existing Gross Floor Area on the site or effects more than 50 percent of the site area.

g) Site Plan Control Approval. All proposed *development* in the Dock Area, including single detached dwellings, shall be subject to Site Plan Control Approval.

h) Urban Design Review. All Site Plan Applications for lands in the Dock Area shall be subject to the urban design review process.

i) Community Improvement. The Dock Area is to be identified as a Community Improvement Area under Section 28 of the Planning Act. Further, the Town may designate Turntable Park, areas around the Marina, the Town Dock and neighbouring Town-owned lands, Nelson Street Park, Melville Street north of Ricardo Street, and Ricardo Street east of Melville Street as the Community Improvement Project Area, for which a Community Improvement Plan will be prepared.

j) Demolition Control. This Plan neither anticipates nor intends that a significant amount of demolition of existing structures will occur, in particular in stable residential neighbourhoods. All demolition applications should be reviewed by the Town to ensure that the resulting *development* is desirable and in keeping with the appropriate Character Area as delineated in this Plan. Properties and structures designated under the Ontario Heritage Act and listed on the register of non-designated properties shall continue to be subject to demolition control measures. For properties and structures not subject to the Ontario Heritage Act, a Demolition Control By-Law shall be enacted pursuant to the Planning Act to protect residential properties and to maintain the character of stable residential areas. Demolition permits should be issued only after the conditions of site plan approval have been met.

k) Monitoring and Evaluation

i. The Dock Area Secondary Plan must continue to respond to the area's changing social, economic and *development* pressures. Changes to the Plan may be required over time. Monitoring the changing social, economic, fiscal and environmental conditions will be important in determining whether the Plan's goals, objectives, priorities and implementation mechanisms remain appropriate.

ii. As required by the Planning Act, every five years Council will determine whether there is a need to review the Secondary Plan.

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l) Parks Canada and Niagara Parks Commission Lands

The Town will consult with Parks Canada and the Niagara Parks Commission regarding the use of their lands. The use of these lands should be consistent with the provisions contained in the Provincial Policy Statement and other Provincial Plans. Also these lands should have regard for the Town's Vision for the Waterfront as well as the policies of this Secondary Plan.

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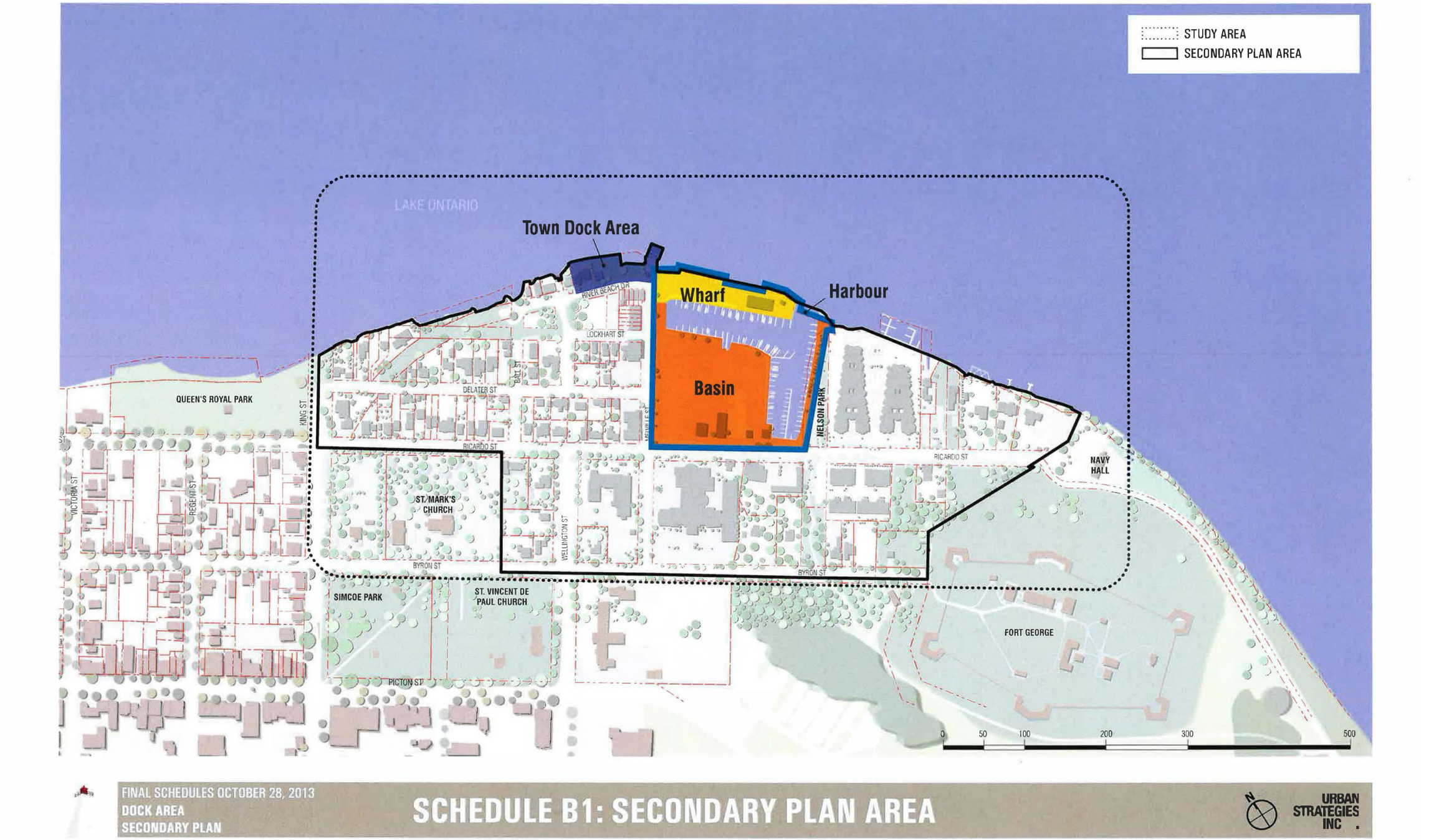
STUDY AREA
SECONDARY PLAN AREA
LAKE ONTARIO
Town Dock Area
Wharf
Harbour
Basin
QUEEN'S ROYAL PARK
KING ST
DELATER ST
BATH ST
MELVILLE ST
RIVER BEACH DR
LOCKHART ST
RICARDO ST
NELSON PARK
NAVY HALL
VICTORIA ST
REGENT ST
ST. MARK'S CHURCH
WELLINGTON ST
BYRON ST
SIMCOE PARK
ST. VINCENT DE PAUL CHURCH
PICTON ST
FORT GEORGE
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50
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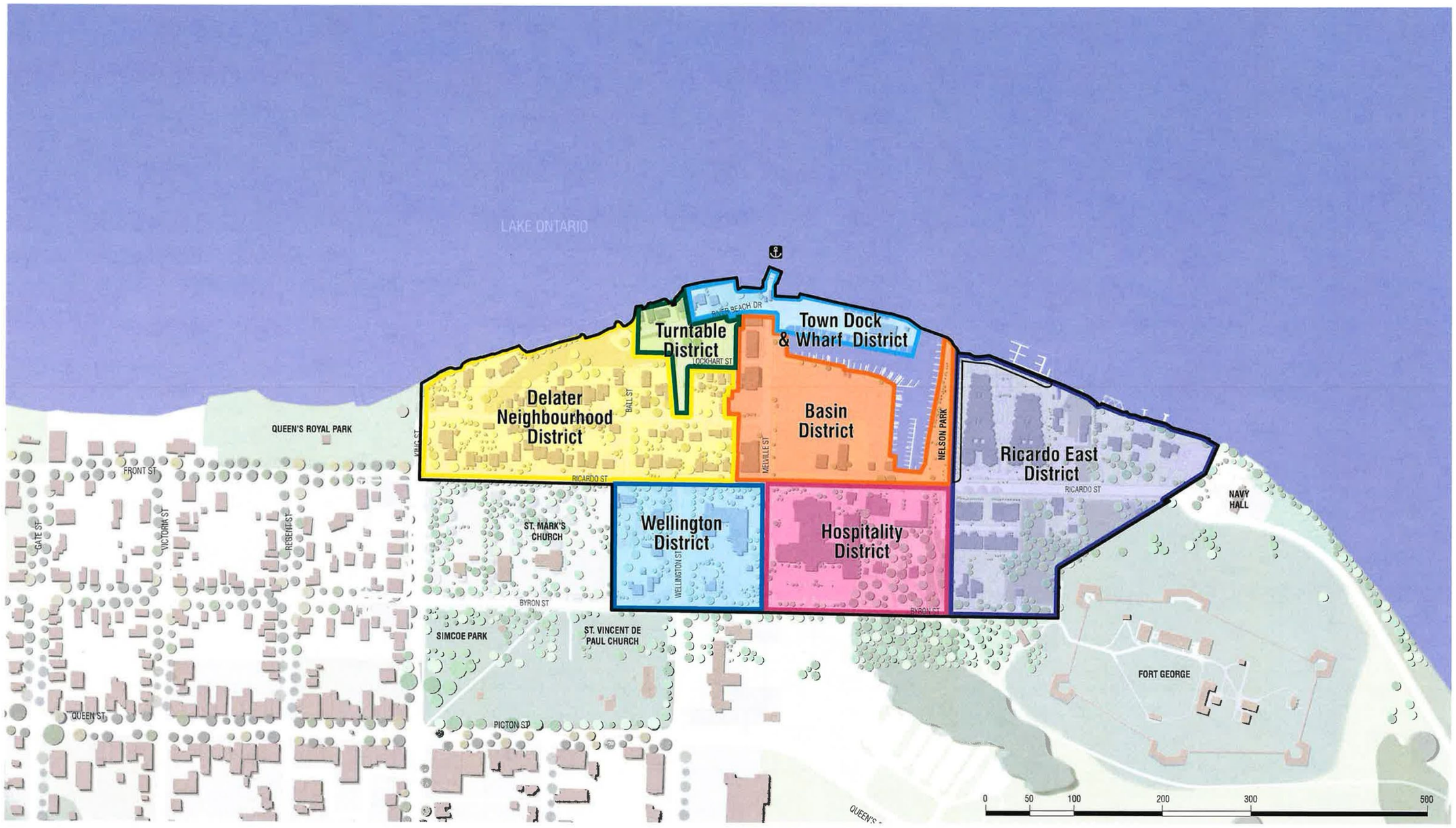
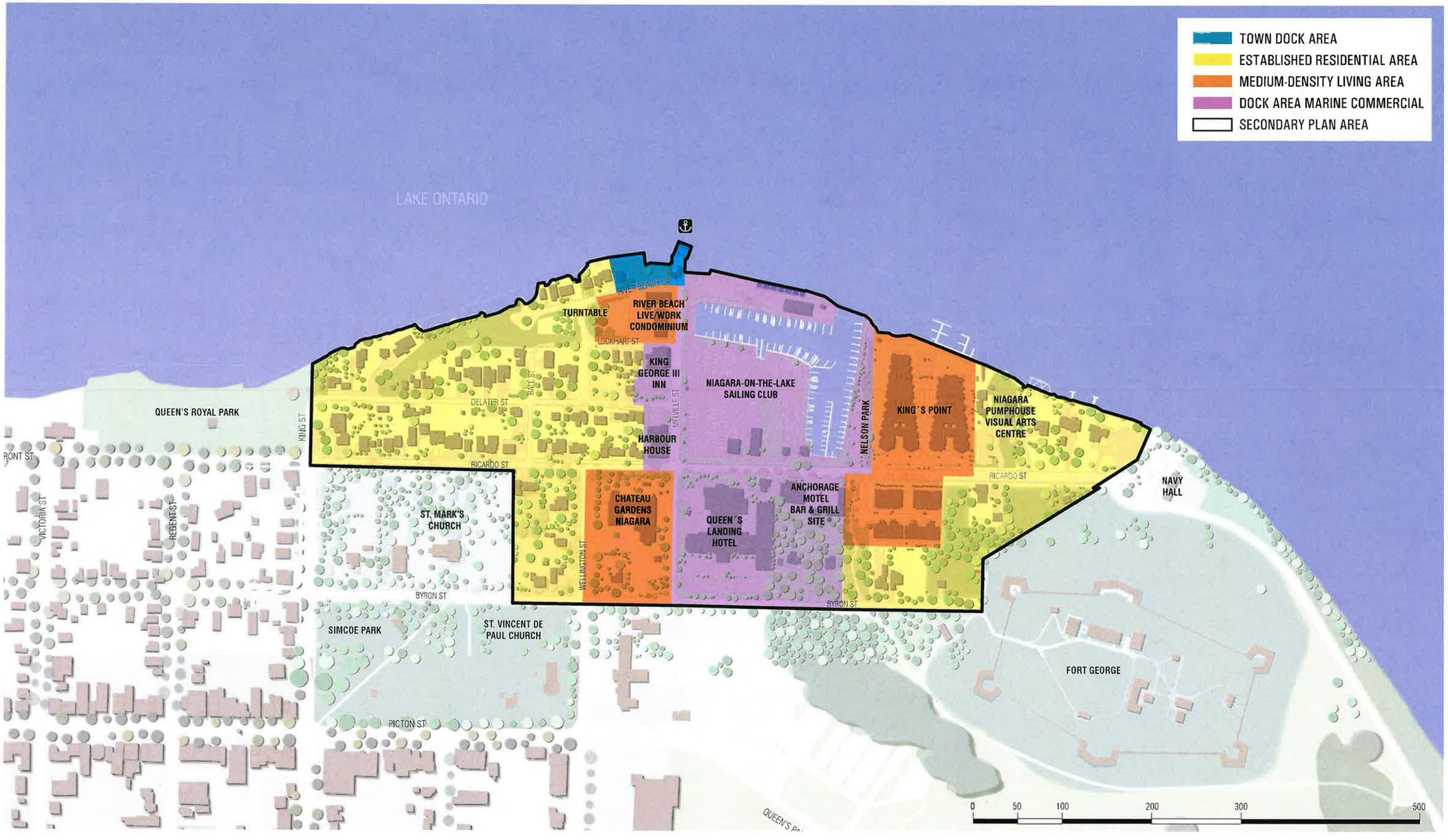
FINAL SCHEDULES OCTOBER 28, 2013
DOCK AREA
SECONDARY PLAN
SCHEDULE B1: SECONDARY PLAN AREA
N
URBAN STRATEGIES INC.



FINAL SCHEDULES OCTOBER 28, 2013
DOCK AREA
SECONDARY PLAN

SCHEDULE B2: CHARACTER AREA DISTRICTS

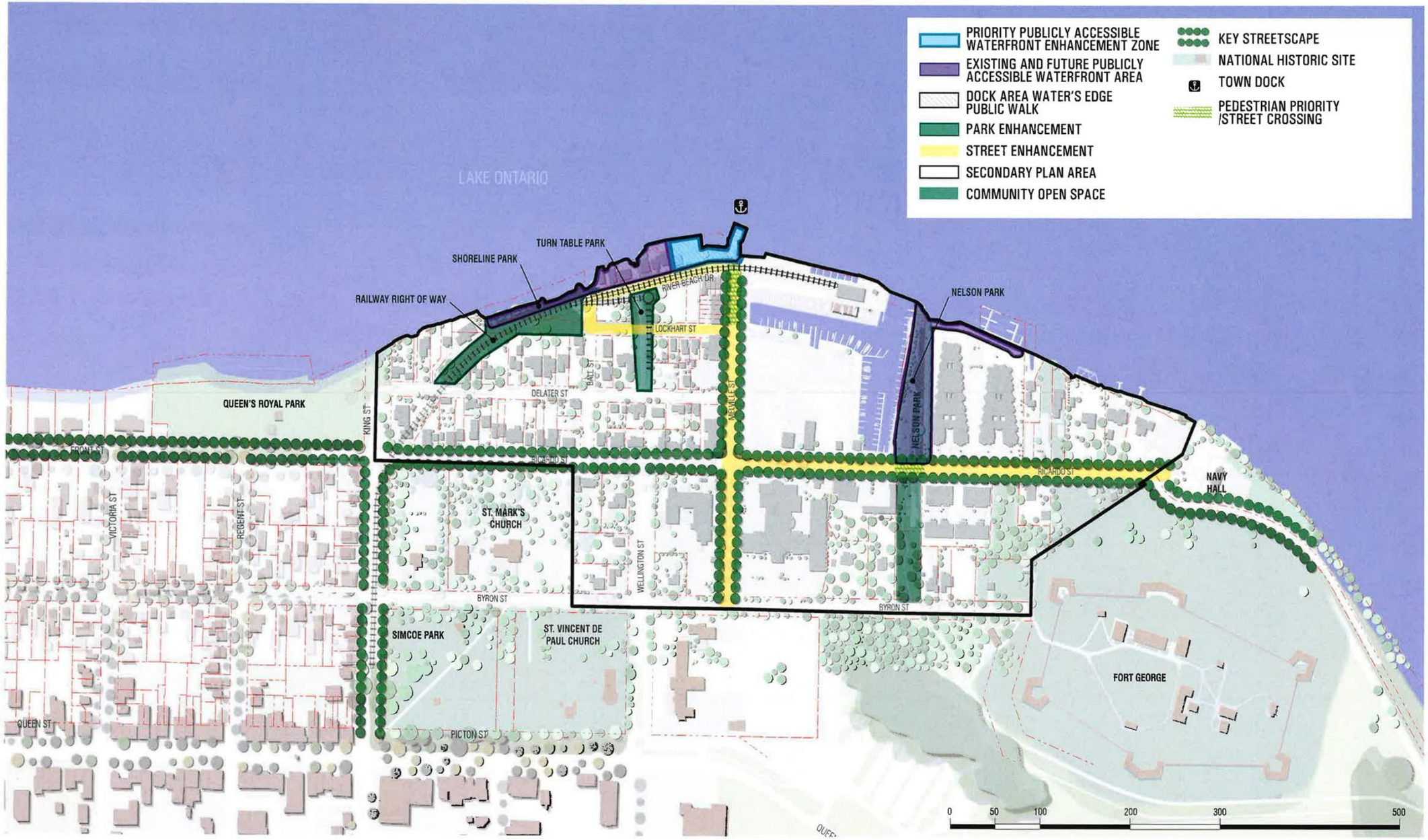
URBAN STRATEGIES INC.



FINAL SCHEDULES OCTOBER 28, 2013
DOCK AREA
SECONDARY PLAN

SCHEDULE B3: LAND USE DESIGNATIONS

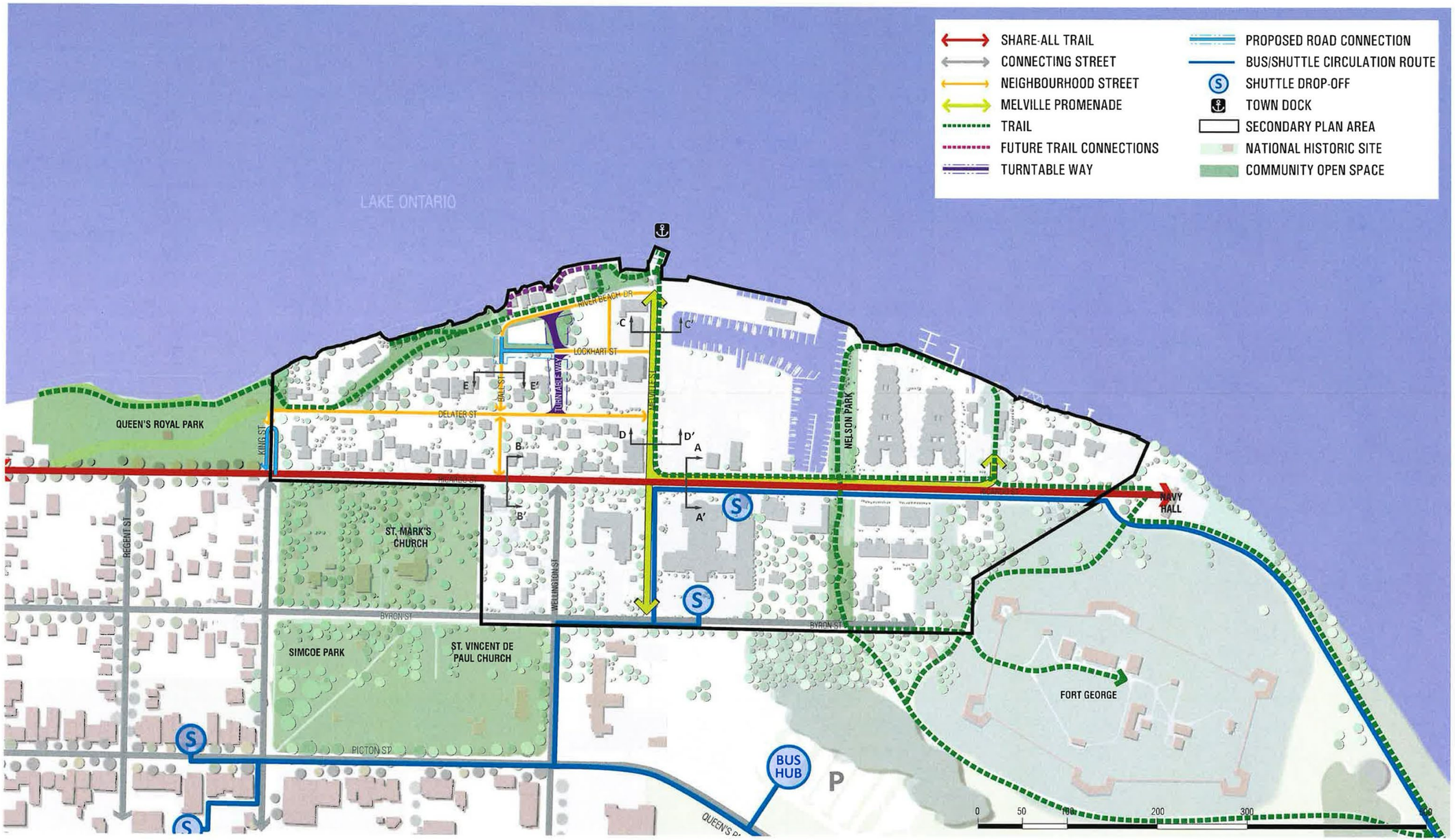
URBAN STRATEGIES INC.



FINAL SCHEDULES OCTOBER 28, 2013
DOCK AREA
SECONDARY PLAN

SCHEDULE B4: PUBLIC REALM FRAMEWORK

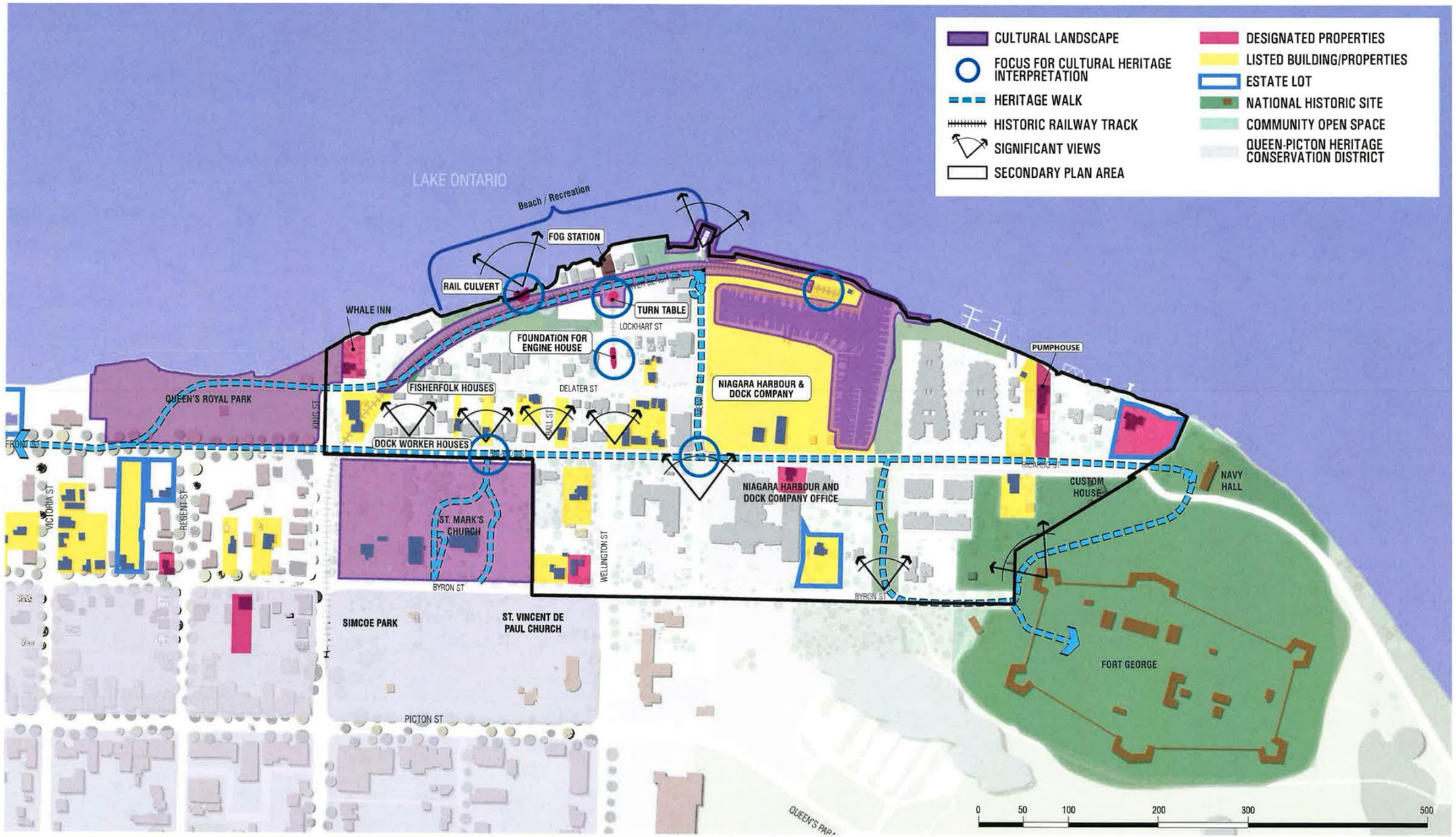
URBAN STRATEGIES INC.



FINAL SCHEDULES OCTOBER 28, 2013
DOCK AREA
SECONDARY PLAN

SCHEDULE B5: MOVEMENT AND TRANSPORTATION NETWORK

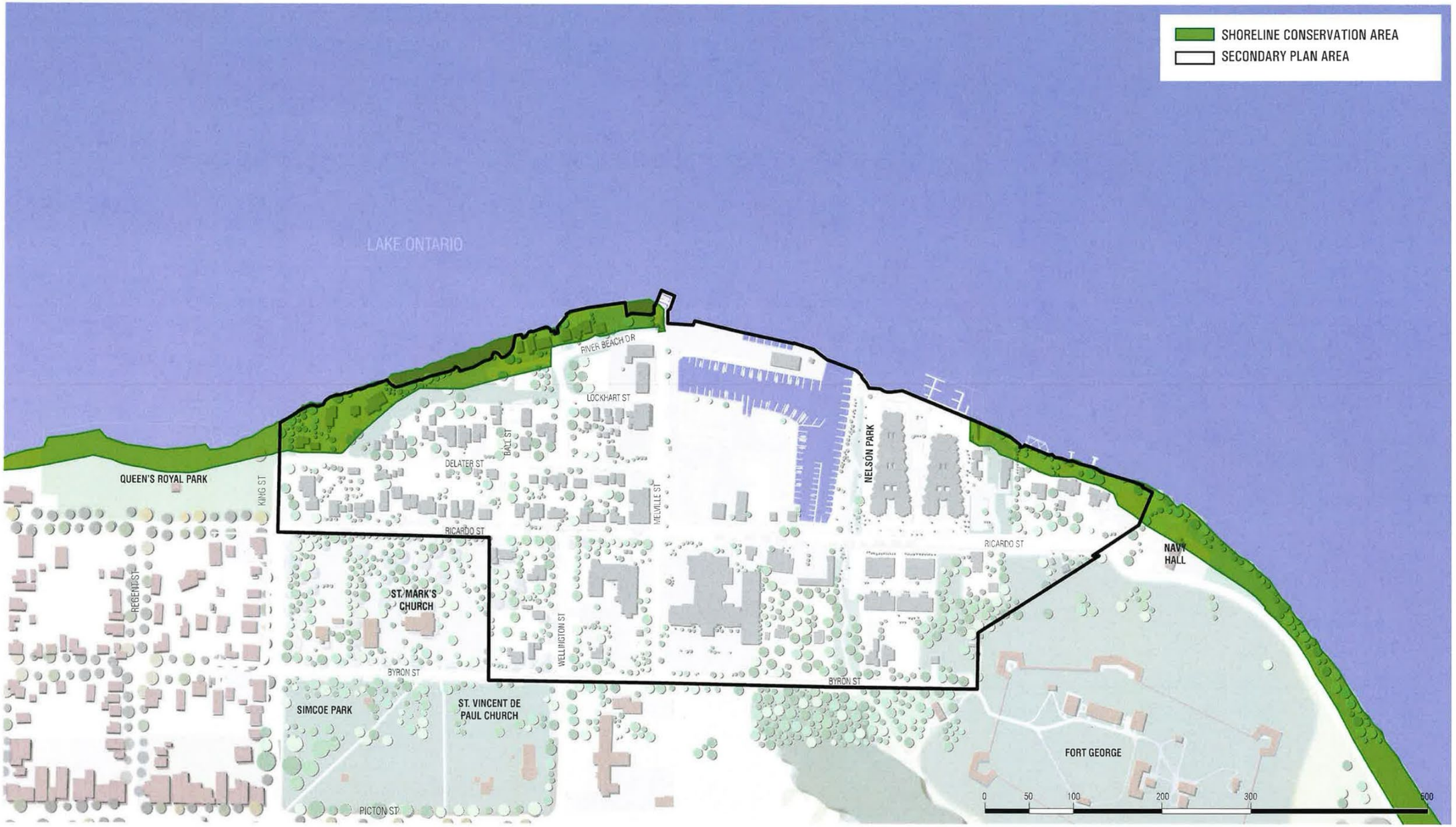
URBAN STRATEGIES INC.



FINAL SCHEDULES OCTOBER 28, 2013
DOCK AREA
SECONDARY PLAN

SCHEDULE B6: CULTURAL HERITAGE LANDSCAPES

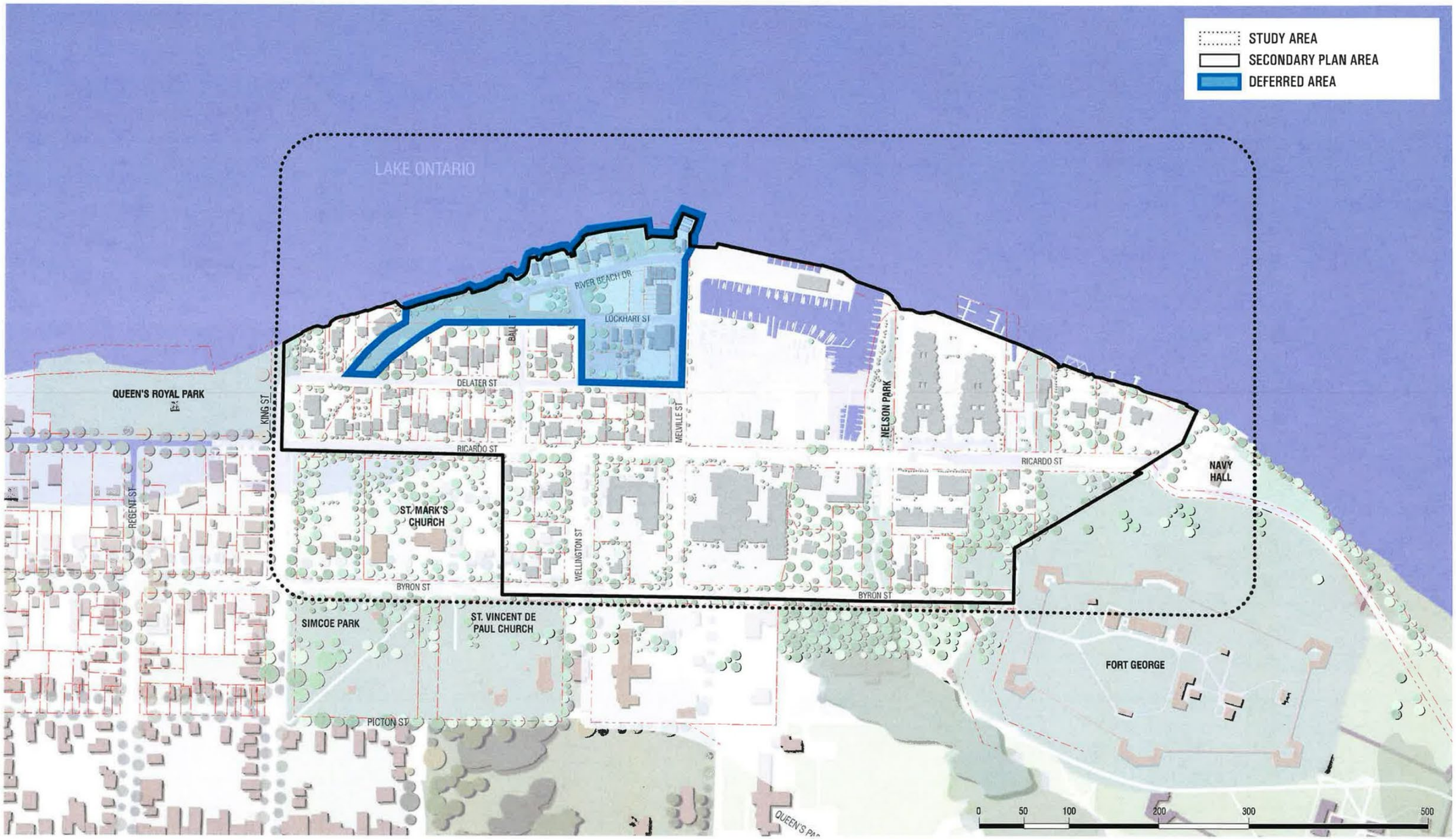
URBAN STRATEGIES INC.



FINAL SCHEDULES OCTOBER 28, 2013
DOCK AREA
SECONDARY PLAN

SCHEDULE B7: NATURAL HERITAGE SYSTEM

URBAN STRATEGIES INC.


STUDY AREA
SECONDARY PLAN AREA
DEFERRED AREA
LAKE ONTARIO
QUEEN'S ROYAL PARK
KING ST
REGENT ST
DELATER ST
RIVER BEACH DR
LOCKHART ST
BALL T
MELVILLE ST
RICARDO ST
NELSON PARK
NAVY HALL
ST. MARK'S CHURCH
BYRON ST
WELLINGTON ST
SIMCOE PARK
ST. VINCENT DE PAUL CHURCH
PICTON ST
FORT GEORGE
QUEEN'S PA
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FINAL SCHEDULES OCTOBER 28, 2013
DOCK AREA
SECONDARY PLAN
SCHEDULE B8: DEFERRED AREA
URBAN STRATEGIES INC.

10.4 Glendale Secondary Plan

10.4.1 Introduction

10.4.1.1 Approach

a) Glendale has been identified as a Strategic Growth Area in the Niagara Region Official Plan and has been assigned a high priority for *development* and *intensification* in Niagara Region. Glendale is expected to:

i. Transform into a vibrant and complete community for people of all ages, lifestyles and abilities;

ii. Incorporate a mix of uses and built form within its urban districts;

iii. Protect, integrate, celebrate and connect to the natural and rural surroundings reflecting the distinct character of the area; and

iv. Put mobility first with a robust transit system and *active transportation* routes seamlessly connecting areas north and south of the QEW highway.

b) This Secondary Plan is purposefully written to celebrate inclusivity and diversity, and therefore avoids the identification of any person, or group of people in the vision, principles and subsequent land use policy frameworks.

c) This Secondary Plan establishes a framework for growth and *development* to the year 2051. It is the Town's primary tool for guiding *development* within Glendale. The detailed policies of this Secondary Plan build upon the vision for the future and a number of supportive principles that have been established through both the Glendale District Plan and this Secondary Plan. Together, the vision, principles and policies of this Secondary Plan provide a comprehensive framework to guide decision making about future growth, and to manage change in a way that ensures that the evolution of Glendale occurs in a way that enhances it as a successful and desirable place to live, work, play and to invest in.

10.4.1.2 Application

a) The lands affected by this Secondary Plan are identified on Schedule 1, and are known as the Glendale Secondary Plan Area. The vision, principles, policies and schedules contained in this Secondary Plan constitute the Glendale Secondary Plan. Decision making will be based on conformity with all the relevant policies of this Secondary Plan. The text of this document and the following schedules constitute this Secondary Plan:

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i. Schedule 1 – Land Use Designations;
ii. Schedule 2 – Building Height;
iii. Schedule 2B – Enhanced Building Height;
iv. Schedule 3 – Natural Heritage System;
v. Schedule 4 – Pedestrian Realm and Active Transportation Network; and
vi. Schedule 5 – Street Network.

b) This Secondary Plan shall be read and interpreted in its entirety. The vision, principles and policies of this Plan must be considered together to guide its implementation and determine conformity. Individual policies should not be read or interpreted in isolation from other relevant policies.

c) The following associated appendix is a non-statutory element of this Secondary Plan, and is provided for clarification purposes only:

i. Appendix 3 - The Urban Design Guidelines.

d) Council adopted companion documents are needed to fully implement this Secondary Plan.

e) This Secondary Plan forms part of the Plan and provides more detailed local *development* policies to guide growth and change within Glendale. This Secondary Plan is to be read in conjunction with the relevant policies of this Plan. Where there is a conflict between the designations and policies of this Secondary Plan and any policy of this Plan, the policies of this Secondary Plan shall prevail.

f) Where there is a conflict between this Secondary Plan and any existing *development* approval, the existing *development* approval shall prevail. All *development* applications deemed complete by the Town prior to the approval of this Secondary Plan shall be subject to the Official Plan policies in place at the time the *development* application was deemed complete by the Town. For further clarity, amendments, extensions or revisions to existing approvals that require new applications under the Planning Act, after the adoption and approval of this Secondary Plan, shall be subject to the policies this Secondary Plan.

10.4.2 Vision & Principles

10.4.2.1 Vision

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

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

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

10.4.2.2 Fundamental Principles

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

Principle 1 **Be a healthy community** - Glendale will be a healthy community that is accessible and connected, and inclusive with diverse mobility options and a range of housing options. Amenities and Public Service Facilities, including parkland, will be close to where people live and will be connected through comprehensive *active transportation system*. Glendale will be a community where diversity is celebrated, residents are engaged, socially connected, and have equitable access to housing, support services and cultural activities.

Principle 2 **Protect and enhance natural features and functions -** All of the significant natural heritage features and associated *ecological functions* within Glendale will be protected and their natural beauty and quality will be enhanced for the enjoyment of everyone.

Principle 3 **Promote compact development and intensification -** New *development* will support the ongoing evolution of the Glendale secondary plan area into a more compact, walkable, and transit-supportive community. New *development* will be efficient, and will be provided with municipal *infrastructure* systems, including a full range of mobility options, Public Service Facilities and parkland in a cost-effective and fiscally responsible manner.

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Principle 4 **Provide a full range and mix of land uses -** Glendale will be a welcoming and inclusive community, providing a full range of residential, retail and service commercial uses, restaurants, educational, recreational, employment and cultural opportunities. Public Service Facilities, and parkland will be accessible to everyone.

Principle 5 **Provide a diverse range of housing options, ensuring choice and affordability -** Glendale will provide a variety of housing options that meet the social, health, economic and well-being requirements of future residents, including additional needs housing and needs arising from demographic changes and employment opportunities. The range and mixture of housing options will accommodate a full spectrum of households, including housing options that meet the economic and affordability requirements of a growing and diverse population.

Principle 6 **Encourage high quality design -** High quality urban design will promote the importance of Glendale within the structure of the Town. New *development* will demonstrate high quality urban design that contributes to the recognition of Glendale as a beautiful and successful mixed-use community. Existing low-rise residential communities will be protected from adverse impacts resulting from surrounding new *development*. Public Parkland, buildings and *infrastructure* will set the standard and will define the quality of *development* that is expected. Urban Design Guidelines will assist the Town is ensuring high quality design.

Principle 7 **Promote sustainability, resiliency and a response to climate change -** Glendale will respond to a changing climate by promoting intensified and higher density *development* in support of an evolving high order transit system and robust *active transportation* network. In addition, this Secondary Plan will protect the *natural heritage system* and conserve biodiversity. Policies in association with the attached Urban Design Guidelines will identify a host of opportunities to promote green building technologies and *green infrastructure* emplacement in support of enhanced sustainability and resiliency.

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Principle 8 **Establish an Integrated Pedestrian Realm and Active Transportation Network -** The Pedestrian Realm and Active Transportation Network will be recognized as highly interconnected, safe and conveniently located. Enhanced and connected parkland and sidewalk networks, including cycling facilities, will provide mobility options and enhanced connectivity making *Active Transportation* an attractive and practical travel option for everyone.

Principle 9 **Support all mobility options, with a focus on transit to serve Glendale, Niagara and beyond -** This Secondary Plan supports all forms of mobility through a safe, connected transportation network. In addition to accommodating vehicular traffic, ongoing transit planning in Glendale will be integrated with land use planning to ensure that new *development* supports an enhanced level of transit service over time. The transit network will grow to connect core user groups and key destinations within Glendale and throughout the Town and beyond, with direct routes and street-side amenities that make taking public transit an attractive and practical travel option for everyone. Transit supportive *development* will be supported. The Niagara Transit Commission, in cooperation with the Town, shall explore opportunities to establish a centrally located Transit Hub within Glendale.

Principle 10 **Create a new "main street" as a community focal point -** New *development* will create a new "main street" that will accommodate a range of smaller scale retail and service commercial uses in combination with residential apartments, an urban square and enhanced *streetscapes*. Collectively, this area will be recognized as having high quality urban design, a rich and balanced mixture of activities with a distinct, definable identity. This area will become the vibrant heart of the community - a gathering place for everyone to enjoy.

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Principle 11 **Support a flexible approach to economic development -** A flexible approach to local economic *development* will ensure the Town is able to adapt as trends change and remain prosperous, with a diversity of employment opportunities for its residents and a focus on entrepreneurial opportunities, including the rural/agricultural economy. The Town will leverage Glendale proximity to the Niagara District Airport to support and improve social and economic links.

Principle 12 **Focus the funds generated by development in Glendale into Glendale -** The array of funds and required land contributions that are generated over time by the *development* activity within Glendale through various instruments under the Planning Act and the Development Charges Act need to be spent by the Town and the Region on appropriate projects in Glendale. This focus will ensure that there is a clear recognition, and response to the link between growth and the requirements for municipal investment in Public Service Facilities, as well as the municipal service *infrastructure* requirements, transportation and transit investments required to properly accommodate anticipated growth.

10.4.3 Growth Management

10.4.3.1 Population and Employment Growth

a) Glendale is identified as a Strategic Growth Area. This Secondary Plan is intended to guide growth and *development* in Glendale to the year 2051. It is understood that Glendale will evolve over the time horizon of this Secondary Plan to achieve the vision and principles outlined in this Secondary Plan, and transform into an integrated mixed-use community, to be developed at higher densities and in taller buildings than exist today.

b) To the year 2051, it is estimated that:

i. The population of Glendale could grow to approximately 14,000 people, representing an increase of some 12,600 people.

ii. The employment base in Glendale, currently estimated at 5,200 jobs, is anticipated to increase by some 4,000 jobs by 2051, to a level of 9,200 jobs.

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c) The Niagara Region Official Plan (2022) establishes a long-term density target for Glendale at 100 people and jobs combined per hectare. Notwithstanding the identified population and employment growth, nothing in this Secondary Plan is intended to limit the achievement of the identified minimum density target within Glendale, provided applicable Airport Zoning Regulations for the Niagara District Airport are complied with, and the Town, in consultation with the Region, is satisfied that appropriate municipal service *infrastructure* capacity is available to service the area.

10.4.3.2 **Phasing**

a) As a result of the long-term vision established in this Secondary Plan, the phasing of *development*, and particularly the harmonious accommodation of new *development* within the context of the existing *development*, will be a key consideration in the review of *development* applications within Glendale.

b) *Development* approval will be considered on the basis of the following criteria:

i. Conforms with all of the relevant policies of the Plan and this Secondary Plan, and has regard to the Urban Design Guidelines;

ii. Assists the Town in achieving the *affordable* housing target;

iii. Delivers needed Public Service Facilities, including the key elements of the Pedestrian Realm and Active Transportation Network;

iv. Considers *compatible development*, community impacts and community benefits; and

v. Integrates sustainable design elements, including green building technologies.

c) *Development* applications will be considered in tandem with the capacity of the municipal service *infrastructure* systems (sewer, water, storm water management and transportation) as well as with Public Service Facilities and the identified components of the Pedestrian Realm and Active Transportation Network, over time.

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

10.4.3.3 **Niagara Regional Native Centre**

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

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

b) The statements included in this Section of this Secondary Plan would be applicable to any additional lands acquired by the Niagara Regional Native Centre within Glendale.

c) *Development* on the Native Centre is to be excluded from the calculations related to overall density targets, and the land area of the Native Centre will not be considered part of the gross land area of the Secondary Plan Area.

10.4.3.4 **Niagara College**

a) The lands identified as Niagara College on Schedule 1 are occupied by the Niagara-on-the-Lake Campus of Niagara College, an important institution and asset to the Town. Niagara College is accommodated in a campus of well-designed buildings and set in a landscape setting that reflects the College's role as a focal point for the Glendale community.

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b) The College has prepared, in consultation with the Town, a College Master Plan of the site indicating the location and form of future *development*. The Town acknowledges that as the College grows and evolves, any such plan is subject to change. The Town is not an approval authority for *development* on the Niagara College lands, but will continue to cooperate with the College on any *development* plans and the Master Plan and provide comments as necessary.

c) The preparation of any Amendment to the College Master Plan should include direction regarding the design treatment of any affected element of the Pedestrian Realm and Active Transportation Network. It is an objective of the Town to encourage students and employees of the College to walk, cycle or use transit to access the Campus. To achieve this objective, consideration should be given to the establishment of maximum on-site vehicular parking standards and minimum on-site bicycle parking requirements. In addition, wider sidewalks and bike lanes on key access routes and locations on transit routes should be pursued.

d) The Region of Niagara will continue to monitor or assign *infrastructure* capacity for the Niagara College lands.

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

10.4.4 General Policies for Building a Successful Community

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

10.4.4.1 Housing Affordability

a) The Town will encourage a range and mix of higher density housing types, styles, tenures and affordability characteristics to meet the economic requirements and affordability needs of a growing and diverse population.

b) The following agreements/partnerships and associated implementation tools may be considered by the Town in an effort to achieve the *affordable* housing target of the Plan:

i. Enact a Municipal Housing Capital Facilities By-Law under the Municipal Act to enable the Town to enter into agreements with private and non-profit partners for the provision of *affordable* housing;

ii. Coordinate and collaborate with local housing groups, community partners, government agencies and the private sector to support the *affordable* housing policies of this Secondary Plan and to promote innovative housing forms, *development* techniques and incentives that will facilitate the provision of *affordable* housing; and

iii. Become directly involved in the supply of *affordable* housing through land acquisitions, use of surplus land, *development* partnerships, the provision of financial incentives and/or establishment of a not-for-profit housing corporation.

c) The following strategies may be considered by the Town to achieve the *affordable* housing target:

i. Encourage the *development* of smaller dwelling units, where housing is considered to be more *affordable* due to lower construction costs;

ii. Encourage all forms of *affordable* housing to be cost-effective to manage and maintain;

iii. Establish alternative *development* standards and ensure that the provisions of the Zoning By-Law are sufficiently flexible to permit a range of innovative housing types and tenure models, including, for example, *Additional Residential Units*, tiny dwellings, cohousing, communal housing, and life-lease housing;

iv. Work with all levels of government and institutional land owners to make surplus land available to providers of *affordable* housing;

v. Apply for government grants and/or subsidies, including land dedication;

vi. Provide financial incentive programs established through a Community Improvement Plan;

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vii. Streamline the approvals process for projects that provide *affordable* housing; and viii. Establish/support reduced Development Charges, parkland dedication requirements and/or parking requirements for projects that provide *affordable* housing.

10.4.4.2 Economic Development

a) It is recognized that the Industrial/Business Park lands within Glendale represent one of Niagara's premier prestige business parks and is an important resource for both the Town and the Region in terms of attracting high quality jobs and businesses. This Secondary Plan includes the protection of the lands within the Industrial/Business Park designation for employment generating land uses. The key advantages of the Industrial/Business Park lands within Glendale are as follows:

i. Direct access/exposure to the QEW and close proximity to Highway 405;

ii. Proximity to the Niagara District Airport, the international border and Niagara College;

iii. Contains an available supply of serviced employment land; and

iv. A strategic gateway location for Niagara-on-the-Lake.

b) It is estimated that growth in Glendale will warrant close to 24,000 square metres of new retail and service commercial facilities by 2043. Additional facilities will be required to serve growth to 2051. This space estimate summarizes the total warranted space based on the expenditure (retail) and per capita space ratio (services) demand analyses.

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

Collectively, the lands within the Regional Commercial designation, as well as the lands within the Mixed-Use I and Mixed-Use II designations will provide significant opportunities to accommodate a complete range of commercial goods and services to foster competition and choice for the residents of Glendale, as well as for residents of the Town and the broader Region. The New Residential designation provides opportunities to accommodate more local serving retail and service commercial uses.

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c) To help attract diverse opportunities for jobs, the Town will support a strong and healthy economy within Glendale by:

i. Constructing, upgrading and maintaining high quality, universally accessible municipal service *infrastructure* systems and Public Service Facilities;

ii. Facilitating efficient and convenient transportation options for the movement of people and goods;

iii. Planning for an appropriate range of housing to support the local labour force, home occupations, and home-based businesses, including artist studio/maker spaces and live/work units; and

iv. Supporting the ongoing physical and functional expansion of the nearby Niagara District Airport.

d) The Town recognizes the important contribution of Niagara College, libraries and education service providers to the life-long learning opportunities for residents. The Town will support the growth and expansion of educational facilities as well as creative and cultural industries and institutions throughout Glendale as an important sector of the economy.

10.4.4.3 Urban Design

a) All public and private sector *development* within Glendale have regard to the Urban Design Guidelines attached to the Plan as Appendix 3, and shall, where applicable, be subject to Site Plan Control. To promote high quality urban design, the Town may require the submission of an Urban Design Brief in support of *development* applications within Glendale.

b) All *development* within Glendale shall be *compatible* with the surrounding community. The following shall be considered when evaluating the *compatibility* of *development* proposals:

i. The use, height, massing, orientation and landscape characteristics of nearby properties to ensure an appropriate transitions between the built forms and uses;

ii. On-site amenity space is provided and is reflective of, or enhances, the existing patterns of private and public amenity space in the vicinity; and

iii. Appropriate *streetscape* patterns, including block lengths, setbacks and building separations are implemented. The transition between different building types will be a key consideration in determining *compatible development*. This

Secondary Plan provides guidance on the various planning and design tools to be implemented to ensure *compatible development* and an appropriate transition between different building types, heights and land uses.

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

d) All *development* within Glendale, with a focus on the Pedestrian Realm and Active Transportation Network, parking lots and other publicly accessible areas, consistency/adequacy of achieving the following CPTED considerations:

i. Adequate lighting shall be provided and should be designed, where possible, with regard for vehicular, cyclist and pedestrian requirements so that the size, height, and style of lighting reflects and complements the character of the community;

ii. Clear sight lines, for example allowing view from one end of the walkway to the other;

iii. Appropriate landscaping, but avoiding landscaping that might create blind spots or hiding places; iv. Adequate fencing;

iv. Clear signage that delineates permitted use and speed; and

v. *Streetscape* and building design that promotes “eyes on the street”.

e) All Town or Region-owned, leased, funded, or operated Public Service Facilities, parks or open spaces, municipal service *infrastructure* systems and any other space that is accessible to the public shall comply with the Accessibility for Ontarians with Disabilities Act. Further, barrier free design for all *development* shall be achieved through Site Plan Approval, where applicable, and the enforcement of the Accessibility for Ontarians with Disabilities Act.

10.4.4.4 Compatible Development

a) A key element of this Secondary Plan is to ensure that new *development* is *compatible* with its surrounding built form and landscape context. It is recognized that all communities evolve over time, and one of the most important challenges for decision makers is to establish an approach to *development* approval that ensures that change is understood on the basis of “Compatible Development”. The concept and definition of *compatible development* is intended to ensure

that all new *development* within the Town is appropriately integrated into the existing built form and landscape and enhances the image, livability and character of Glendale. The starting point is to consider the tested definition of “Compatible Development”, as follows:

"Compatible development means *development* that may not necessarily be the same as, or even similar to the existing buildings/*development* in the vicinity, but, nonetheless, enhances an established community and coexists with existing *development* without causing any undue, adverse impact on surrounding properties."

b) *Compatible development* shall be considered in the evaluation of all development proposals throughout Glendale, in consideration of the use, height, massing, orientation and landscape characteristics of nearby properties. Key to this consideration is the transition between different uses and built forms, and how impacts can be mitigated through the application of angular planes, setbacks, stepbacks and landscape features.

c) To ensure *compatible development*, all *development* applications shall have regard to the Urban Design Guidelines attached to the Plan as Appendix 3.

10.4.4.5 Environmental Sustainability

a) This Secondary Plan promotes the *development* of Glendale based on a vision, fundamental principles and policies that aim to maximize the environmental benefits of *complete communities* and sustainable *development* through the efficient use of land and *infrastructure*. The Town will utilize planning and capital investment tools, as well as urban design and *low impact development* approaches, in its strategic planning for *infrastructure* and the approval of new *development*. In addition, the Town will encourage:

i. Initiatives related to biodiversity enhancement, water conservation, energy conservation, air quality enhancement and integrated waste management opportunities;

ii. Opportunities for energy efficiency and alternative energy strategies, such as district energy generation, renewable/alternative energy systems and distribution and demand management plans;

iii. Innovative residential and public building designs that utilize green building technologies and contribute to low carbon design, energy use reduction and natural resource conservation, as well as synergies between buildings and site management practices;

iv. *Green infrastructure* technologies that complement existing *infrastructure*, including the requirement for innovative *low impact development* opportunities and best practices that minimize the risks associated with natural hazards; and

v. Tools such as the Community Benefits Strategy and By-law, Community Improvement Plans, and associated incentive programs to assist with the implementation of *development* standards that promote environmentally sustainable design and resiliency and that respond to a changing climate.

b) The Town will encourage and support alternative energy systems, renewable energy systems, and district energy systems to accommodate current and projected needs of the community. In addition, the Town will, in consultation with the Region and other agencies, encourage and support:

i. The preparation of a Community Energy Plan, designed to identify opportunities for back-up power sources, to improve energy efficiency, reduce greenhouse gas emissions and foster local sustainable energy solutions;

ii. Energy efficient building design that meets Leadership in Energy & Environmental Design (LEED) standards, or equivalent;

iii. The *development* of renewable energy sources and systems in appropriate locations, and may provide for the provision of on-site renewable energy installations (i.e. roof-top and ground mounted solar, geothermal) developed in accordance with Provincial and Federal legislation, policies and regulations;

iv. Reductions in energy consumption in all Town owned, maintained and operated facilities and equipment. The Town will ensure that all new Town facilities are designed to meet a high standard of environmentally conscious design for energy and water conservation; and

v. *Development* patterns that promote design and building orientation which will maximize energy efficiency and considerations, considers the mitigating effects of vegetation, maximizes opportunities for the use of renewable energy systems and alternative energy systems, and maximizes vegetation within Glendale.

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c) The Town will evaluate the contribution to sustainability and resiliency of each *development* application in accordance with the policies of this Secondary Plan. The Town shall support and encourage strategies to reduce energy use and carbon neutrality for buildings and *infrastructure* to reduce its greenhouse gas emissions and increase its climate resiliency.

d) To support reducing emissions in the transportation sector, the Town shall encourage the installation of a publicly accessible electric vehicle charging network throughout Glendale.

10.4.5 Land Use and Built Form Policies

10.4.5.1 Land Use Specific Policies

a) Land Uses Permitted in All Land Use Designations

i. Within all of the land use designations, with the exception of the Environmental Protection designation, the following uses are permitted, subject to the relevant policies of this Secondary Plan:

- Any element of the Pedestrian Realm and Active Transportation Network;
- Emergency services facilities, generally having convenient access to Regional or Collector Streets and appropriately integrated with the surrounding *development*, including appropriate architectural design, landscaping and buffering from residential buildings;
- Renewable energy systems, subject to relevant Provincial legislation and regulations;
- Municipal service *infrastructure* (sewer, water stormwater management) and public and private streets; and
- Public and private utilities, including electricity generation facilities and transmission and distribution systems, as well as *telecommunication facilities* subject to any regulatory requirements, such as the provisions of the Environmental Assessment Act.

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

b) Permitted Lands Uses

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

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

c) Land Uses Prohibited in All Land Use Designations

i. The following uses are prohibited in all land use designations in this Secondary Plan:

- Any use that is considered noxious due to materials used or produced, or methods or processes employed, that emit pollution from noise, vibration, odours, smoke, dust or any other forms of pollution;
- Uses or produce or store hazardous substances;
- Uses that involve waste management, recycling and/or the storage of contaminated materials; and
- Uses that are prohibited pursuant to the provisions of the Environmental Protection Act.

ii. Noxious and/or Offensive Uses means any land use or industrial/manufacturing process that discharges contaminants and has an adverse effect on any existing sensitive land use. Noxious and/or Offensive Uses shall be prohibited anywhere within Glendale.

For the purposes of this definition:

- Adverse Effect means one or more of: > Impairment of the quality of the natural environment for any use that can be made of it;
    - Injury or damage to property or plant or animal life;
    - Harm or material discomfort to any person;
    - An adverse effect on the health of any person;
    - Impairment of the safety of any person;
    - Rendering any property or plant or animal life unfit for human use;
    - Loss of enjoyment of normal use of property; and

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- Interference with normal conduct of business (definition from the Environmental Protection Act);

- Contaminant means any solid, liquid, gas, odour, heat, sound, vibration, radiation or combination of any of them resulting directly or indirectly from human activities that causes or may cause an adverse effect (definition from the Environmental Protection Act); and

- Discharge means when used as a verb, includes to deposit, leak or emit and, when used as a noun, includes addition, deposit, emission or leak (definition from the Environmental Protection Act).

iii. The implementing Zoning By-law may incorporate general provisions setting out those specific uses which are prohibited in all zone categories.

d) Sensitive Land Uses

i. Sensitive Land Use means buildings, amenity areas or outdoor spaces where routine or normal activities occurring at reasonably expected times would experience one or more adverse effects from contaminant discharges generated by a nearby major facility. Sensitive land uses may be a part of the natural or built environment. Examples may include, but are not limited to: residences, day care centres, and educational and health facilities (definition from the Provincial Policy Statement).

ii. Proposals for new uses permitted within the Industrial/Business Park Designation within Glendale in proximity to existing sensitive land uses shall demonstrate *compatibility* through the preparation of a Land Use Compatibility Study to identify appropriate measures to mitigate adverse impacts. Such a study shall be completed in accordance with the Ministry of Environment, Conservation and Parks Land Use and Compatibility Guidelines, to the satisfaction of the Town and in consultation with other agencies, as required and shall:

- Identify any appropriate measures to mitigate adverse impacts from the source; and

- Ensure compliance for adjacent regulated industries is maintained.

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e) Building Heights

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

f) Additional Building Heights

i. The height limitations established in this Secondary Plan are in accordance with the requirements of the existing Airport Zoning Regulations for the Niagara District Airport and are not subject to change without prior approval from Transport Canada. Under sub-section 5.9(2) of the Aeronautics Act, the Minister of Transport may exempt an applicant from the application of Airport Zoning Regulations if the exemption is in the public interest and not likely to affect aviation safety or security and the current or future usability of the Niagara District Airport.

ii. The building height restrictions of the Airport Zoning Regulation apply unless a permanent exemption to the in-force Airport Zoning Regulation has been granted by Transport Canada, in which case the maximum building height shall not exceed the height specified within the granted exemption. The Niagara District Airport, Transport Canada and Town are encouraged to collaborate in undertaking a comprehensive update to the Airport Zoning Regulations to address provisions related to maximum building height.

iii. For *development* throughout Glendale to achieve the maximum height identified on Schedule 2B, the Town shall be satisfied that that the building is *compatible* with, and can be sensitively integrated with, the surrounding and abutting land uses, including providing an appropriate transition to adjacent Low-Rise built forms. The Town may implement special measures in the Zoning By-law, such as angular planes, step backs, increased building setbacks, or enhanced landscape *buffer*s to ensure sensitive integration.

iv. The Town may consider taller and denser buildings in locations as identified by the Enhanced Building Height Overlay on

Schedule 2B, subject to confirmation from Transport Canada that additional height and/or density can be appropriately accommodated on the subject site without any undue impact on airport operations. Further, taller and denser buildings are proposed in locations identified within the Enhanced Building Height Overlay on Schedule 2B, any Implementing Zoning By-law may be subject to an 'H' Hold Provision. Notwithstanding the above, a temporary exemption may be required for any equipment which exceeds Airport Zoning Regulations for the Niagara District Airport

v. For a *development* site to achieve the identified maximum height or density, as identified on Schedule 2B, the Town shall be satisfied that that the building is *compatible* with, and can be sensitively integrated with, or transitioned to residential uses in Low-Rise built forms. In these circumstances, the Town shall require supporting studies, such as shadow, wind and privacy assessments, as well as an urban design brief which demonstrates how the proposed *development* represents high-quality and context sensitive design that implements policies of this secondary plan.

vi. Permitted building heights exceeding those determined by the Airport Zoning Regulation are identified on Schedule 2B, and include:

- OPA No. 93 (By-law 2024-039) which redesignates the subject lands to “Hospitality Precinct (EX-HP-02)” to permit residential uses in conjunction with commercial uses, limit the maximum building heights, and enables the use of a Holding (H) symbol respecting an exemption to the Airport Zoning Regulation. OPA No.93 permits an 8-storey hotel and a 10-storey residential apartment building; and

- OPA No. 95 (By-law 2024-048) which redesignates the lands to site-specific “Village Centre (EX-VC-01)” to permit an increased building height, additional commercial uses, reduced setbacks to Taylor Road and Glendale Avenue, increased density, the provision of internal public amenity space, and enables the use of a Holding (H) symbol respecting an exemption to the Airport Zoning Regulation. OPA No. 95 permits one 25-storey landmark building along Taylor Road and maximum heights of 17 to 25 storeys for all other buildings located on the southern portion of the subject lands.

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- The lands identifies as “Special Policy Area X” shall permit building heights of up to 25 storeys and where there are multiple towers, a variety of building heights shall be required. “Special Policy Area Y” and “Special Policy area Z” shall permit midrise buildings of up to 10 storeys in height. The implementing zoning for Special Policy Areas “X”, “Y”, and “Z” shall require the use of a Holding (H) symbol respecting an exemption to the Airport Zoning Regulation, as set out in sections 10.4.5.1 f) i. and ii. of this Secondary Plan.

vii. Permitted building heights exceeding those determined by the Airport Zoning Regulation are identified on Schedule 2B, and shall be subject to the following:

- The increase in height is authorized through a Zoning By-law Amendment;
- Development shall have frontage on a public road;
- Subject to the submission of an urban design brief which will address building stepbacks, wind study, shadow study, and any other matters raised by the Town; and,
- Development shall not preclude the ability of other properties in the Glendale plan area to develop in accordance with the heights permitted in terms of infrastructure and transportation network capacity. An infrastructure and servicing study and traffic impact study may be required to demonstrate conformity with this policy.

g) Contaminated Sites

i. Potentially contaminated sites include lands where contaminants may be present due to previous industrial, transportation, utility or similar uses. Sources of site contamination can include disposal of waste materials, raw material storage, residues left in containers, maintenance activities and spills. Some commercial uses such as gasoline stations and automotive repair garages have a similar potential.

ii. Prior to considering a proposal for *redevelopment* of potentially contaminated sites, the Town and the Ministry of Environment and Climate Change will be satisfied that the soil quality is suitable for the proposed use. Studies which document the present and past uses of the site and surrounding lands may be required by the Town and MECP, to show the presence, types

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and concentration of contaminants, and remedial action plan for decommissioning and clean-up of contaminated sites.

h) Additional Residential Units

i. For the purpose of this Secondary Plan, an urban residential lot is a parcel of land that accommodates a single detached, semi-detached, or townhouse dwelling and is serviced by appropriate water and wastewater services.

ii. Where *Additional Residential Units* are specifically identified as a permitted use, they can be either within an existing dwelling, or within an accessory detached building on a residential lot. Each specified residential lot is permitted to have either 1 or 2 *Additional Residential Units* (attached), or an *Additional Residential Unit* (detached), as identified below, up to a maximum of 3 residential dwelling units (1 primary unit and 2 accessory units) per residential lot.

iii. Up to 2 *Additional Residential Units* (attached) may be created and used in accordance with the implementing Zoning By-law. An *Additional Residential Unit* (attached) that is wholly enclosed within an existing single detached, semi-detached, and/or townhouse dwelling is permitted, subject to conformity with the implementing Zoning By-law. d) An *Additional Residential Unit* (detached) is permitted in a detached *accessory building* on a lot that includes a primary single detached, semi-detached, and/or townhouse building, subject to conformity with the following policies:

- The *Additional Residential Unit* (detached) shall only be created and used in accordance with the implementing Zoning By-law. The implementing Zoning By-law will establish a maximum and minimum distance from the primary dwelling;

- The detached building that accommodates the *Additional Residential Unit* (detached) shall be clearly subordinate to the primary building on the lot in terms of height and building footprint; and,

- The property containing the *Additional Residential Unit* (detached) will be prohibited from being severed from the property.

iv. All *Additional Residential Units* conform with the Ontario Building Code, Fire Code, and any other applicable legislation, regulation, or standard.

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v. The Town shall require a maximum of 1 parking space for any *Additional Residential Unit*, regardless of whether there are 1 or 2 *Additional Residential Units* developed. The required parking space may be provided as a tandem parking space.

i) Additional Needs Housing

i. Additional Needs Housing includes all types of residences licensed or funded under a Federal or Provincial statute for the accommodation of persons living under supervision and who, by reason of their age, emotional, mental, social, or physical condition, require a group living arrangement for their well-being.

ii. Additional Needs Housing shall conform to the associated criteria for uses/buildings that are also identified as permitted within the relevant designation, subject to the implementing Zoning By-law.

j) Live-Work Units

i. Live-work units are subject to the associated *development* policies identified in this Secondary Plan. Where live-work units are specifically identified as a permitted use, they shall provide:

- Amenity areas and buffering with planting and/or fencing from adjacent residential dwellings; and
- Adequate parking and drop-off/pick-up facilities.

k) Home-Based Businesses

i. Where home-based businesses are identified as a permitted use they shall only be permitted in accordance with the following provisions:

- The use does not substantially *alter* the character of the property, and the use is *compatible* with the adjacent community;
- The use is primarily carried out within the dwelling unit;
- The use is clearly secondary to the primary use of the property as a residence in terms of floor space utilization;
- The property is the principal residence of the person carrying on the home occupation use;

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- Outside storage of goods, materials, or equipment related to the home occupation use shall not be permitted; and

- Compliance with on-site parking requirements, including parking for service vehicles such as trailers and commercially licensed vehicles and other provisions regulating home occupations in the implementing Zoning By-law.

ii. The implementing Zoning By-law may include additional provisions regulating home-based businesses. The Town may implement a Licensing By-law to regulate home-based businesses.

l) Day Care Facilities

i. Where day care facilities are identified as a permitted use they shall be permitted subject to specific regulations in the implementing Zoning By-law and in accordance with the following policies:

- The use will not cause any traffic hazards or an unacceptable level of congestion on surrounding streets;

- The use is intended to serve and support the surrounding community; and,

- The site is large enough to accommodate the building, on-site play areas, parking and pick-up/drop-off facilities and appropriate buffering, where required.

ii. Where possible, day care facilities should be provided in the early phases of the *development* of Glendale and integrated with Public Service Facilities, mixed-use *developments* and *residential developments*.

m) Neighbourhood Scale Public Service Facilities & Retail and Service Commercial Uses

i. Neighbourhood scale Public Service Facilities, or neighbourhood scale retail and service commercial uses may be permitted in both the Existing Residential and New Residential designations, subject to an implementing Zoning By-law and Site Plan Approval, and subject to the following locational criteria:

- Direct or convenient access to a Regional or Collector Street;

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- Design which is *compatible* with surrounding land uses, and maintains the scale, density and character of the area. The implementing Zoning By-law will establish an appropriate Gross Floor Area limitation for each individual use/business, and will limit the number of individual uses/businesses permitted within a cluster of such uses;

- Provision of adequate buffering and transition to ensure *compatibility* with surrounding existing sensitive uses; and

- Provision of adequate off-street parking to serve the particular use, while retaining sufficient usable yard space to maintain the existing visual characteristics of the area.

ii. Neighbourhood scale Public Service Facilities, or neighbourhood scale retail and service commercial uses may be developed as part of a mixed use building.

iii. When neighbourhood scale retail and service commercial uses are proposed in a cluster format, they shall be limited to a maximum of 4 individual businesses and to between 1,800 and 3,800 square metres of total gross Floor area. Individual, stand alone businesses shall be limited in scale to 1,800 square metres.

n) Places of Worship

i. Where a place of worship is specifically identified as a permitted use in a designation in this Secondary Plan, it shall be permitted, subject to the following criteria:

- The use will not cause any traffic hazards or an unacceptable level of congestion on surrounding streets; and

- The site is large enough to accommodate the building, on-site parking areas and appropriate amenity areas and buffering, where required.

o) Public Service Facilities

i. The relevant policies of the Plan will guide the provision of Public Service Facilities. Public Service Facilities include facilities designed to meet the recreational, health, social, educational, self-directed learning and cultural needs of the residents including elementary and secondary schools, public libraries,

museums, cultural centres, or other similar uses. Public Service Facilities will be encouraged to provide multi-functional and shared-use facilities and services to better serve the residents and achieve capital and operating cost efficiencies.

ii. The Town shall ensure that the Public Service Facilities required for *development* are secured as apart of the *development* approvals process and appropriately phased in accordance with the proposed *development*.

iii. In determining appropriate locations for Public Service Facilities, the Town shall have regard for the type of service provided by the facility, recognizing that some uses will serve a localized population, while others will serve the whole or large portions of the Town. Where appropriate, Public Service Facilities are encouraged to be incorporated within both public and private *development*.

iv. Where Public Service Facilities are specifically permitted within a designation in this Secondary Plan, they will be subject to the specific regulations in the Zoning By-law. It is desirable that Public Service Facilities can be clustered together to promote cost-effectiveness and facilitate service integration. The *development* of Public Service Facilities shall be subject to the following criteria:

- The use will not cause any traffic hazards or an unacceptable level of congestion on surrounding streets;
- The site is large enough to accommodate the building, on-site parking areas and appropriate amenity areas and buffering, where required; and
- Direct access shall be provided to Public Service Facilities from all parts of the surrounding community through a comprehensive Active Transportation Network.

10.4.6 Land Use Designations

a) In accordance with Schedule 1, Glendale is comprised into the following land use designations:

i. The Existing Residential designation;

ii. The New Residential designation;

iii. The Regional Commercial designation, including the Regional Commercial Mixed-Use Overlay;

iv. The Mixed-Use I designation;

v. The Mixed-Use II designation;

vi. The Industrial/Business Park designation;

vii. The Public Parkland designation (included in Section 7.0);

viii. The Transportation Facilities designation; and

ix. The Environmental Protection designation, including the Adjacent Lands Overlay.

b) In addition to the identified land use designations, Schedule 1 also identifies existing stormwater management facilities. Stormwater management facilities are not considered as a land use designation. They are, however provided with a planning policy framework within Section 8.2.3 of this Secondary Plan.

10.4.6.1 The Existing Residential Designation

a) Intent

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

b) Permitted Uses

i. The following uses may be permitted on lands within the Existing Residential designation, as shown on Schedule 1, subject to the relevant policies of this Secondary Plan:

- Single-detached dwellings, semi-detached dwellings, duplex dwellings, multi-plex dwellings and all forms of townhouses;
- *Additional residential units*;
- Additional needs housing;
- Home-based businesses;
- Neighbourhood scale Public Service Facilities;
- Neighbourhood scale office uses, retail and service commercial uses; and

- Day care facilities.

c) General Development Policies

i. This Secondary Plan encourages sensitive infill *development* of vacant or underutilized parcels of land, where such *development* will be *compatible* with the existing character of the neighbourhood and where it will contribute to the more efficient use of municipal *infrastructure*, parkland and Public Service Facilities.

ii. Within the Existing Residential designation, any additions to existing structures, or any new *development* is required to complement existing adjacent *development* in terms of its scale, character, height, design and mass. Specifically, the following policies apply to any application for *development*:

- Changes to lot frontage and/or lot depth may be permitted subject to an implementing Zoning By-law;
- *Development* will respect and reinforce the existing physical character of the neighbourhood, including in particular:
  - Patterns of streets, blocks and lanes and public building sites;
  - Size and configuration of lots;
  - Heights, massing, scale and dwelling type of nearby residential properties;
  - Setbacks of buildings from the street or streets;
  - Prevailing patterns of rear and side yard setbacks and landscaped open space; and
  - Continuation of special landscape or built-form features that contribute to the unique physical character of a neighbourhood.

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

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10.4.6.2 The New Residential Designation

a) Intent

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

b) Permitted Uses

i. The following uses may be permitted on lands within the New Residential designation, as shown on Schedule 1, subject to the relevant policies of this Secondary Plan:

- Single-detached dwellings, semi-detached dwellings, duplex dwellings, multi-plex dwellings, all forms of townhouses and apartments;
- *Additional residential units*;
- Additional needs housing;
- Live-work units;
- Home-based businesses;
- Neighbourhood scale Public Service Facilities;
- Neighbourhood scale office uses, retail and service commercial uses;
- Day care facilities; and
- Places of worship.

c) General Development Policies

i. The Town may require a Development Concept Plan be prepared prior to the approval of any *development* application - Draft Plan of Subdivision/Condominium, or Zoning By-law Amendment - within the New Residential designation identified on Schedule 1. The determination of whether a Development Concept Plan is required shall be to the satisfaction of the Town based on an assessment of the scale of the proposed *development*, its proximity to other lands expected to be developed and the general complexity of the issues that need to be resolved.

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ii. Neighbourhood scale office uses, retail and service commercial uses shall be further defined and regulated by the implementing Zoning By-law to ensure that they are *compatible* with the surrounding residential neighbourhood.

iii. The height, mass, scale and arrangement of buildings and structures will achieve a harmonious design and integrate with the surrounding area. *Development* plans shall be designed to:

- Create a pedestrian-oriented and highly interconnected street and block pattern, with connections to adjacent districts within Glendale, and to Public Service Facilities and the Pedestrian Realm and Active Transportation Network and the transit system;
- Provide appropriate transition to/integration among adjacent uses/built forms; and
- Avoid back lotting along any public street or any element of the Pedestrian Realm and Active Transportation Network.
- Ensure the majority of residents are within a 5-minute walk (approximately 400 metres) to any, or all of the following community features:
    - Parkland;
    - Public Service Facilities, particularly schools and recreation facilities; and/or retail and service commercial uses; and
- Ensure adequate municipal services can be provided to accommodate the needs of the *development*.

iv. Where *development* abuts a Regional Street right-of-way, the design of vehicular access, pedestrian and amenity areas shall be subject to regulation by the Region, and shall have regard to any applicable Regional Design Guidelines.

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

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10.4.6.3 The Regional Commercial Designation

a) Intent

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

b) Permitted Uses

i. The following uses may be permitted on lands within the Regional Commercial designation, as shown on Schedule 1, subject to the relevant policies of this Secondary Plan:

- Restaurants, retail and service commercial uses of all types and scales;
- Winery and brewing facilities;
- Entertainment uses;
- Office and major office uses;
- Private education, recreation and health-related facilities;
- Public Service Facilities;
- Day care facilities; and viii. Commercial and/or accessory parking facilities at-grade and/or in structures.

c) General Development Policies

i. *Development* shall be pedestrian-friendly. Buildings shall be oriented to streets or other open spaces. Sidewalks shall be generous, interconnected and designed to a high standard. The arrangement and width of stores shall encourage walking.

ii. Mixed use buildings containing retail or service uses on the ground floor and other permitted, *compatible* uses on upper floors shall be encouraged.

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iii. Requirements for building setbacks, minimum landscaped areas, *buffer* strips, maintenance of existing trees, privacy screening and other appropriate measures to enhance the greening of commercial uses and to protect adjoining residential areas from the effects of commercial activity will be applied in all new commercial *development*. Further, prior to approval, applications for *development* in the Regional Commercial designation shall be subject to an urban design and architectural review process.

iv. Along the south side of the Regional Commercial designation, *development* shall provide an appropriate built form transition to abutting *development* within the New Residential designation. Large parking lots and service areas generally should be screened or buffered by *development*.

v. Adequate off-street parking shall be provided for all new commercial *development*. Parking generally shall be located at the rear or side of buildings. Large parking areas shall be divided by landscape strips planted with trees. Landscaped berms should *buffer* parking areas from the south service street to obscure views of the parking areas from the QEW.

vi. Above-ground parking structures should be designed to appear as fenestrated buildings with a regular pattern of openings and materials that are *compatible* in type and quality with those of surrounding buildings.

vii. Loading, servicing and garbage areas should generally be located at the rear of buildings and screened from public view.

viii. Vehicular accesses for new commercial *developments* will be restricted, as necessary, to minimize the effect of turning movements on adjoining streetways. Wherever possible, joint accesses will be designed to serve multiple commercial uses.

ix. Buildings facing the QEW shall have enhanced design features and use high quality building materials.

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d) Regional Commercial Mixed-Use Overlay

i. Ongoing *development* within the Regional Commercial designation must be responsive to current trends in retail *development*. As such, a Regional Commercial Mixed-Use Overlay has been included on Schedule 1 to recognize the long-term potential of this area to support additional uses, including residential apartments, and to facilitate the arrangement of land uses, configuration of streets, parkland, Public Service Facilities and parking, and the form and density of buildings to be determined when a future *development* proposal is submitted.

ii. The Town may require that a Development Concept Plan be prepared prior to the approval of the Draft Plan of Subdivision/Condominium, or implementing Zoning By-law Amendment application, to the satisfaction of the Town based on an assessment of the scale of the proposed *development*, its proximity to other lands expected to be developed and the general complexity of the issues that need to be resolved. Minor changes/additions within the Regional Commercial designation may be exempt from the requirement for a Development Concept Plan, at the discretion of the Town.

iii. New *development* within the Regional Commercial Mixed-Use Overlay that is not already permitted by the existing zoning, shall be subject to an implementing Zoning By-law Amendment, as well as Site Plan Approval, where applicable.

10.4.6.4 The Mixed-Use I Designation

a) Intent

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

b) Permitted Uses

i. Permitted uses on lands within the Mixed-Use I designation as identified on Schedule 1 may include, subject to the relevant policies of this Secondary Plan:

- Restaurants, retail and service commercial uses;

- Winery and brewing facilities;
- Artisan studios and maker spaces;
- Entertainment uses;
- Home-based businesses;
- Hotels, including ancillary uses;
- Office uses;
- Private education, recreation and health-related facilities;
- Places of worship;
- Public Service Facilities;
- Day care facilities;
- Residential apartment and townhouse units (all forms) within a mixed use development;
- Additional needs housing;
- Commercial and/or accessory parking facilities at-grade and/or in structures.

c) General Development Policies

i. Local serving retail and service commercial facilities and offices 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 strive to achieve 7,500 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.

ii. In addition to the maximum building height within the Mixed-Use I designation as identified on Schedule 2, the minimum building height shall be 2 storeys, or 8 metres, whichever is greater.

iii. Buildings and sites throughout the Mixed-Use I designation may develop as individual sites or as comprehensively planned complexes. Comprehensive planning will promote a unified approach to urban design, traffic impact and access, and

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stormwater management. Larger or proximal sites, or multiple vacant/underutilized sites may be required to prepare a Development Concept Plan to illustrate how these properties could be developed comprehensively, to the satisfaction of the Town.

iv. Restaurants, retail and service commercial uses shall be limited in size. The scale of all permitted land uses shall be further regulated by the implementing Zoning By-law to ensure that the desired community "main street" character is achieved. Notwithstanding that limitation, a food store is specifically exempt from this policy.

v. The Mixed-Use I designation promotes mixed-use buildings and *developments* that include second floor residential apartment dwellings and/or office space that is appropriate for the accommodation of local serving businesses, including health and wellness facilities, finance uses, co-working space, professional offices and other similar activities. The following policies are applicable:

- Stand-alone, non-residential buildings may be permitted within the Mixed-Use I designation. Stand-alone residential buildings are prohibited, except as provided in this Secondary Plan. Where *residential development* is proposed, it is a requirement of this Secondary Plan that no dwelling units be permitted at-grade along Niagara-on-the-Green Boulevard and a minimum of 75% of the at-grade Gross Floor Area frontage facing the street be occupied by non-residential uses;

- An array of non-residential uses are encouraged at-grade in the Mixed Use I designation. Where these uses and facilities are proposed for sites with primary frontage along Niagara-on-the-Green Boulevard, *development* will be designed in a manner that prioritizes street and sidewalk frontage for active uses including retail, service commercial, restaurant, and amenity purposes. Buildings shall address and have main entrances on Niagara-on-the-Green Boulevard; and

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- Notwithstanding v. above, stand-alone residential buildings shall be permitted without amendment to this Secondary Plan where it can be demonstrated through a Commercial Needs Assessment that non-residential uses are not feasible. Active uses, such as lobbies, amenity areas, entrances to grade-related units, etc. shall continue to be required along Niagara-on-the-Green Boulevard.

vi. It is encouraged that parking facilities in the Mixed-Use I designation be located in a structure either above or below grade. Above-ground parking structures shall be designed to appear as fenestrated buildings with a regular pattern of openings and materials that are *compatible* in type and quality with those of surrounding buildings.

vii. Parking shall not be located between the front of buildings and Niagara-on-the-Green Boulevard. Loading, servicing and garbage areas generally shall be located at the rear of buildings, and shall be screened from public view.

viii. *Development* in the Mixed Use I designation shall enhance the quality of the Pedestrian Realm and Active Transportation Network by:

- Requiring that front and exterior side elevations address the adjacent *streetscape* with minimal or no setback, forming a strong and identifiable urban edge;
- Requiring articulated façades using window displays or outdoor patios that contribute to a pedestrian friendly street environment; and
- Incorporating wayfinding signage to direct residents and visitors to shops, services and attractions.

ix. Any mid-rise building with primary frontage along Niagara-on-the-Green Boulevard is to be designed in a manner that includes a streetwall/podium element of up to 4-storeys with upper portions (above 4-storeys in height) stepped back from the streetwall/podium for the streetwall/podium face on the Niagara-on-the-Green Boulevard frontage.

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10.4.6.5 The Mixed-Use II Designation

a) Intent

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

b) Permitted Uses

i. Permitted uses on lands within the Mixed-Use II designation identified on Schedule 1, may include, subject to the relevant policies of this Secondary Plan:

- Restaurants, retail and service commercial uses;
- Winery and brewing facilities;
- Artisan studios and maker spaces;
- Entertainment uses;
- Home-based businesses;
- Hotels, including ancillary uses;
- Convention/conference facilities;
- Office and major office uses;
- Private education, recreation and health-related facilities;
- Private clubs;
- Places of worship;
- Public Service Facilities;
- Day care facilities;
- Residential apartment and townhouse units (all forms) within a mixed used development;
- Additional needs housing;
- Commercial and/or accessory parking facilities at-grade

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and/or in structures.

ii. In addition to the identified list of permitted uses within the Mixed-Use II designation, modestly scaled research and *development* facilities, light manufacturing uses and warehousing facilities, or other low-impact employment generating uses in wholly enclosed buildings may also be permitted, subject to the implementing Zoning By-law.

iii. In addition to Policy 10.4.6.5 i., the development of any residential apartment uses shall contain a mix of unit sizes to accommodate a full range of living choices.

c) General Development Policies

i. The Town shall encourage *compatible development*, *redevelopment* and rehabilitation throughout the Mixed-Use II designation by supporting *development* applications that conform to the policies of this Secondary Plan and the implementing Zoning By-law.

ii. In addition to the maximum building height within the Mixed-Use II designation as identified on Schedule 2, the minimum building height shall be 3 storeys, or 12 metres, whichever is greater. Notwithstanding the minimum building height limit, no minimum building height shall be required for buildings that accommodate only modestly scaled research and *development* facilities, light manufacturing and warehouse facilities or other low impact employment generating land uses.

iii. Buildings and sites throughout the Mixed-Use II designation may develop as individual sites or as comprehensively planned complexes. Comprehensive planning will promote a unified approach to common issues such as urban design, traffic impact and access and stormwater management. Larger sites, or proximal sites, or multiple vacant, or underutilized sites may be required to prepare a Development Concept Plan as identified in this Secondary Plan to support *development*, to the satisfaction of the Town.

iv. Stand-alone, non-residential buildings may be permitted within the Mixed-Use II designation. Stand-alone residential buildings may be permitted where at grade Gross Floor Area along the street frontage be utilized for non-residential uses and residential accessory uses (such as lobbies, amenity areas, etc.). Where a site fronts on multiple streets, this policy applies to the primary street frontage.

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v. An array of non-residential uses are encouraged at-grade in the Mixed Use II designation. Buildings shall address and have main entrances on a street or abutting parkland.

vi. It is encouraged that parking facilities in the Mixed-Use II designation be located in structure. Above-ground parking structures shall be designed to appear as fenestrated buildings with a regular pattern of openings and materials that are *compatible* in type and quality with those of surrounding buildings.

vii. Parking shall not be located between the front of buildings and the street. Loading, servicing and garbage areas generally shall be located at the rear of buildings and screened from public view.

viii. The design of buildings shall enhance the quality of the Pedestrian Realm and Active Transportation Network by including transparent frontages, the articulation of facades and the use of quality materials at the street level. *Development* in the Mixed Use II designation shall enhance the quality of the Pedestrian Realm and Active Transportation Network by:

- Requiring that front and exterior side elevations address the adjacent *streetscape* with minimal or no setback, forming a strong and identifiable urban edge;
- Requiring articulated façades using window displays or outdoor patios that contribute to a pedestrian friendly street environment; and
- Incorporating wayfinding signage to direct residents and visitors to shops, services and attractions.

ix. Where any lands within the Mixed-Use II designation immediately abut any lands within the Industrial/Business Park designation, or an existing industrial use, it shall be the responsibility of any new *development* within the Mixed-Use II designation to provide an appropriate transition condition, including enhanced setbacks, landscaping, angular planes or height reductions, and to mitigate any adverse impacts that may emanate from any permitted use within the abutting Industrial/Business Park designation , or existing industrial use, in accordance with the Ministry of Environment, Conservation and Parks Land Use and Compatibility Guidelines, to the satisfaction of the Town and in consultation with other agencies, as required.

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

xi. Buildings facing the QEW shall have enhanced design features and use high quality building materials.

xii. The lands identified as Special Policy Area "Z) must have a minimum non-residential gross floor area of 7,000 square metres and this space can be consolidated on one of the two sites or spread over both. A minimum of 1,750 square meters will be constructed prior to or together with any residential development.

10.4.6.6 Industrial/Business Park Designation

a) Intent

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

b) Permitted Uses

i. Permitted uses on lands within the Industrial/Business Park designation identified on Schedule 1, may include, subject to the relevant policies of this Secondary Plan:

- Industrial uses, including:
  - Light manufacturing facilities;
  - Warehousing and distribution centres;
  - Municipal works yard;
  - Research and *development* facilities;
  - Data processing facilities;

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- Transportation servicing and maintenance facilities;
- Construction and agricultural equipment sales and rental facilities; and

- Office and major office uses;
- Institutional and major institutional uses;
- Private education, recreation and health-related facilities;
- Winery and brewing facilities; and
- Commercial and/or accessory parking facilities at-grade and/or in structures.

ii. In addition to the identified list of permitted uses within the Industrial/Business Park designation, the following uses may also be permitted, subject to the implementing Zoning By-law:

- Retail commercial uses that sell products manufactured, or assembled on-site; and
- Restaurant, retail and service commercial uses catering to the daily needs of employees within the Industrial/Business Park area.

c) General Development Policies

i. *Development* within the Industrial/Business Park designation will accommodate built forms that support Niagara College and major office uses. *Development* is also expected to attain high-quality urban design, at densities that are transit-supportive. *Development* within the Industrial/Business Park designation should ultimately aim to achieve an overall density of 60 jobs per hectare. *Development* will incorporate identified elements of the Pedestrian Realm and Active Transportation Network, as shown on Schedule 4.

ii. The *conversion* of lands within the Industrial/Business Park designation to non-employment generating uses is not encouraged and shall only be considered through an Official Plan Amendment, supported by a comprehensive assessment, which demonstrates all of the following:

- There is an identified need for the *conversion*;

- The lands are not required over the long term for the employment purposes for which they are designated;
- The Town will meet employment density targets identified in this Secondary Plan;
- The *conversion* will not adversely affect the overall viability of lands within the Industrial/Business Park designation, and the overall achievement of the employment density targets and other policies of this Secondary Plan; and
- There is existing or planned *infrastructure* and public service facilities in place to accommodate the proposed use.

iii. The following policies shall apply to parking, outside storage and loading areas within the Industrial/Business Park designation:

- Parking areas shall be encouraged at the side or rear of buildings. Parking between the front wall of a building and the public right-of-way shall be limited to two tiers. Landscaped areas shall be used to provide a *buffer* between parking areas and buildings and between parking areas and the street; and
- Loading areas shall be located at the side or rear of a building. Garbage areas shall be screened and located at the rear of buildings. Servicing and garbage areas enclosed within the building are encouraged. Exceptions to the these identified policies are permitted without Amendment to this Secondary Plan, provided the exceptions satisfy the principles and objectives for the Industrial/Business Park designation and the broader community of Glendale.

iv. *Development* within the Industrial/Business Park designation shall be *compatible* with existing and planned sensitive land uses in proximity. Appropriate transition conditions, including enhanced setbacks, landscaping, angular planes or height reductions, and other mitigation techniques shall be employed to resolve any adverse impacts that may emanate from any permitted use within the Industrial/Business Park designation on any existing or planned sensitive land uses in proximity.

v. Buildings facing the QEW shall have enhanced design features and use high quality building materials.

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10.4.6.7 The Transportation Facilities Designation

a) Intent

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

b) Permitted Uses

i. Permitted uses on lands within the Transportation Facilities designation identified on Schedule 1, may include, subject to the relevant policies of this Secondary Plan:

- Commuter parking facilities, either at grade or in structure;
- Tourist information booths; and
- A Transit Hub facility.

c) General Development Policies

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

10.4.6.8 The Environmental Protection Designation

a) Intent

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

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b) Permitted Uses

i. Permitted uses, subject to the results of an Environmental Impact Study, on lands within the Environmental Protection designation may include:

- Conservation uses;
- Small-scale buildings or structures appropriate and supportive of public parks and trails and other associated passive recreational opportunities and facilities; and
- Buildings or structures necessary for flood or erosion control.

ii. In addition to the permitted land uses listed, the following uses may also be considered:

- Environmentally sensitive elements of the Pedestrian Realm and Active Transportation Network, which are supported by an Environmental Impact Study;
- Municipal service *infrastructure* (sewer, water stormwater management) and public and private streets which are supported by a completed Environmental Impact Study or similar study; and
- Public and private utilities, including electricity generation facilities and transmission and distribution systems, as well as *telecommunication facilities* subject to any regulatory requirements, such as the provisions of the Environmental Assessment Act.

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

- Ecological value and sensitivity of the particular feature(s);
- Expected impact of the proposed project on the agricultural and conservation lands. and ability to mitigate those impacts;
- Need for and benefits of the proposed project; and

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- Advantages and disadvantages of alternative locations for the proposed project.

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

c) Components

i. The Environmental Protection designation for lands within this Secondary Plan area, which is derived from the background evaluations contained within the Natural Heritage System report, prepared by NRSI and dated October 30, 2024, in support of this Secondary Plan, is identified on Schedule 1, and is comprised of core areas, recommended *buffers*, *linkages*, and recommended restoration/*enhancement areas* that are identified as *supporting features and areas*. Core areas are comprised of *wetlands*, *significant woodlands*, *significant valley lands, significant wildlife habitat, other woodland* and *habitat for endangered and threatened species*, permanent and intermittent watercourses and *fish habitat*. *Buffers* of various widths have been included in the Environmental Protection designation, with the recommended width relating to the ecological sensitivity of the core area and with regard for existing Provincial policies.

d) General Development Policies

Boundaries

i. The boundaries of the Environmental Protection designation shown on Schedule 1 and on Schedule 3 has been conceptually delineated. It is the intent of this Secondary Plan that their precise locations be determined in consultation with any other agency having jurisdiction, at the time of the consideration of specific *development* applications.

ii. Minor adjustments to the boundary of the Environmental Protection designation may be facilitated through an Environmental Impact Study without the need to Amend this Secondary Plan. Where a minor adjustment to the boundary of the Environmental Protection designation is approved by the Town, in consultation with any agency having jurisdiction, the abutting land use designation as identified on Schedule 1 and on Schedule 3, shall apply

iii. Significant changes to the Environmental Protection designation as identified on Schedule 1 and on Schedule 3 shall only be considered through an Environmental Impact Study, submitted

in support of an Amendment to this Secondary Plan.

Limited Development

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

Environmental Impact Study

i. Where *development*, *redevelopment* and/or site *alteration* is proposed within the Environmental Protection designation, the Town shall require that an Environmental Impact Study be prepared by a qualified professional with appropriate in-season field work, and in accordance with any applicable Federal, Provincial, Regional, and Town requirements that demonstrates that there will be no negative impacts on any natural heritage features, and/or their *ecological functions*, to the satisfaction of the Town, in consultation with any agency having jurisdiction.

ii. Where *fish habitat* and/or the habitat of *endangered species* and/or the habitat of *threatened species* are identified, the required Environmental Impact Study shall ensure that all Provincial and Federal requirements have been satisfied.

Scoping/Waiving of an Environmental Impact Study

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

No Negative Impact

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

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Existing Uses and Structure

i. Existing legal non-conforming uses and structures within the Environmental Protection designation are permitted and may be replaced if destroyed by natural causes. An application for the expansion or enlargement of such uses and structures may be considered by the Town, subject to the submission of an Environmental Impact Study, in consultation with any agency having jurisdiction. The application shall demonstrate no negative impact to the natural heritage features and/or their *ecological functions*, and may require an application for rezoning.

ii. Schedule 1 and Schedule 4 identify symbolically an existing stormwater management facility that is identified within the Environmental Protection designation. The limits of the stormwater management facility shall be determined through appropriate study. On the basis of the required study, the facility may be removed from the Environmental Protection designation, without Amendment to this Secondary Plan, to the satisfaction of the Town.

Existing Approvals

i. Where an existing *development* has received approval from the Town prior to the date of the approval of this Secondary Plan, has not yet been developed, but is now within the Environmental Protection designation identified on Schedule 1, the Town will work with the developer to mitigate the impacts of that *development* on the natural heritage features and/or their *ecological functions*, or consider allowing the existing approval to lapse, if applicable.

ii. Where a *development* has been partially, but not fully approved, and still requires subsequent approvals under the Planning Act, or where a request to extend an existing approval is made, the Town may require that an updated Environmental Impact Study or scoped environmental review be carried out to ensure that there is no negative impact to any natural heritage feature and/or their *ecological functions* in support of an extension to an existing approval, or any new approval required under the Planning Act.

Removal or Destruction of a Natural Feature

i. The removal or destruction of any natural heritage feature, trees/woodlots, and/or any associated *ecological function* by unauthorized *development*, tree cutting or site *alteration* is prohibited. Such removal or destruction will not provide the

rationale for the removal of these lands from the Environmental Protection designation. Restoration, to the satisfaction of the Town, in consultation with any agency having jurisdiction, will be required where the removal or destruction of a *significant* natural heritage feature and/or their *ecological functions* by unauthorized *development* or site *alteration* has occurred. Charges or penalties may be imposed pursuant to a Site Alteration By-law or Tree Cutting By-law.

Dedication of Lands

i. Lands within the Environmental Protection designation may be dedicated to the Town, other public authority, or to a Land Trust, or other not-for-profit agency, subject to the approval of the Town, without cost.

ii. Where lands within the Environmental Protection designation are proposed for dedication to the Town, they shall be conveyed in a satisfactory physical condition and if an open watercourse is involved, the dedication shall provide sufficient land for property maintenance operations to be carried out. Such land shall not be acceptable as parkland dedication.

The Adjacent Lands Overlay

i. The intent of the Adjacent Lands Overlay is to trigger the requirement for the preparation of an Environmental Impact Study to support applications for *development*. Lands within 120 metres and abutting the Environmental Protection designation are shown on Schedule 3 as the Adjacent Lands Overlay. Adjacent Lands may have *ecological functions* or *linkages* that are important to the long-term health of the identified natural heritage features and/or their *ecological functions*.

ii. Where *development*, *redevelopment* and/or *site alteration* is proposed within the Adjacent Lands Overlay, the Town shall require that an Environmental Impact Study be prepared by a qualified professional with appropriate in-season field work, and in accordance with any applicable Federal, Provincial and Town requirements that demonstrates that there will be no negative impacts on any natural heritage features, and/or their *ecological functions*, to the satisfaction of the Town, in consultation with any agency having jurisdiction.

iii. Depending upon the scale of the proposed *development*, and in consideration of the context of the subject site, the Town, in consultation with any agency having jurisdiction, may scope or waive the requirement for an Environmental Impact Study.

iv. The uses permitted and the associated *development* policies on any specific site or area within the Adjacent Lands Overlay may include those land uses permitted by the underlying land use designation, as identified on Schedule 1, subject to the results of an Environmental Impact Study when required by the Town. In addition to any permitted land uses, the extension of existing municipal *infrastructure* projects where the alignments or locations of those facilities have been established in this Secondary Plan, and/or an approved Environmental Assessment, may be permitted on lands within the Adjacent Lands Overlay, subject to the application of specific mitigation measures as set out in an approved Environmental Impact Study.

v. Where an application for *development*, *redevelopment* and/or *site alteration* within the Adjacent Lands Overlay is of a minor nature, the Town, in consultation with any agency having jurisdiction, may scope or waive the requirements for an Environmental Impact Study.

vi. In cases where an Environmental Impact Study was completed and approved in support of the existing planning approval within the Adjacent Lands Overlay, further Environmental Impact Study requirements may be waived by the Town, in consultation with any agency having jurisdiction.

10.4.6.9 Policies for Land Use Symbols

a) Potential Regional Transit Hub Symbol

i. The Potential Regional Transit Hub Symbol has been applied to a number of properties on Schedule 1, in a number of land use designations throughout Glendale. Further study and refinements will be required as part of a Transit Hub Feasibility Study/Environmental Assessment to identify the appropriate location, function and land needs of this facility. Any *development* which occurs in proximity to the location of the Potential Regional Transit Hub Symbol prior to the planning for this facility shall demonstrate how transit will be supported and accommodated.

ii. The Regional Transit Hub facility may be a stand-alone facility that is acquired and developed by the Niagara Region Transit Commission, or it may be part of a mixed-use *development* that is developed as part of an agreement between the land owner/developer and the Niagara Region Transit Commission.

iii. Where an agreement to acquire the site for the Regional Transit Hub has not been established within a maximum of 3 years from the date this Plan is approved, the removal of the Potential Regional Transit Hub Symbol may be facilitated without the need for an Amendment to this Secondary Plan.

b) Potential School Location Symbol

i. Schools are included in the definition of Public Service Facilities and are a permitted use in a number of land use designations, however, on Schedule 1 the Potential School Location Symbol identifies locations within Glendale that prioritize proximity to residential neighbourhoods. The detailed location, size and configuration of each School site is to be determined through the subsequent *development* approval processes.

ii. Where possible, Schools should be located adjacent to Parks to provide opportunities to maximize efficiencies and encourage shared use of amenities and facilities. The School Boards are encouraged to work with the Town to establish urban school *development* parameters that are appropriate for an evolving urban community context, including smaller sites and multi-storey buildings and consideration of co-locating with *compatible* uses to support the urban vision for the area .

iii. The Town shall consult with School Boards as part of the *development* approval process for lands that include the Potential School Location Symbol. It shall be the responsibility of the applicable School Board to identify the need for a School Site, and to subsequently acquire the lands.

iv. It shall be a requirement of this Secondary Plan that agreements for the purchase of lands for School Sites be executed in a timely manner to ensure that acquisition decisions do not frustrate the achievement of ongoing *development* within Glendale. Where the need for a School, or an agreement to acquire the site has not been established within a maximum of 5 years from the date that a *development* application affecting lands with the Potential School Location Symbol is deemed complete, the removal of the Potential School Location Symbol may be facilitated without the need for an Amendment to this Secondary Plan.

c) Potential Community Centre Location Symbol

i. A Potential Community Centre is identified as a Public Service Facility and is a permitted use in a number of land use designations, subject to the relevant policies of this Secondary Plan. The Potential Community Centre Location Symbol is identified on Schedule 1 in 1 location within Glendale. It is the

intent of this symbol to identify potential location for the Community Centre, which is to be acquired by the Town. The detailed location, size and configuration of the Potential Community Centre site is to be determined through the subsequent *development* approval processes. A Community Centre may be co-located on Public Parkland.

ii. Where an agreement to acquire the site for a Community Centre has not been established within a maximum of 5 years from the date that a *development* application affecting lands with the Potential Community Centre Location Symbol is deemed complete, the removal of the Potential Community Centre Location Symbol may be facilitated without the need for an Amendment to this Secondary Plan.

d) Potential Urban Park Location Symbol

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

10.4.7 The Pedestrian Realm and Active Transportation Network

10.4.7.1 Defining The Pedestrian Realm and Active Transportation Network

a) Moving people into, out of and through the community easily and safely, and providing a variety of spaces for socializing, *special events* and recreation, is a priority of this Secondary Plan. Each element of the Pedestrian Realm and Active Transportation Network must be considered in concert with one another and within the context of the evolving Glendale community. A comprehensive understanding of how these spaces work together, complement each other and support their adjacent uses, will lead to a more connected, accessible and logical network of pedestrian spaces and mobility options throughout the Glendale.

b) The Pedestrian Realm and Active Transportation Network, identified on Schedule 4, in Glendale shall be comprised of various and diverse components that will all play vital roles in animating Glendale and connecting the various components of the community together with all modes of transportation.

c) The components of the Pedestrian Realm and Active Transportation Network, along with the lands within the Public Parkland designation, represent significant contributions to the provision of recreational opportunities and for social activity within Glendale. Specific planning, design and maintenance considerations are required to ensure the vitality and longevity of these spaces. The various components of the Pedestrian Realm and Active Transportation Network include:

   i. Public Parkland designation;

   ii. Urban Park Spaces; and iii. Connecting Links. *Streetscapes* are also an important component of the Pedestrian Realm and Active Transportation Network, and they are discussed in more detail in Section 8.1.

d) Components of the Pedestrian Realm and Active Transportation Network are permitted in multiple land use designations in this Secondary Plan. Public Parkland is identified as a land use designation, while the other components are identified symbolically and/or conceptually on Schedule 1 and on Schedule 4. All components of the Pedestrian Realm and Active Transportation Network will:

   i. Be connected - Promote accessibility throughout the community by linking all of the community elements together with mobility options for vehicles, transit, pedestrians, and cyclists as well as opportunities to accommodate all other forms of micro-mobility;

   ii. Be designed to the highest standards - Top quality building materials meeting accessibility needs and standards informed planting choices and environmental sustainability are priorities in the design of all components of the Pedestrian Realm and Active Transportation Network;

   iii. Be safe and secure - It is crucial that all elements of the Pedestrian Realm and Active Transportation Network be designed to maximize user safety and security;

   iv. Prioritize pedestrian and cyclist comfort - Access to sunlight and protection from wind and other elements will be considered to support year-round use. Amenities, such as backed seating, tables, washrooms, water fountains and waste receptacles shall be of a high quality and readily available within all components of the Pedestrian Realm and Active Transportation Network;

   v. Be well maintained - Comprehensive maintenance schedules will be developed by the Town for all components of the Pedestrian Realm and Active Transportation Network, including existing and new, to ensure safe, accessible and healthy landscapes.

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10.4.7.2 The Public Parkland Designation

a) Intent

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

b) Permitted Uses

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

- Active and passive recreational uses;
- Public Service Facilities, including Community Centres; and
- Existing stormwater management facilities.

ii. Limited retail commercial and restaurant uses which serve the main permitted use may be permitted subject to the relevant policies of this Secondary Plan, and the requirements of the implementing Zoning By-law.

c) General Development Policies

i. All *accessory buildings and structures* within the Public Parkland designation shall be subject to the implementing Zoning By-law. No building or structure within the Public Parkland Designation shall exceed 15 metres. The actual height of any *development* will be calculated from established grade to the top of the building, including the mechanical penthouse and any roof ornamentation.

ii. Existing parks within the Public Parkland designation are embedded within Exiting Residential Neighbourhood designation and have an established role and function within the current community. Any subsequent changes to the role, function, design or programing within these existing park spaces

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will be facilitated through a public consultation process.

iii. The lands identified within the Public Parkland designation on Schedule 1 and on Schedule 4, that are not yet owned by the Town are generally intended to serve the *development* accommodated within the New Residential designation, and shall be acquired as fee simple parkland through the *development* approval process. The Town may utilize parkland dedication tools and funds received through the receipt of cash-in-lieu of land to acquire these parks.

iv. Lands within the Public Parkland designation may, in some instances, include existing stormwater management facilities. They area a permitted use, however, changes to their scale and function shall be supported by an appropriate technical justification.

10.4.7.3 Urban Park Spaces

a) Key Components

i. It is the intent of this Secondary Plan to ensure that the Town actively seeks out opportunities to assemble the full range of parkland opportunities, including larger parcels of land acceptable for a range of recreational programing, as identified on Schedule 1 and Schedule 4 as within the Public Parkland designation. Urban Park Spaces, identified symbolically on Schedule 1 and Schedule 4 are to be linked to the Public Parkland components via the Active Transportation Network.

ii. All *development* applications shall make a public parkland contribution and/or cash-in-lieu of land in accordance with the policies of this Secondary Plan and the requirements of the Planning Act.

iii. The Urban Park Spaces are to be located outside of the adjacent street right-of-way. The Urban Park Spaces appropriate for Glendale are comprised of the following elements:

- Urban Squares; and
- Pocket Parks.

iv. Adjustments to the general location of the Urban Park Spaces identified symbolically on Schedule 1 and Schedule 4 can be made through the *development* application process without an Amendment to this Secondary Plan, subject to the Town being satisfied that Urban Park Spaces are being accommodated on the identified site and are appropriately connected to the

broader Pedestrian Realm and Active Transportation Network.

b) Policies for Urban Park Spaces

i. The lands identified as subject to the Potential Urban Park Symbol on Schedule 1 and on Schedule 4 may be secured through the *development* approval process as:

- Fee Simple parkland dedication (Town ownership);
- Strata Parks - acquired through Strata Title arrangements under the Condominium Act (Town ownership); or
- A Privately Owned Public Space (POPS). The Town may utilize parkland dedication tools and funds received through the receipt of cash-in-lieu of land to acquire these parks, where applicable.

ii. Strata Parks and POPS shall be secured through appropriate legal agreements to ensure ongoing public access, as well as appropriate design and maintenance standards over the long-term. Given concerns about life-cycle costs, and programing control, Strata Parks and POPS may not be fully credited toward the achievement of parkland dedication requirements.

iii. On any *development* site within the Mixed-Use I designation, or Mixed-Use II designation shall provide a land dedication to the satisfaction of the Town. Smaller sites may include a land dedication and/or cash-in-lieu of land, to the satisfaction of the Town. Land dedication may be secured through fee simple dedication, strata ownership arrangements, or as a Privately Owned Public Space, subject to appropriate agreements.

iv. Urban Squares, which are the largest element of the Urban Park Spaces anticipated within Glendale, are to be distributed throughout Glendale, generally on larger *development* sites/blocks. Urban Squares are pedestrian spaces that accommodate socializing in a dense urban area.

v. Pocket Parks, which are the smallest component of the Urban Park Spaces anticipated within Glendale, are to be distributed throughout Glendale. Pocket Parks are small scaled components of the Pedestrian Realm and Active Transportation Network. They are expected to be generally greater than 75 square metres in size.

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10.4.7.4 Connecting Links

a) Key Components

i. The Connecting Links element of the Pedestrian Realm and Active Transportation Network includes a number of linear components intended to provide a fine-grained and highly connected network that maximizes access to, from and within Glendale for pedestrians, cyclists and all forms of micro-mobility options. The various Connecting Links are identified conceptually on Schedule 4, and include:

- The sidewalk system - to be located within the street right-of-way, for use primarily by pedestrians;
- Bike lanes - to be located within the street right-of-way, for use by cyclists as well as other forms of micro-mobility; and
- Multi-use trails - may be located within, or outside of a street right-of-way, for the shared or for the exclusive use of pedestrians, cyclists and other forms of micro-mobility. 7.4.2

b) Policies for Connecting Links

i. Connecting Links are sometimes included within the various street right-of-ways (sidewalks and bike lanes) and are sometimes provided within their own right-of-way (off street multi-use trails). All Connecting Links must be safe and comfortable to ensure the greatest amount of encouragement for travelers in Glendale to travel by means other than the private automobile. All Connecting Links shall have regard to the Urban Design Guidelines attached to this Secondary Plan as Appendix 3, and in accordance with the following:

- Provide comfortable, people-friendly environments with sufficient boulevard separation from vehicular traffic which may include shade trees, street furniture, parking for bicycles, lighting and signage, safe street crossings and other traffic controls;
- Ensure a sufficient width to accommodate mobility aids and comfortable pedestrian flows, personal mobility devices and incorporate suitable travel surfaces appropriate for the intended type of traffic and be of a material that requires minimal maintenance;

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- Minimize hazard and conflict exposures through the provision of adequate lighting, signage and wayfinding as well as the management of vehicle speeds where on-street facilities are provided;

- Minimize street crossings and, where viable, provide pedestrian overpasses/underpasses where Connecting Links intersect with Regional or Collector Streets;

- Connect to:

    - Other components of the Pedestrian Realm and Active Transportation Network;

    - Lands within the Environmental Protection designation and the Public Parkland designation; and

    - Key destinations within Glendale, including Niagara College, Elementary Schools, Public Parkland, Community Centres and retail shopping opportunities.

ii. Sidewalks shall be provided on both sides of all Collector Streets and new Local Streets within Glendale. Sidewalks shall, at a minimum, meet the requirements of the Accessibility for Ontarians with Disabilities Act. Additional sidewalk width may be specified through the relevant policies for Enhanced Streetscapes.

iii. Bike lanes built within the street right-of-way shall be required on all Collector Streets within Glendale. Bike lanes built within the street right-of-way may be considered on new Local Streets where cycling traffic, where warranted by use levels.

iv. Multi-use trails are identified conceptually on Schedule 4. The actual location and design of the identified off-street multi-use trails will be determined by the Town through the *development* approval process. The Town may adjust the location and/or alignment of the off-street multi-use trails to accommodate the actual on-ground route, and to respond to new opportunities and/or constraints that arise from time-to-time, without the need for an Amendment to this Secondary Plan.

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10.4.8 Transportation, Service Infrastructure and Utilities

10.4.8.1 A Multi-Modal Transportation System

a) Intent

i. It is the intent of this Secondary Plan to:

- Maintain a safe, muti-modal, and integrated *Transportation System*, including *Active Transportation* facilities, that permits the safe and efficient movement of people and goods within Glendale and beyond; and

- Enhance the Transit System by ensuring that transit routes and stops are connected to the Pedestrian Realm and Active Transportation Network, and that transit is frequent and reliable enough to serve Glendale's anticipated population and business community, and to foster a seamless, *multi-modal* community where daily travel does not rely primarily on the use of a private automobile.

ii. The *multi-modal Transportation System* in Glendale, consists of two equally important and entirely inter-connected elements: the Pedestrian Realm and Active Transportation Network (Schedule 4) and the Street Network (Schedule 5). The *Transportation System* serves as the framework on which to provide for travel by all modes, with a focus on, but not limited to, walking, cycling, emerging micro-mobility opportunities and transit.

iii. The *multi-modal Transportation System* is premised on the pattern of *development* and increases in traffic volumes anticipated within Glendale over time. All *development*, including all public works related to the *Transportation System*, shall conform with the relevant policies of the Plan and this Secondary Plan. This Secondary Plan provides a broad based policy framework with respect to:

- The Street Network;

- *Streetscapes*;

- Public Transit;

- *Transportation Demand Management*;

- Parking, Access and Service Facilities; and

- The Niagara District Airport.

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b) The Street Network

Intent

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

Streetscapes

ii. *Streetscapes* associated within Glendale will accommodate key components of the Pedestrian Realm and Active Transportation Network - which solidifies their importance as a defining feature of the community. Glendale is expected to accommodate a wide variety of pavement widths and street rights-of-way, which requires a flexible approach to *streetscape* design, including trees/planting programs, street furniture and lighting. Inherent to this design flexibility, programming strategies are also a key element of street life activation.

iii. All *streetscapes* within Glendale are to be defined by their attractive, tree-lined open space character and by their emphasis on environmental quality. *Streetscape* design will place an emphasis on creating comfortable and convenient facilities for all users, and they may also incorporate transit routes.

Street Typologies

iv. The Street Network identified on Schedule 5 includes facilities that are not under the jurisdiction of the Town, including:

- The Queen Elizabeth Way (QEW): The main function of the QEW is to accommodate large volumes of inter-regional and regional traffic. All *development* adjacent to the QEW and the Glendale interchange is subject to the requirements and permits of the Ministry of Transportation Ontario;

- Existing Regional Roads - including Glendale Avenue, Taylor Road, Airport Road, York Road and Homer Road. Existing Regional Roads are under the jurisdiction of Niagara Region. Their main function is to move large

volumes of vehicles over long distances, accommodate public transit routes, stops and associated facilities, and provide for *active transportation* options inside these right-of-ways.

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

v. The Street Network identified on Schedule F5 includes facilities that are under the jurisdiction of the Town. All streets under the jurisdiction of the Town shall have regard to the Urban Design Guidelines attached to this Secondary Plan as Appendix 3, Town and to conform with any relevant policies of the Plan and the following policies:

- All Streets will be safe, accessible, secure and shall implement the relevant policies of the Accessibility for Ontarians with Disabilities Act;
- Street furnishings, plantings, materials, and techniques must be consistent in physical form and spacing and be of the highest quality. Pattern and repetition are essential to imprint a recognizable sense of place;
- The design of *streetscapes* shall create defined and continuous zones for planting, street furnishings, utilities and pedestrian, cyclist and vehicular traffic.
- Street design shall ensure:
    - That the ultimate right-of-way width for any Street will be sufficient to accommodate the intended traffic volumes as well as appropriate Active Transportation Facilities and *streetscape* amenities; and
    - That the number, type, and design of permitted entrances onto streets shall protect the existing, or planned function of the street. *Development* abutting Collector and Local Streets shall consolidate vehicular accesses wherever possible to minimize conflicts with the Pedestrian Realm and Active Transportation Network and to limit impacts on traffic flow.

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vi. The following street types are under the jurisdiction of the Town:

- **Existing and Proposed Collector Streets:** Collector Streets are intended to afford organization for the street system and to provide the main connecting points to the Regional Roads. They are expected to be reasonably continuous, and to carry significant traffic volumes. Collector Streets shall have the ability to accommodate transit;

- **Character Streets -** including Queenston Road and Concession 7 Road. Character Streets are intended to provide access to individual lots, or *Development* Sites/Blocks and to establish an appropriate transition between the more urban elements of Glendale to the surrounding rural/agricultural landscape;

- **Industrial/Business Park Streets:** Industrial/Business Park Streets are under the jurisdiction of the Town. They are intended to provide access to individual lots, or *Development* Sites/Blocks;

- **Main Street:** The Main Street (Niagara-on-the-Green Boulevard) is expected to support significant pedestrian traffic as well as to provide access to individual *development* lots and blocks in a traditional "main street" built form; and

- **Existing and Proposed Local Streets:** Local Streets are intended to provide access to individual residential lots, or *Development* Sites/Blocks;

vii. In addition to the components of the Street Network that are under public sector jurisdiction, the Town may also facilitate Private Streets/Rear Laneways. Private Streets and Laneways are the responsibility of the owner. They are intended to provide access to individual residential lots, or *Development* Sites/Blocks. Right-of-way widths, access and design treatments for Private Streets and Laneways within Glendale shall have regard to the Urban Design Guidelines attached to this Secondary Plan as Appendix 3, and shall conform with any relevant Official Plan policies or engineering standards. The Town shall promote Shared private driveways will provide vehicular and servicing access to *Development* Sites/Blocks and shall be coordinated within the Sites/Blocks to give access to multiple buildings. Shared private driveways will be designed to meet technical standards of the Region or the Town.

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c) Public Transit

i. The Town will collaborate with the Niagara Region Transit Commission in supporting the expansion of Local, Regional and Inter-Regional transit service to Glendale. This Secondary Plan encourages the use of transit by connecting patrons and residents with transit services through the accommodation of local transit service and the Pedestrian Realm and Active Transportation Network. The provision of high-quality walking and cycling facilities is encouraged to further increase the potential catchment area of transit services within Glendale.

ii. The Town will ensure, as part of the *development* approval process, that lands are secured where appropriate for transit routes, transit stops and associated facilities, including assisting the Niagara Region Transit Commission with the securement of an appropriately located Transit Hub facility.

d) Transportation Demand Management

i. *Transportation Demand Management* (TDM) refers to a variety of strategies to reduce congestion, reduce reliance on the single-occupant vehicle, and achieve a more sustainable *transportation system*. TDM is a *multi-modal* approach that supports cycling, walking, transit and carpooling, by introducing incentives and disincentives to reduce reliance on the single-occupant vehicle. TDM works to change how, when, where and why people travel.

ii. The Town may implement a comprehensive *Transportation Demand Management* program and may consider reduced parking requirements for *development* and/or *redevelopment* where a comprehensive *Transportation Demand Management* Report is submitted to the satisfaction of the Town.

e) Parking, Access and Service Facilities

i. It is the intent of this Secondary Plan to minimize the amount of surface automobile parking in GLENDALE in order to realize the intensity of built-form anticipated by this Secondary Plan. Vehicle parking will be managed to minimize adverse impacts including environmental and visual impacts.

ii. Adequate parking, loading and garbage collection/storage facilities for all permitted land uses shall be provided on-site. Parking facilities for Low-Rise Buildings are encouraged to be in structure. Parking facilities for Mid-Rise Buildings shall be primarily accommodated in structure and, where possible, so should loading and garbage collection areas.

iii. It is recognized that surface parking may be provided for *development* on an interim basis in the early phases of new *development*. It is a requirement of this Secondary Plan that all applications for *development* demonstrate the transition to an end state scenario where buildings, rather than parking, become the predominant feature of the *streetscape*.

iv. Where provided, the design of surface parking shall consider:

- Planting strips and landscaped traffic islands, medians, or bump-outs shall also be provided within lots to break up the expanse of hard surface;
- Pedestrian-scaled lighting, walkways, landscaping, and signage to enhance pedestrian safety, movement and comfort through parking lots to the adjacent sidewalks; and

v. The majority of parking, other than short-term surface parking (taxi, delivery, pick-up and drop-off), for any Mid-Rise Building shall be primarily provided in underground, or in above-ground parking structures. Parking structures shall:

- Have well designed facades which appear as a fenestrated building, with well-articulated openings and high-quality materials;
- Have entrances off of public or private streets and be integrated with the design of the building; and
- Have pedestrian entrances to integrated parking structures which are easily identified, well-lit and designed with consideration for CPTED principles.

vi. Access to parking/loading facilities that are within buildings shall be designed to accommodate trade vehicles, moving vans, garbage trucks and delivery vehicles. In general, loading, garbage collection and parking areas should not be located where they are perceived from the *Streetscape* and should be hidden from view. Where possible, access to parking, loading and garbage collection areas should be located on the street with the least pedestrian traffic.

vii. Where above-ground parking structures front onto a public or private street or element of the Pedestrian Realm and Active Transportation Network, active ground floor uses are encouraged to provide attractive facades, animate the *streetscape* and enhance pedestrian and cyclist safety. An above-ground structure should incorporate minimum 4.25 m

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floor to floor height requirements for future *conversion* of the at-grade parking level to active, non-residential land uses. Parking within above-ground structures shall be screened from view at the sidewalk level. The street and park frontage wall where an active use is not provided for, shall be enhanced by architectural detailing such as architectural panels and display windows.

viii. Service and loading facilities, including garbage storage, shall be enclosed within abuilding for all Mid-Rise Buildings and in all cases shall be accessed from a Local Street. Where loading and servicing is visible at the rear or side of a building, it shall be screened by the main building, landscape treatment or other screening. Underground loading and service areas shall be encouraged.

ix. The Town may consider permitting parking, including access to parking, under Local Streets or under the elements of the Pedestrian Realm and Active Transportation Network provided the purpose, function and character of these facilities is not materially or qualitatively compromised, and subject to the Town's design and construction requirements and a strata title agreement with conditions established to the satisfaction of the Town.

x. Where a *development* cannot provide off-street parking on its own site, the Town may permit the provision of the required parking spaces on an alternative site, provided that the alternative site is within convenient walking distance (approximately 200 metres) of the proposed *development*, and the developer enters into an agreement with the Town to ensure the continued availability of the alternative site as a parking area.

xi. The provision of automobile parking shall be encouraged to be minimized in accordance with the relevant provisions of the implementing Zoning By-law. If through the *development* approval process relief from either the minimum or maximum parking rates is sought, the proposed rates must be justified by a Parking Study. Further, and where appropriate, the Town may accept cash-in-lieu of parking as an alternative to providing any required parking. Where cash-in-lieu of parking is accepted, the funds generated shall be used to provide additional public parking or the aesthetic and/or functional improvement of existing public parking areas within Glendale.

xii. The Town shall monitor the need for public parking in Glendale and may prepare a public parking strategy that addresses, among other matters, the role of a municipal parking authority.

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xiii. Bicycle parking, carpool and carshare parking should be prioritized and located in convenient and accessible locations in proximity to main entrance points or destinations.

xiv. Both short-term street-level bike parking, as well as long-term sheltered bike parking shall be provided. Bicycle parking facilities shall be designed to maximize user convenience in terms of physical location, weather protection, security and ease of use, including but not limited to meeting the provisions of the implementing Zoning By-law. Bicycle parking requirements will be identified through the *development* approval process.

f) Niagara District Airport

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

g) Implementation of the Transportation System

i. The implementation of the *Transportation System* for Glendale will be planned and designed to accommodate all modes of travel and for universal accessibility, prioritizing walking, cycling and transit. The planned street network will balance the needs of all users while recognizing the importance of encouraging a range of active street life during both day and night.

ii. The *Transportation System* will be established incrementally through the *development* approval process. The network will be developed in conformity with the policies of this Secondary Plan, as well as the relevant policies of the Town and the Region. The intent is to ultimately develop a connected and continuous network, while recognizing constraints that create barriers which limit the achievement of a completely connected network.

iii. The Street Network identified on Schedule 5 shall be conveyed to the municipality as a condition of approval of *development*. The Town, at its discretion, in exceptional circumstances, may also directly purchase lands for planned *infrastructure* improvements.

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iv. Adjustments to the Transportation System identified on Schedule 5, through the *development* approval process, will not require an Amendment to this Secondary Plan provided the general intent and purpose of this Secondary Plan is maintained and the Town is satisfied that the role and function of such streets and facilities are maintained.

v. The Town shall assist the Region in protecting and obtaining lands required for rights-of-way, street widening , parking, transportation facilities through the *development* process.

vi. The Town shall assist the Niagara Transit Commission in protecting and obtaining lands required for the provision of public transit services, including the Transit Hub facility, through the *development* process.

vii. The road pattern shown on the Schedules is conceptual. Changes to the proposed road pattern shall not require an amendment to this Plan.

10.4.8.2 Municipal Service Infrastructure + Utilities

a) General Policies

i. Municipal service *infrastructure* includes water, wastewater and stormwater facilities that are a critical element in the *development* of Glendale. The objectives of this Secondary Plan with respect to municipal service *infrastructure* are to:

- Provide adequate and sufficient systems of water supply, sanitary sewage disposal and storm drainage to all areas of *development* in Glendale in accordance with the phasing policies this Secondary Plan and based on sound financial planning.

- Develop necessary municipal service *infrastructure* enhancements and undertake improvements to existing servicing *infrastructure* bearing in mind the ultimate servicing requirements of the municipality, and the municipality's ability to finance such projects.

ii. Municipal service *infrastructure* in Glendale shall be planned in an integrated and financially sustainable manner, having regard for the long-term *development* potential for GLENDALE and including evaluations of long-range scenario-based land use planning and financial planning supported by *infrastructure* master plans, asset management plans, environmental assessments and other relevant studies and should involve:

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- Leveraging investments in municipal service *infrastructure* enhancements to direct growth and *development* in accordance with the policies of this Secondary Plan;

- Providing sufficient municipal service *infrastructure* capacity for the ultimate *intensification* of Glendale;

- Identifying the full life cycle costs of municipal service *infrastructure* and developing options to pay for these costs over the long-term, as determined by the Town and Region; and

- Considering the impacts of a changing climate.

iii. All *development* within Glendale shall be provided with full municipal servicing *infrastructure*, unless otherwise exempted by this Secondary Plan.

iv. In planning for the expansion of existing municipal service *infrastructure* corridors, the Town will encourage the co-location of linear water, wastewater and stormwater service *infrastructure*, wherever possible.

v. The processing and approval of *development* applications shall be contingent upon the availability of water and wastewater capacity within the local municipal system in addition to capacity identified by the Region.

vi. Planned municipal service *infrastructure* enhancements shall be implemented through the *development* process as set out in this Secondary Plan and the relevant policies of the Plan. The Town, at its discretion, in exceptional circumstances, may also directly purchase lands for planned *infrastructure* improvements.

b) Municipal Water and Wastewater Servicing Infrastructure

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

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c) Stormwater Management Infrastructure

i. Existing stormwater management facilities are identified on Schedule 1. They are expected to remain as stormwater management facilities in the long-term. Opportunities to modestly redesign or reconfigure any existing stormwater management facility may be considered by the Town without the need for an Amendment to this Secondary Plan. However, any significant application to remove, reuse, or reconsider the configuration of any existing stormwater management facility shall require an Amendment to this Secondary Plan.

ii. New stormwater management facilities in Glendale shall have regard to the attached Urban Design Guidelines and shall be in accordance with the following policies:

- Planning for stormwater management will:
  - Minimize, or where possible, prevent increases in contaminant loads;
  - Minimize changes in water balance and erosion;
  - Not increase risks to human health and safety and property damage;
  - Maximize the extent and function of vegetative and pervious surfaces;
  - Provide controls on invasive species where possible;
  - Promote stormwater management best practices, including stormwater attenuation and re-use, and *low impact development*;
- No *development* will occur without appropriate regard for storm run-off, on-site collection and channeling of stormwater to an adequate outlet. Drainage will be to a storm sewer outlet satisfactory to the Town;
- Detention ponds may be used in areas with open drainage channels as part of the storm drainage system to maintain pre-*development* flows into the outlet stream.
- Proposals for large-scale *development* proceeding by way of a Plan of Subdivision/Condominium, Consent or Site Plan Approval will be supported by a stormwater management plan or equivalent, that:

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- Incorporates an integrated treatment approach to minimize stormwater flows and reliance on stormwater ponds, which includes appropriate *low impact development* and *green infrastructure* - including consideration of porous pavements, bioretention basins, enhanced swales, green roofs and rain gardens among others;

- Establishes planning, design and construction practices to minimize vegetation removal, grading and soil compaction, sediment erosion and impervious surfaces;

- Design of *development* proposals will incorporate on-site control techniques to minimize peak stormwater flows, provide erosion control and to ensure adequate water quality treatment in accordance with current Provincial, Regional and Town policies and guidelines;

- Permanent or temporary sediment retention basins may be required to control quantities of suspended materials washed from the sites;

- *Development* will be permitted only on lands having soil and drainage conditions which are suitable for *development* and only with appropriate stormwater management and sediment control;

- The design of artificial channelization of watercourses, which use concrete-lined channels and can sterilize the natural environment and *fish habitat*, is discouraged. The use of naturalized methods of stormwater management is promoted;

- Stormwater management facilities that service *development* within Glendale shall be located within the defined boundaries of Glendale.

d) Utilities and Telecommunications Networks

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

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e) Public and Private Utilities

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

ii. In planning for the expansion of existing and planned transportation and/or *infrastructure* corridors, the Town will encourage the co-location of linear public and private utilities.

iii. Public and private utilities where feasible, shall be located underground and be grouped into a single utility conduit, in a street allowance or easement. Where facilities are required to be located above grade, such as telecommunications towers, the Town shall require that appropriate locations are identified in consideration of the location requirements for larger *infrastructure* elements, whether within public rights-of-way, or on private property.

iv. Public and private utilities involving outdoor storage will require special attention and may not be permitted in all areas if deemed incompatible.

v. Right-of-ways or easements for public and private utilities and telecommunications networks may be provided without Amendment to this Secondary Plan.

f) Telecommunications

i. The Town has developed a Comprehensive Telecommunications Plan and *Telecommunication Facilities* Protocol that establishes an approach to the location and *development* of *telecommunication facilities* in the Town.

ii. The Town supports initiatives to improve telecommunications coverage and capacity in the Town.

iii. New equipment sites:

- Are to be directed to locations that are technically suitable to meet the vast majority of each carriers' network requirements into the near future;
- Shall be designed to accommodate the colocation of additional providers and equipment, including that of new or emerging carriers;

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- *Compatible* and appropriate with surrounding uses, having limited impact on existing land uses in the vicinity; and

- Consistent with the Telecommunications Facilities Protocol.

iv. Right-of-ways or easements for telecommunications networks may be provided without Amendment to this Plan.

10.4.9 Implementation + Interpretation

10.4.9.1 Implementation

a) Plan Coordination

i. The Town shall work cooperatively with the Province, Niagara Region, relevant transit authorities and any other agency having jurisdiction, as well as with landowners, the public and developers, in order to facilitate and coordinate implementation of public and private *development* in Glendale in accordance with this Secondary Plan.

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

b) Plan Review

i. The Town will review the policies of this Secondary Plan to identify planning issues and trends affecting the ongoing evolution of GLENDALE, to analyze the effectiveness of the policies of this Secondary Plan and to allow for adjustments and updating. It is critical to review, update, and consolidate this Secondary Plan from time to time to ensure its continued relevance and usefulness.

ii. The Town will review existing and future legislation contained in the Planning Act, the Municipal Act, the Ontario Heritage Act, the Development Charges Act and other relevant Provincial statutes that apply to areas of municipal jurisdiction. The Town will, where appropriate, amend existing policy and/or implementing Zoning By-laws or pass new implementing Zoning By-laws to ensure land uses are properly regulated in accordance with the policies of this Secondary Plan, relevant legislation and associated regulations.

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c) Monitoring the Plan

i. In order to evaluate the effectiveness of this Secondary Plan in general, the Town will monitor *development* activity and changes in land use within Glendale and may develop key performance indicators for this Secondary Plan. Where it is deemed necessary due to changes in the physical, social or economic makeup of the municipality, or as a result of new Provincial and/or municipal planning policy priorities/directions, this Secondary Plan shall be appropriately updated. The monitoring and measuring the performance of this Secondary Plan is critical to determine if:

- The assumptions inherent to this Secondary Plan remain valid;
- The implementation of the policies fulfills the overall vision, principles and intent of the policies of this Secondary Plan;
- That *development* is being carried out in conformity with the policies of this Secondary Plan and consistent with the associated plans, guidelines and manuals adopted by the Town; and
- The priorities identified in this Secondary Plan remain constant or require change.

ii. In terms of monitoring this Secondary Plan from a growth management perspective, the Town will establish an annual program to monitor and report on the level of *development* in Glendale. The monitoring program, which may be established in collaboration with the Region, will address matters such as:

- Population and employment generated by existing and approved *development*;
- Implementation and timing of required municipal service *infrastructure* enhancements; and
- Implementation of street and intersection enhancements and consideration of any changes in modal split, travel behavior and parking requirements.

d) Existing Uses

i. Land uses which legally existed as of the date of adoption of this Secondary Plan may be recognized by an appropriate zoning category in the implementing Zoning By-law and replacements,

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extensions and/or the construction of *accessory buildings* may be permitted in accordance with the relevant policies of this Secondary Plan and the Plan.

e) Other Provincial Planning Tools

Community Benefits Charges By-law

i. The Town may enact a Community Benefits Charge By-law that applies to the Town as a whole, and/or specifically to Glendale. The Town may prepare a Background Study and enact a By-law under the provisions of the Planning Act, to ensure that the capital cost of defined Community Benefits can be collected. The required Background Study will articulate those community benefits that may be considered for funding under the Community Benefits By-law, including consideration of:

- *Affordable* housing;
- *Streetscape* improvements, including facilities that support transit;
- Improvements to the Pedestrian Realm and Active Transportation Network;
- Improvements to public parks; and v. Other community and cultural facilities to be identified in the required Background Study.

ii. In addition to the exemptions included within the Planning Act, the Town may exempt some or all of the Community Benefits Charge, or exempt certain *development* from the Community Benefits Charge as a means to promote specific *development*, *redevelopment* or revitalization objectives in accordance with this Secondary Plan.

Parkland Dedication By-law

iii. Parkland Dedication will occur in accordance with the provisions of the Planning Act. All *development* within Glendale shall be required to make an appropriate contribution to the Public Parkland and/or Urban Park Space System, as follows:

- For industrial and commercial *developments*, 2% of the gross land area;
- For all other forms of *development*, 5% of the gross land area; and

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- For mixed-use forms of *development*, parkland dedication shall be calculated using a pro-rated formula that assigns the parkland dedication requirement on the basis of the percentage of gross floor area for each use.

iv. Subject to the Town preparing a Parks Plan that can justify the use of the alternate rates, in the case of land proposed for *development* or *redevelopment* for residential purposes, the Town's Parkland Dedication Bylaw may require that:

- Land be conveyed to the Town at a rate of 1 hectare for 600 net new dwelling units proposed, or at a lesser rate as may be specified in the By-law. The land conveyed shall be used by the Town for park or other public recreational purposes; or

- Where cash-in-lieu of land is to be collected, it shall be limited to a maximum equivalent value of 1 hectare for each 1000 dwelling units. Notwithstanding that alternative rate, on sites of 5 hectares or less, the maximum parkland dedication shall be 10% and on sites greater than 5 hectares, the maximum parkland dedication shall be 15%.

v. In all circumstances, the Town may also accept cash-in-lieu of any required parkland dedication, or part thereof.

vi. Encumbered or strata lands, as well as privately owned publicly accessible spaces may be eligible for parkland dedication. Landowners can identify the land they intend to provide for parkland, with the Town able to appeal to the Ontario Land Tribunal if there is a disagreement.

vii. This Secondary Plan is based on the requirement that *development* is to occur comprehensively, where Public Parks are expected to be established for the benefit of the broader community and that some land owners may be required to dedicate more land for Public Parks than others. The intent of the Town is to ensure, through the policies of this Secondary Plan, the *development* approval process and/or legal mechanisms available to the Town under the Planning Act, or any other legislative opportunity, that land owners asked to over contribute lands for Public Parks are appropriately compensated for their relative loss of *development* potential by the Town, through the Town's cash-in-lieu of parkland account, or more directly by benefitting land owners who are dedicating less land than they are required for Public Park purposes.

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Community Planning Permit System

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

Conditional Zoning (Holding)

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

f) Conveyance/Acquisition of Lands

i. Where lands have been identified as required for the construction of the street network or for parkland, and where such lands are the subject of a *development* application, the dedication of such lands shall be required as a condition of *development* approval, in accordance with the Planning Act.

ii. It is the intent of the Town to work cooperatively with the Region, the Province, the Government of Canada, Land Trusts and private property owners to increase of supply of attainable/assisted housing in accordance with the policies of this Secondary Plan.

iii. It is the intent of the Town to work cooperatively with the Region, the Conservation Authority, the Province, the Government of Canada, Land Trusts and private property owners to establish ongoing financial, policy and legislative support for the protection and enhancement of all *significant* natural heritage features and their associated ecological and hydrological functions, within the Environmental Protection Designation of the *Natural Heritage System*, or the increase of supply of *affordable* housing in accordance with the policies of this Secondary Plan.

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iv. Mechanisms to secure lands within Glendale for the purposes of implementing this Secondary Plan in accordance with the provisions of the Planning Act may include, but are not limited to, the following property acquisition tools:

- Land dedications/conveyance;
- Voluntary sale and public purchase through funds allocated in the Town's budget;
- Land swaps/exchanges;
- Donations, gifts, bequests from individuals and/or corporations;
- Density transfers; and/or
- Other appropriate land acquisition methods.

v. Where land is required for maintenance/utility easements or emergency access to serve any proposed *development*, such land will be obtained by and at the expense of the owner of such proposed *development* to the satisfaction of the appropriate agency, in the course of approving plans of subdivision, *development* or *redevelopment* applications and consents for land severance.

g) Municipal Finance

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

ii. *Development* will be monitored to ensure that a balance is maintained between demands for municipal service *infrastructure* enhancements and *transportation system* improvements and the overall fiscal capacity of the Town.

iii. Where possible, the Town will use financial mechanisms available to it under any legislative authority, including the Municipal Act, Development Charges Act, Planning Act and any other applicable legislation, for the purposes of land use planning and the provision of municipal service *infrastructure* enhancements, *transportation system* improvements, the Public Realm/Active Transportation Network and any identified community benefits.

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iv. The Town may request a Municipal Financial Impact Assessment from the owner/applicant of any *development* application. The terms of reference of such a study will be determined by the Town. The Assessment will be prepared, and may be peer reviewed at the owner/applicant's expense. *Development* applications or proposals may be refused or deferred on the basis of financial impact and burden on the Town if suitable mitigation measures are not available.

v. It is the intent of this Secondary Plan that, wherever possible, the Town, on the basis of the policies contained within this Secondary Plan and the Plan, establish a staged program for the implementation of municipal service *infrastructure* enhancements, *transportation system* improvements, public works and/or any other municipally-assisted projects within GLENDALE. A five-year capital improvement program should be developed to systematically implement necessary capital improvements. This program should be reviewed annually as part of the capital budget procedure.

h) Development Applications

Airport Height Assessment

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

Urban Design Brief

ii. An Urban Design Brief may be required to support a *development* proposal as part of a complete *development* application. This requirement will be identified by Planning Staff at the Pre-Consultation meeting. The scope and level of detail expected in the Urban Design Brief will depend on the scale, site, nature, and complexity of the *development* proposal.

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iii. An Urban Design Brief is intended to describe and illustrate the proposed design for a *development* proposal and demonstrate how the design meets the intent of Glendale's Urban Design Guidelines and other Town and Regional guidelines, standards, and policies. Planning Staff will use the Urban Design Brief to assess the urban design aspects of *development* applications to ensure high quality design is achieved in the public and private realms. The Town is committed to urban design excellence that results in a complete, functional, sustainable, and attractive built environments consistent with Niagara-on-the-Lake's character and vision for the future, as outlined in the Plan.

iv. Components of an Urban Design Brief

- Overview of existing site conditions and surrounding context;
- Identification of relevant policies and applicable elements of the Urban Design Guidelines attached to this Secondary Plan as Appendix 3;
- Analysis of the design rationale for the building, landscape, and site design elements of the proposed *development*;
- Explanation of why the proposed *development* represents the optimum design solution; and
- A written description, plans, elevations, diagrams, and/or photographs to illustrate the design choices of the proposed *development* and site design.

Development Concept Plan

v. A Development Concept Plan may be required to support a *development* proposal as part of a complete *development* application. This requirement will be identified by Planning Staff at the Pre-Consultation meeting.

vi. Where a Development Concept Plan is required by the Town, the exercise shall promote comprehensive planning, and shall be required to:

- Identify the detailed land use and density distribution, and to ensure that the required density target is achieved;
- Confirm the boundaries of the Environmental Protection designation;

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- Identify the components of the Pedestrian Realm and Active Transportation Network;
- Identify the location for any required Public Service Facilities;
- Identify the detailed street pattern, including Local Streets, although the Local Street network may be conceptual;
- Articulate the details for the provision of sewer, water and stormwater management systems;
- Identify phasing and order of *development*, including any uses in the public interest to be developed in the earlier phases (e.g., attainable/assisted housing, Public Service Facilities, parks); and
- Potentially form the basis for a Developer's Group Agreement, where the identified Conceptual Plan Area includes multiple landowners.

vii. A Development Concept Plan is a non-statutory instrument that shall be adopted by Council. The preparation of a Development Concept Plan shall conform with all relevant policies of this Secondary Plan and shall have regard to the Urban Design Guidelines attached to this Secondary Plan as Appendix 3. The Terms of Reference for any Development Concept Plan shall be approved by the Town, and shall include all of the necessary supporting technical studies, to the satisfaction of the Town. Required Development Concept Plans shall form the basis for the subsequent approval of Draft Plans of Subdivision/Condominium and implementing Zoning By-laws.

10.4.9.2 Interpretation

a) Land Use Boundaries and Streets

i. The location of boundaries and symbols, including land use designations shown on the Schedules to this Secondary Plan are intended to indicate the general location, except where they coincide with highways, streets, watercourses, or other clearly recognizable or defined physical features.

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ii. Future street and *active transportation* networks shown on the Schedules to this Secondary Plan are illustrated in approximate locations only. As such, Amendments to this Secondary Plan will not be required in order to make minor adjustments provided that the general intent of this Secondary Plan is preserved. Such minor deviations will not necessarily be reflected on the attached Schedules to this Secondary Plan.

iii. Where a parcel of land is subject to two or more land use designations, the policies of each designation shall apply to the portion of the lands so designated.

b) Numeric Standards

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

c) Subsequent Legislation

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

d) Technical Revisions

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

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e) Definitions

i. This Secondary Plan includes a number of words or phrases that require a common understanding of their meaning:

- The term “conform with” when used in this Secondary Plan means to comply with the policies or requirements of this Secondary Plan. Conformity is a mandatory requirement of this Secondary Plan, unless otherwise modified by specific wording to the contrary;

- The term “consistent with” when used in this Secondary Plan means to comply/conform with the policies or requirements of this Secondary Plan, unless there are compelling circumstances that do not permit compliance/conformity; The use of the words “shall”, “will”, or “must”, when used in connection with an action by the Town are not to be interpreted as the Town's requirement to undertake actions immediately or as a commitment on the part of the Town to take action within a specified timeframe;

- The use of the words “shall”, “will”, or “must”, when used in connection with a requirement for *development* applications, is a mandatory policy or requirement of this Secondary Plan;

- The use of the words “should” or “may” when used in this Secondary Plan means something that ought to be done. It is however, a discretionary, not a mandatory policy or requirement of this Secondary Plan;

- The term “encourage” when used in this Secondary Plan means to give support to, or give favorable consideration to a matter or thing;

- The term “enhance” when used in this Secondary Plan means to complement and improve the physical, functional, aesthetic or intrinsic value of the natural environment, neighbourhood, place, area, building, structure or facility; and

- The term “target” when used in this Secondary Plan means a goal to be achieved, or a specific desired outcome that supports the achievement of an objective.

- The term ‘low impact employment generating uses’ when used in this Secondary Plan means modestly scaled

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research and development facilities, light manufacturing uses and warehousing facilities and other employment area uses where the operations are not noxious or offensive by reason of dust, odour, fumes, particulate matter, noise and/or excessive vibrations.

ii. For the purpose of interpreting this Secondary Plan, the definitions in the Planning Act, the Ontario Heritage Act, the Provincial Policy Statement, or any other applicable Provincial legislation, plans and guidelines shall apply. In all other instances, terms shall be defined in accordance with their common usage and, if necessary, reference to the Canadian Oxford Dictionary.

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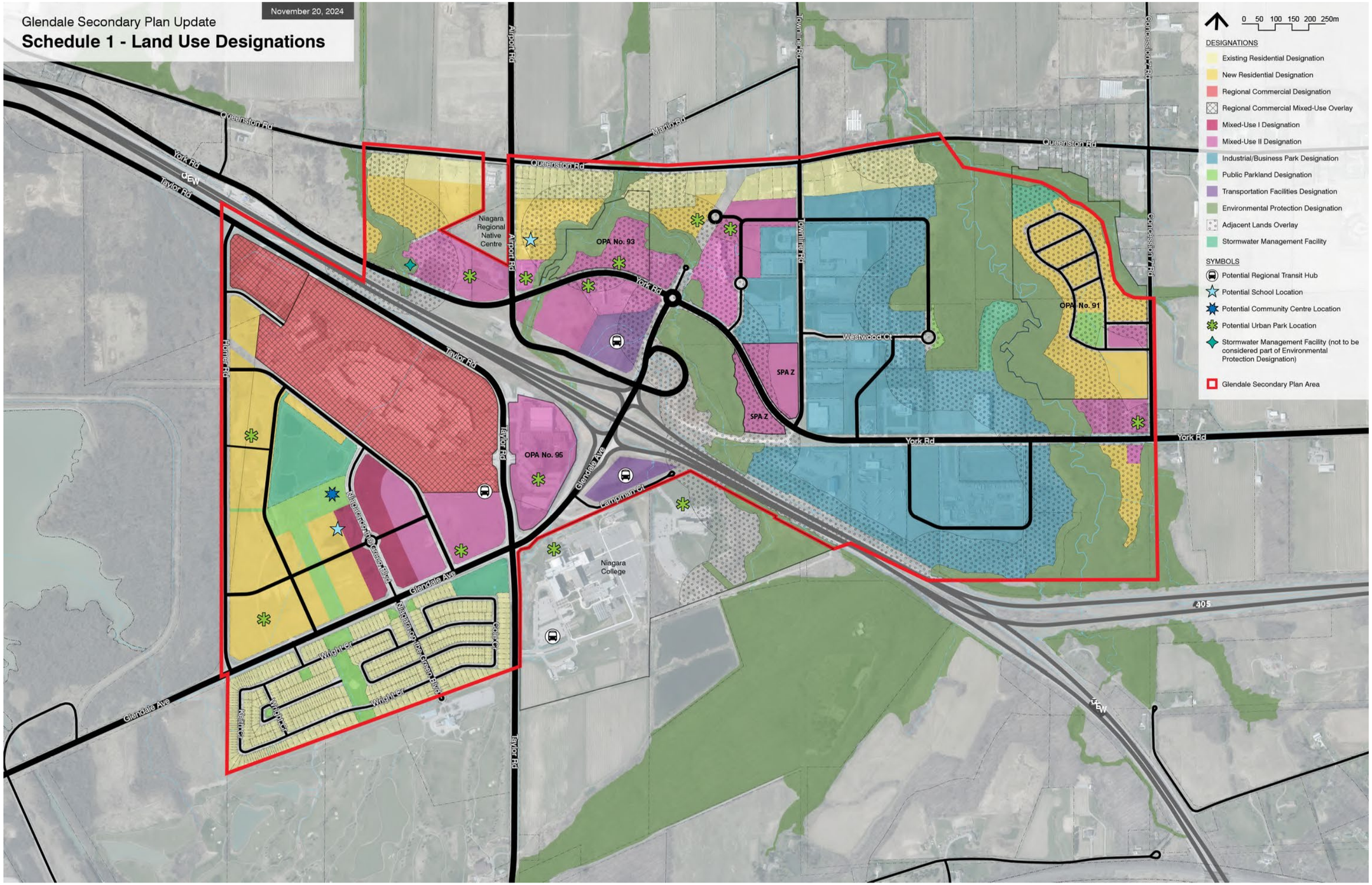
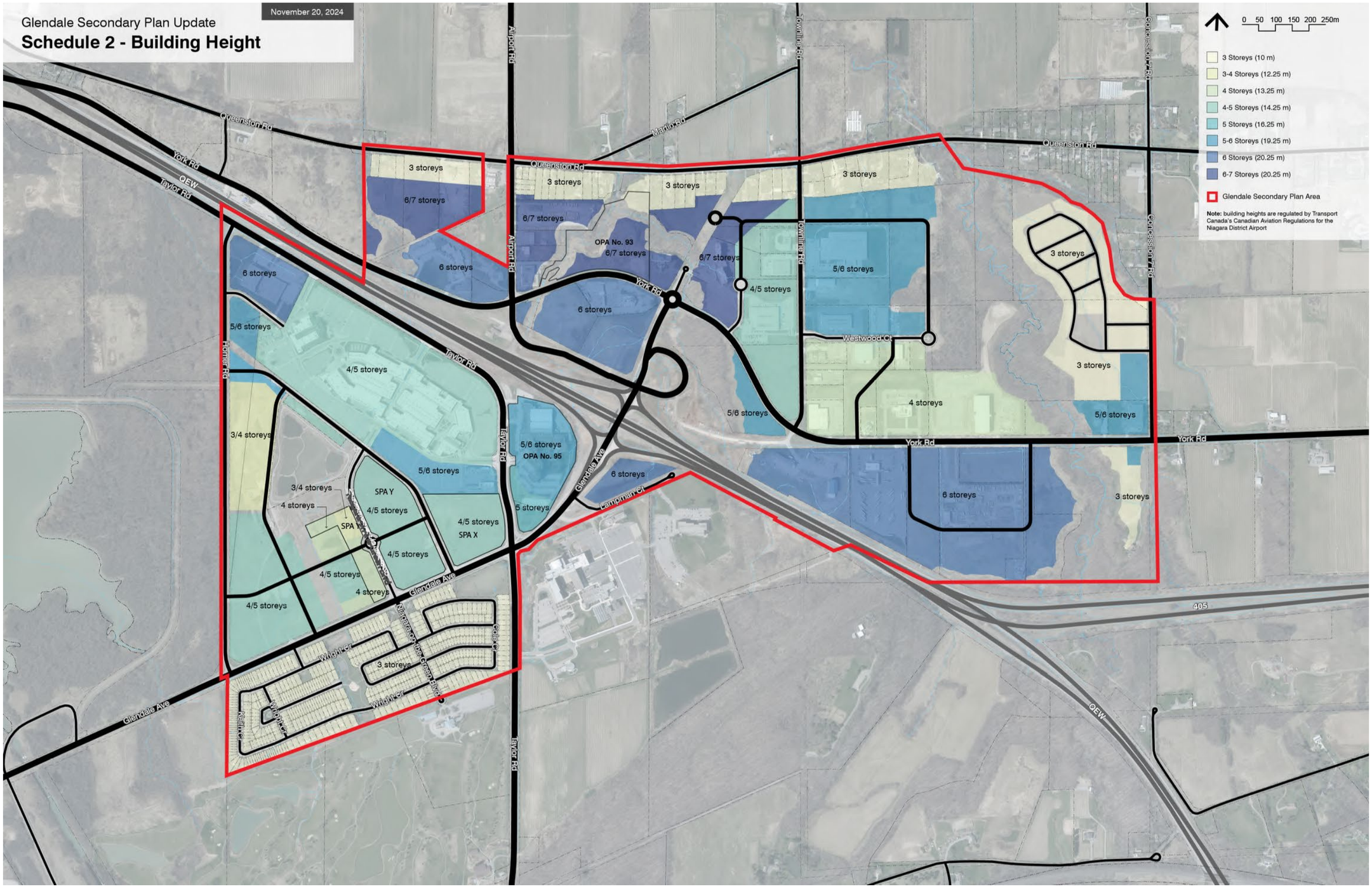
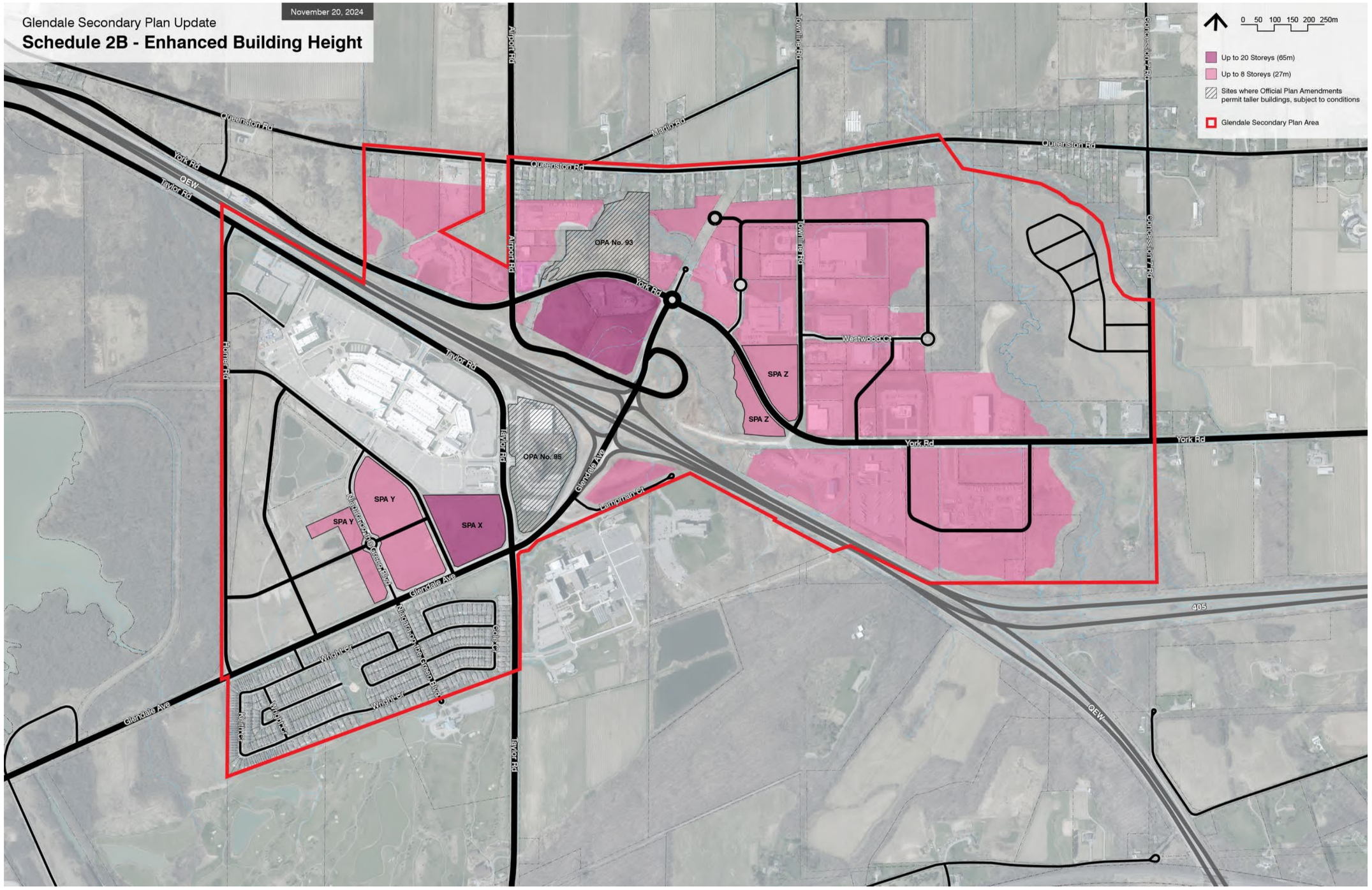
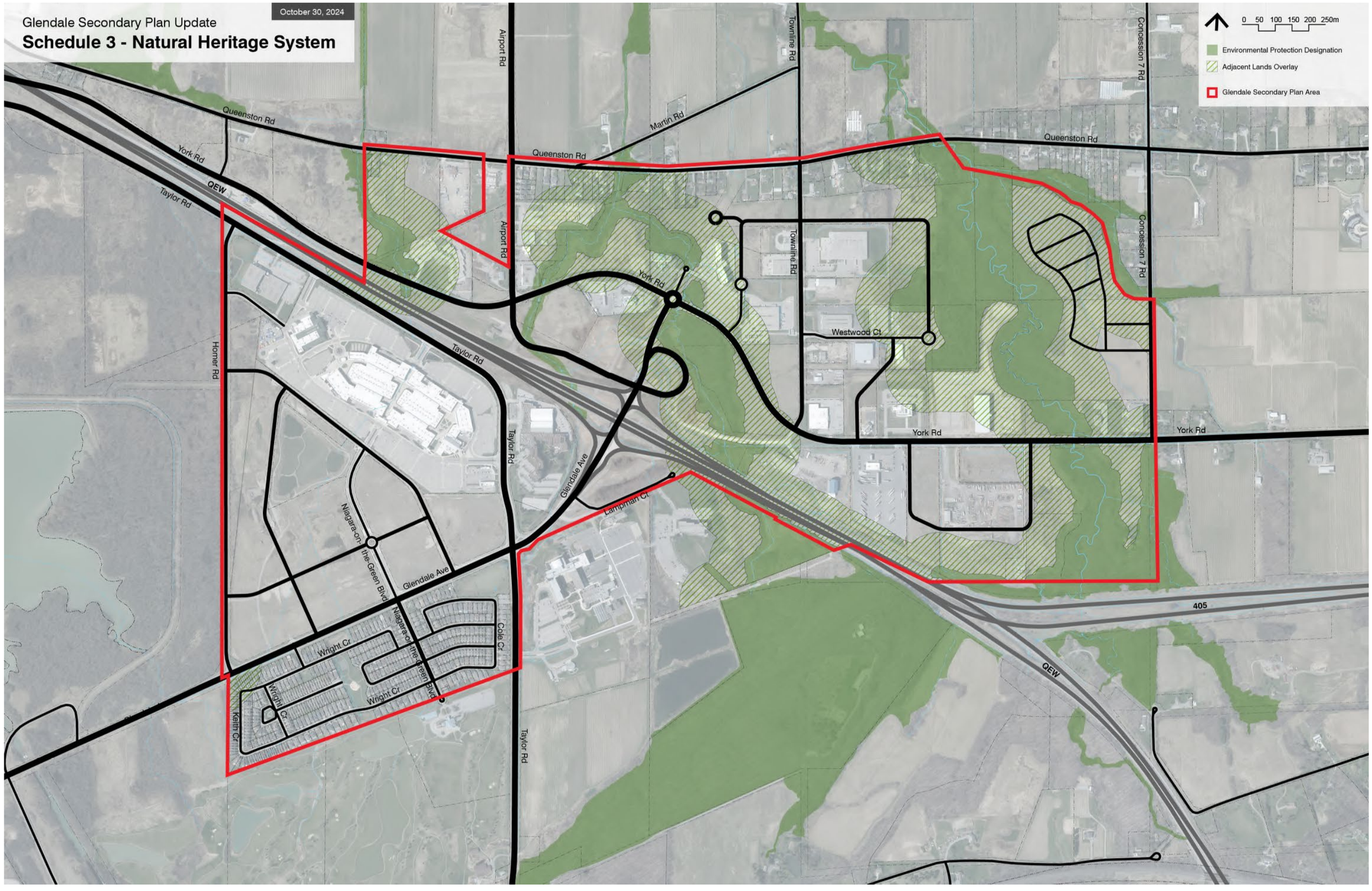
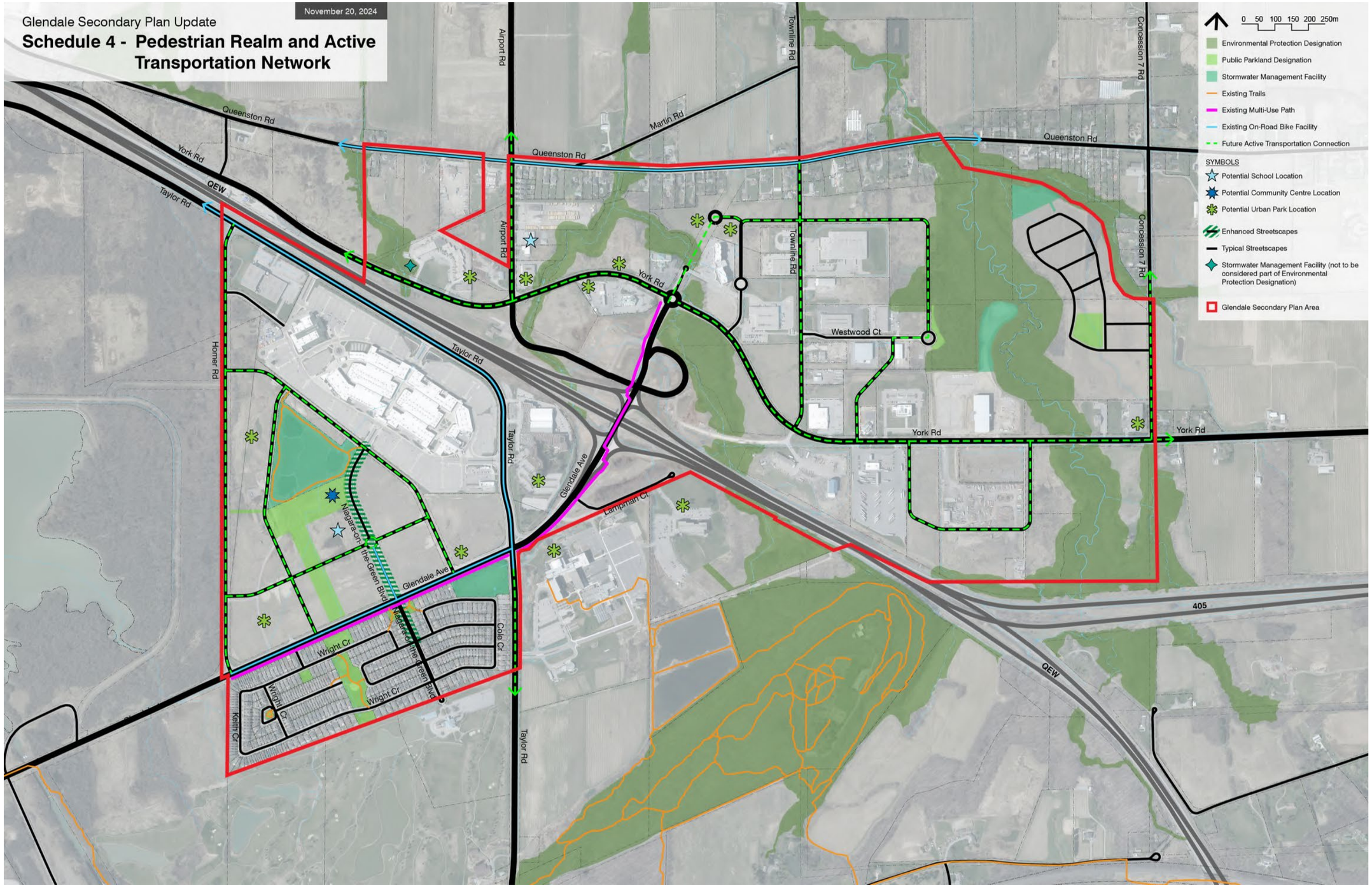
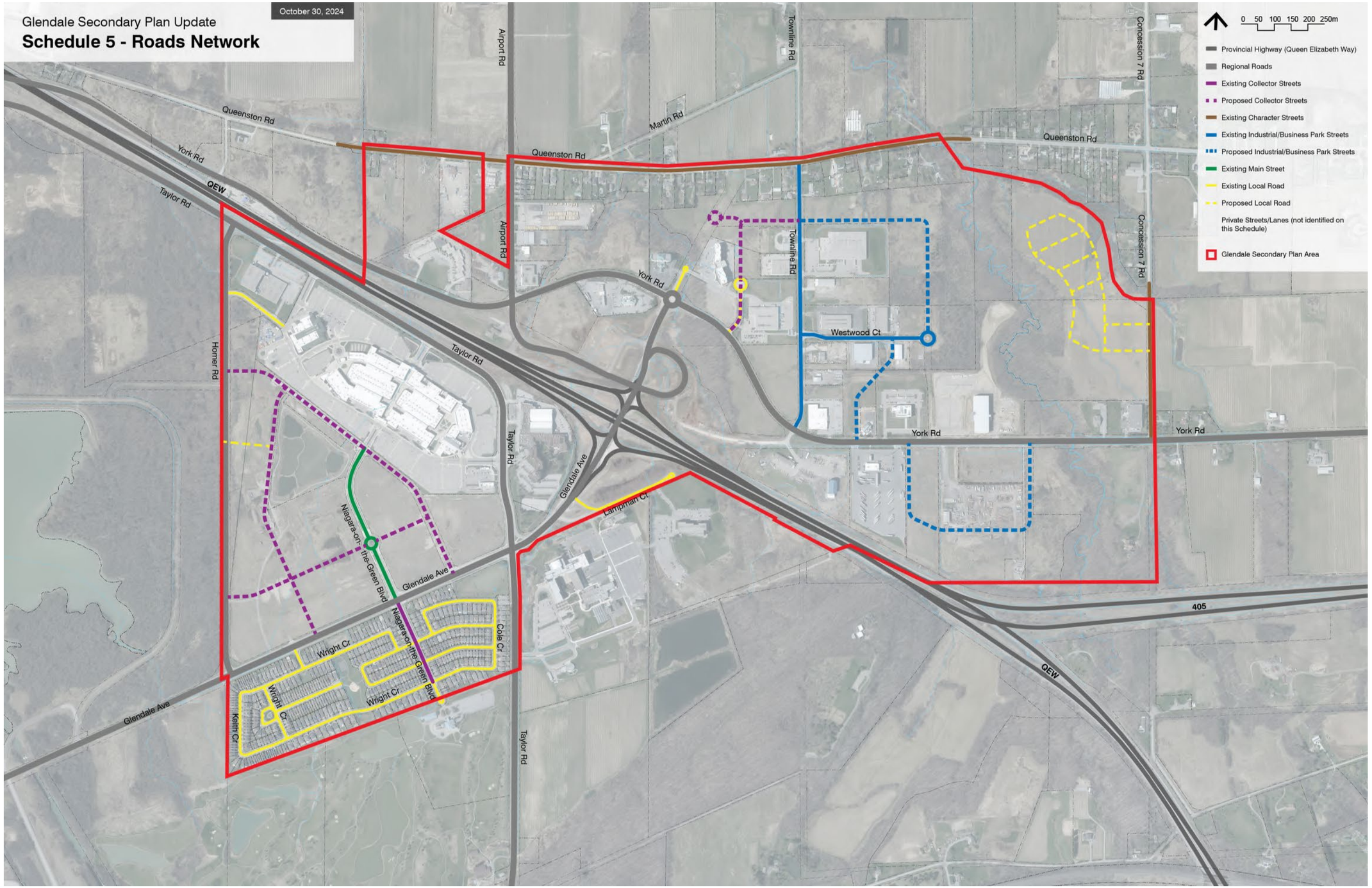

Glendale Secondary Plan Update
Schedule 1 - Land Use Designations
November 20, 2024
0 50 100 150 200 250m
DESIGNATIONS
Existing Residential Designation
New Residential Designation
Regional Commercial Designation
Regional Commercial Mixed-Use Overlay
Mixed-Use I Designation
Mixed-Use II Designation
Industrial/Business Park Designation
Public Parkland Designation
Transportation Facilities Designation
Environmental Protection Designation
Adjacent Lands Overlay
Stormwater Management Facility
SYMBOLS
Potential Regional Transit Hub
Potential School Location
Potential Community Centre Location
Potential Urban Park Location
Stormwater Management Facility (not to be considered part of Environmental Protection Designation)
Glendale Secondary Plan Area
Queenston Rd
York Rd
QEW
Taylor Rd
Airport Rd
Townline Rd
Concession 7 Rd
Marrs Rd
Niagara Regional Native Centre
OPA No. 93
OPA No. 91
OPA No. 95
Westwood Ct
SPA Z
Homer Rd
Glendale Ave
Niagara Street/Niagara Green Blvd
Lampman Ct
Niagara College
Widdicombe Hill Blvd
Widdicombe Way
Ridley Cir
Cooke Cir
Rathbun Cir
405


Glendale Secondary Plan Update
Schedule 2 - Building Height
November 20, 2024
0 50 100 150 200 250m
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
Queenston Rd
York Rd
QEW
Taylor Rd
Airport Rd
Townline Rd
Concession 7 Rd
Marlatt Rd
Homer Rd
Glendale Ave
Westwood Ct
Lampman Ct
Wright Cr
Niagara-on-the-Lake Green Blvd
Gail Cr
Kettle Cr
405
OPA No. 93
OPA No. 95
SPA Y
SPA X
3 storeys
6/7 storeys
6 storeys
5/6 storeys
4/5 storeys
3/4 storeys
4 storeys
5 storeys


November 20, 2024
Glendale Secondary Plan Update
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
Queenston Rd
York Rd
QEW
Taylor Rd
Airport Rd
Marnu Rd
Townline Rd
Concession 7 Rd
OPA No. 93
Westwood Ct
SPA Z
SPA Y
SPA X
OPA No. 95
Glendale Ave
Lampman Ct
Homer Rd
Niagara-on-the-Lake Creek Blvd
Wright Ct
Kellings Ct
405


Glendale Secondary Plan Update
Schedule 3 - Natural Heritage System
October 30, 2024
0 50 100 150 200 250m
Environmental Protection Designation
Adjacent Lands Overlay
Glendale Secondary Plan Area
Queenston Rd
York Rd
QEW
Taylor Rd
Airport Rd
Townline Rd
Martin Rd
Concession 7 Rd
Westwood Ct
Homer Rd
Glendale Ave
Lampman Cr
Niagara-on-the-Green Blvd
Wright Cr
Cole Cr
Keith Cr
405


Glendale Secondary Plan Update
Schedule 4 - Pedestrian Realm and Active Transportation Network
November 20, 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
Stormwater Management Facility (not to be considered part of Environmental Protection Designation)
Glendale Secondary Plan Area
Queenston Rd
York Rd
QEW
Taylor Rd
Airport Rd
Townline Rd
Martin Rd
Concession 7 Rd
Homer Rd
Westwood Ct
Glendale Ave
Niagara-on-the-Green Blvd
Wright Cr
Cole Cr
Keith Cr
Lampman Cr
405


Glendale Secondary Plan Update
Schedule 5 - Roads Network
October 30, 2024
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
Queenston Rd
York Rd
QEW
Taylor Rd
Airport Rd
Townline Rd
Martin Rd
Concession 7 Rd
Westwood Ct
Horner Rd
Glendale Ave
Niagara-on-the-Green Blvd
Wright Cr
Keith Cr
Cole Cr
Lamphrain Cr
405

SECTION 11 Interpretation

11.1 Boundaries

11.1.1 The land use designation boundaries identified on the Schedules to this Plan are approximate except where they align with roads, railway lines, pipeline routes, transmission lines, the shoreline or other clearly defined physical features, and in these cases, are not open to flexible interpretation.

11.1.2 Where a highway separates land use designations, this Plan will be interpreted such that the centre line of the highway represents the boundary between designations. Where the general intent of this Plan is maintained, minor adjustments to land use designation boundaries identified on the Schedules to this Plan will not require an amendment to the Plan.

11.1.3 Settlement area boundaries and the Niagara Escarpment Planning Area boundaries are considered to be exact.

11.1.4 It is recognized that the boundaries of the *natural heritage system*, inclusive of all its constituent *natural heritage features* and associated *ecological functions*, may be imprecise and subject to change. The Town will determine the extent of the *natural heritage features* and their associated *ecological functions* on a site-by-site basis when considering *development* proposals, upon receipt of an EIS, in consultation with the appropriate agencies. Boundaries of Regulated Areas under the NPCA are subject to approval by the NPCA.

11.1.5 The extent of a provincially *significant wetland* (PSW) where mapped in this Plan may be modified on a site specific basis without amendment to the Plan where such *wetland* boundary correction is approved by the Ministry of Natural Resources and Forestry through the Ontario Wetland Evaluation System.

11.1.6 The extent of a Conservation boundary shown on the Schedules to this Plan may be revised on a site specific basis without amendment to this Plan where such a revision is determined to be acceptable to the Town and confirmed by the NPCA or other agency.

11.2 Dimensions, figures and quantities

11.2.1 Every effort has been made to ensure that the dimensions, figures and quantities are accurate and can be reasonably applied in any interpretation of the Plan. In certain instances, a slight variation to any dimension, figure or quantity may be reasonable and meet the intent and purpose of this Plan. Where the general intent of the Plan is maintained, minor adjustments to numerical standards contained in the policies of this Plan will not necessitate an amendment to this Plan.

11.3 Monitoring

11.3.1 The Town will monitor the policy directions in this Plan to ensure it is successfully implemented.

11.3.2 The Town may develop a series of indicators to measure the success of this Plan. Indicators will help to track the progress and success of policies of the Plan, and will, over time, allow the Town to respond to changing circumstances and continuously improve on the effectiveness of the Plan.

11.3.3 The Town will maintain an inventory of existing vacant lands, lands with the potential for *redevelopment*, and the supply of residentially designated lands to ensure that sufficient land exists to accommodate three (3) and ten (10) year housing supply targets. The Town will monitor *designated growth area development* and densities, and *intensification* targets.

11.4 Definitions

11.4.1 **For the purpose of this Plan:**

a) words used in the present tense include the future;

b) words in the singular number include the plural and words in the plural include the singular;

c) words in any gender include all other genders;

d) the words “use” or “used” include the words “intended, arranged or designed for use” or “intended, arranged or designed to be used” or “intend, arrange or design for use”;

e) the words “shall” or “will” are mandatory and not discretionary;

f) the word “may” is permissive; and

g) words in italics are defined.

11.4.2 The following definitions apply to the interpretation of the Plan. Where a term used in this Plan is not specifically defined, the definitions from the PPS and Greenbelt Plan apply, where applicable. In other respects, terms would be as defined in the Town Zoning By-law or would follow their common usage.

Active transportation: Human-powered travel, including but not limited to, walking, cycling, inline skating and travel with the use of mobility aids, including motorized wheelchairs and other power-assisted devices moving at a comparable speed.

Accessory Buildings and structures: A building or structure that is clearly related to and subsidiary to the main use of the lot. The zoning by-law may contain restrictions with respect to size, location and the amount of floor area. *Accessory buildings and structures* may be used as *additional residential units* subject to satisfaction of criteria outlined in the specific residential designations of properties.

Additional Residential Units (ARUs): Separate and self-contained dwelling units with a separate access, kitchen, bathroom facilities and sleeping areas that are secondary to a primary dwelling on the same lot. *Additional residential units* can be located within or attached to a principal dwelling or within an *accessory building or structure* that is detached from the principal dwelling.

Additional Needs Housing: Any housing, including dedicated facilities, in whole or in part, that is used by people who have specific needs beyond economic needs, including but not limited to, needs such as mobility requirements or support functions required for daily living. Examples of *additional needs housing* may include, but are not limited to long-term care homes, adaptable and accessible housing, and housing for persons with disabilities such as physical, sensory or mental health disabilities, and housing for older persons.

Adjacent lands: Means:

a) for the purposes of Section 8.1, those lands contiguous to existing or planned corridors and transportation facilities where *development* would have a negative impact on the corridor or facility. The extent of the *adjacent lands* may be recommended in provincial guidance or based on municipal approaches that achieve the same objectives;

b) for the purposes of Section 7, those lands contiguous to a specific *key natural heritage feature, natural heritage feature and area and/or key hydrologic feature* where it is likely that development or *site alteration* would have a negative impact on the feature or area. The extent of the *adjacent lands* may be recommended by the Province or based on municipal approaches which achieve the same objectives;

c) for the purposes of Section 7.8, those lands contiguous to lands on the surface of known petroleum resources, mineral deposits, or deposits of mineral aggregate resources where it is likely that development would constrain future access to the resources. The extent of the adjacent lands may be recommended by the Province; and,

d) for the purposes of policy Section 6.4, those lands contiguous to a protected heritage property or as otherwise defined in the municipal official plan.

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Adjacent (for *built heritage resources* and *cultural heritage landscapes*): Not only contiguous (abutting) properties but also any property upon which a proposed *development* and/or *site alteration* may have a known or potential impact upon the *heritage attributes* of a *built heritage resource*.

Affordable:

a) In the case of ownership housing, the least expensive of:

   i. housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income for low and moderate income households; or

   ii. housing for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the *regional market area*;

b) in the case of rental housing, the least expensive of:

   i. a unit for which the rent does not exceed 30 percent of gross annual household income for low and moderate income households; or

   ii. a unit for which the rent is at or below the average market rent of a unit in the Town.

Agri-food Network: Within the a*gricultural system*, a network that includes elements important to the viability of the agri-food sector such as regional *infrastructure* and transportation networks; agricultural operations including on-farm buildings and primary processing; *infrastructure*; agricultural services, farm markets, and distributors; and vibrant, agriculture-supportive communities.

Agri-tourism Uses: Those farm-related tourism uses, including limited accommodation such as a *bed and breakfast establishment* that promote the enjoyment, education or activities related to the farm operation.

Agricultural Condition: Means

a) in regard to *specialty crop areas*, a condition in which substantially the same areas and same average soil capability for agriculture are restored, the same range and productivity of specialty crops common in the area can be achieved, and, where applicable, the microclimate on which the site and surrounding area may be dependent for specialty crop production will be maintained, restored or enhanced; and

b) in regard to *prime agricultural land* outside of *specialty crop areas*, a condition in which substantially the same areas and same average soil capability for agriculture will be maintained, restored or enhanced.

Agricultural Impact Assessment: A study that evaluates the potential impacts of non-agricultural *development* on agricultural operations and the a*gricultural system* and recommends ways to avoid or, if avoidance is not possible, minimize and mitigate adverse impacts.

Agricultural System: A system comprised of a group of inter-connected elements that collectively create a viable, thriving agri-food sector. It has two components:

a) an agricultural land base comprised of *prime agricultural areas*, including *specialty crop areas*. It may also include rural lands that help create a continuous, productive land base for agriculture; and

b) an *agri-food network*, which includes agricultural operations, *infrastructure*, services, and assets important to the viability of the agri-food sector.

Agricultural Uses: The growing of crops, including nursery, biomass, and horticultural crops; raising of livestock; raising of other animals for food, fur or fibre, including poultry and fish; aquaculture; apiaries; agro-forestry; maple syrup production; and associated on-farm buildings and structures, including, but not limited to livestock facilities, manure storages, value-retaining facilities, and accommodation for full-time farm labour when the size and nature of the operation requires additional employment.

Agriculture-related uses: Those farm-related commercial and farm-related industrial uses that are directly related to farm operations in the area, support agriculture, benefit from being in close proximity to farm operations, and provide direct products and/or services to farm operations as a primary activity (PPS 2024).

Alter: To change in any manner and includes to restore, renovate, repair or disturb and “alteration” has a corresponding meaning.

Archaeological Assessment: A survey undertaken by a provincially licensed archaeologist to identify an *archaeological site* and, to the extent required, the cultural heritage value or interest of the site and applicable mitigation measures. There are four levels of *archaeological assessment* that are specific to the circumstances, a Stage 1, Stage 2, Stage 3 or Stage 4 *archaeological assessment*, each of which as required is completed by a provincially licensed archaeologist in accordance with the current Provincial requirements, and standards and guidelines applicable to provincially licensed archaeologists.

Archaeological Resources: Includes *artifacts*, *archaeological sites* and *marine archaeological sites,* as defined under the Ontario Heritage Act. The identification and evaluation of such resources are based upon archaeological fieldwork undertaken in accordance with the Ontario Heritage Act.

Archaeological Site: Any property that contains an *artifact* or any other physical evidence of past human use or activity that is of cultural heritage value or interest.

Areas of Archaeological Potential: Any areas with the likelihood to contain *archaeological resources*, as evaluated using the processes and criteria that are established under the Ontario Heritage Act.

Areas of Natural and Scientific Interest (ANSI): Areas of land and water containing natural landscapes or features that have been identified as having life science or earth science values related to protection, scientific study or education. The identification of both provincial and regional *Life Science ANSIs* and *Earth Science ANSIs* is determined by the Province using criteria established by the Province.

Artifact: Any object, material or substance that is made, modified, used, deposited or affected by human action and is of cultural heritage value or interest.

Bed and Breakfast Establishment: A single-detached dwelling with no more than three (3) guest *bedrooms* for overnight guest lodging, where only breakfast may be included, for the temporary accommodation of the traveling or vacationing public and includes the living accommodation of the residents of the dwelling. Such establishment shall be licensed by the Town of Niagara-on-the-Lake and shall not include a restaurant, hotel, motel, boarding or rooming house, nursing home, or any home licensed, approved or supervised under any general or special Act. The principal use of the dwelling unit shall be for residential purposes and the *bed and breakfast establishment* shall be an ancillary use to the main residential use. Guest *bedroom*s shall not be suites.

Bedroom: For the purposes of determining the number of *bedrooms* in a *Bed and Breakfast Establishment*, *cottage rental*, *country inn*, *vacation apartment* or *villa*, a habitable room larger than seven square metres, including a den, study or other similar area, but does not include a living room, dining room or kitchen.

Bonafide Farmer: A person who has a current farm operation with a valid Farm Business Registration Number issued by the province and demonstrates a commitment to the farm operation.

Brownfield Sites: Undeveloped or previously developed properties that may be contaminated. They are usually, but not exclusively, former industrial or commercial properties that may be underutilized, derelict or vacant.

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Buffer: An area of land located adjacent to *natural heritage features and areas*, *other wetlands*, and watercourses and usually bordering lands that are subject to *development* or *site alteration*. The purpose of a *buffer* is to protect the features and areas and their *ecological functions* by mitigating impacts of the proposed *development* or *site alteration*. *Buffers* shall consist of *natural self-sustaining vegetation* as a condition of *development* (except where certain *agricultural uses* are exempt from the requirement of a *buffer*.

Built-Up Area: The limits of developed urban areas as defined by the and the Town for the purpose of measuring the minimum *intensification* target.

Built Heritage Resource: A building, structure, monument, installation or any manufactured remnant that contributes to a property's cultural heritage value or interest as identified by a community, including a First Nations or Indigenous community.

Business Area: Lands that are intended to provide opportunities for a broad range of employment-generating uses in the Town.

Community Design Guidelines: Locally-developed criteria drawn up in an effort to assist property owners to respect and maintain the character of an area with respect to rehabilitation of buildings or new construction.

Community Infrastructure: *Community infrastructure* refers to lands, buildings, and structures that support the quality of life for people and communities by providing public services for health, education, recreation, socio-cultural activities, security and safety, and *affordable* housing.

Compatibility/Compatible: *Development* or *redevelopment* which may not be the same or similar to existing *development i*n the vicinity but rather *development* or *redevelopment* can co-exist without causing any undue adverse impact and enhances the surrounding community by providing choice and diversity in built form.

Complete Communities: Places such as mixed use neighbourhoods or other areas within cities, towns, and settlement areas that offer and support opportunities for equitable access to many necessities for daily living for people of all ages and abilities, including an appropriate mix of jobs, a full range of housing, transportation options, public service facilities, local stores and services. Complete communities are inclusive and may take different shapes and forms appropriate to their contexts to meet the diverse needs of their populations.

Conserved: The identification, protection, management and use of *built heritage resource*s, *cultural heritage landscape*s and *archaeological resources* in a manner that ensures their cultural heritage value or interest is retained. This may be achieved by the implementation of recommendations set out in a conservation plan, *archaeological assessment*, and/or heritage impact assessment that has been

approved, accepted or adopted by the relevant planning authority and/or decision-maker. Mitigative measures and/or alternative *development* approaches can be included in these plans and assessments.

Conversion: Alteration or change of use of any existing building or structure to some other use.

Cottage Rental: The commercial use of a single detached dwelling unit with up to three (3) guest *bedrooms* that may be rented for periods up to 28 consecutive days for use as temporary accommodation and used as an occasional or seasonal residential dwelling for recreation, rest or relaxation by one (1) household, but not occupied continuously as a principal residence. When occupied continuously as a principal residence (i.e. for more than 28 days), a *cottage rental* can be used as a single detached dwelling. A *cottage rental* use is not a *villa.*

Country Inn: A residential use which is in the principal residence of the owner/operator and host, having more than three (3) rented rooms in a settlement area but six (6) or less rented rooms outside a settlement area and providing lodging and only breakfast to overnight guests. It may include the use of *accessory buildings*, where appropriate.

Cultural and Regenerating Woodland: *Woodlands* where the *ecological functions* of the site are substantially compromised as a result of prior land use activity and would be difficult to restore and/or manage as a native *woodland* and which provide limited *ecological function* and ecosystem services.

Cultural Heritage Landscape: A defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including a First Nations or Indigenous community. The area may involve features such as structures, spaces, *archaeological sites* or natural elements that are valued together for their interrelationship, meaning or association.

Density, Net: The total number of residents and jobs per hectare of land intended for *development* excluding public and private roads, lands dedicated or acquired by the municipality for parkland purposes, and excluding any undevelopable lands identified in this Plan and the following features in the *Natural Heritage System*:

a) *key natural heritage features;*

b) *key hydrologic features;*

c) any related *vegetation protection zone;*

d) *Floodplain* areas.

Development: means the creation of a new lot, a change in land use, or the construction of buildings and structures requiring approval under the Planning Act, but does not include:

e) activities that create or maintain *infrastructure* authorized under an environmental assessment process or identified in provincial standards;

f) works subject to the Drainage Act;

g) for the purposes of policy 4.1.4 of PPS, 2024, underground or surface mining of minerals or advanced exploration on mining lands in significant areas of mineral potential in Ecoregion 5E, where advanced exploration has the same meaning as under the Mining Act. Instead, those matters shall be subject to policy 4.1.5.a) of PPS, 2024;

h) works subject to the Niagara on the Lake Act; or

i) normal farm practices.

Earth Science Areas of Natural and Scientific Interest (ANSIs): An area that represent the best examples of geologic and geomorphic landforms and areas (e.g., a moraine) in each Ecodistrict in the province (provincially significant) and the Region (regionally significant). They may encompass a single feature or a group of related features (e.g., a drumlin field). As geologic / geomorphic landforms, the overlying land use may include a composite of natural and anthropogenic uses (e.g., *woodland*, agricultural, rural residential, etc.). *Earth Science ANSIs* include areas identified as provincially significant and regionally significant by using evaluation procedures established by the Province, as amended from time to time.

Ecological Function: The natural processes, products or services that living and non-living environments provide or perform within or between species, ecosystems and landscapes. These may include biological, physical and socio-economic interactions. *Ecological functions* are to be identified and assessed through the completion of an environmental impact study, hydrologic evaluation, or subwatershed study.

Ecological Integrity: Which includes hydrological integrity, means the condition of ecosystems in which:

a) the structure, composition and function of the ecosystems are unimpaired by the stresses from human activity,

b) natural ecological processes are intact and self-sustaining, and

c) the ecosystems evolve naturally.

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Employment Area: Areas designated in an official plan for clusters of business and economic activities including manufacturing, research and *development* in connection with manufacturing, warehousing, goods movement, associated retail and office, and ancillary facilities. An *employment area* also includes areas of land described by subsection 1(1.1) of the Planning Act. Uses that are excluded from *employment areas* are institutional and commercial, including retail and office not associated with the primary *employment use* listed above.

Enhancement Areas: Ecologically supporting areas adjacent to *natural heritage features and areas*, *key natural heritage features*, *key hydrologic features*. *Enhancement areas* can also be measures internal to features that increase the ecological resilience and function of individual features or groups of natural features and areas.

Endangered Species: A species that is classified as an *endangered species* on the Species at Risk in Ontario List as amended from time to time.

Estate Winery: A lot on which buildings and structures are used for the making of wines produced predominately from *locally grown fruits*.

Event, Outdoor: An event held in the open air for profit or non-profit; but does not include a *special event* and shall not include garage sales, yard sales, flea markets or other occasional uses.

Event, Special: An event that occupies all or part of a privately-owned property or Town-owned property and may include a parade, festival, filming, running event, procession or any other activity that includes one of more of the following:

a) Street closures
b) Fireworks or pyrotechnics
c) Live entertainment
d) Temporary structures or tents
e) Service of food or alcohol
f) Large volumes of vehicular or pedestrian traffic
g) Parking demand in excess of on-site capacity
h) Service of food including mobile food trucks

A *special event* shall not include garage sales, yard sales, flea markets or other occasional uses.

Farm Winery: A farm on which buildings and structures are used for the making of wines from fruit grown on-site and which are secondary uses to the farming operation.

Fish Habitat: As defined in the Fisheries Act, means spawning grounds and any other areas, including nursery, rearing, food supply, and migration areas on which 'fish' depend directly or indirectly in order to carry out their life processes, including spawning grounds and nursery, rearing, food supply, and migration areas.

Flag Lot: An interior lot that would be located within a block of land surrounded by other lots and which is accessed by a narrow frontage from a public street. The only orientation of the lot to the street is from the access driveway; buildings and structures tend to be located to the rear of the property, behind and surrounded by other existing lots.

Floodplain: For river, stream and small inland lake systems, means the area, usually low lands adjoining a watercourse, which has been or may be subject to *flooding hazards*.

Flooding Hazard: The inundation, under the conditions specified below, of areas adjacent to a shoreline or a river or stream system and not ordinarily covered by water:

a) along the shorelines of the Great Lakes - St. Lawrence River System and large inland lakes, the *flooding hazard* limit is based on the one hundred year flood level plus an allowance for wave effects and other water-related hazards;

b) along river, stream and small inland lake systems, the *flooding hazard* limit is the greater of:

1. the flood resulting from the rainfall actually experienced during a major storm such as the Hurricane Hazel storm (1954) or the Timmins storm (1961), transposed over a specific watershed and combined with the local conditions, where evidence suggests that the storm event could have potentially occurred over watersheds in the general area;

2. the one hundred year flood; and

3. a flood which is greater than 1. or 2. which was actually experienced in a particular watershed or portion thereof, for example, as a result of ice jams and which has been approved as the standard for that specific area by the Minister of Natural Resources and Forestry;

except where the use of the one hundred year flood or the actually experienced event has been approved by the Minister of Natural Resources and Forestry as the standard for a specific watershed (where the past history of flooding supports the lowering of the standard).

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Floodway: For river, stream and small inland lake systems, means the portion of the *floodplain* where development and *site alteration* would cause a danger to public health and safety or property damage. Where the one zone concept is applied, the *floodway* is the entire contiguous *floodplain*. Where the two zone concept is applied, the *floodway* is the contiguous inner portion of the *floodplain*, representing that area required for the safe passage of flood flow and/or that area where flood depths and/or velocities are considered to be such that they pose a potential threat to life and/or property damage. Where the two zone concept applies, the outer portion of the *floodplain* is called the flood fringe.

Garden Suite: A separate one-unit detached residential structure containing bathroom and kitchen facilities that is ancillary to an existing single-detached or semi-detached residential dwelling and that is designed to be portable.

Green Infrastructure: Natural and human-made elements that provide ecological and hydrological functions and processes. *Green infrastructure* can include components such as *natural heritage features* and systems, parklands, stormwater management systems, street trees, urban forests, natural channels, permeable surfaces, and green roofs.

Greenbelt Plan Natural Heritage System: The *natural heritage system* mapped and issued by the Province in accordance with the Greenbelt Plan.

Greyfields: Previously developed properties that are not contaminated. They are usually, but not exclusively, former commercial properties that are be underutilized, derelict or vacant.

Habitat of Endangered Species and Threatened Species: Habitat within the meaning of section 2 of the Endangered Species Act, 2007.

Hazardous Lands: Property or lands that could be unsafe for *development* due to naturally occurring processes. Along the shorelines of the Great Lakes-St. Lawrence River System, this means the land, including that covered by water, between the international boundary, where applicable, and the furthest landward limit of the *flooding hazard*, erosion hazard or dynamic beach hazard limits. Along the shorelines of large inland lakes, this means the land, including that covered by water, between a defined offshore distance or depth and the furthest landward limit of the *flooding hazard*, erosion hazard or dynamic beach hazard limits. Along river, stream and small inland lake systems, this means the land, including that covered by water, to the furthest landward limit of the *flooding hazard* or erosion hazard limits.

Hazardous Sites: Property or lands that could be unsafe for development and *site alteration* due to naturally occurring hazards. These may include unstable soils (sensitive marine clays [leda], organic soils) or unstable bedrock (karst topography).

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Heritage Attributes: The principal features or elements that contribute to a *protected heritage property*'s cultural heritage value or interest, and may include the property's built or manufactured elements, as well as natural landforms, vegetation, water features, and its visual setting (including *significant* views or vistas to or from a *built heritage resource*).

Highly Vulnerable Aquifers: Aquifers, including lands above the aquifers, on which external sources have or are likely to have a *significant* adverse effect.

Hydrologic Function: The functions of the hydrological cycle that include the occurrence, circulation, distribution and chemical and physical properties of water on the surface of the land, in the soil and underlying rocks, and in the atmosphere, and water's interaction with the environment including its relation to living things.

Infrastructure: Means physical structures (facilities and corridors) that form the foundation for development. *Infrastructure* includes: sewage and water systems, septage treatment systems, stormwater management systems, waste management systems, electricity generation facilities, electricity transmission and distribution systems, communications/telecommunications, transit and *transportation corridor*s and facilities, *active transportation* systems, oil and gas pipelines and associated facilities.

Intensification: The *development* of a property, site or area at a higher density than currently exists through:

a) *Redevelopment*, including the reuse of *brownfield sites*;
b) The *development* of vacant and/or underutilized lots within previously developed areas;
c) Infill *development*; and
d) The expansion or *conversion* of existing buildings.

Intensification Areas: Lands identified by municipalities within an urban area that are to be the focus for accommodating *intensification*.

Intermittent Streams: Stream-related watercourses that contain water or are dry at times of the year that are more or less predictable, generally flowing during wet seasons of the year but not the entire year, and where the water table is above the stream bottom during parts of the year. Criteria for the identification of an *intermittent stream* should follow protocols established by the Province, such as the Ontario Stream Assessment Protocol.

Key Hydrologic Features: *Permanent streams*, *intermittent streams*, seepage areas and springs, and *wetlands*.

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Key Hydrologic Areas: *Significant groundwater recharge areas*, *highly vulnerable aquifers*, and significant surface water contribution areas that are necessary for the ecological and hydrologic integrity of a watershed.

Key Natural Heritage Features: Habitat of *endangered species* and *threatened species*; *fish habitat*; *wetlands*; *life science areas of natural and scientific interest* (ANSIs), *significant valleylands*, *significant woodlands*; *significant wildlife habitat* (including habitat of special concern species); sand barrens, savannahs, and tallgrass prairies; and alvars.

Life Science Areas of Natural and Scientific Interest (ANSIs): An area identified as being high quality example(s) of ecological form and function in each Ecodistrict in the province (provincially significant) and the Region (regionally significant) and are generally defined by natural heritage features (e.g.*, a woodland,* valley top of bank, etc.) and generally exclude anthropogenic land uses (e.g., residential areas / properties). Life Science ANSIs include areas identified as provincially *significant* and regionally *significant* by the Province using evaluation procedures established by the Province, as amended from time to time.

Linkage: An area, that may or may not be associated with the presence of existing natural features and areas, that provides and maintains ecological connectivity between core areas consisting of natural features and areas, and supports a range of community and ecosystem processes enabling plants and animals to move among natural heritage features, in some cases over multiple generations, thereby supporting the long-term sustainability of the overall *Natural Environment System*.

Locally Grown Fruit or Local Fruit: Fruit grown in Ontario.

Low Impact Development: An approach to stormwater management that seeks to manage rain and other precipitation as close as possible to where it falls to mitigate the impacts of increased runoff and stormwater pollution. It typically includes a set of site design strategies and distributed, small scale structural practices to mimic the natural hydrology to the greatest extent possible through infiltration, evapotranspiration, harvesting, filtration and detention of stormwater. *Low impact development* can include: bio-swales, permeable pavement, rain gardens, green roofs and exfiltration systems. *Low impact development* often employs vegetation and soil in its design, however, that does not always have to be the case.

Marine Archaeological Site: An *archaeological site* that is fully or partially submerged or that lies below or partially below the high-water mark of any body of water.

Minimum Distance Separation Formulae: Formulae and guidelines developed by the Province, as amended from time to time, to separate uses so as to reduce incompatibility concerns about odour from livestock facilities and anaerobic digesters.

Modal Share: The percentage of person-trips or of freight movements made by one travel mode, relative to the total number of such trips made by all modes.

Multi-modal: The availability or use of more than one form of transportation, such as automobiles, walking, cycling, buses, rapid transit, rail (such as commuter and freight), trucks, air and marine.

Natural Environment System: An ecologically integrated system made up of the Provincial *natural heritage systems*, *natural heritage features and areas*, other *wetlands*, *key natural heritage features*, *key hydrologic features*, *key hydrologic areas*, *shoreline areas*, *hydrologic functions*, *supporting features and areas*, *hazardous lands*, and *linkages* intended to provide connectivity and support natural processes which are necessary to maintain biological and hydrological diversity, ecological functions, ecosystem services, viable populations of indigenous species, and ecosystems.

Natural Heritage Features and Areas: Features and areas, including *significant wetlands*, significant coastal *wetlands*, other coastal *wetlands* in Ecoregions 5E, 6E and 7E, *fish habitat*, *significant woodlands* and *significant valleylands* in Ecoregions 6E and 7E, *habitat of endangered species and threatened species*, *significant wildlife habitat*, and *Significant Areas of Natural and Scientific Interest*, which are important for their environmental and social values as a legacy of the natural landscapes of an area.

Natural Heritage System: A system made up of *natural heritage features and areas*, and *linkages* intended to provide connectivity and support natural processes which are necessary to maintain biological and geological diversity, natural functions, viable populations of indigenous species, and ecosystems. These systems can include *natural heritage features and areas*, Federal and Provincial parks and Conservation reserves, other *natural heritage features*, lands that have been restored or have the potential to be restored to a natural state, areas that support *hydrologic function*s, and *working landscapes* that enable *ecological functions* to continue.

Natural Self-Sustaining Vegetation: Vegetation dominated by native plant species that can grow and persist without direct human management, protection, or tending but does not include invasive species.

Niagara-on-the-Lake Agricultural Infrastructure System: Means agricultural drainage *infrastructure* permitted under the Drainage Act or irrigation *infrastructure* permitted under the Niagara on the Lake Act or a combination thereof as defined in Appendix 1.

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Normal Farm Practice: A practice, as defined in the Farming and Food Production Protection Act, 1998, that is conducted in a manner consistent with proper and acceptable customs and standards as established and followed by similar agricultural operations under similar circumstances; or makes use of innovative technology in a manner consistent with proper advanced farm management practices. *Normal farm practices* will be consistent with the Nutrient Management Act and regulations made under that Act.

On-farm Diversified Uses: Uses that are secondary to the principal agricultural use of the property, and are limited in area. *On-farm diversified uses* include, but are not limited to, home occupations, home industries, *agri-tourism uses*, and uses that produce value-added agricultural products and electricity generation facilities and transmission systems, and energy storage systems.

Other Woodlands: *Woodlands* determined to be ecologically important in terms of features, functions, representation, or amount, and contributing to the quality and diversity of an identifiable geographic area or *natural heritage system*.

Permanent Streams: Watercourses that contain water during all times of the year. Criteria for the identification of a *permanent stream* should follow protocols established by the Province, such as the Ontario Stream Assessment Protocol.

Prime Agricultural Area: Areas where *prime agricultural land*s predominate. This includes areas of *prime agricultural land*s and associated Canada Land Inventory Class 4 through 7 lands, and additional areas where there is a local concentration of farms which exhibit characteristics of ongoing agriculture. *Prime agricultural areas* may be identified by a planning authority based on provincial guidance or informed by mapping obtained from the Ontario Ministry of Agriculture, Food and Agribusiness and the Ontario Ministry of Rural Affairs or any successor to those ministries.

Prime Agricultural Land: *Specialty crop areas* and/or Canada Land Inventory Class 1, 2, and 3 lands, as amended from time to time, in this order of priority for protection.

Protected Heritage Property: Property designated under Parts IV or VI of the Ontario Heritage Act; property included in an area designated as a heritage conservation district under Part V of the Ontario Heritage Act; property subject to a heritage conservation easement under Parts II or IV of the Ontario Heritage Act; property identified by a provincial ministry or prescribed public bodies as a property having cultural heritage value or interest under the Standards and Guidelines for Conservation of Provincial Heritage Properties; property protected under federal heritage legislation, and UNESCO World Heritage Sites.

Redevelopment: The creation of new units, uses or lots on previously developed land in existing communities, including *brownfield sites*.

Residence Surplus to a Farm Operation (Surplus Farm Dwelling): Means an existing habitable farm residence that is rendered surplus as a result of farm consolidation (the acquisition of additional farm parcels to be operated as one farm operation).

Residential Development: *Development* of any form of residential dwelling unit(s) that can take place in the following circumstances:

a) Infill *residential development* is *development* on vacant or underdeveloped lots or on new lots created by consent in a developed area.

b) New *residential development* is the creation of new residential units on vacant land in an area where *development* has not previously taken place.

c) *Residential redevelopment* is the creation of new residential units on lands previously used for residential or non-residential purposes in existing communities, where demolition of the previous structures is to take place or has taken place.

Residential Intensification: *Intensification* of a property, site or area which results in a net increase in residential units or accommodation and includes:

a) *redevelopment*, including the *redevelopment* of *brownfield sites*;

b) the *development* of vacant or underutilized lots within previously developed areas;

c) infill *development*;

d) the *conversion* or expansion of existing industrial, commercial and institutional buildings for residential use; and

e) the *conversion* or expansion of existing residential buildings to create new residential units or accommodation, including *additional residential units* and rooming houses.

Roadside Produce Outlet (Fruit Stand): A building or structure where produce grown only the farm on which the outlet is located is offered for sale to the general public. Value-added products from the farm, such as the processing of fruit and vegetables and products from a home occupation, may also be sold in addition to fresh produce.

Sensitive: In regard to *surface water features* and ground water features, means features that are particularly susceptible to impacts from activities or events including, but not limited to, water withdrawals, and additions of pollutants.

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Settlement Area Boundary: The line between areas designated for urban use and areas for non-urban use.

Shoreline Areas: The interface between terrestrial and aquatic environments, allowing for interactions between them, providing: specialized habitats (e.g., natural beach, overhanging cover, bird stopover or nesting, etc.), natural cover, areas of shoreline erosion or accretion, nutrient and sediment filtration / buffering, shading, foraging opportunities.

Significant:

a) In regard to *wetlands*, coastal *wetlands* and *areas of natural and scientific interest*, an area identified as provincially *significant* using evaluation criteria and procedures established by the Province, as amended from time to time;

b) In regard to *woodlands*, an area which is ecologically important in terms of features such as species composition, age of trees and stand history; functionally important due to its contribution to the broader landscape because of its location, size or due to the amount of forest cover in the planning area; or economically important due to site quality, species composition, or past management history. These are to be identified using criteria and procedures established by the Province.

c) In regard to other features and areas, ecologically important in terms of features, functions, representation or amount, and contributing to the quality and diversity of an identifiable geographic area or *natural heritage system*;

d) In regard to *valleyland*, ecologically important in terms of features, functions, representation or amount, and contributing to the quality and diversity of an identifiable geographic area or *natural heritage system*. These are to be identified using criteria established by the Province;

e) In regard to mineral potential, an area identified as provincially *significant* through provincial guidance, such as the Provincially Significant Mineral Potential Index;

f) In regard to *wildlife habitat*, ecologically important in terms of features, functions, representation, or amount, and contributing to the quality and diversity of an identifiable geographic area or Natural Environment System;

g) In regard to cultural heritage and archaeology, resources that have been determined to have *cultural heritage* value or interest. Processes and criteria for determining *cultural heritage* value or interest are established by the Province under the authority of the Ontario Heritage Act.

Criteria for determining significance for the resources identified in sections (c)-

(e) are recommended by the Province, but municipal approaches that achieve or exceed the same objective may also be used.

While some *significant* resources may already be identified and inventoried by official sources, the significance of others can only be determined after evaluation.

Significant Groundwater Recharge Area: Means a *significant groundwater recharge area* identified:

a) as a *significant groundwater recharge area* by any public body for the purposes of implementing the PPS;

b) as a *significant groundwater recharge area* in the assessment report required under the Clean Water Act, 2006; or

c) as an ecologically *significant groundwater recharge area* delineated in a subwatershed plan or equivalent in accordance with provincial guidelines.

Ecologically *significant groundwater recharge areas* are areas of land that are responsible for replenishing groundwater systems that directly support *sensitive* areas like coldwater streams and *wetlands*.

Site Alteration: Means activities, such as grading, excavation and the placement of fill that would change the landform and natural vegetative characteristics of a site but does not include normal agricultural operations.

Specialty Crop Areas: Areas designated using guidelines developed by the Province, as amended from time to time. In these areas, specialty crops are predominantly grown such as tender fruits (peaches, cherries, plums), grapes, other fruit crops, vegetable crops, greenhouse crops, and crops from agriculturally developed organic soil, usually resulting from:

a) Soils that have suitability to produce specialty crops, or lands that are subject to special climatic conditions, or a combination of both;

b) Farmers skilled in the production of specialty crops; and

c) A long-term investment of capital in areas such as crops, drainage, *infrastructure* and related facilities and services to produce, store, or process specialty crops.

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Specialty Crop Lands: are:

a) lands that have the ability to produce specialty crops, or lands that are subject to special climatic conditions, or a combination of both;

b) lands that are farmed by farmers skilled in the production of specialty crops; and

c) lands where there has been a long-term investment of capital in areas such as crops, drainage, *infrastructure* and related facilities and services to produce, store, or process specialty crops.

Streetscape: A view or vista of a specific street with distinguishing characteristics made up of a number of *streetscape* elements such as the width of the street and sidewalks, paving materials, the design of street furniture, fencing, landscaping, tree canopy, building setbacks and building mass and scale.

Supporting Features and Areas: Lands that have been restored or have the potential of being restored. *Supporting features and areas* include grasslands, meadows, and thickets (defined in accordance with Ecological Land Classification for Southern Ontario); *other valleylands*; and *other wildlife habitat*; and *enhancement areas* where they are determined to contribute to the biodiversity and ecological function of the *natural environment system*.

Surface Water Feature: Water-related features on the Earth's surface, including headwaters, rivers, stream channels, inland lakes, seepage areas, recharge/discharge areas, springs, *wetlands*, and associated riparian lands that can be defined by their soil moisture, soil type, vegetation or topographic characteristics.

Telecommunication Facility (also referred to as **Antenna System**)**:** An exterior transmitting device (or group of devices) used to receive and/or to transmit radio-frequency (RF) signals, microwave signals, or other federally-licenced communications energy transmitted from, or to be received by, other antennas. *Antenna systems* include the antenna, and may include a supporting structure, and/or an equipment shelter or cabinet. Types of *Antenna Systems* include:

a) Freestanding *Antenna System*: a structure (e.g. tower, pole, or mast) built from the ground for the expressed purpose of supporting an *Antenna System* or *Antenna Systems*;

b) Building/Structure-Mounted *Antenna System*: antenna mounted on an existing structure, which could include a building wall or rooftop, light standard, water tower, utility pole, etc.; and,

c) Small Cell *Antenna System*: antenna mounted on public utility poles or other structures in a series, in order to provide coverage and capacity to areas of concentrated demand.

Threatened Species: A species that is classified as "*Threatened Species*" on the Species at Risk in Ontario List, as updated and amended from time to time.

Total Developable Area: The total area of the property less the area occupied by *key natural heritage features*, *key hydrologic features* and any related *vegetation protection zone*.

Traditional Territories: The geographic area traditionally occupied or used regularly by First Nations, Métis and/or their ancestors.

Transportation Corridor: A thoroughfare and its associated *buffer* zone for passage or conveyance of vehicles or people. A *transportation corridor* includes any or all of the following:

a) Major and arterial roads; and

b) Niagara District Airport.

Transportation Demand Management: A set of strategies that result in more efficient use of the *transportation system* by influencing travel behaviour by mode, time of day, frequency, trip length, regulation, route, or cost.

Transportation System: A system consisting of facilities, corridors and rights-of-way for the movement of people and goods, and associated transportation facilities including transit stops and stations, transit hub, sidewalks, cycle lanes, bus lanes, high occupancy vehicle lanes, rail facilities, parking facilities, park'n'ride lots, service centres, rest stops, vehicle inspection stations, inter-modal facilities, harbours, airports, marine facilities, ferries, canals and associated facilities such as storage and maintenance.

Vacation Apartment: An apartment dwelling or a residential unit above a business on a commercially zoned property that is rented for periods up to 28 consecutive days for use as temporary accommodation and used as an occasional or seasonal residential dwelling for recreation, rest or relaxation by one household, but not occupied continuously as a principal residence. When occupied continuously as a principal residence (i.e. for more than 28 days) a *vacation apartment* can be used as an apartment dwelling or as a residential unit. A *vacation apartment* is not a *villa* or a *cottage rental*.

Valleylands: Natural areas that occur in valleys or other landform depressions that have water flowing through or standing for some period of the year.

Vegetation Protection Zone: Means a vegetated *buffer* area surrounding a *key natural heritage feature* or *key hydrologic feature*.

Villa: Means the commercial use of a single detached dwelling unit with four (4) or more *bedrooms*, that may be rented for periods up to 28 consecutive days for use as temporary accommodation and used as an occasional or seasonal residential dwelling for recreation, rest or relaxation, but not occupied continuously as a principal residence. When occupied continuously as a principal residence (i.e. for more than 28 days), a *villa* can be used as a single detached dwelling. A *villa* is not a *cottage rental*. *Villas* located in the Agricultural Zone District are restricted to a maximum of six (6) rented rooms.

Vulnerable: Means surface and/or ground water that can be easily changed or impacted.

Water Conservation Plan: A plan that incorporates best practice measurers to conserve the consumption and encourage the reuse of water within the internal operations of an industry, business or agricultural operation.

Wetlands: Lands that are seasonally or permanently covered by shallow water, as well as lands where the water table is close to or at the surface. In either case the presence of abundant water has caused the formation of hydric soils and has favoured the dominance of either hydrophytic plants or water tolerant plants. The four major types of *wetlands* are swamps, marshes, bogs and fens.

Periodically soaked or wet lands being used for agricultural purposes which no longer exhibit wetland characteristics are not considered to be *wetlands* for the purposes of this definition.

Wildlife Habitat: Areas where plants, animals and other organisms live, and find adequate amounts of food, water, shelter and space needed to sustain their populations. Specific *wildlife habitats* of concern may include areas where species concentrate at a *vulnerable* point in their annual or life cycle; and areas which are important to migratory or non-migratory species.

Woodlands: Treed areas that provide environmental and economic benefits to both the private landowner and the general public, such as erosion prevention, hydrological and nutrient cycling, provision of clean air and the long-term storage of carbon, provision of *wildlife habitat*, outdoor recreational opportunities, and the sustainable harvest of a wide range of *woodland* products. *Woodlands* include treed areas, woodlots or forested areas and vary in their level of significance at the local, regional and provincial levels. *Woodlands* may be delineated according to the Forestry Act definition or the Province's Ecological Land Classification system definition for "forest." For the purposes of this definition, forests include terrestrial vegetation communities as defined in accordance with the Ecological Land Classification (ELC) system, where the tree cover is greater than 60 per cent. Guidance for delineating the boundary of a *woodland* as defined by the Town should follow those of Appendix B in the Greenbelt Plan 2005 – Technical Definitions and

Criteria for *Key Natural Heritage Features* in the *Natural Heritage System* of the Protected Countryside (MNRF, 2012).

Working Landscape: Agricultural land that may be located within a *natural heritage system* or associated *vegetation protection zone* and that allow the continuation of some *ecological functions* such as the movement of species and organisms. A working landscape does not need to be a naturalized feature.

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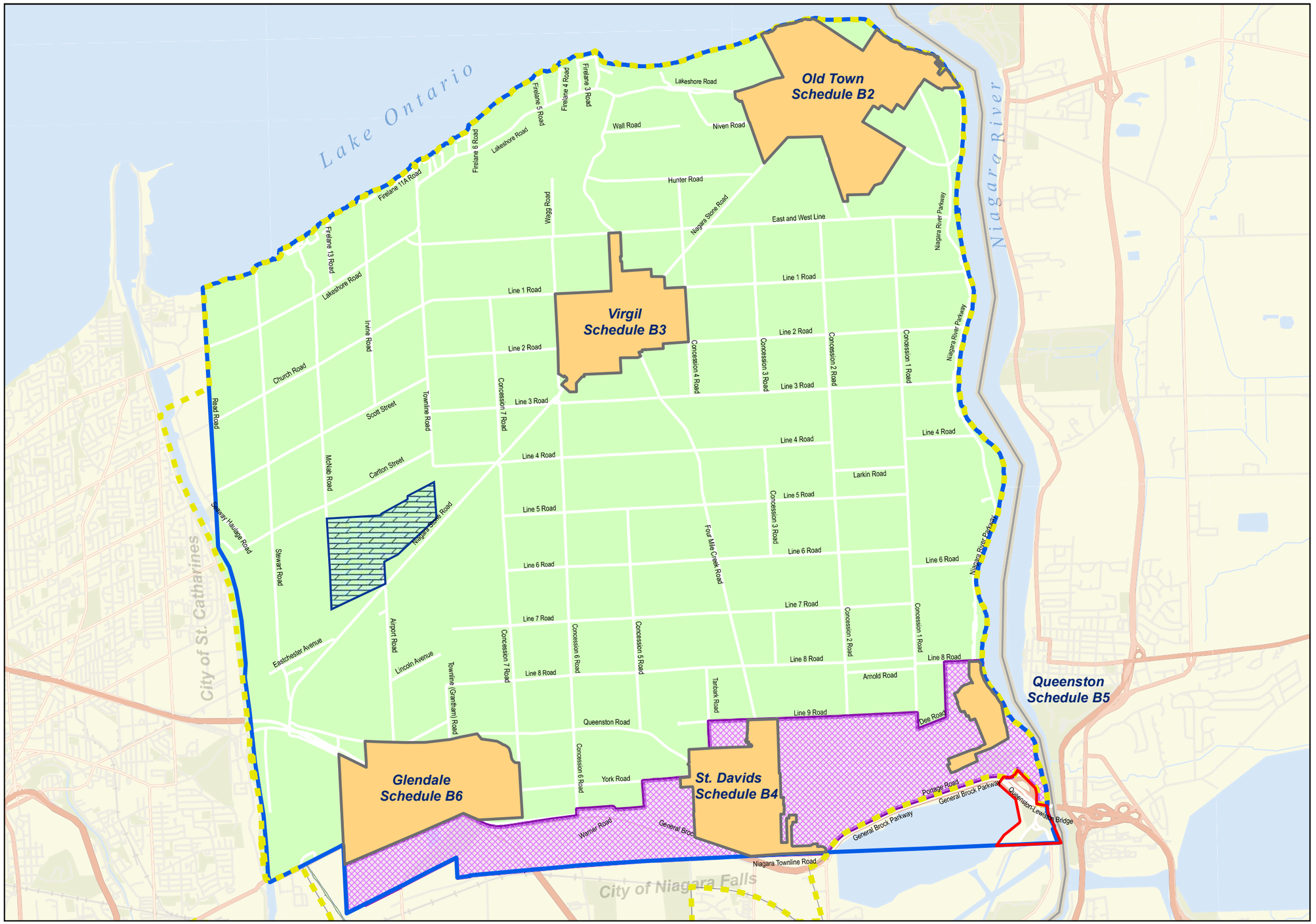
~~Appendix I~~

Town of Niagara-on-the-Lake Official Plan

DRAFT April 2026

COMMUNITY STRUCTURE - SCHEDULE A



LEGEND:

- Municipal Boundary
- Greenbelt Boundary
- Greenbelt Plan Protected Countryside
- Niagara Escarpment Plan Area
- Niagara District Airport Lands
- Settlement Area
- Ontario Power Generation Lands

Scale - 1:60,000

0 500 1,000 2,000 Meters

NOTES:
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Town of Niagara-on-the-Lake Official Plan

DRAFT April 2026

LAND USE PLAN - SCHEDULE B1

Niagara-on-the-Lake EST.1781

LEGEND:

- Municipal Boundary
- Settlement Area (see Schedules B2-B6)
- Niagara Escarpment Plan Area
  - Escarpment Natural Area
  - Escarpment Protection Area
  - Escarpment Rural Area
  - Escarpment Recreation Area
- Greenbelt Plan
  - Specialty Crop Lands
  - Niagara District Airport Lands
  - Airport Area of influence
  - Major Open Space
  - Licensed Aggregate Operations
  - # Site Specific Policies
- Ontario Power Generation Lands
- Former Landfill Site
- Petroleum Well Abandoned
- Petroleum Well Suspended

Scale - 1:65,000

0 500 1,000 2,000 Meters

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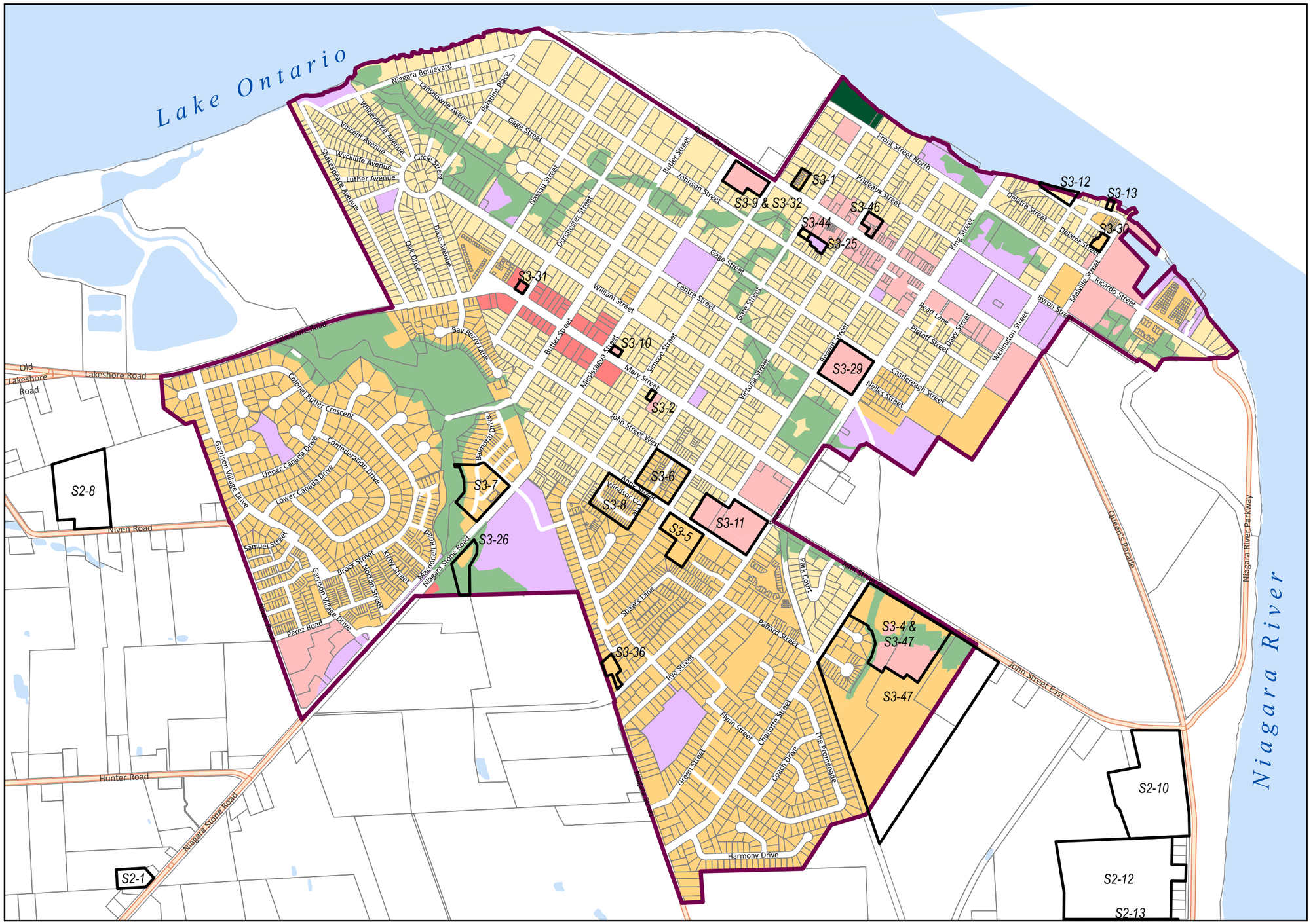
Appendix I

Town of Niagara-on-the-Lake Official Plan

DRAFT April 2026

LAND USE PLAN - OLD TOWN - SCHEDULE B2



LEGEND:

- Settlement Area Boundary
- Residential
- Established Residential
- Mixed Use
- Commercial
- Community Facilities
- Major Open Space
- Conservation
- # Site Specific Policies

Scale - 1:12,500

0 125 250 500 Meters

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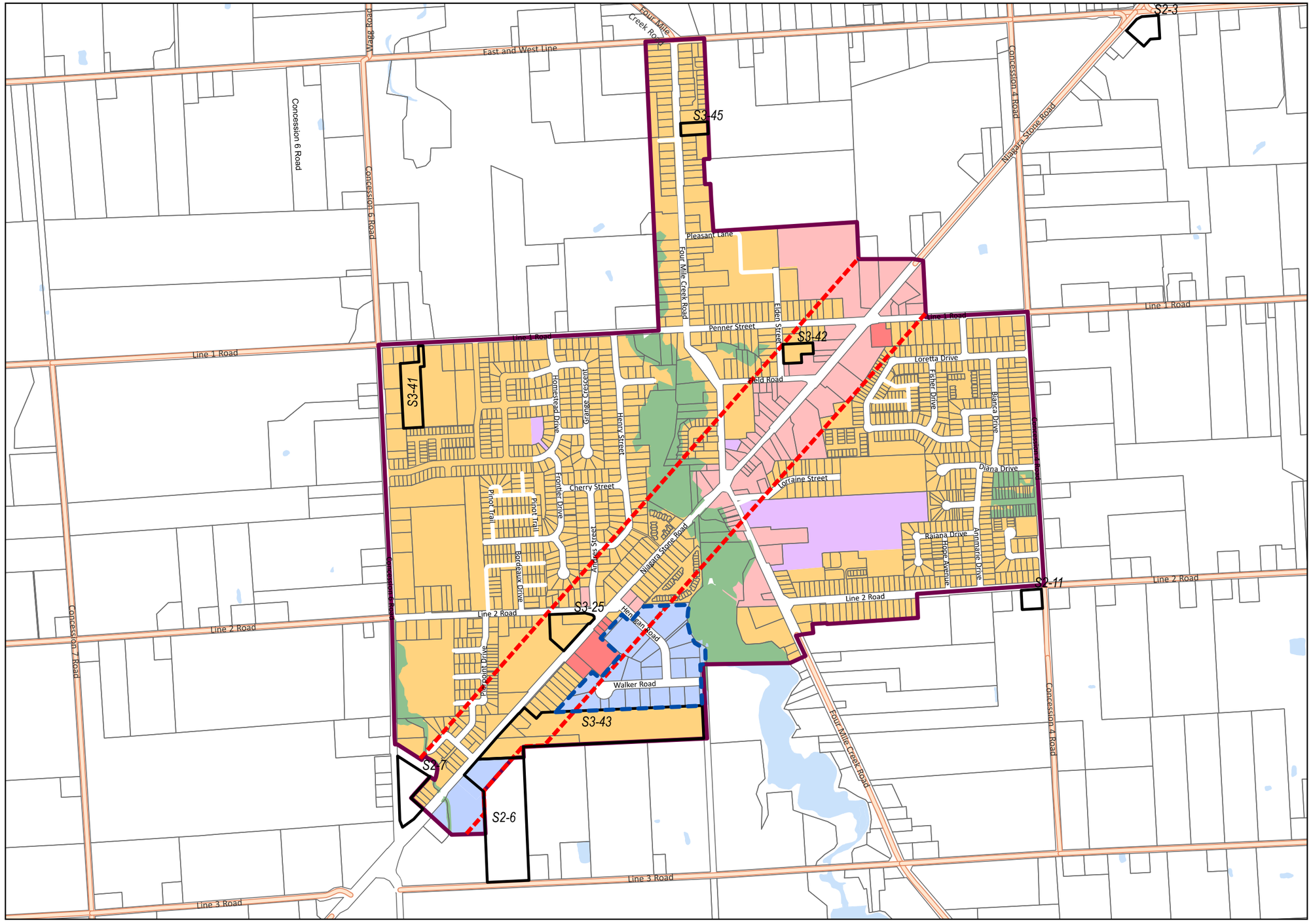
Appendix I

Town of Niagara-on-the-Lake Official Plan

DRAFT April 2026

LAND USE PLAN - VIRGIL- SCHEDULE B3



LEGEND:

- Settlement Area Boundary
- Residential
- Mixed Use
- Commercial
- Employment
- Community Facilities
- Conservation
- # Site Specific Policies
- Niagara Stone Road Corridor
- Employment Area

Scale - 1:12,000

0 125 250 500 Meters

NOTES:
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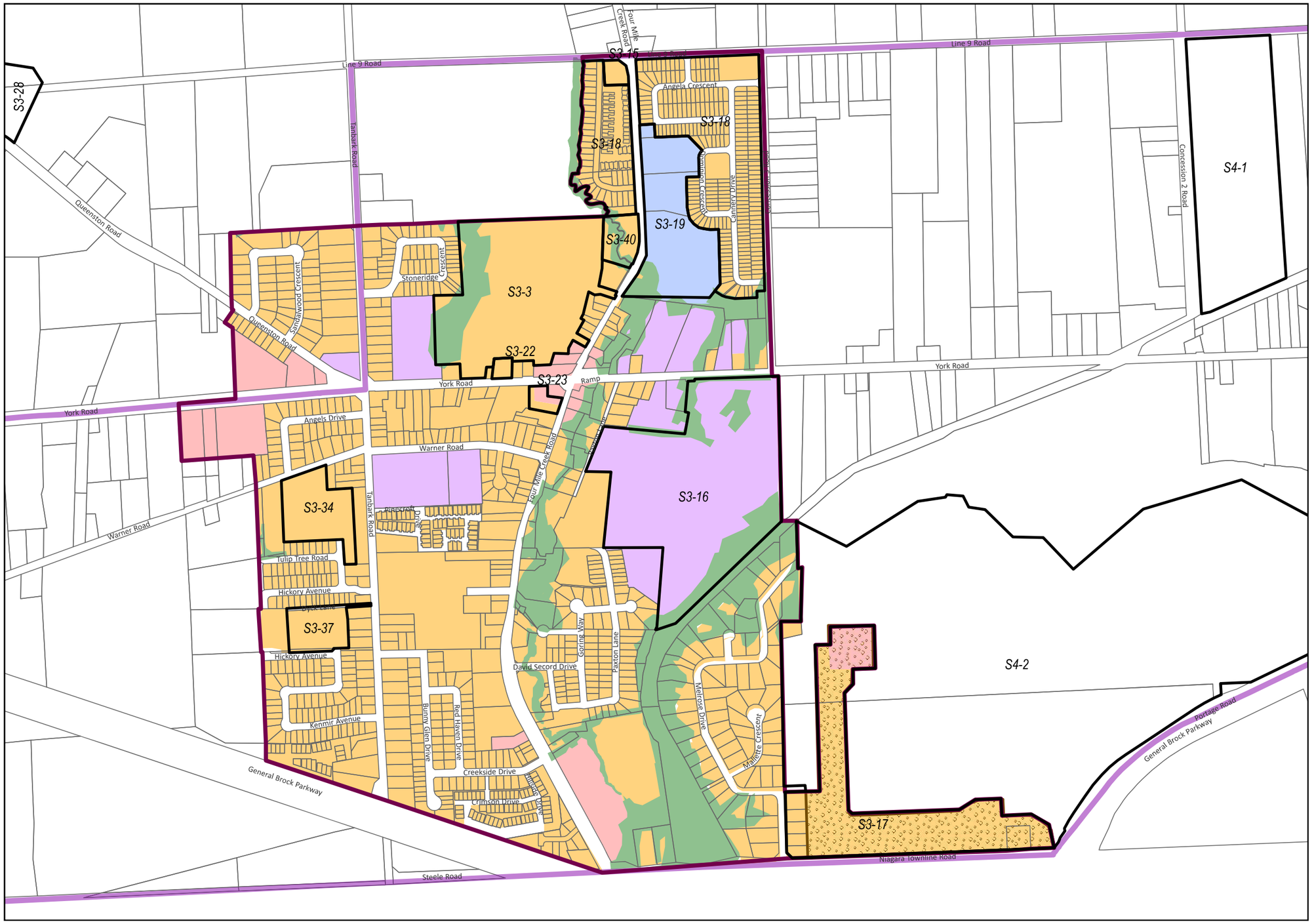
~~Appendix I~~

Town of Niagara-on-the-Lake Official Plan

DRAFT April 2026

LAND USE PLAN - ST DAVIDS - SCHEDULE B4



LEGEND:

- Settlement Area Boundary
- Residential
- Mixed Use
- Commercial
- Employment
- Community Facilities
- Conservation
- Aggregate Resources
- # Site Specific Policies
- Niagara Escarpment Plan Area

Scale - 1:10,000

0 50 100 200 300 Meters

NOTES:
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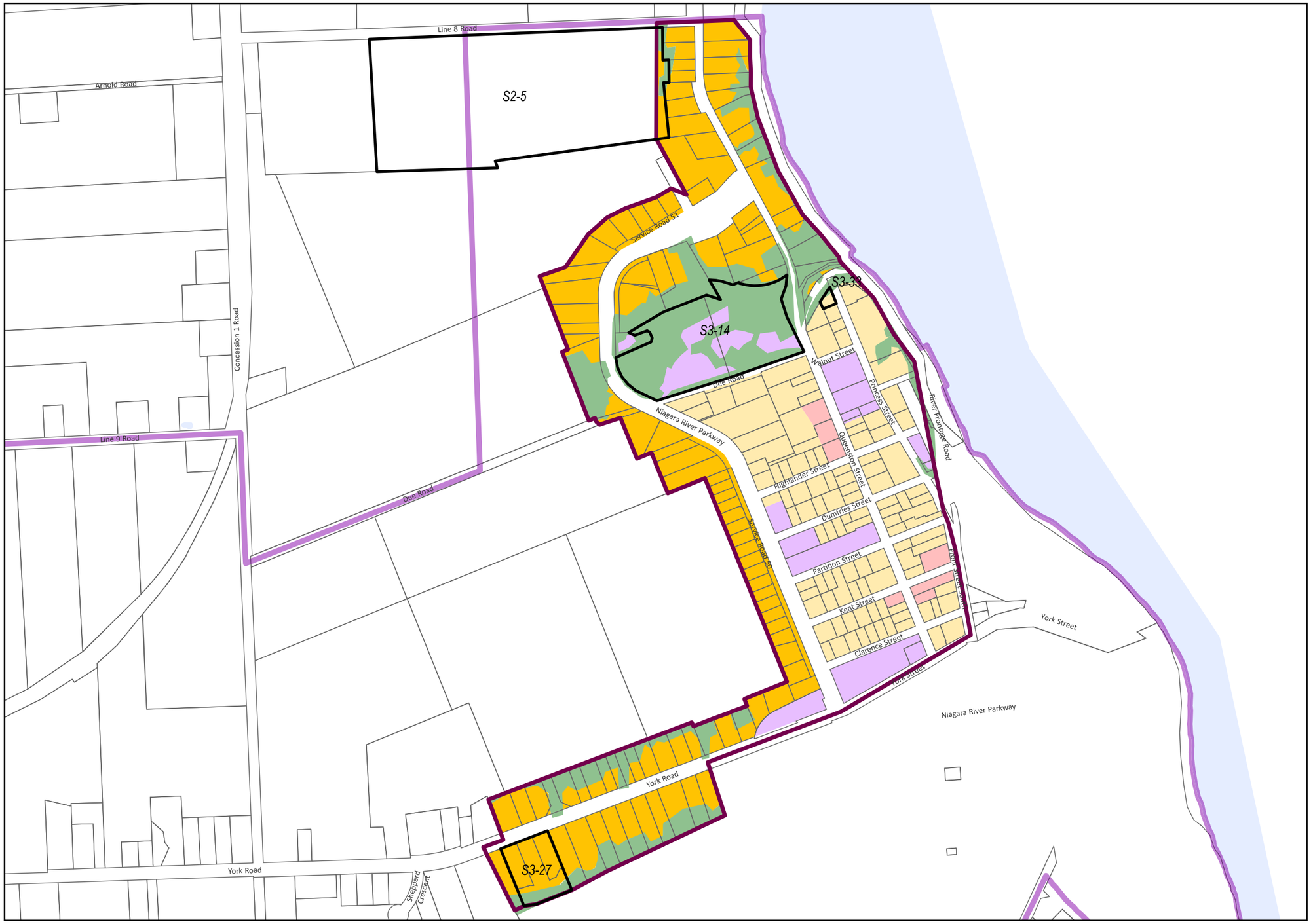
~~Appendix I~~

Town of Niagara-on-the-Lake Official Plan

DRAFT April 2026

LAND USE PLAN - QUEENSTON - SCHEDULE B5



Niagara-on-the-Lake EST.1781

LEGEND:

- Settlement Area Boundary
- Residential
- Established Residential
- Commercial
- Employment
- Community Facilities
- Conservation
- Aggregate Resources
- # Site Specific Policies
- Niagara Escarpment Plan Area

Scale - 1:7,500

0 75 150 300 Meters

NOTES:
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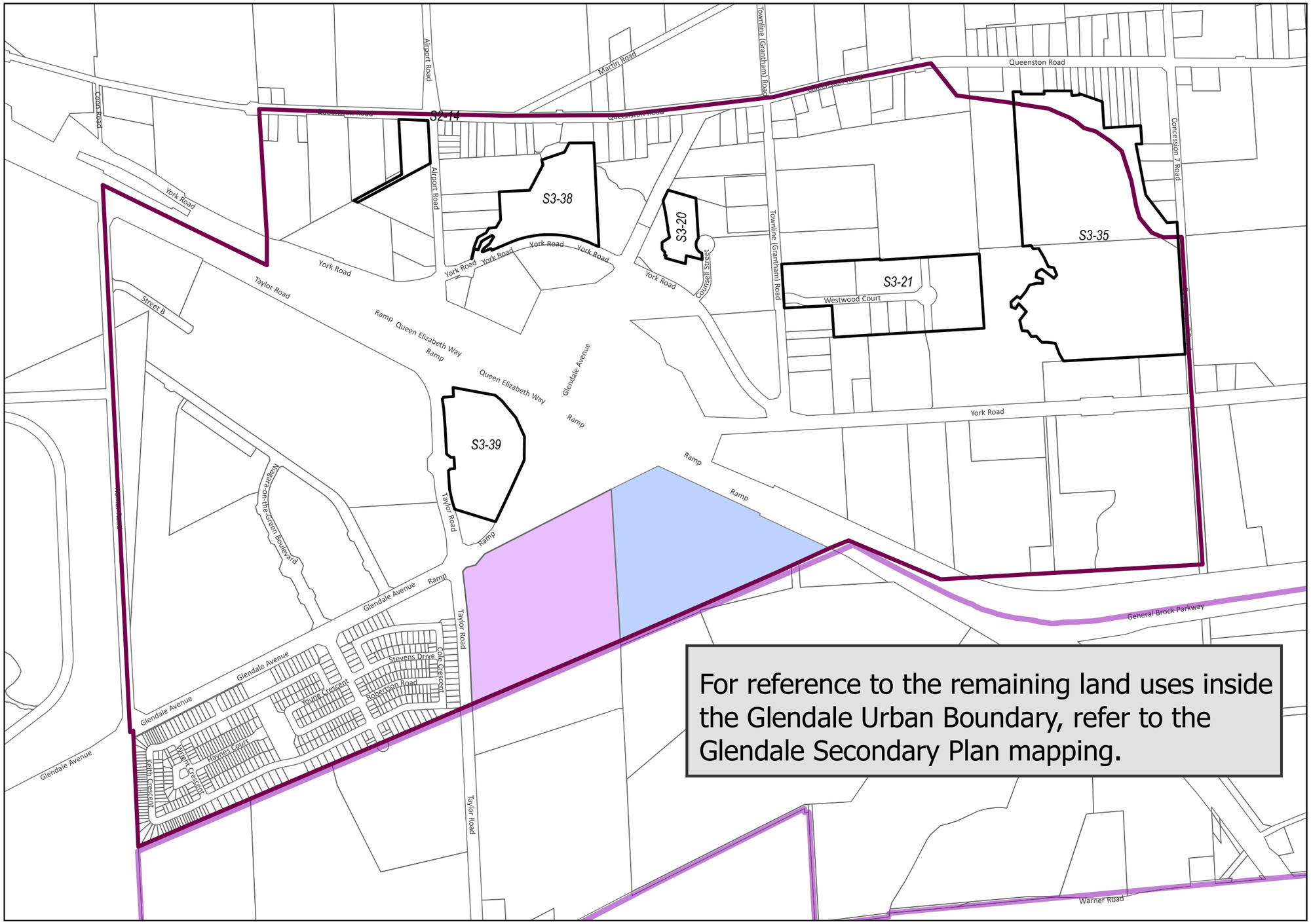
Appendix I

Town of Niagara-on-the-Lake Official Plan

DRAFT April 2026

LAND USE PLAN - GLENDALE - SCHEDULE B6



LEGEND:

- Settlement Area Boundary
- Employment
- Community Facilities
- Niagara Escarpment Plan Area
- # Site Specific Policies

Scale - 1:10,000

0 50 100 200 300 Meters

NOTES:
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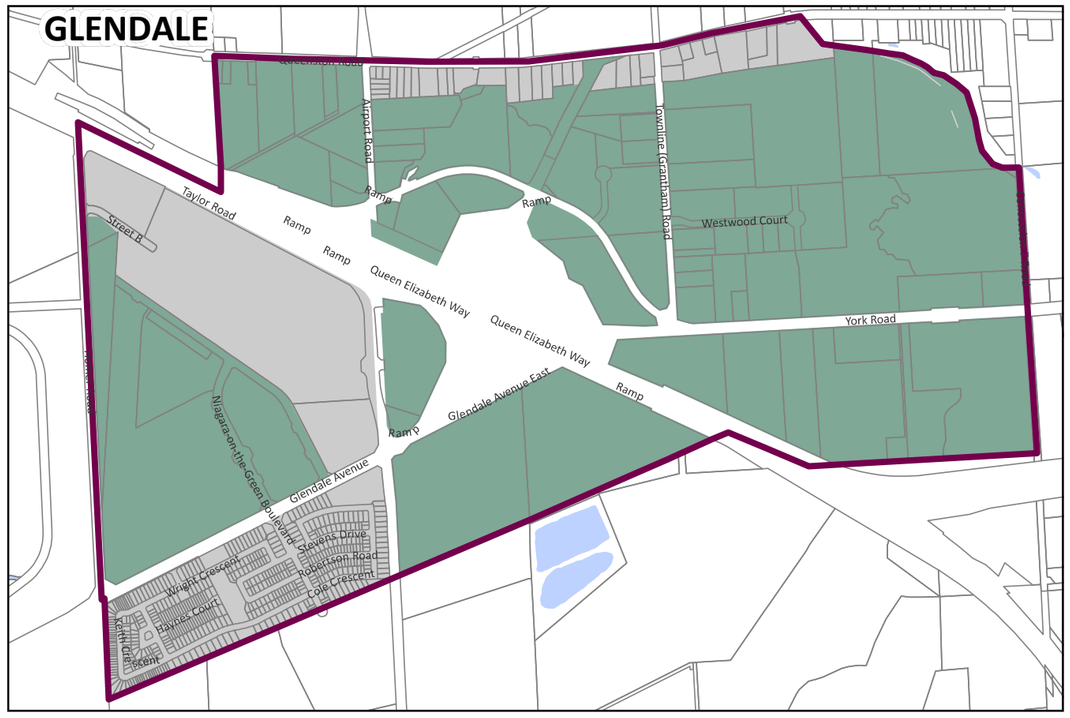
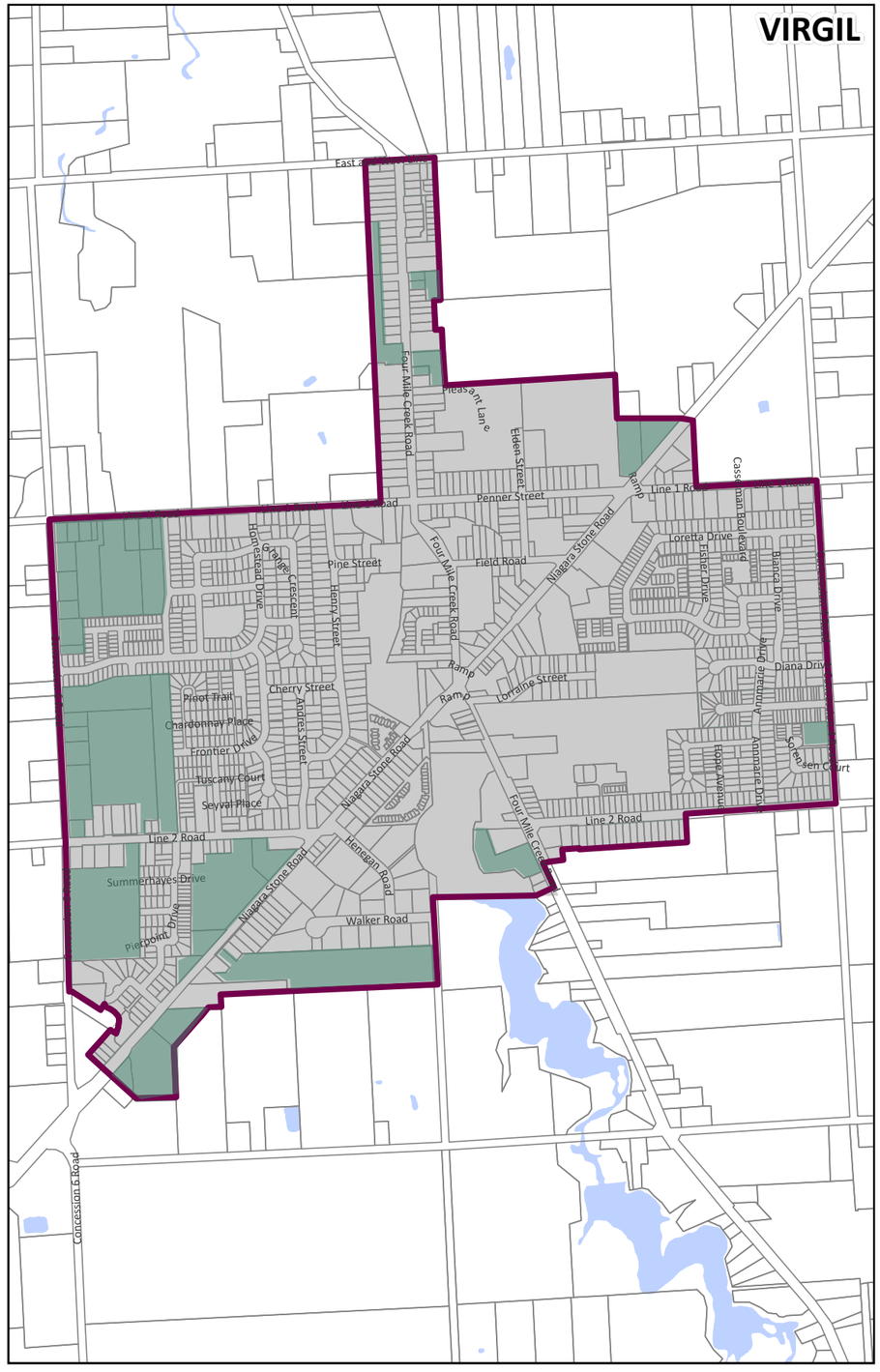
Appendix I

Town of Niagara-on-the-Lake Official Plan

DRAFT April 2026

GROWTH MANAGEMENT- SCHEDULE B7





Niagara-on-the-Lake EST.1781

LEGEND:

- Existing Settlement Area
- Greenfield Areas
- Built Up Areas

NOTES:
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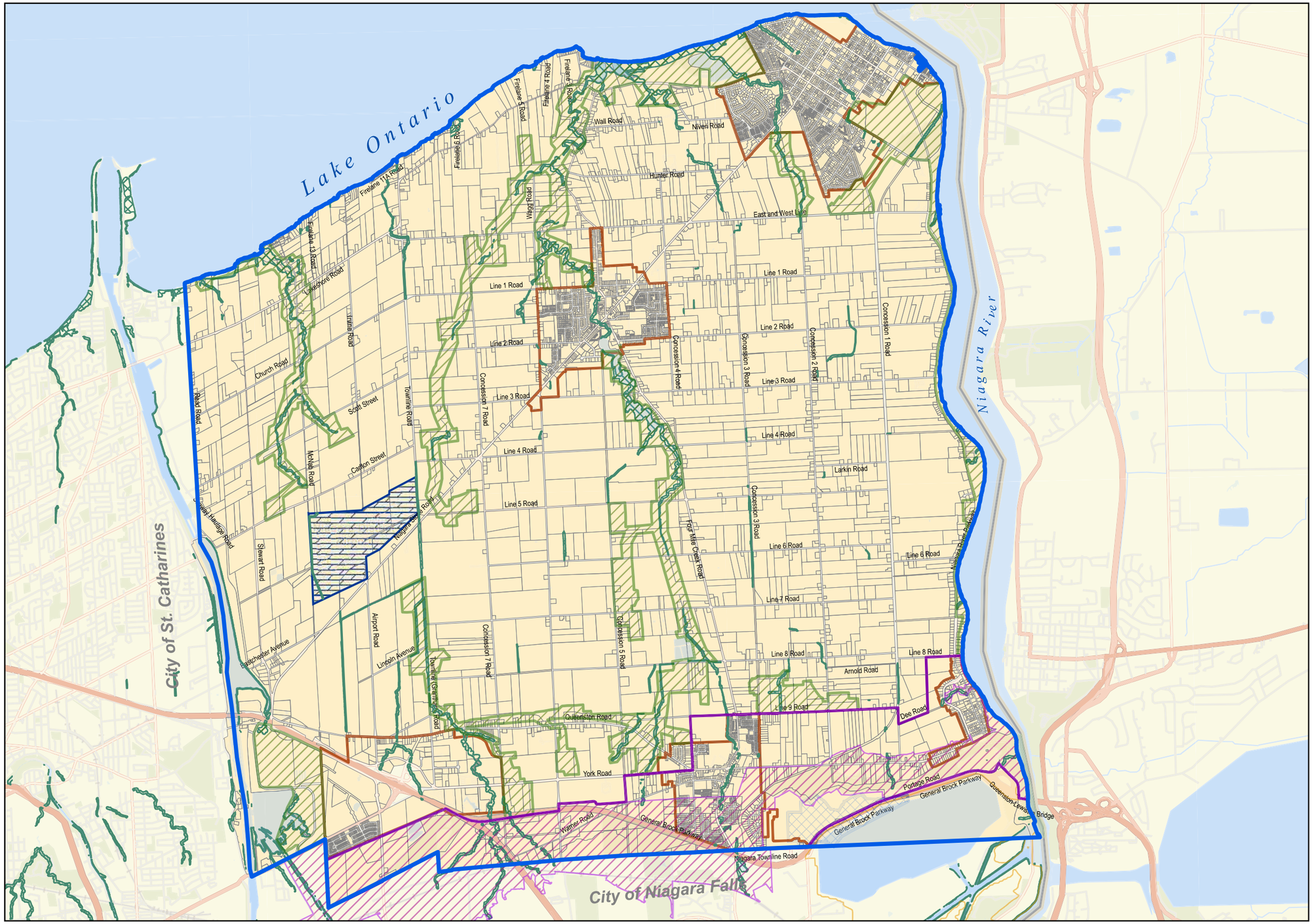
~~Appendix I~~

Town of Niagara-on-the-Lake Official Plan

DRAFT April 2026

NATURAL ENVIRONMENT SYSTEM - SCHEDULE C1



LEGEND:

- Municipal Boundary
- Settlement Areas (see Schedules B2-B6)
- Niagara District Airport Lands
- Niagara Escarpment Plan Area

Provincial Natural Heritage System

- Greenbelt Act
- Niagara Escarpment Planning & Development Act

Scale - 1:60,000

0 500 1,000 2,000 Meters

NOTES:
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Appendix I

Town of Niagara-on-the-Lake Official Plan

DRAFT April 2026

NATURAL HERITAGE SYSTEM - SCHEDULE C2

LEGEND:

- Municipal Boundary
- Settlement Area
- Inland Lakes
- Permanent & Intermittent Streams
- Regulation Wetlands
- Other Wetlands and NPS Wetlands
- Significant Woodland
- Other Woodlands
- Escarpment Plan Boundary
- Linkages
- Parcels
- Lakes & Rivers
- Niagara District Airport Lands
- ANSI

Scale - 1:60,000

0 500 1,000 2,000 Meters

NOTES:
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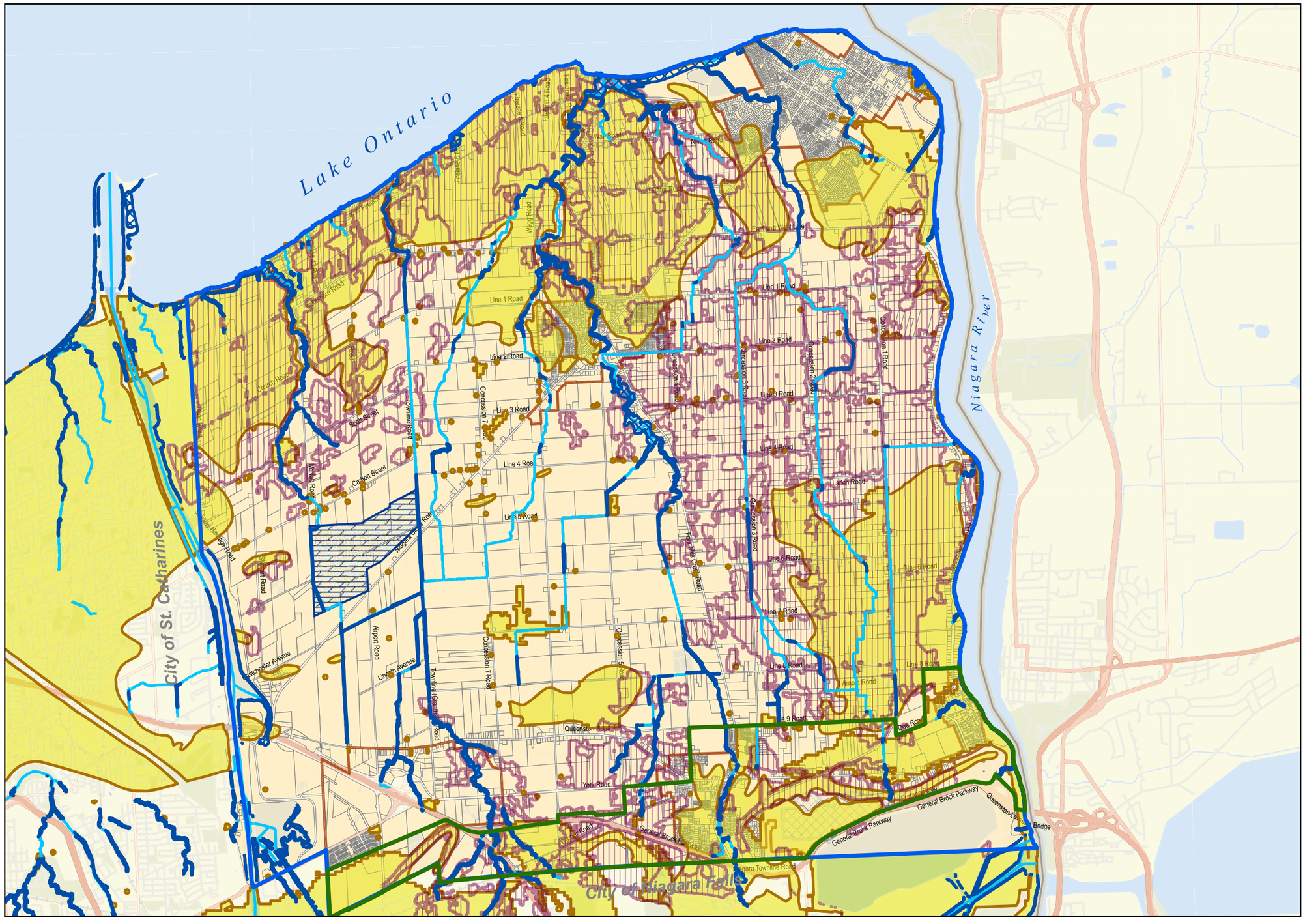
~~Appendix I~~

Town of Niagara-on-the-Lake Official Plan

DRAFT April 2026

KEY HYDROLOGIC AREAS - SCHEDULE C3



Niagara-on-the-Lake EST.1781

LEGEND:

- Municipal Boundary
- NES Shoreline Areas
- Permanent & Intermittent Streams
- Significant Ground Water Recharge Area
- Highly Vulnerable Aquifer
- Escarpment Plan Boundary
- Niagara District Airport Lands
- Settlement Area
- Parcels
- Lakes & Rivers

Scale - 1:60,000

0 500 1,000 2,000 Meters

NOTES:
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Town of Niagara-on-the-Lake Official Plan

DRAFT January 2026

~~Appendix I~~

HERITAGE RESOURCES & ARCHAEOLOGY - SCHEDULE D1

Niagara-on-the-Lake EST.1781

LEGEND:

- Municipal Boundary
- Settlement Area Boundaries
- Queen-Picton Heritage Conservation District
- National Heritage District
- Heritage Act - Part IV Designated Properties
- Areas of Archaeological Potential
- Niagara Escarpment Plan Area

Scale - 1:65,000

0 425 850 1,700 Meters

NOTES:
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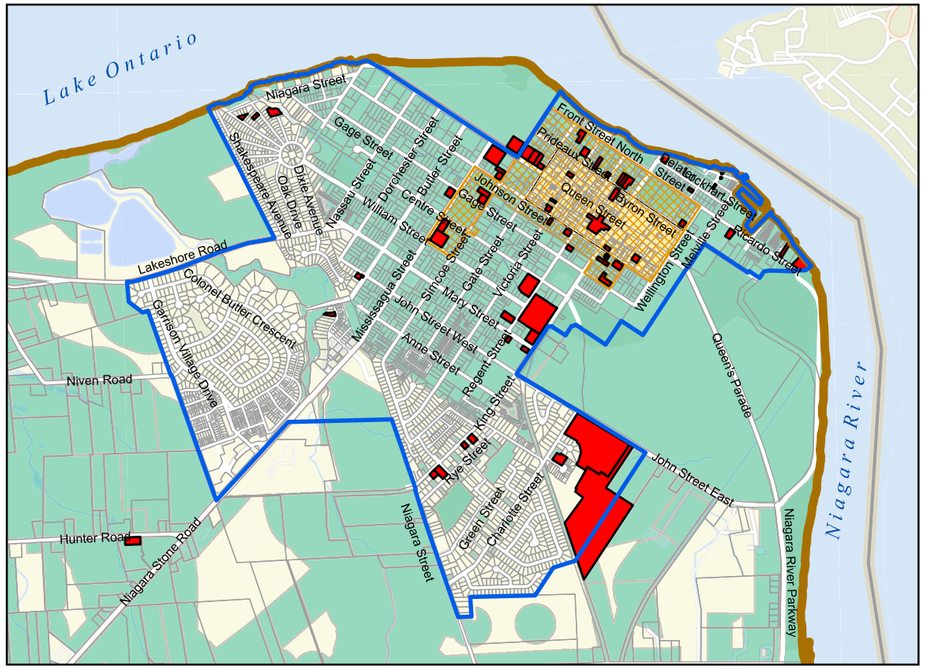
~~Appendix I~~

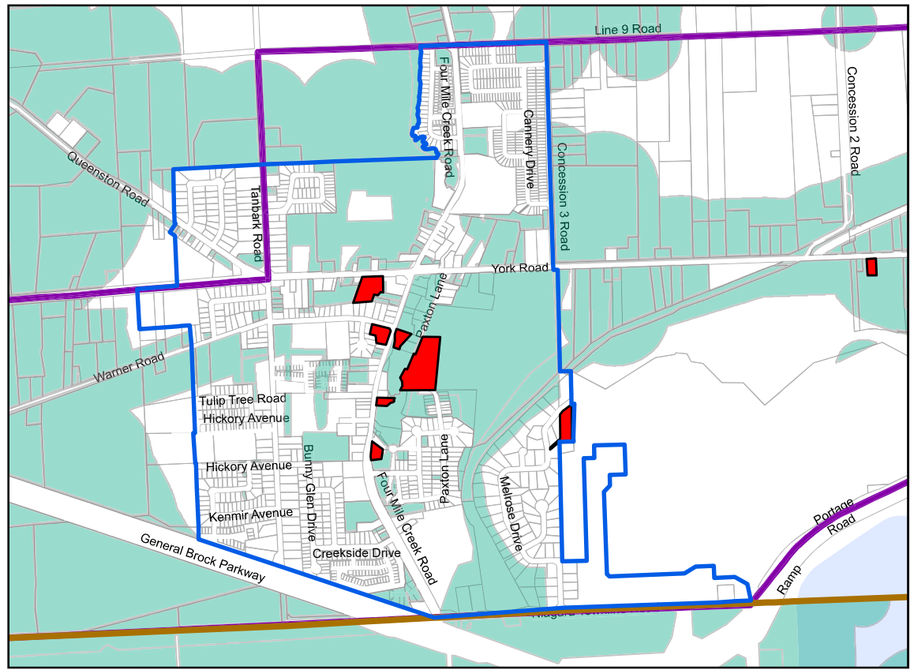
Town of Niagara-on-the-Lake Official Plan

DRAFT April 2026

HERITAGE RESOURCES & ARCHAEOLOGY SETTLEMENT AREAS - SCHEDULE D2

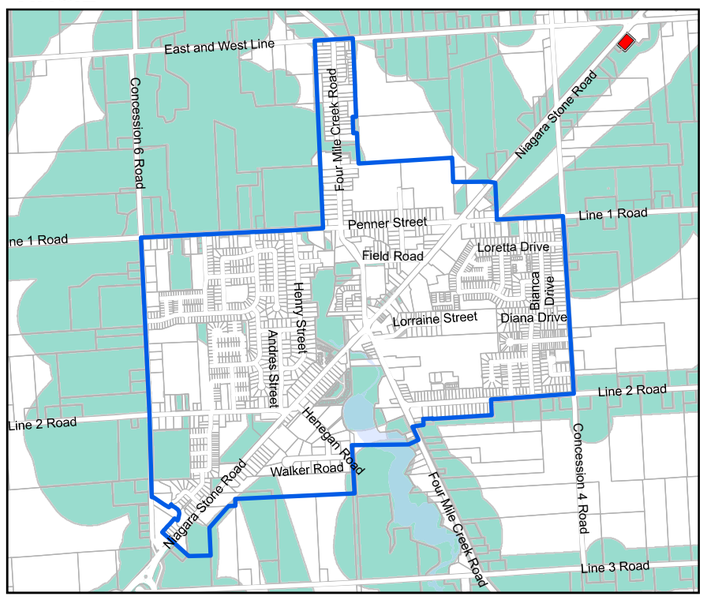


OLD TOWN

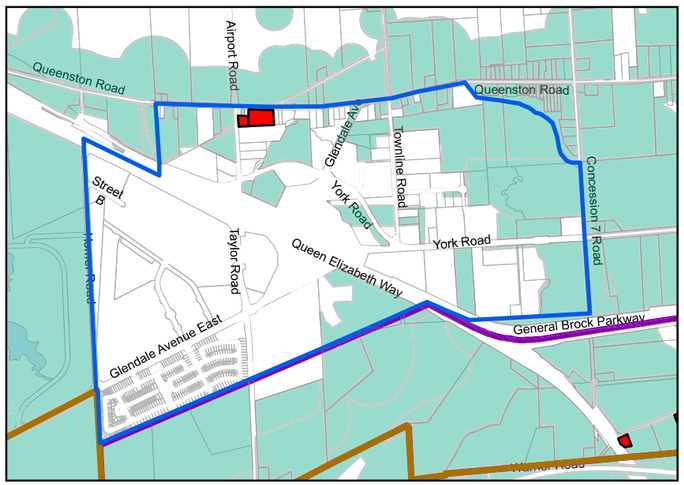


ST. DAVIDS

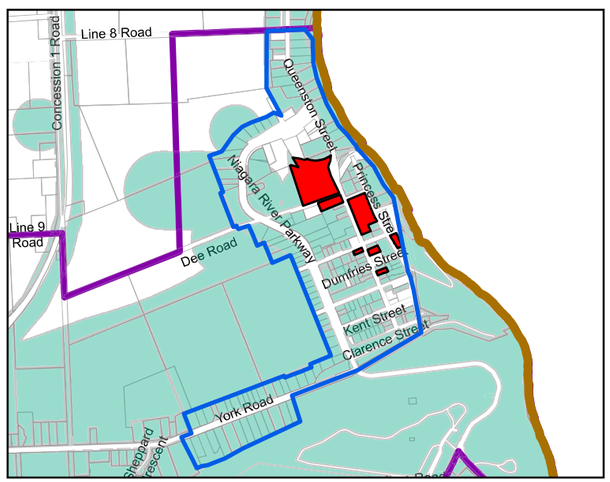
VIRGIL



GLENDALE



QUEENSTON



LEGEND:

- Municipal Boundary
- Settlement Area Boundaries
- Queen-Picton Heritage Conservation District
- National Heritage District
- Heritage Act - Part IV Designated Properties
- Areas of Archaeological Potential
- Niagara Escarpment Plan Area

NOTES:
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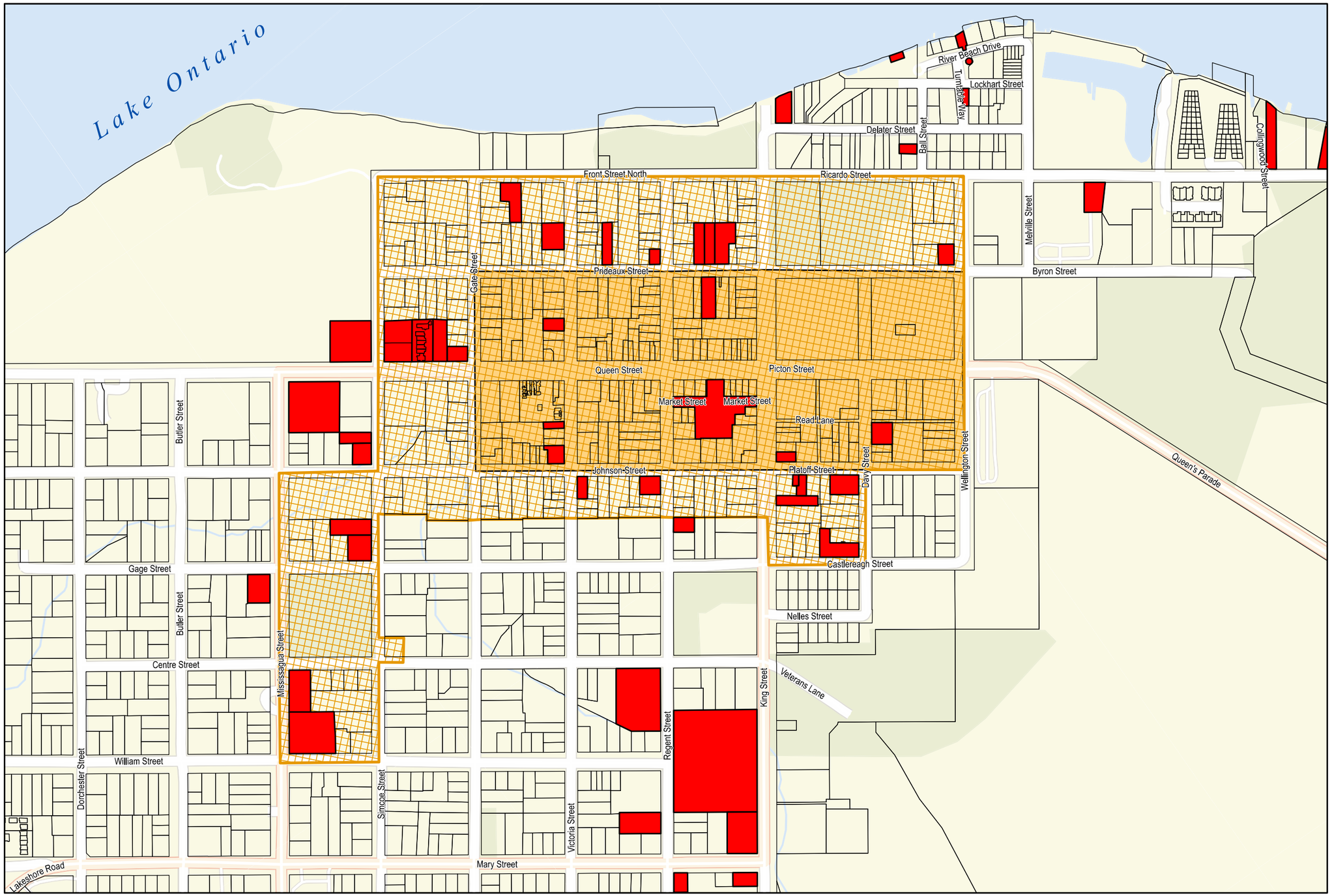
~~Appendix I~~

Town of Niagara-on-the-Lake Official Plan

DRAFT April 2026

HERITAGE RESOURCES - OLD TOWN - SCHEDULE D3



Niagara-on-the-Lake EST.1781

- Queen Picton Heritage Conservation Disrict (OHA Part V)
- National Heritage Disrict
- OHA Part IV Designated Properties

N

Scale - 1:6,000

0 20 40 80 Meters

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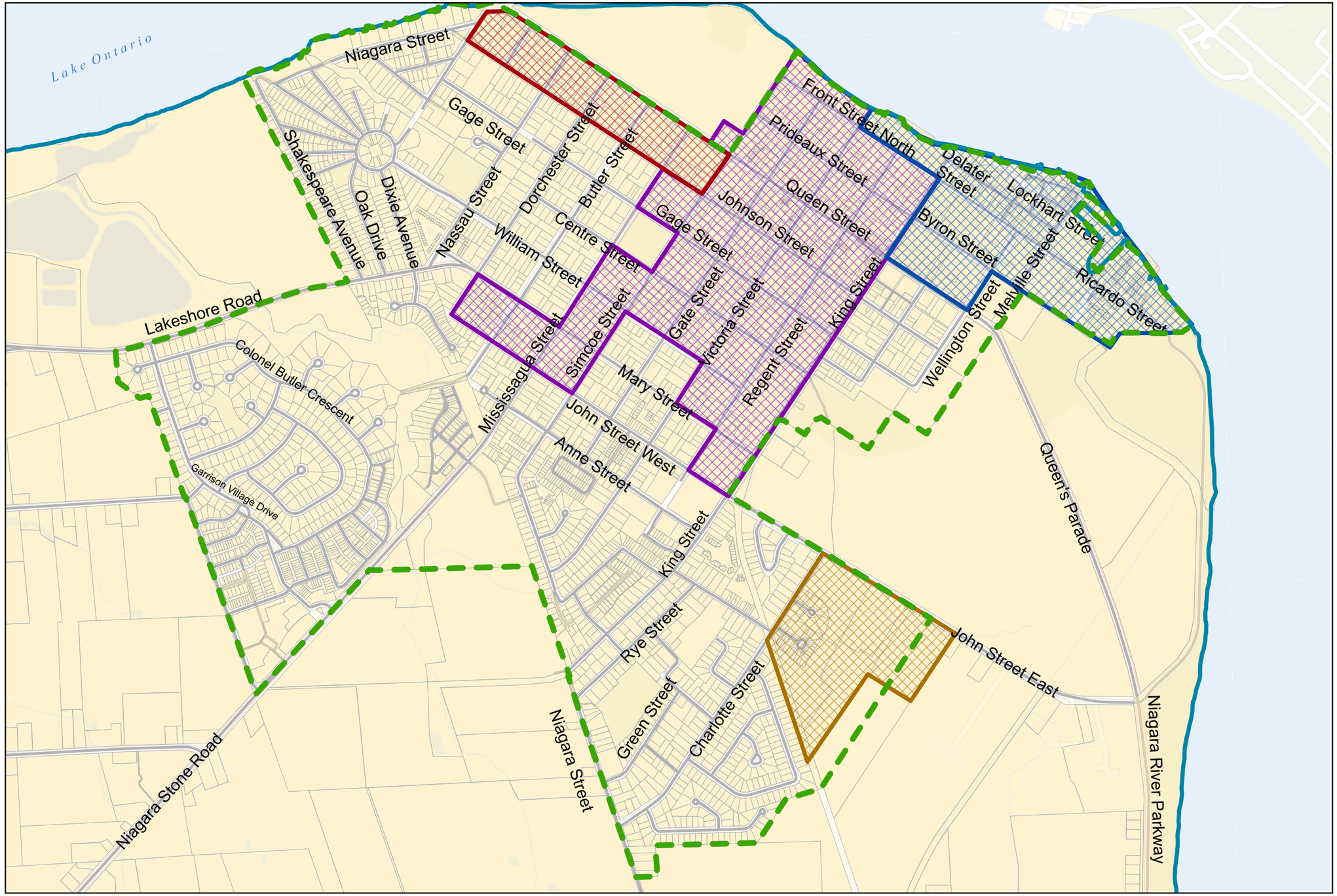
Appendix I

Town of Niagara-on-the-Lake Official Plan

DRAFT April 2026

AREAS OF HERITAGE SIGNIFICANCE - SCHEDULE D4



Niagara-on-the-Lake

LEGEND:

- Municipal Boundary
- Settlement Area Boundary
- Former Rand Estate and John Street East Summer Homes Character Area
- Queen Street Summer Homes Character Area
- Downtown Character Area
- Old Dock Character Area

Note: as per Section 6.3 of the Official Plan

NOTES:
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~~Appendix I~~

Town of Niagara-on-the-Lake Official Plan

DRAFT April 2026

TRANSPORTATION NETWORK - SCHEDULE E1

Niagara-on-the-Lake EST.1781

LEGEND:

- Municipal Boundary
- Settlement Area Boundaries
- Provincial Highway & Strategic Goods Movement Network
- Regional Road - Arterial
- Regional Road & Strategic Goods Movement Network
- Municipal Road - Collector
- Municipal Road - Arterial
- Municipal Road - Local
- Niagara River Parkway

Scale - 1:65,000

0 425 850 1,700 Meters

NOTES:
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Town of Niagara-on-the-Lake Official Plan *DRAFT April 2026* TRANSPORTATION NETWORK - SCHEDULE E2 (i)

ROAD RIGHT-OF-WAY WIDTHS MUNICIPAL ROADS SECTION

Street/Road	*From*	*To*	*Designated Road Right-of-way Width*
Addison Avenue	Shakespeare Avenue	Circle Street	15.24 m (50 ft)
Arnold Road	Concession 1 Road	Concession 2 Road	20.12 m (66 ft)
Ball Street	Ricardo Street	Lake Ontario	20.12 m (66 ft)
Campbell Street	Charlotte Street	Green Street	9.14 m (30 ft)
Carlton Street Extension	Carlton St. (Reg Rd 83)	Read Road	20.12 m (66 ft)
Charlotte Street	John Street East	bend n.e. of Niagara Street	19.5 m (64 ft)
Church Road	Read Road	Townline (Grantham) Road	20.12 m (66 ft)
Circle Street	entire roadway		18.29 m (60 ft)
Clarence Street	Niagara River Parkway	Front Street South	18.29 m (60 ft)
Concession 2 Road	East and West Line	York Rd. (Reg Rd 81)	26.21 m (86 ft)
Concession 3 Road [5]	York Road	Line 3 Road	26.21 m (86 ft)
Concession 4 Road	Niagara Stone Road (Reg Rd 55)	Line 3 Road	26.21 m (86 ft)
Concession 4 Road	Line 3 Road	Niagara Stone Road	26.21 m (86 ft)
Concession 6 Road	Niagara Falls/NOTL municipal boundary	East and West Line	26.21 m (86 ft)
Cross Street	Stewart Rd. (Reg Rd 86)	Eastern terminus	18.29 m (60 ft)
Dee Road [1]	Niagara River Parkway	Queenston Street	20.12 m (66 ft)
Delater Street	King Street	Melville Street	15.24 m (50 ft)
Dixie Avenue	Lakeshore Road (Reg Rd 87)	Circle Street	15.24 m (50 ft)
Dumfries Street	Niagara River Parkway	River Frontage Road	15.24 m (50 ft)
Eastchester Avenue	Stewart Road (Reg.Rd. 86)	Western terminus	20.12 m (66 ft)
Flynn Street	Charlotte Street	Rye Street	15.24 m (50 ft)
Froebel Avenue	Circle Street	Northern terminus	15.24 m (50 ft)
Front Street South	York Street	Partition Street	18.29 m (60 ft)
Front Street South	Highlander Street	Maple Street	18.29 m (60 ft)
Green Street	Niagara Street	Flynn Street	18.29 m (60 ft)
Irvine Road	Church Street	Lake Ontario	20.12 m (66 ft)
Highlander Street	Niagara River Parkway	Front Street South	18.29 m (60 ft)
John Street East	King Street	Niagara River Parkway	26.21 m (86 ft)
Kent Street	Niagara River Parkway	Front Street South	18.29 m (60 ft)
King Street	John Street	Queen/Picton Streets	30.0 m (98 ft)
Lakeview Street	Orchard Drive	Niagara Boulevard	15.24 m (50 ft)
Lansdowne Avenue	Niagara Boulevard	Palatine Place	15.24 m (50 ft)
Lincoln Avenue	Airport Road (Reg Rd 90)	Eastern terminus	20.12 m (66 ft)
Line 1 Road/Penner Street	Concession 4 Road	Concession 6 Road	26.21 m (86 ft)
Line 2 Road	Four Mile Creek Road (Reg Rd 100)	Concession 4 Road	26.21 m (86 ft)
Line 2 Road	Niagara Stone Road (Reg Rd 55)	Concession 6 Road	26.21 m (86 ft)
Line 3 Road	Concession 4 Road	Concession 6 Road	26.21 m (86 ft)
Line 9 Road [6]	Concession 3 Road	Four Mile Creek Road	26.21 m (86 ft)
Lockhart Street	Melville Street	Northwestern terminus	15.24 m (50 ft)
Luther Avenue	Shakespeare Avenue	Circle Street	15.24 m (50 ft)
Market Street	Regent Street	Court House Parking Lot	16.46 m (54 ft)
Market Street	King Street	Court House Parking Lot	16.46 m (54 ft)
Martin Road	Queenston Road	Townline (Grantham) Road	20.12 m (66 ft)
Mary Street	King Street	Mississagua Street	29.21 m (96 ft)
Maple Street	Princess Street	River Frontage Road	18.29 m (60 ft)
McNab Road	Carlton Street (Reg Rd 83)	Lake Ontario	20.12 m (66 ft)
Melville Street	Byron Street	Niagara River	18.29 m (60 ft)
Mississagua Street	Mary Street	Queen Street	29.21 m (96 ft)
Nelson Street	Ricardo Street	Byron Street	23 m (75.47 ft)
Niagara Boulevard	Palatine Place	Vincent Avenue	23 m (75.47 ft)
Niagara Street	East and West Line	Rye Street	26.21 m (86 ft)
Niven Road [2]	Niagara Stone Road (Reg Rd 55)	Village Road	20.12 m (66 ft)
Oak Drive	Lakeshore Road (Reg Rd 87)	Circle Street	15.24 m (50 ft)
Orchard Drive	Lansdowne Avenue	Palatine Place	15.24 m (50 ft)
Paffard Street	Charlotte Street	King Street	15.24 m (50 ft)
Partition Street	Niagara River Parkway	Front St South /Princess St	15.24 m (50 ft)
Paxton Lane	York Road (Reg Rd 81)	Southern terminus	20.12 m (66 ft)
Picton Street	Wellington Street	King Street	30.2 m (99 ft)
Princess Street	Partition Street	Northern terminus	18.29 m (60 ft)
Queen Street	King Street	Mississagua Street	30.2 m (99 ft)
Queen's Parade	Niagara River Parkway	Wellington Street	30.2 m (99 ft)
Queenston Street	Niagara River Parkway (south intersection)	Niagara River Parkway (north intersection)	18.29 m (60 ft)
Read Road [3]	Carlton Street (Reg Rd 83)	Lake Ontario	20.12 m (66 ft)
Riverbeach Drive	Melville Street	Western terminus	18.29 m (60 ft)
Rye Street	Niagara Street	Flynn Street	18.29 m (60 ft)
Scott Street	Read Road	Townline (Grantham) Road	20.12 m (66 ft)
Shakespeare Avenue	Lakeshore Road (Reg Rd 87)	Northern terminus	15.24 m (50 ft)
Townline (Grantham) Rd	Lakeshore Road (Reg Rd 87)	Lake Ontario	20.12 m (66 ft)
Townline (Grantham) Rd [4]	Lakeshore Road (Reg Rd 87)	Carlton Street (Reg Rd 83)	20.12 m to 37 m (66 ft – 116.4 ft)
Townline (Grantham) Rd	Queenston Road	York Road (Reg Rd 81)	26 m (85.3 ft)
Vincent Avenue	Circle Street	Shakespeare Avenue	15.24 m (50 ft)
Walnut Street	Queenston Street	Princess Street	15.24 m (50 ft)
Warner Road	Four Mile Creek Road (Reg Rd 100)	Queen Elizabeth Way	20.12 m (66 ft)
Wesley Avenue	Circle Street	Northern terminus	15.24 m (50 ft)
Wilberforce Avenue	Circle Street	Niagara Boulevard	15.24 m (50 ft)
Wycliffe Avenue	Shakespeare Avenue	Circle Street	15.24 m (50 ft)
All Other Rural Roads			20.12 m (66 ft)

All Other Urban Roads except those developed under a Plan of Subdivision since 1970 (Plan of Subdivision width prevails)
Garrison Village (all phases subsequent to Phase 1) Road widths as established by approved Plans of Subdivision
Modero Estates - Road Widths as established by approved Plan of Subdivision

1. Southern edge of the required right-of-way is defined by the southern boundary & projection thereof) of Parts 3 & 4 on Plan 30R-10329
2. Full widening to be taken from the west side of Niven Rd.
3. Read Road is shared with the City of St. Catharines, therefore a maximum of 50% of the widening necessary to
4. Townline (Grantham) Rd. requires a variable widening along the westerly boundary of the road allowance as the
5. Widening from east side only
6. Widening from north side only

ROAD RIGHT-OF-WAY WIDTHS REGIONAL ROADS SECTION

Regional Road Number	*Road Name*	*Segment*	*Width in Metres*
55	Niagara Stone Road	York Road – Concession Six Road	26.2
		Concession Six Road – Field Road	20.1
		Field Road – Mary Street	26.2
58	Homer Road	Glendale Avenue –Taylor Road	30.5
61	Niagara Townline Road / Portage Road	Four Mile Creek Road – Niagara Parkway	26.2
70	Taylor Road	South Limit of Niagara-on-the-Lake – Glendale Avenue	26.2
		Glendale Avenue – York Street	30.5
81	York Road	West Limit of Niagara-on-the-Lake – Niagara Parkway	26.2
83	Carlton Street	Seaway Haulage Road – Niagara Stone Road	26.2
86	Stewart Road	Lakeshore Road – Carlton Street	20.1
		Carlton Street – Niagara Stone Road	26.2
87	Lakeshore Road	Read Road – East and West Line	26.2
		East and West Line – Mississauga Road	20.1
88	Seaway Haulage Road	Carlton Street – Read Road	26.2
		Glendale Avenue – Carlton Street	26.2
89	Glendale Avenue	West Limit of Niagara-on-the-Lake – Taylor Road	36.6
		York Road – Queenston Road	36.6
90	Airport Road	York Road – Niagara Stone Road	26.2
100	Four Mile Creek Road	South Limit of Niagara-on-the-Lake – Johanna Drive	26.2
		Line Nine Road – Line Two Road	26.2
		Line Two Road – Niagara Stone Road	20.1

Minimum Sight Triangle Requirements

Regional Intersection Type	Minimum Sight Triangle Requirements
Urban (signalized)	10 metres x 10 metres
Urban (non-signalized)	6 metres x 6 metres
Rural	15 metres x 15 metres

Town of Niagara-on-the-Lake Official Plan

DRAFT April 2026

~~Appendix I~~

RECREATIONAL TRAILS AND MAJOR OPEN SPACE - SCHEDULE F

LEGEND:

- Municipal Boundary
- Settlement Area Boundaries
- Multi-Use Trails
- On-Road Cycling
- Improved Multi-Use Trails
- Unimproved Multi-Use Trails
- Municipal Parks
- Major Open Space
- Niagara Escarpment Plan Area

Scale - 1:65,000

0 425 850 1,700 Meters

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LEGEND:

- Drains

Includes:
Irrigation Links, Irrigation Channels, Irrigation Piped, Irrigation Road Ditch, Irrigation/Natural Watercourse, Municipal Drain & Irrigation Channel, Municipal Drain, Piped Municipal Drain

- Weir
- Lakes & Rivers
- Pumping Station
- Siphons
- Municipal Boundary
- Settlement Area Boundary
- Parcels
- Niagara District Airport Lands

Scale - 1:65,000

0 500 1,000 2,000 Meters

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LEGEND:

Fire Behaviour Protection - 30 m

- Extreme - C1, C2, C4
- High - C3, M2>50%, M4
- Pine Needs Evalutaion - C5, C6
- Low - D1, M2<25%
- Water
- Moderate - M2 >25% - <50%
- Municipal Boundary
- Settlement Area
- Parcels

Source: Fire - Potential Hazardous Types for Wildland Fire | Ontario GeoHub

Scale - 1:60,000

0 500 1,000 2,000 Meters

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Appendix 3 – Glendale Secondary Plan Urban Design Guidelines

DRAFT

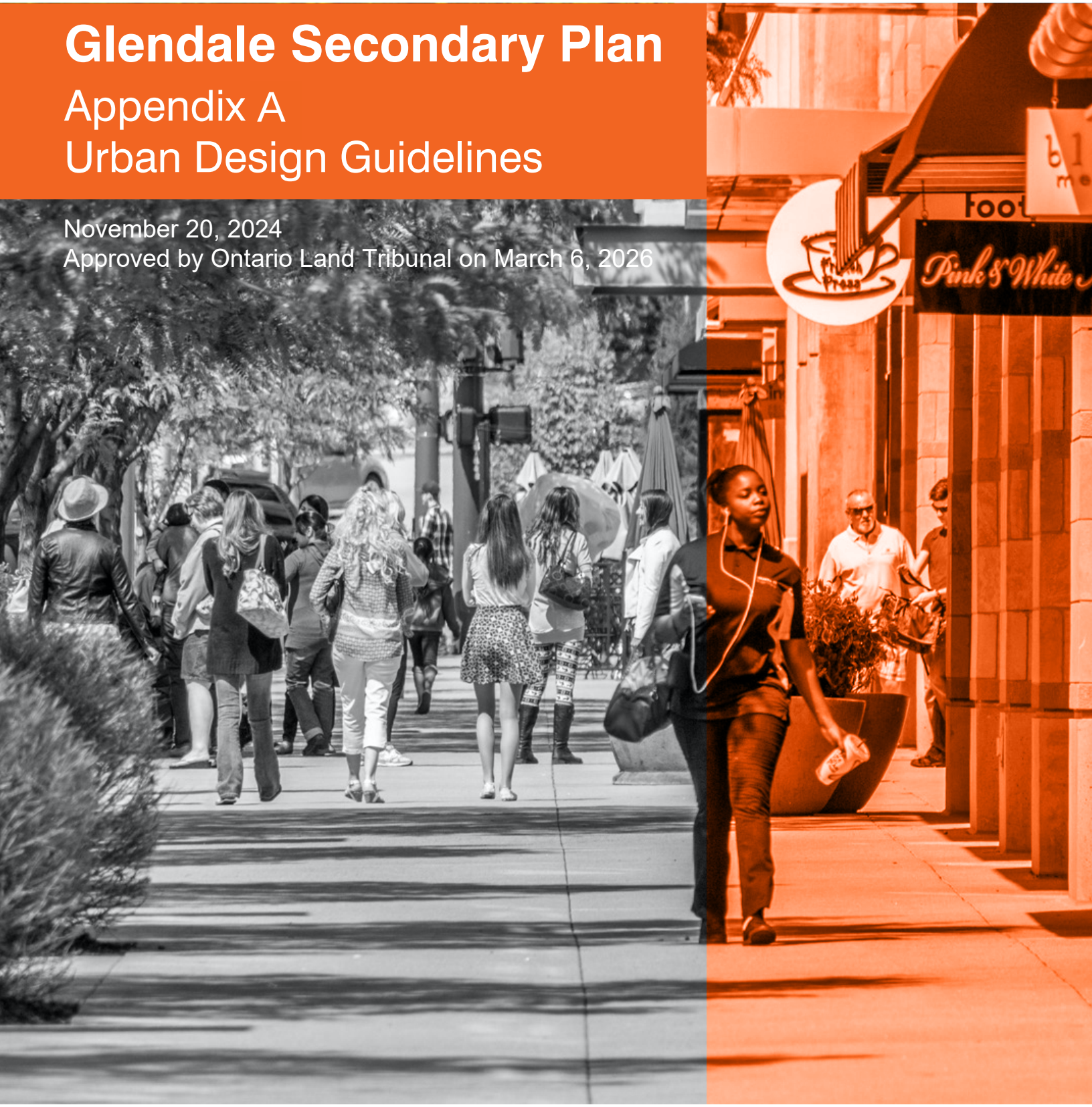
Appendix 3

Appendix I

Glendale Secondary Plan

Appendix A
Urban Design Guidelines

November 20, 2024
Approved by Ontario Land Tribunal on March 6, 2026



Cover image: Belmar Shopping District, Lakewood, CO (Source: Continuum Partners)

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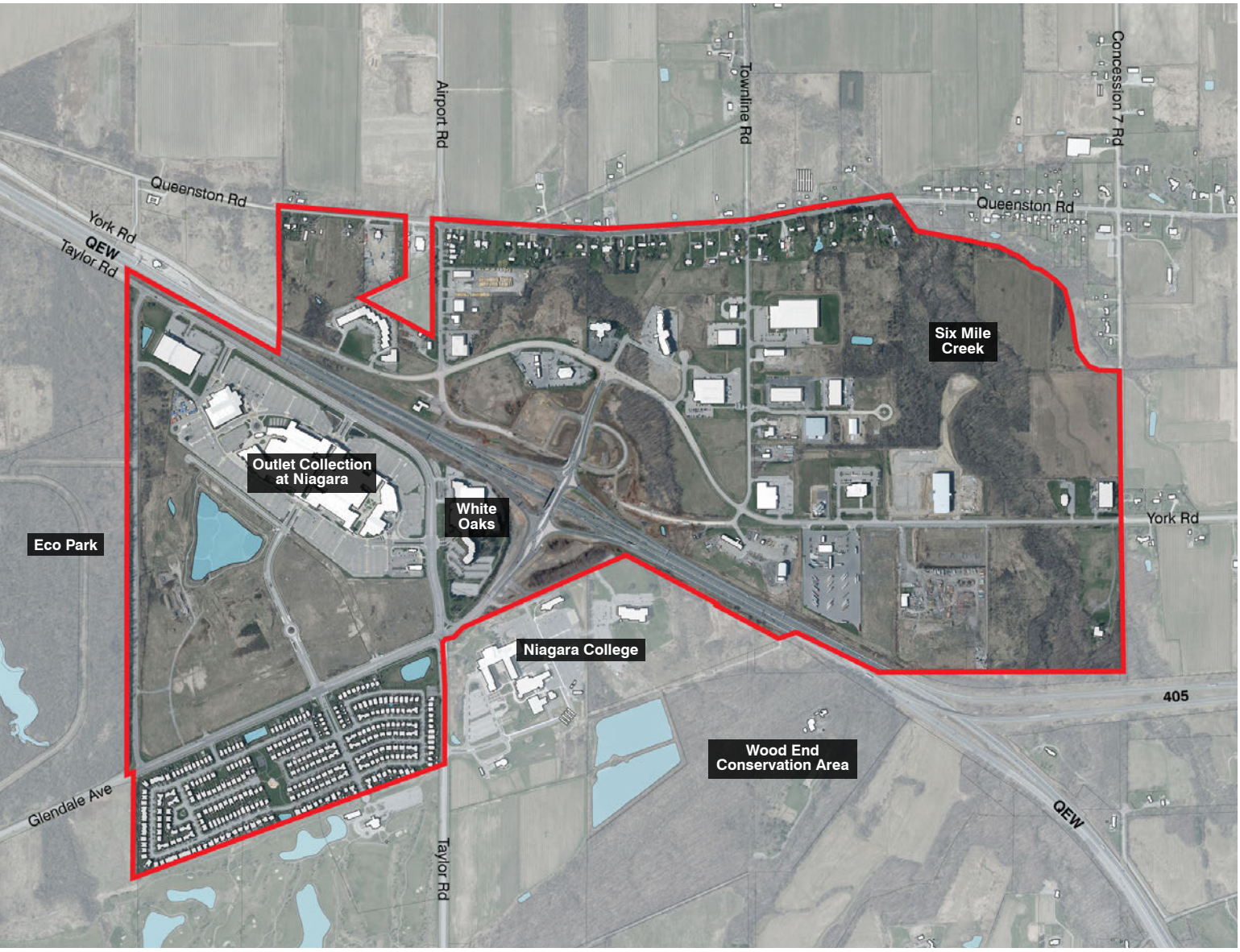


Map of the Glendale Secondary Plan area

1 Introduction

Context & Purpose of the Urban Design Guidelines

Context

The planning and design intent for the Glendale District is to provide a well connected beautiful and diverse urban community with residential neighbourhoods, mixed-use areas distributed across the District and industrial/business park lands on the north side of the QEW. The campus of Niagara College anchors the south east precinct of Glendale. Green space along the Six Mile Creek valleys together with the Wood End Conservation Area, Welland Canal Heritage Park and Eco Park frames the area and provides edges for some of the uses. Development in the Glendale District is envisioned to contribute to protecting, integrating and celebrating the natural and rural surroundings reflecting the distinct character of the area. Development in Glendale will put mobility first with a robust transit system, cycling trails and pedestrian routes seamlessly connecting areas north and south of the QEW.

The QEW and Glendale Avenue divide the area into four quadrants. The southwest quadrant is the location of the Outlet Collection at Niagara. The Regional Commercial land use designation in the Secondary Plan enables infilling and intensification of the existing land uses. The Regional Commercial Mixed-Use Overlay recognizes the long-term potential of these lands to intensify with new buildings, streets, parkland, public service facilities and parking. Lands south of the current Outlet Collection will be an extension of the residential neighbourhood that exists south of Glendale Avenue. A newly created street and block network will enable mixed use development along Niagara-on-the Green Boulevard conceived as a main street providing a link to the Outlet Collection. Commercial and retail uses are planned for the ground floor with residential uses above. Niagara-on-the Green Boulevard is envisioned as tree lined street, with seating, decorative lighting and other streetscape elements to create an appealing urban place. A range of housing up to 5 storeys in the form of single detached, semi detached, duplex, townhouses, stacked or back to back townhouses or small apartment buildings are planned in the area west of Taylor Road. Higher density mixed uses are planned around the existing White Oaks Conference Resort and Spa and on the lands adjacent to Glendale Avenue on both sides of Taylor Road. Parks and open spaces around storm water management facilities provide a link to the Eco Park that forms the west boundary of the District. The streetscape design of Homer Road will provide a transition to the Eco Park.

Niagara College's Glendale campus is an important part of Glendale, but has been removed from the study area for the purposes of the Glendale Secondary Plan. The College recently completed a Master Plan that is expected to guide its evolution. The Master Plan identifies four new buildings, trail connections, vehicle routes and surface parking, and key outdoor nodes and green corridors.

The northwest quadrant includes existing highway oriented commercial uses and hotels close to the York Road/Glendale Avenue intersection. Mixed-use is planned along York Road with a transition to residential on Airport Road. The Niagara Regional Native Centre is located on the west side of Airport Road. The new residential uses transition to existing residential uses on Queenston Road.

The northeast quadrant extends a mixed use node north of York Road with a transition to industrial and business park uses that extend along the south side of York Road. This area recognizes the existing cluster of industrial businesses. This area is well positioned with easy access to the QEW and to the Niagara District Airport. The east edge of the District is a new residential neighbourhood with mixed use focused at the corner of York Road and Concession 7 where it abuts agricultural lands.

Purpose

The purpose of the Glendale Secondary Plan Urban Design Guidelines is to support the principles and policies of the Official Plan and the Glendale Secondary Plan to guide development within the Glendale area, as it is implemented through subdivision, zoning, and site plan control. The guidelines encourage the design of a complete, effective, and sustainable built environment consistent with the Town of Niagara-on-the-Lake's character and vision for the future. The guidelines provide guidance on design matters that are directly related to ensuring that development projects are of high quality, pedestrian-oriented, interconnected, sensitive to the natural and built environment, and provide adequate public facilities and infrastructure.

The guidelines will provide predictability for applicants, the Town, Region, and stakeholders by offering design direction in Glendale.

The provisions and examples in the guidelines should be used as a starting point of design for all development projects in Glendale and will be used in the assessment of development proposals. While some developments may not be able to meet some of the guidelines, the design should still reflect the intent of the guidelines and demonstrate why the alternative solution is an optimal one.

Interpretation & Implementation of the Guidelines

What Are Urban Design Guidelines?

Urban design is the process of giving form, shape, and character to the physical elements that comprise an urban community or district. Good urban design promotes the vitality and health of a community by applying a higher standard of aesthetics, architecture, and compatibility, and by promoting vibrant and successful public spaces. Good urban design also plays a valuable role in improving the function of development sites, and by extension, to the community at large by emphasizing safety, comfort, and livability. Urban design guidelines are intended to guide site development to achieve a desired level of prescribed quality in both the public and private realms.

Urban design guidelines provide a starting point by translating design policies and standards that demonstrates the planning intent and configuration of communities, streets, sites, and buildings. Guidelines typically address the design of sites and buildings and their organization within a defined area, as well as their relationship to their surroundings - built and natural.

How Will the Guidelines be Used?

The Glendale Secondary Plan Urban Design Guidelines are to be read in conjunction with, and complement the objectives and policies of the Secondary Plan, Official Plan, the Town of Niagara-on-the-Lake Zoning By-law, and other guidelines or standards, such as the Engineering Design Criteria.

The guidelines, in concert with the Secondary Plan policies, will be used to evaluate development applications in order to ensure that the vision and design principles are achieved throughout the urban design elements of the Glendale community. The development and transformation of the private and public realms will be evaluated to ensure that a high quality of urban design achieves the intended level of sustainability and resiliency.

The guidelines is to be applied as an evaluation tool for development applications and used by:

- Town Council and Committees when evaluating whether an application meets the Town's vision for development in Glendale;
- Town staff and external agencies when reviewing development applications and as a reference for design decisions for proposed studies and projects;
- The development industry including but not limited to developers, consultants, and property owners to demonstrate how their proposals align with the Town vision; and,
- The public for use of greater awareness of the benefits of urban design in their community.

Structure of the Urban Design Guidelines

Development in Glendale will reference all sections of the guidelines to ensure that the design of the public realm, buildings, and sites are informed by the comprehensive vision and design goals of the Secondary Plan. The guidelines are organized under three main sections:

Public Realm

Public Realm guidelines are related to the design of elements within the public realm, including the design of streets, parks, trails, gateways, streetscape design elements, street trees and landscaping, and stormwater management facilities. Guidance is also provided for the interface with natural heritage features and their role as defining character elements in Glendale.

Private Realm

Private Realm guidelines are related to built form, building design and site organization and design within the private realm. They provide guidance on the design of specific residential, commercial and mixed use, employment, and institutional building types.

Sustainable Buildings & Infrastructure

Sustainable Buildings and Infrastructure guidelines apply to both the private and public realm and are related to energy and water conservation, waste management, green infrastructure and building practices, and urban agriculture.

Appendix 3

Appendix I

Implementation Tools

Zoning by-laws address matters such as lot coverage, parking, setbacks, and height - many quantitative aspects of development's physical form. While zoning regulates how buildings sit within a lot or block, it represents only one of the planning tools that may be used to guide and shape development. Zoning is best used in conjunction with draft plan of subdivision or condominium design, or site plan control, all of which would consider the guidelines to create development that promotes design excellence, and is compatible with, and fits within, its surrounding context.

The guidelines describe the relative height, massing, and articulation of buildings and landscapes, and their relationship to one another and to their surroundings. These qualitative aspects of physical form work in combination with zoning parameters to lend shape and character to a community

The Town will utilize the guidelines to guide development and redevelopment to be more sustainable and resilient to climate change. The Town may consider the use of other tools such as the Community Benefits By-law, Community Improvement Plans, and associated incentive programs to assist with the implementation of sustainable development design standards.

Applicability

These Urban Design Guidelines apply to all projects in the Glendale Secondary Plan area subject to review and Planning approval by the Town through subdivisions, condominiums, and site plan control applications as permitted under the Planning Act and By-law No. XX-2023

Following the provisions of the guidelines does not preclude compliance with other development regulations associated with an application as required by the Town, Region of Niagara or other applicable jurisdiction. Where provisions of the guidelines may conflict due to the characteristics of a proposal, the more restrictive would apply and/or an alternative design solution(s) may be required that meets the intent of the guidelines.

Submissions

To assist decision makers, stakeholders, and community members in understanding proposals for new development or redevelopment, the Town may request that applicants prepare an Urban Design Brief to describe the project and demonstrate to the Town how their proposal meets the guidelines, including any additional written materials, graphic illustrations, and diagrams necessary to demonstrate compliance with the guidelines. A Terms of Reference is for the Urban Design Brief is provided in Appendix A.

2 Public Realm

The design and organization of the public realm will contribute to the place-making of Glendale and to the framework and setting for development.

Guidelines for the public realm will address matters such as the arrangement of streets and blocks, circulation, streetscapes, parks and open spaces, views, natural heritage features, and stormwater management facilities. The successful design of the public realm includes creating diverse, comfortable, welcoming, safe, and accessible spaces.

The guidelines will be considered when municipal initiatives or private development applications impact elements of the public realm.

This chapter includes the following topics:

- Universal Design
- Community Design
- Streetscape Elements
- Streets
- Natural Heritage System, Parks & Open Spaces
- Active transportation
- Stormwater Management Facilities

The Region's *Complete Streets Design Manual (January 2023)* was used as reference for these guidelines.

Universal Design

Universal Design seeks to ensure that urban environments and spaces open to the public are accessible and usable by people regardless of age or ability.

Guidelines

a) Design of public spaces and elements should incorporate the key principles of Universal Design, including:

- Equitable use (does not disadvantage, stigmatize or privilege any group of user);
- Flexibility in use (accommodates a wide range of individual preferences and abilities);
- Simple and intuitive (easy to understand regardless of user's experience, knowledge, or language skills);
- Low physical effort (can be used efficiently, comfortably and with minimal fatigue);
- Perceptible information (communicates all necessary information to all users regardless of ambient conditions or the users' abilities);
- Tolerance for error (minimizes hazards and adverse consequences of accidental or unintended actions);
- Size and space for approach and use (provides appropriate size and space for approach and use regardless of body size, posture or functional ability).

b) Streets, parks and other spaces open to the public must meet the accessibility requirements of the *Accessibility for Ontarians with Disabilities Act* (AODA), the *Planning Act*, the *Integrated Accessibility Standards Regulation*, any applicable *Zoning By-law(s)* and the *Ontario Building Code* (OBC).

Ensure public spaces are accessible

Provide appropriate infrastructure to support accessibility

Community Design

Community design is defined by the structuring framework of the natural heritage and open space systems, the road network, and the various permitted land uses. Community design plays an important role in the overall quality and function of Glendale.

Guidelines

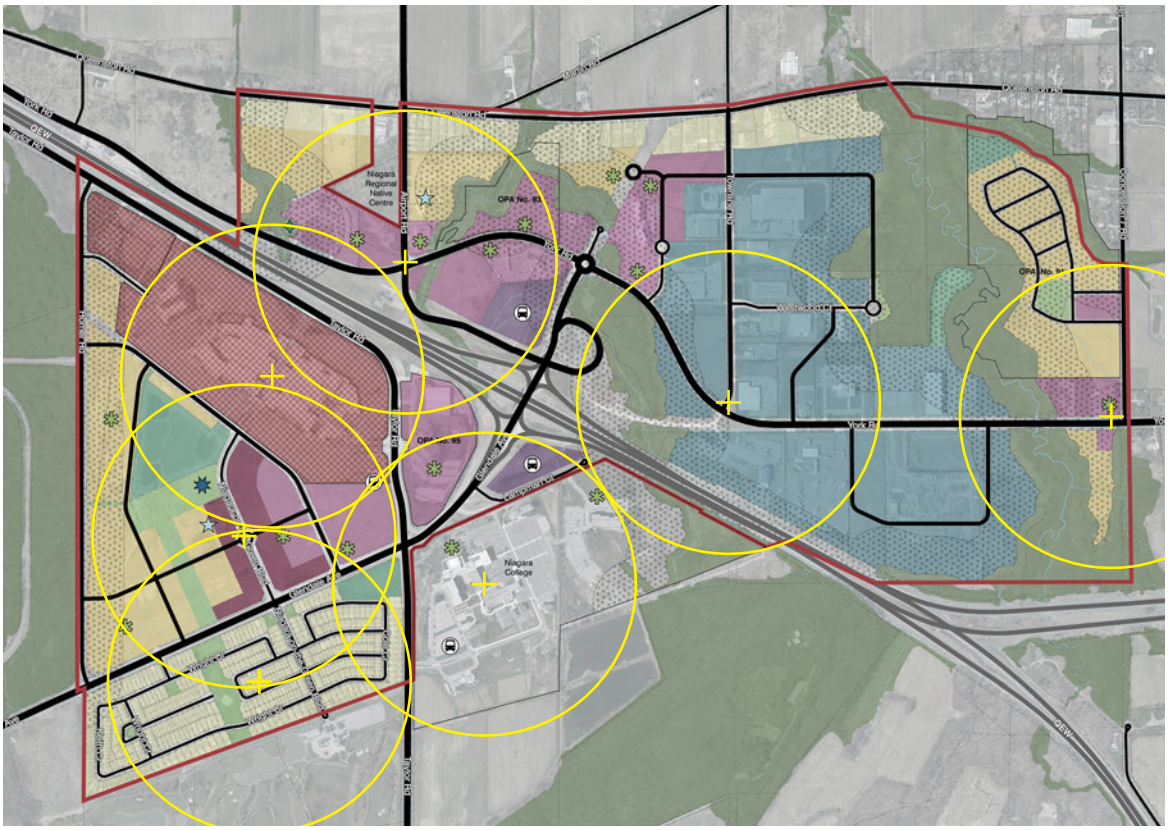
a) The street network should provide a high level of connectivity, taking into account the existing and proposed urban structure of adjacent and adjoining areas, such as by extending adjoining streets into or through new developments and subdivisions.

b) Design the street and block pattern to emphasize connections, both internally and with surrounding neighbourhoods, through a grid or modified grid pattern.

c) Gaps in the existing street grid should be completed by providing connecting streets through developments to ensure the effective continuity of the street pattern.

d) Avoid use of cul-de-sacs, p-loops, and crescents, except where necessary due to grading, topography, environmental features, or existing development that prohibits a connection.

e) Avoid back-lotting or reverse lot frontages.



Schedule 1 - Land Use Designations of the Glendale Secondary Plan with 400m walking radii overlaid

Appendix 3

f) Terminate streets at public facilities or landmark buildings, parks, open spaces, or views or vistas of rural or natural areas.

g) Encourage the layout of streets to relate to and maintain views of natural areas, water courses, parks, and rural edges, such as by using single-loaded window streets along such features.

h) Daily activities, such as transit (local bus routes), elementary schools, parks, and modest services should generally be within a typical walking distance of 400 metres (5 minute walk) of residential units.

i) Blocks should generally be no more than 200 metres in length to provide neighbourhood permeability, promote active transportation, discourage excessive driver speed, and disperse traffic movements.

j) An interconnected network of sidewalks, bicycle routes, transit, and multi-use trails should provide for continuous movement throughout the community, ensuring integration with surrounding neighbourhoods and a variety of destinations.

k) Create a network of green spaces open to the public that provides a variety of amenities and activities that complement those of the existing parks and open spaces in Glendale.

l) Implement traffic calming measures such as on-street parking, reduced lane widths, public laneways, raised intersections, curb bulb-outs, and/or traffic circles to reduce vehicular traffic speeds and to ensure safe walking and cycling environments.

Community structure of a new development in Markham

Streetscape Elements

Sidewalk Clearway

Sidewalks are an essential element of the street allowing for the safe, accessible, and efficient movement of pedestrians. The sidewalk clearway should remain free and clear of obstacles at all times so that pedestrians can travel in a direct, continuous path.

Guidelines

a) Ensure sidewalks are continuous throughout the community and constitute an integral part of the pedestrian system to promote active transportation. Sidewalk clearway widths are context-specific and depend upon expected pedestrian volumes:

   – Minimum of 1.8 metres on Local Streets;

   – 1.8 to 2.1 metres on Collector and Arterial Streets; and,

   – 2.1 to 3.0 metres or higher in high pedestrian areas along commercial or mixed-use frontages, particularly where retail is provided along the street.

b) Sufficient space for street furnishings, public utilities, lighting, tree plantings, and transit shelters should be provided in addition to the sidewalk clearway in an adjacent furnishing zone.

c) On Arterials and some Collector types multi-use trails may be substituted for sidewalks on one side of the street based on location and as approved by the Town.

An enhanced public realm with wider sidewalks and plantings

Special paving and wider sidewalk in high pedestrian area

Street Trees and Planting

Street trees contribute to the urban tree canopy, act as a buffer to separate the pedestrian from moving vehicles, and create a canopy and shade over sidewalks to enhance pedestrian comfort. For more detailed guidelines on tree planting, see **Section 5 Green Buildings & Infrastructure**.

Guidelines

a) Plant street trees along all streets and consider a diversity of native tree species to avoid a mono-culture.

b) Tree spacing is recommended at 8 to 10 metres on centre, depending on species growth rate expectations.

c) Encourage the delivery of alternative planting strategies along high-pedestrian areas such as soil cells, sufficient soil medium, continuous planting trenches, etc., to sustain long-term growth and healthier tree life.

d) Utilize a comprehensive planting and soils strategy based upon species diversity, resiliency, and urban tolerance.

e) Where appropriate, use low maintenance, drought resistant, and salt tolerant landscaping within medians and roundabouts.

f) Plant a double row of trees in key areas, such as adjacent to parks and where a wider boulevard exists.

Tree-lined commercial street in Kansas City

Trees in open planting beds that also function for stormwater management

Sidewalks with street trees to provide shade and increase tree canopy

Street Furniture

Street furniture is an essential component of comfortable, pedestrian supportive streetscapes. Street furniture includes seating, benches, bicycle racks, bollards, and raised planters, among others.

Guidelines

a) Concentrate street furniture in areas with the highest pedestrian traffic, such as along retail and commercial areas, at transit stops, gateways and at key intersections (such as signalized intersections).

b) Provide a coordinated and consistent family of street furnishings, with standardized types and styles.

c) Locate the majority of seating in shaded areas.

d) Ensure that street furniture does not obstruct pedestrian, cyclist, or vehicular circulation.

e) Where raised planters are used in the boulevard, they should be designed to function as alternative seating along the sidewalk edge.

f) Ensure the placement of bicycle racks within the pedestrian realm does not impede pedestrian movement.

Coordinated streetscape elements, West Don Lands, Toronto

Coordinated and grouped streetscape elements

Bicycle racks designed as an interesting design feature along the street

Street Lighting

Street lighting is important for the safety and comfort of pedestrians and the safe operation of traffic on Town streets.

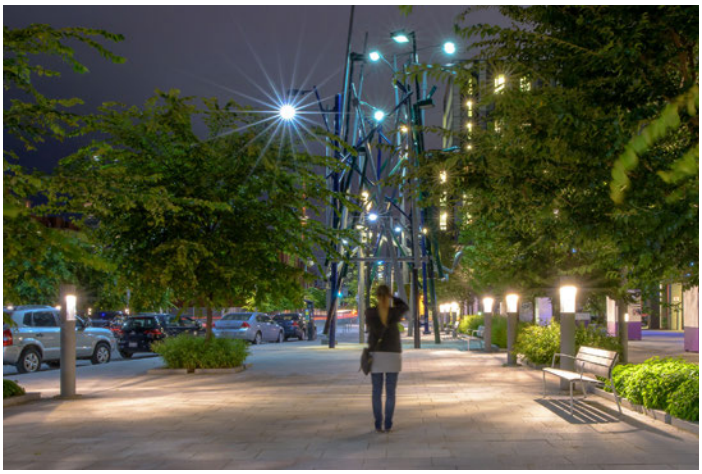
Guidelines

a) On streets with higher pedestrian traffic (eg. on Main Streets) provide pedestrian-scaled street lighting to enhance safety and visibility.

b) Consider sustainability and the impacts of light pollution in the design and location of lighting.

c) Group street lighting with street furniture, waste receptacles, and landscaping elements to minimize disruptions to pedestrian circulation.

d) Create a standardized palette of types, styles and varieties of decorative lighting that coordinates with the streetscape furnishings palette, takes into account maintenance requirements, and minimizes the total number of types used.



Pedestrian scale lighting adds character to street

Dark sky compliant light fixtures

Pedestrian Crossings

Strongly identified pedestrian crossings are an essential part of providing a safe and comfortable pedestrian experience. When clearly defined, pedestrian crosswalks will help to minimize conflicts between vehicles and pedestrians.

Guidelines

a) Provide formal pedestrian crossings at every four-way intersection in high pedestrian areas in order to promote walkability and a pedestrian-focused environment.

b) Provide signalized pedestrian crosswalks at locations where important destinations or significant walking traffic is anticipated, such as near retail shops and schools.

c) Ensure pedestrian crossings have a minimum width of 3.0 metres, are continuous, and connect to adjacent sidewalks.

d) In key areas, such as on Main Streets and at gateways, use feature paving such as alternative paving markings or materials, or distinctive painted lines to minimize the conflict between vehicles and pedestrians and to enhance the visibility and quality of pedestrian crossings.

e) Define and enhance safe routes to schools to create a link along a route to a school. Provide pedestrian crossings, signage, and other pedestrian safety features and amenities as determined appropriate and effective by the Town.

f) Minimize the height of curb cuts to facilitate wheel-chair and stroller usage in high pedestrian areas.

g) Consider providing additional protections for pedestrians crossings such as refuges at very high volume intersections such as at Glendale Avenue and Taylor Road.

Decorative paving, wider sidewalk and clearly demarcated pedestrian crosswalks

Pedestrian crosswalk defined by special paving and a refuge

Community Mailboxes

Community mailboxes consist of a piece of street furniture containing multiple mailboxes and parcel compartments that can be locked individually, providing secure, convenient, 24/7 access to mail and parcels.

Guidelines

a) Mailboxes should be located either at parks or stormwater management facilities along the street edge, or along side yards between the sidewalk and the corner lot line.

b) Ensure community mailbox locations preserve the privacy of adjacent residences or provide appropriate screening.

c) Where appropriate, coordinate the location of community mailboxes, newspaper boxes, seating, and waste receptacles.

Utilities

Utilities such as electricity, telecommunications, water and gas supply, sewage and stormwater, are essential to the functioning and servicing of an urban area, but care must be taken to minimize the impacts of utilities on the use and appearance of the right-of-way.

Guidelines

a) Wherever possible, utilities should be buried below grade. The use of a joint utility trench is encouraged for access and maintenance benefits to maximize available space for street trees.

b) Where below-grade utility design is not feasible, group at grade utilities in single locations to minimize their aesthetic and access impacts on the public realm.

c) Encourage utility design that minimizes street clutter. Utilize products that incorporate street lighting and telecommunications facilities within the same utility pole.

d) Locate above-grade utility poles to allow street trees to be included in the right-of-way. Consider rearranging sidewalk location and boulevard widths to provide separation between utility poles and tree planting locations.

Traffic Calming

Traffic calming measures reduce vehicular traffic speeds and contribute to a safer walking and cycling environment.

Guidelines

a) Traffic calming designs should correspond to the appropriate engineering standards and must be approved by the Town. Additional traffic calming designs to reduce vehicular traffic speeds and to ensure safe walking and cycling environments may include:

   – Pedestrian-priority streets, woonerfs or home-zones (i.e., the speed limit is under 15km/hr. and vehicles must yield to pedestrians and cyclists);

   – Street design that discourages vehicle speeding through right-of-way curvature, raised intersections, curb bump-outs, minimizing curb radii, medians and/or roundabouts, building proximity to the street, and boulevard street tree planting; and/or,

   – Minimize the number of traffic lanes in the roadway.

b) Consider curb extensions (bump-outs) on streets to provide improved pedestrian safety. These should be designed to:

   – Reduce crossing distances and provide safe refuge for pedestrians waiting to cross the street;

   – Reduce vehicle speeds; and,

   – Include a combination of landscape and hard surface elements to improve aesthetics.

c) Consider providing traffic calming measures on all Town-owned streets, including Collector Streets.

Planting at bump outs help to calm traffic

Flat mountable curb for bump out on a truck route (image: NACTO, CC BY-NC 2.0, Flickr)

Curb extensions provide improved public safety

Appendix 3

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Gateways

Gateways play an important role in a community's structure and design by providing visual landmarks that enhance the sense of arrival and place, promote community character and assist with wayfinding. Community Gateways occur at major entry points to neighbourhoods.

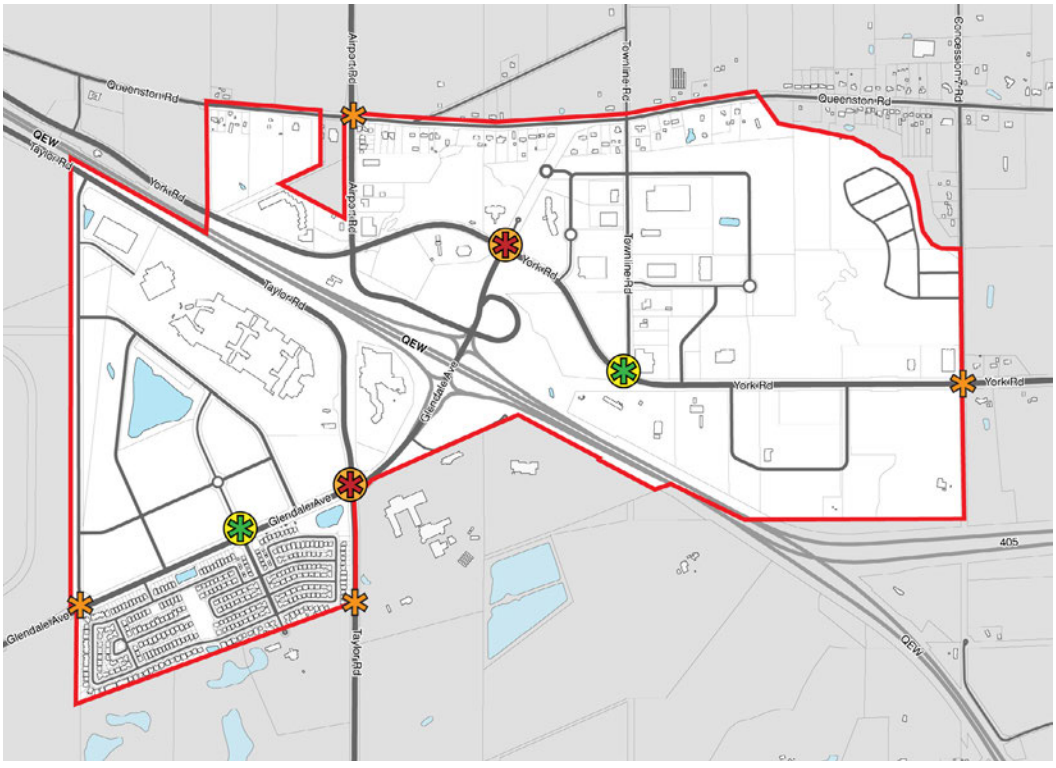
Guidelines

a) Minor gateways are located at main road entrances into Glendale and should include welcome signage in a landscaped feature area that may include low walls, fencing or enhanced landscape treatment.

b) Major gateways are located at key intersections in the heart of Glendale and should include elements such as public art, signage, a pedestrian-oriented landscaped feature area, shade structures, and distinctive surface treatment for pedestrian crossings. Where there is a median, consider enhanced median plantings or banners or hanging baskets leading towards the gateway.

A gateway feature in the Village of Maple (image: York Region, CC BY-NC-ND 2.0, Flickr)

A gateway feature in King City (image: York Region, CC BY-NC-ND 2.0, Flickr)



Legend

- Minor Gateway
- Major Gateway
- Character Gateway

Map of gateway types and locations in Glendale

c) Character gateways are located at key entrances to important areas such as the Main Street area along Niagara-on-the-Green Boulevard. Character gateways should include elements such as signage, a pedestrian-oriented landscaped feature area, shade structures, and distinctive surface treatment for pedestrian crossings.

A gateway feature in King City (image: York Region, CC BY-NC-ND 2.0, Flickr)

Transit-Supportive Systems

Transit-supportive systems require densities and development patterns that connect people of all ages to homes, jobs, school, and other places linked to their lifestyles.

Guidelines

a) Complement and support the transit system through a network of on-street and off-street active transportation facilities, such as bicycle lanes, multi-use trails, and sidewalks to further promote inter-modal and first-mile and last mile connections (walking, cycling, transit).

b) Support bike use through the provision of bike racks and bike storage at transit stops and stations.

Bicycle racks at a transit stop supports active transportation (image: Tom Flemming, CC BY-NC 2.0, Flickr)

Signage and Wayfinding

Wayfinding helps to orient people to key destinations, such as parks, and the location of parking and amenities, such as washrooms. Maps, directional signs, identifier signs and interpretive panels are all components of wayfinding and signage that contribute to enjoyable visitor experiences in which people are comfortable to explore all that Glendale has to offer whether walking, driving, or cycling.

Guidelines

a) Enhance wayfinding by using buildings as gateways and landmarks, public spaces as focal points, and streetscapes to frame significant views.

b) Wayfinding signage should identify local attractions, enhance awareness of key destinations and facilitate clarity and ease of movement between key destinations.

c) Signage and wayfinding should be designed and positioned for clarity and visibility (not blocked by vegetation) and where possible, information should be consolidated on one panel or post.

d) Signage should be simple, coordinated across the site, and be designed and located to reduce visual clutter. Image-based/graphical signage should be used wherever possible to improve universal understanding.

e) A hierarchy of coordinated directional signage should be provided to improve wayfinding for residents and visitors:

- Consolidate the direction to multiple destinations in directional signs for motorists and pedestrians.
- Provide a collection of information such as a map showing parking, key destinations and walking radius in an information kiosk or on a pedestal.
- Provide information on historic, cultural or environmental features on interpretive signs at key destinations.
- Identify key destinations such as parks, public docks, municipal buildings in a destination sign.

Wayfinding signage points out key destinations (image: City of Sydney)

Wayfinding map and directional sign pedestal

Directional signage to assist in pedestrian wayfinding

Interpretive sign, Tasmania, Australia

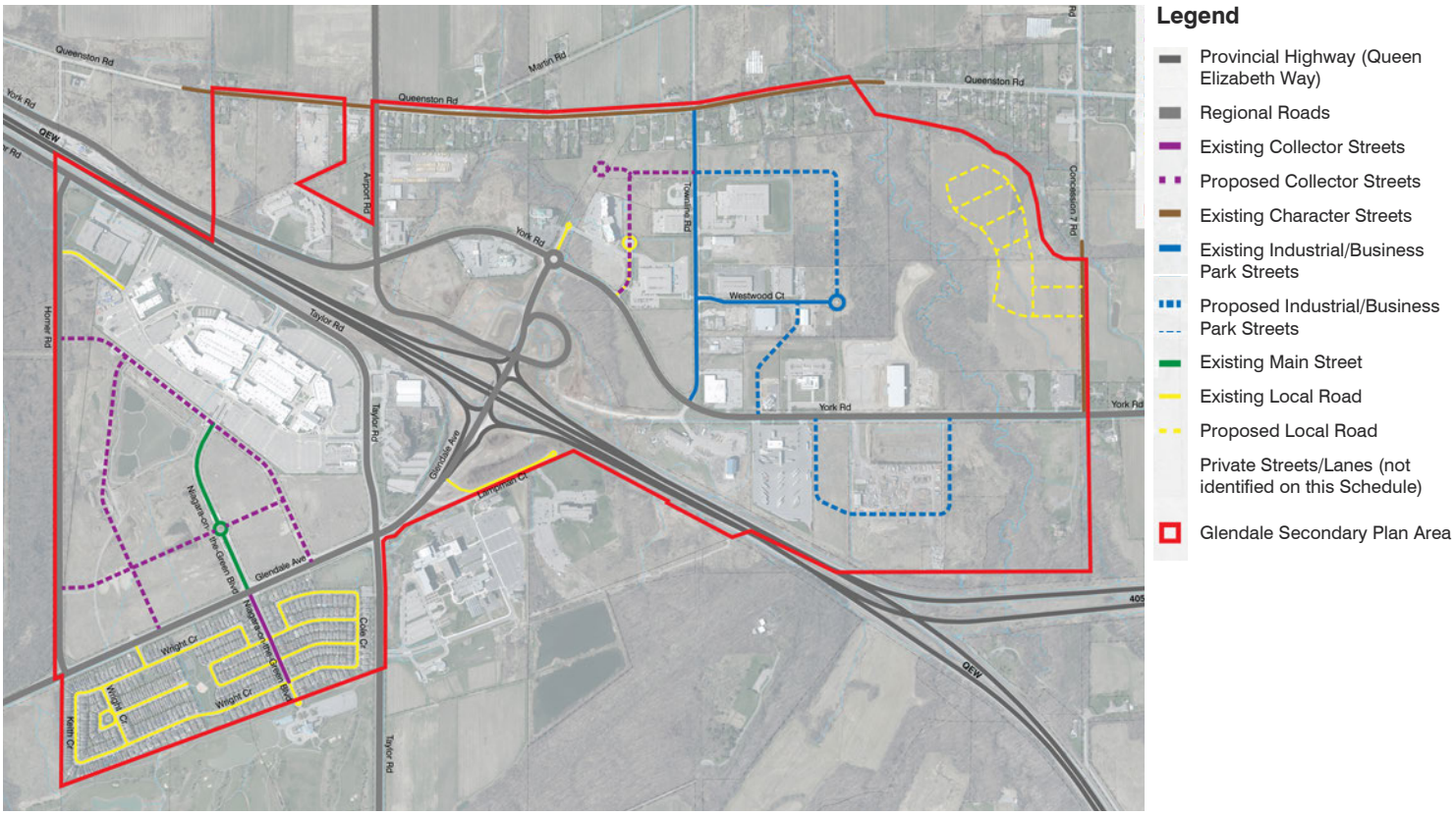
Streets

The street should be understood as the physical configuration and visual appearance of everything within the public right-of-way. The street can be broken down into two primary parts:

Boulevard: the part of the streetscape dedicated primarily to pedestrian use. The boulevard includes the sidewalks, planting, furnishing and market zones (where applicable), as well as multi-use paths and off-street bicycle facilities. The boulevard is also where the street interfaces and connects with adjoining buildings and uses.

Roadway: the part of the streetscape dedicated to the movement of vehicles. The roadway includes vehicular travel lanes, dedicated or shared bicycle lanes and lanes for on-street parking, loading, drop-off and bus lay-bys.

The specific technical details of the street cross-sections that follow (i.e., engineering standards) will be determined through the appropriate design review process. Refer to the Town of Niagara-on-the-Lake *Engineering Design Criteria* for typical street cross sections and the draft *Transportation Master Plan.*



Schedule 5 - Roads Network of the Glendale Secondary Plan

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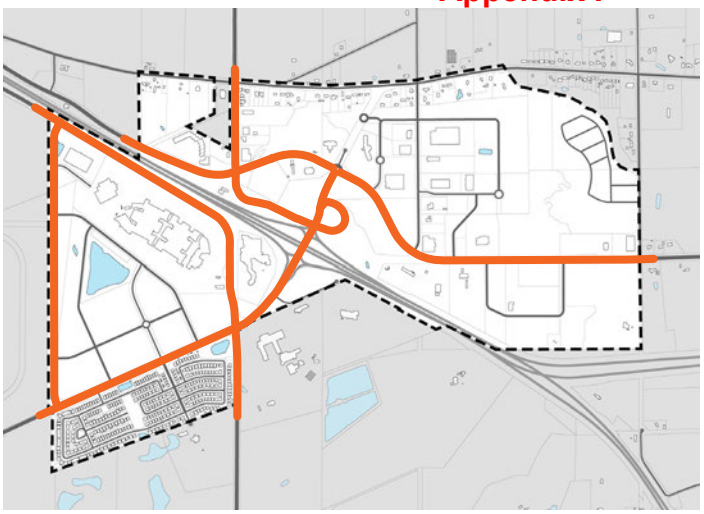

Regional Roads

Regional Roads are under the jurisdiction of Niagara Region and therefore and not included in these guidelines. Regional Roads in Glendale include Glendale Avenue, Taylor Road, Airport Road, York Road and Homer Road. Regional Roads will be designed according to the Region's *Official Plan*, their engineering standards and their *Complete Streets Design Manual (January 2023).*

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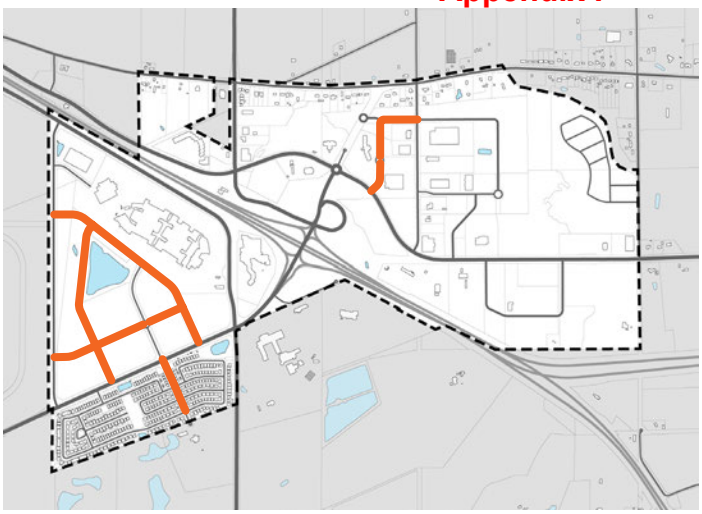

Collector Streets

Collector Streets connect to Arterial Streets and provide primary connections to Local Streets.

Guidelines

General

a) Collector Streets generally have a right-of-way width of 26 metres.

Roadway

b) The street surface includes a single 3.3 metre wide travel lane in each direction. Higher volume streets may have 2 travel lanes in each direction.

c) Collector Streets may include 2.2 to 2.4 metre on-street parking on one side of the street in appropriate locations that do not interfere with transit operations.

d) Transit facilities may be accommodated on all Collector Streets.

e) Provide protected bike lanes or cycle tracks on both sides of the street.

Boulevard

f) Collector Streets have boulevards on both sides of the pavement and accommodate a grass verge with street trees and minimum 2.0 metre sidewalks on both sides.

g) Street trees and landscaping should be located continuously along Collector Streets. Include a second row of trees where space allows.

h) Direct driveway access to development should be discouraged.

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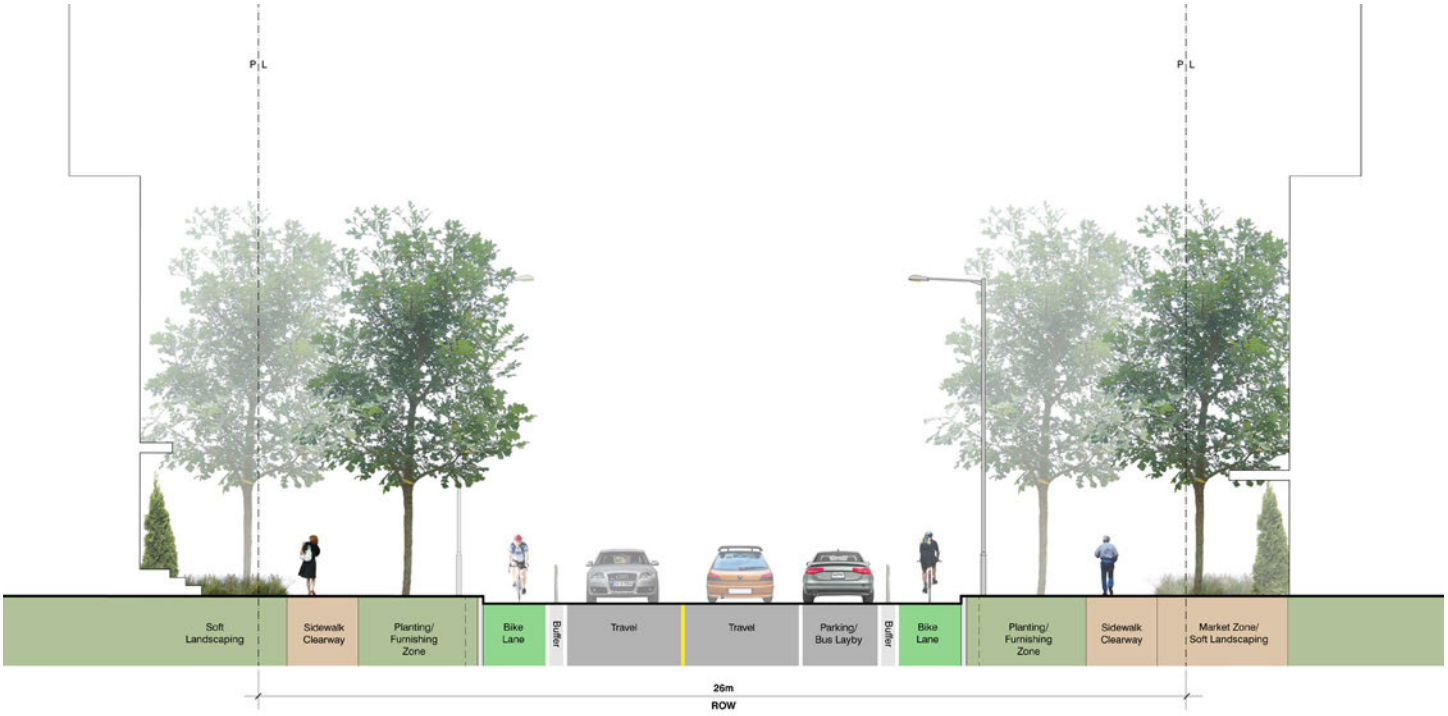
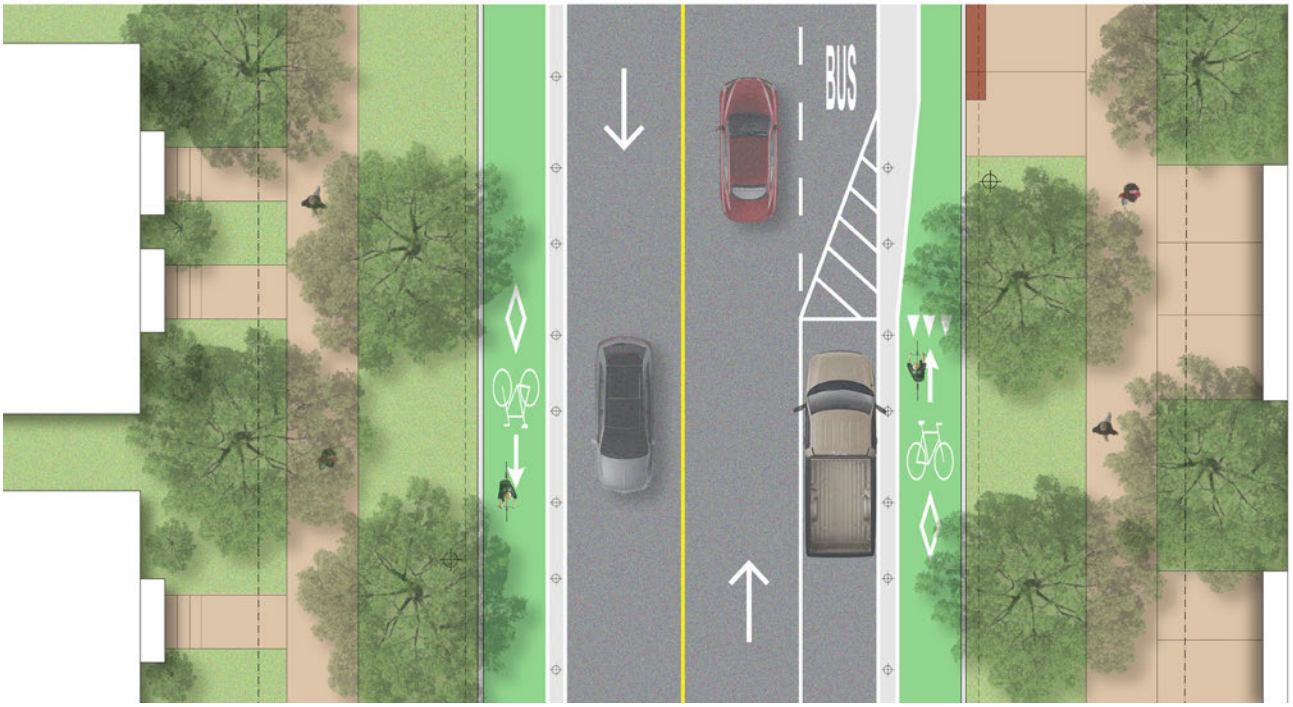
Typical Collector Street Cross Section





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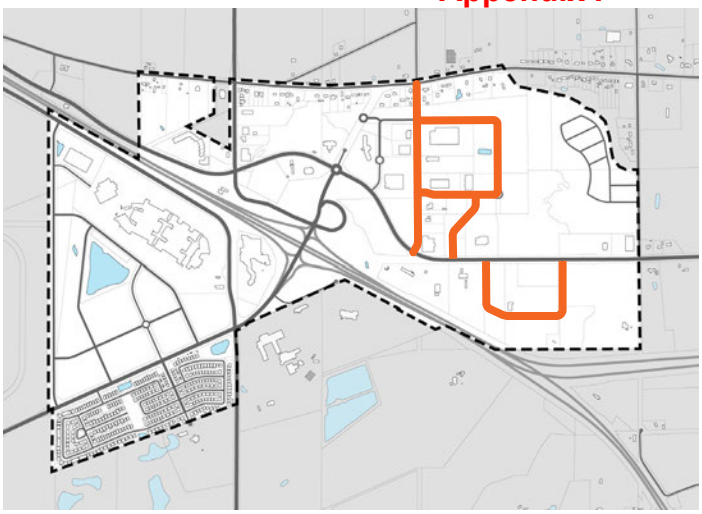

Industrial/Business Park Streets

Industrial/Business Park Streets are a type of Collector Street that provide direct access to industrial and commercial/employment areas. Examples of existing Industrial/Business Park Streets in Glendale include Townline Road and Westwood Court.

Guidelines

General

a) Industrial/Business Park Streets generally have a right-of-way width of 26 or 26.2 metres.

Roadway

b) The street surface includes a single 3.5 metre wide travel lane in each direction.

c) Transit facilities may be accommodated on all Industrial/Business Park Streets.

d) Provide cycle tracks on both sides of the street, or a 4.0 metre multi-use path on one or both sides of the street.

Boulevard

e) Industrial/Business Park Streets have boulevards on both sides of the pavement that accommodate a bioswale for drainage.

f) Street trees and minimum 1.8 metre sidewalks on both sides, or a 4.0 metre multi-use path.

g) Street trees and landscaping should be located continuously along Industrial/Employment Streets.

h) Direct driveway access to any development site is permitted.

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Typical Industrial/Business Park Street Cross Section

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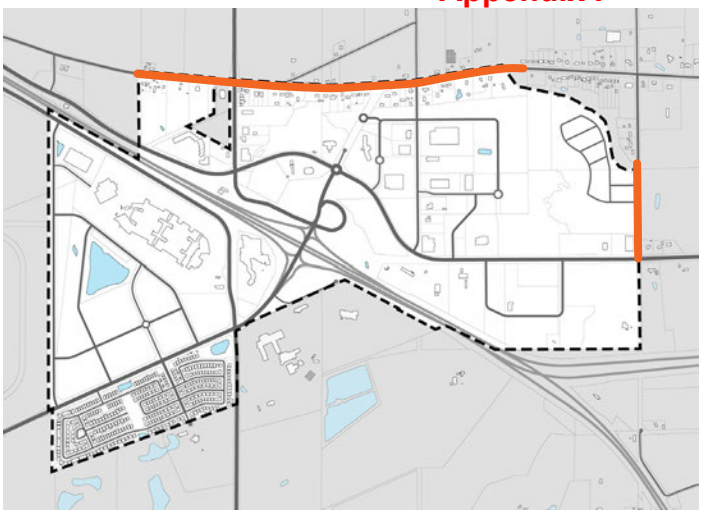

Character Streets

Character Streets are a type of Collector Street that perform a transition between urban and rural land uses through a modified rural cross section. They are primarily located along the edges of Glendale. Character Streets in Glendale include Queenston Road and Concession 7 Road. Queenston Road currently has a rural cross-section that includes paved shoulders designated as bike lanes. Homer Road (a Regional Road) should be considered by the Region for treatment as a Character Street.

Guidelines

General

a) Character Streets generally have a right-of-way width of 26 or 26.2 metres.

Roadway

b) The street surface includes a single 3.5 metre wide travel lane in each direction.

Boulevard

c) Character Streets have boulevards on one side of the pavement that accommodate a bioswale for drainage, with an urban curb and gutter on the other side.

d) Character Streets should have street trees and a 3.5 metre multi-use path on the urban/developed side, and more naturalized planting on the rural/natural/undeveloped side.

e) Street trees and landscaping should be located continuously along Character Streets.

f) Direct driveway access to any development site is permitted.

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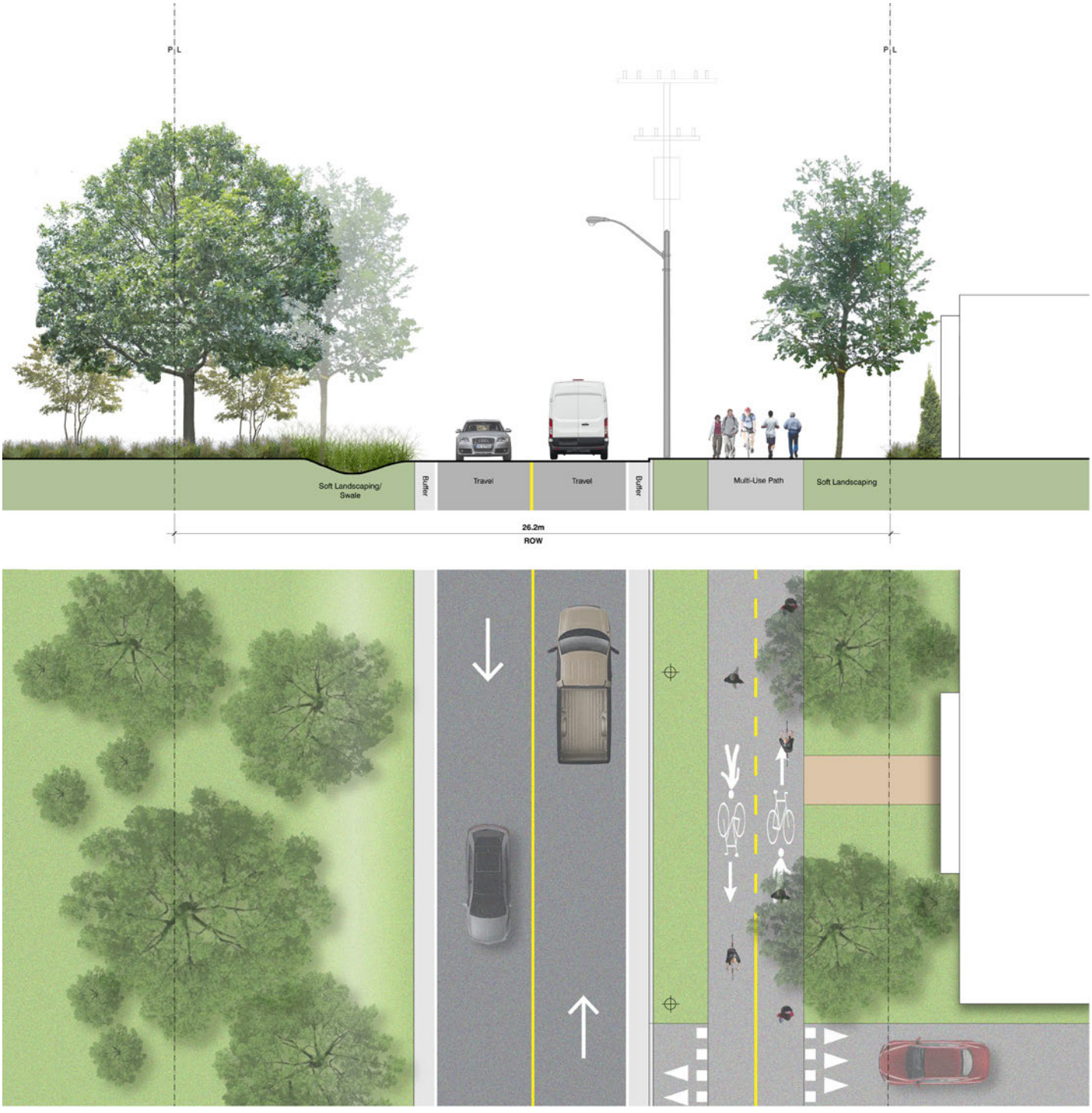
Appendix I

Typical Character Street Cross Section



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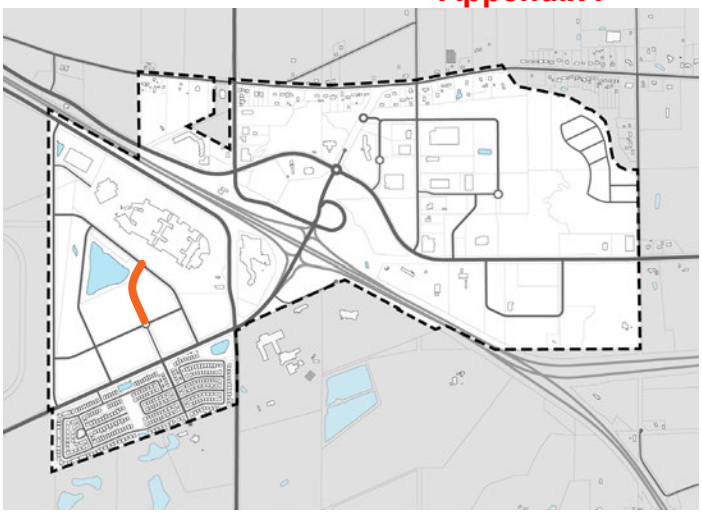

Main Street (Shared Street)

Main Streets are designed to support street-related retail development, high levels of pedestrian activity, and accommodate temporary closures for community events, activities and festivals. They should have a special character and be built to a higher design standard than other streets, while utilizing traffic calming techniques to slow vehicular traffic. The sole Main Street in Glendale is Niagara-on-the Green Boulevard, which is identified as an Enhanced Streetscape in the Glendale Secondary Plan.

Guidelines

General

a) Niagara-on-the Green Boulevard has a right-of-way width of 26.0 metres.

b) Locate the main front wall of buildings close to the property line to enclose the street space and promote the visibility of retail to pedestrian and vehicular traffic.

Roadway

c) The roadway includes a single travel lane in each direction to be shared with bike traffic.

d) Use decorative paving and rolled curbs to define the street as a special place and allow for seamless closures to traffic for events.

e) Include 2.2 to 2.4 metre wide flex spaces on both sides of the street that can be used as on-street parking or for patios or events.

f) Use curb bump-outs to narrow intersections and facilitate safer and shorter pedestrian crossings.

g) Use contrasting and clearly visible decorative paving or surface treatments to demarcate pedestrian crossings and/or crosswalks.

Boulevard

h) Use decorative paving for pedestrian surfaces complementary to the roadway paving.

i) Street trees and landscaping should be located continuously along Niagara-on-the Green Boulevard.

j) Provide a minimum 2.1 metre sidewalk clearway on both sides of the street.

k) Provide paved market zones adjacent to retail frontages.

l) Ensure tree planting areas are protected from foot traffic by raised edges or decorative low barriers and provide the required uncompacted soil volumes. Use soil cells to achieve the required soil volumes wherever necessary.

m) Decorative light standards with a pedestrian lighting fixture attachment should be used.

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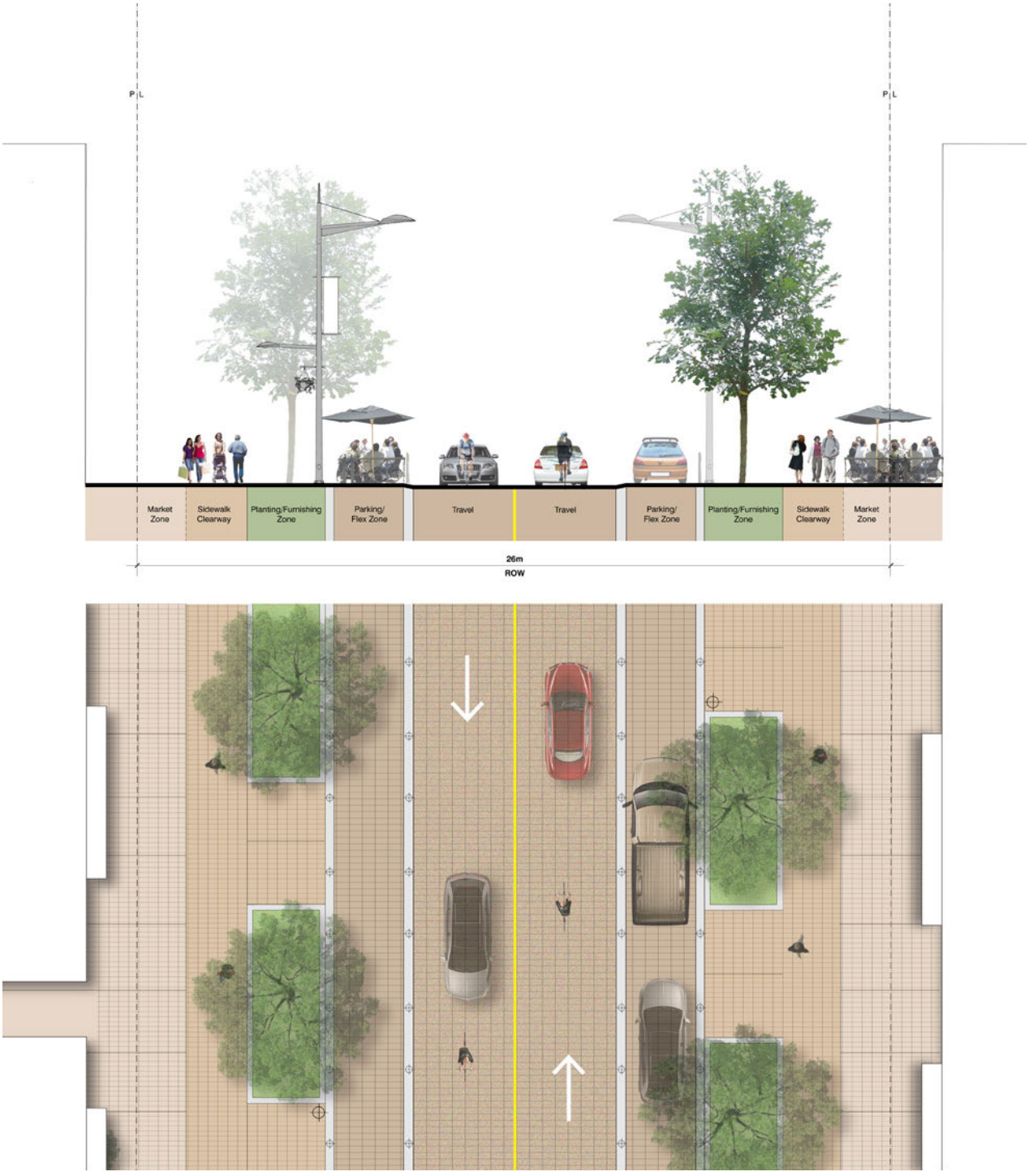
Main Street (Shared Street) Cross Section



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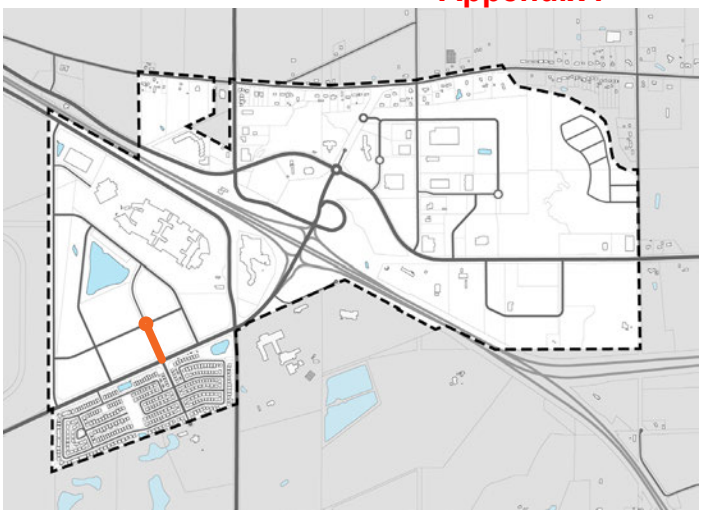


Main Street (with Bike Lanes)

Using the same streetscape design language as on the Shared Street Main Streets, integrate bike lanes in both directions to provide a safe cycling connection northwards from the multi-use path along Glendale Avenue. The Main Street (with Bike Lanes) is located on Niagara-on-the Green Boulevard, which is identified as an Enhanced Streetscape in the Glendale Secondary Plan, south from the roundabout to Glendale Avenue.

Guidelines

General

a) Niagara-on-the Green Boulevard has a right-of-way width of 26.0 metres.

b) Locate the main front wall of buildings close to the property line to enclose the street space and promote the visibility of retail to pedestrian and vehicular traffic.

Roadway

c) The roadway includes a single travel lane in each direction.

d) Provide buffered bike lanes in each direction with a minimum width of 1.8 metres.

e) At the Glendale Avenue intersection, provide crossrides to connect to the multi-use path on the south side of Glendale.

f) Use decorative paving to define the street as a special place.

g) Use curb bump-outs to narrow intersections and facilitate safer and shorter pedestrian crossings.

h) Use contrasting and clearly visible decorative paving or surface treatments to demarcate pedestrian crossings and/or crosswalks.

Boulevard

i) Use decorative paving for pedestrian surfaces complementary to the roadway paving.

j) Street trees and landscaping should be located continuously along Niagara-on-the Green Boulevard.

k) Provide a minimum 2.1 metre sidewalk clearway on both sides of the street.

l) Provide paved market zones adjacent to retail frontages.

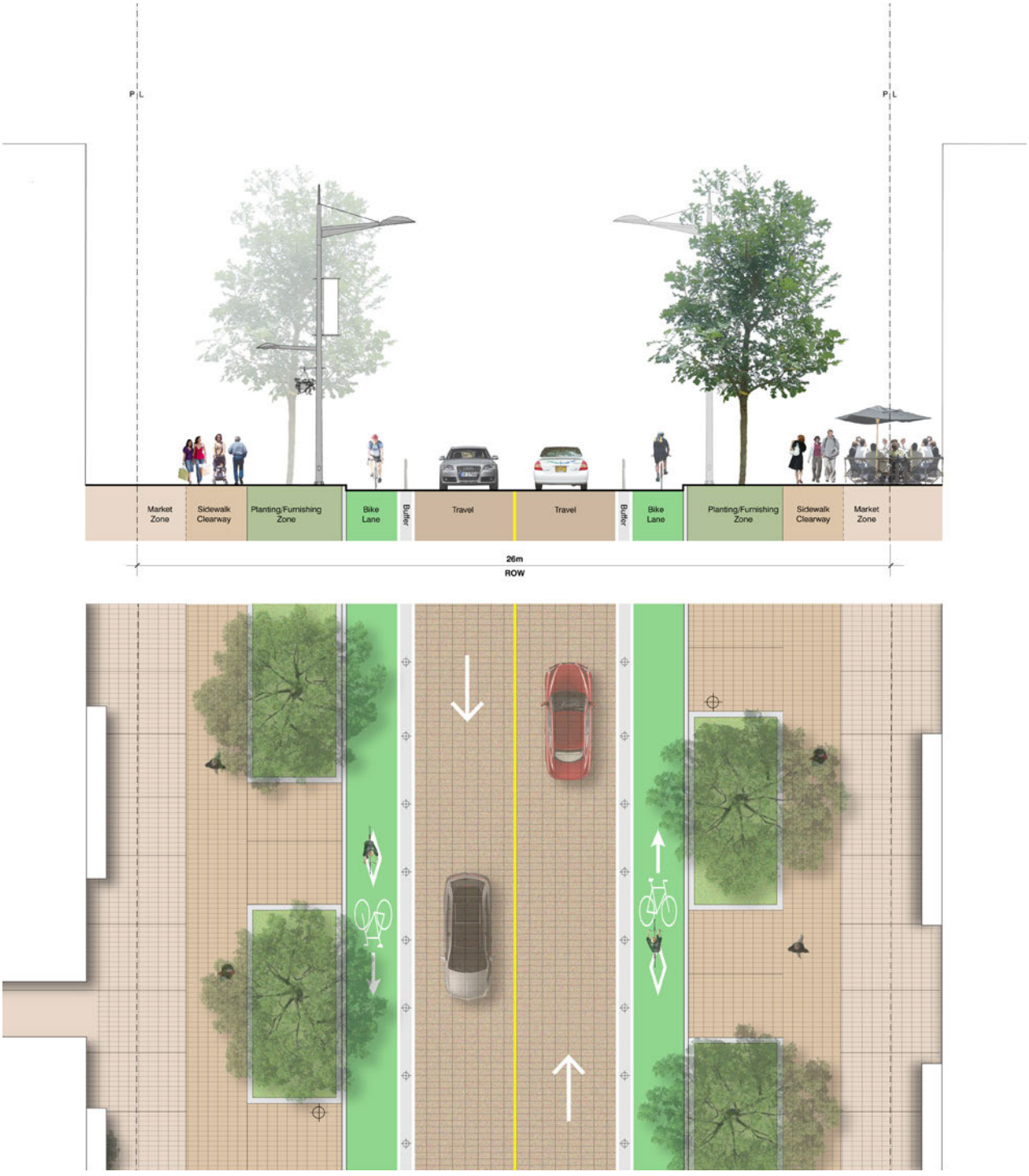
m) Ensure tree planting areas are protected from foot traffic by raised edges or decorative low barriers and provide the required uncompacted soil volumes. Use soil cells to achieve the required soil volumes wherever necessary.

n) Decorative light standards with a pedestrian lighting fixture attachment should be used.

Appendix 3

Appendix I

Main Street (with Bike Lanes) Cross Section



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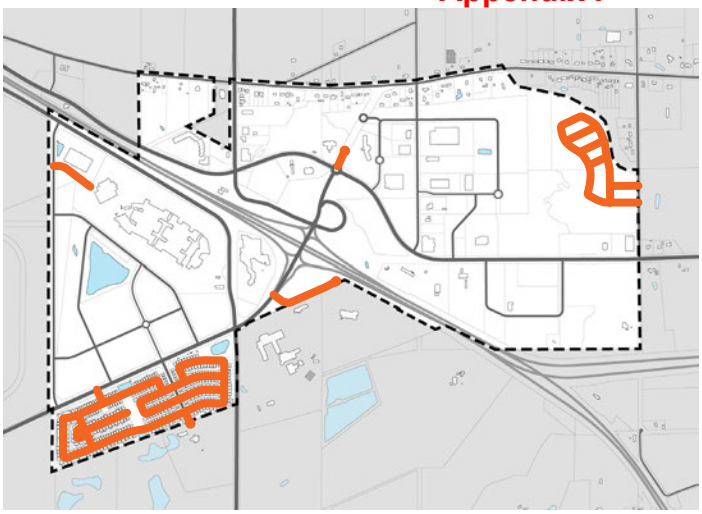


Local Streets

Local Streets serve critical social functions as places where kids play, neighbours interact, and where vehicles have the lowest level of priority. Local Streets also provide the fine-grain transportation network for the community, connecting to Collector Streets and linking with public spaces.

Guidelines

General

a) Local Streets have a typical right-of-way width of 18.0 metres, with a maximum of 20.0 metres. A reduced right-of-way width may be permitted where alternative development standards are deemed appropriate by the Town, for example where the development utilizes rear laneways.

Roadway

b) The street surface includes a travel lane in each direction, and may include on-street parking on one side of the street, that could alternate to either side of the street.

c) Consider bicycle movement a normal part of Local Street traffic movement; no dedicated bicycle infrastructure is required unless the street forms part of a key connection of the active transportation network.

d) Consider traffic calming measures such as curb bumpouts at intersections to encourage reduced vehicle speeds.

Boulevard

e) Street trees and landscaping should be located continuously along Local Streets.

f) Consider additional rows of trees where space allows, including by negotiating locations on the adjacent private property (front yards).

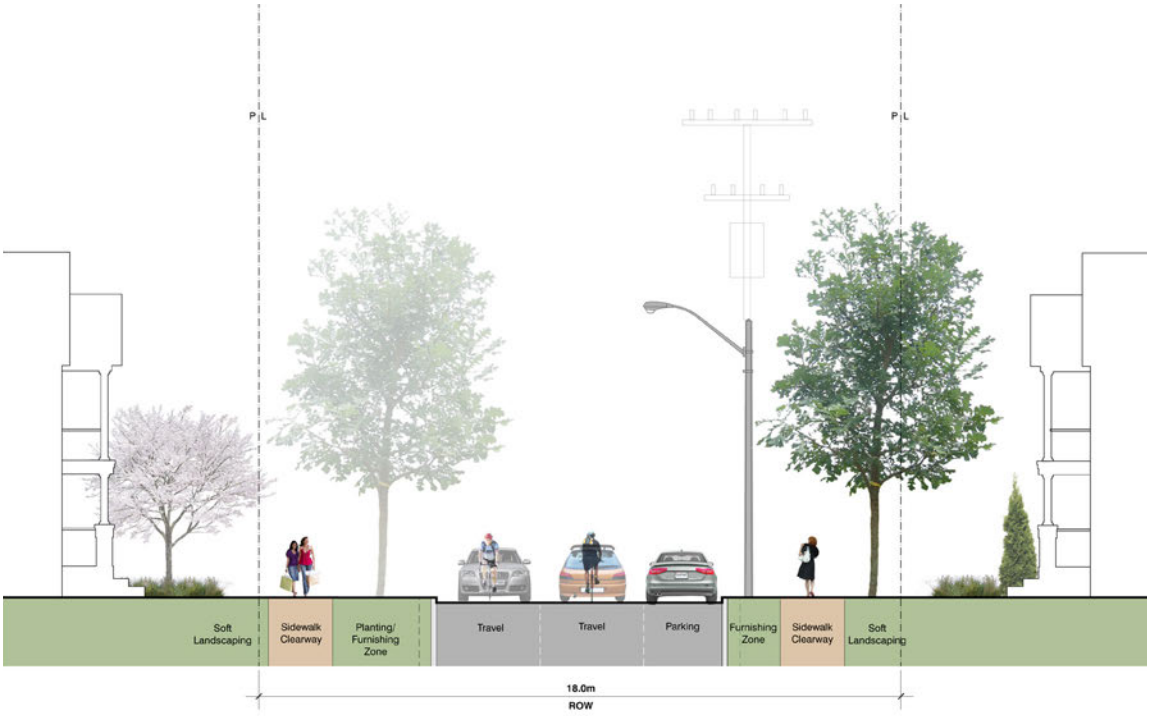
g) Minimum 1.8 metre wide sidewalks on both sides of the street are recommended, particularly near schools and parks to facilitate continuous pedestrian connections.

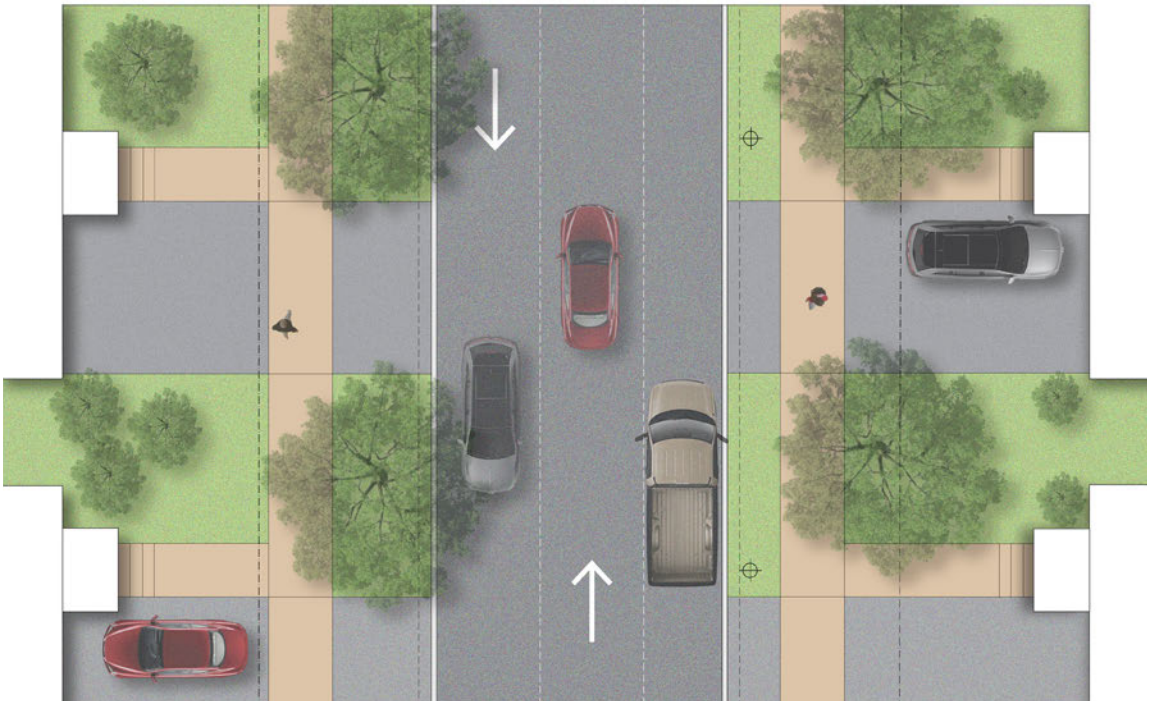
h) Where the street includes above grade utility lines, consider an asymmetrical alternate boulevard (illustrated) with a narrow edge/ furnishing zone to avoid planting trees directly under the utility lines.

Appendix 3

Appendix I

Typical Local Street Cross Section





Rear Laneways

The use of rear laneways provides significant benefits such as enabling continuous street tree planting, improving the visual appearance and social function of residential street facades, creating safer pedestrian environments through the removal of driveways crossing the sidewalks, and simplifying waste storage and collection, while offering the potential for narrower local and collector street rights-of-way. Laneways may be used in key locations to improve the visual quality of a streetscape, allow buildings to front onto open spaces, natural areas, and parks, and to provide access to residential uses and loading and service areas for commercial uses along Arterial Streets.

Lane with landscaping to enhance the visual appeal

Guidelines

General

a) Laneways for residential uses should preferably be publicly owned as this guarantees a baseline level of maintenance and service provision.

b) Laneway rights-of-way should be a maximum of 8.5 metres with a paved surface of 6.0 metres.

c) The desirable laneway length is a maximum of 150 metres to be consistent with fire hydrant spacing on street connections.

d) Where laneways include a turn, provide minimum 9.0 metre radius elbows at the turn.

e) Consider the use of porous or permeable materials for the laneway surface and/or utility corridor.

f) Provide a 1.25 metre utility corridor on either side of the laneway.

g) Laneways should be used for waste collection.

h) Identify and set aside snow storage locations when designing new laneways.

i) Provide a pedestrian connection to the building's front entrance where laneways provide vehicular access for housing fronting Arterial Streets, open spaces, and parks.

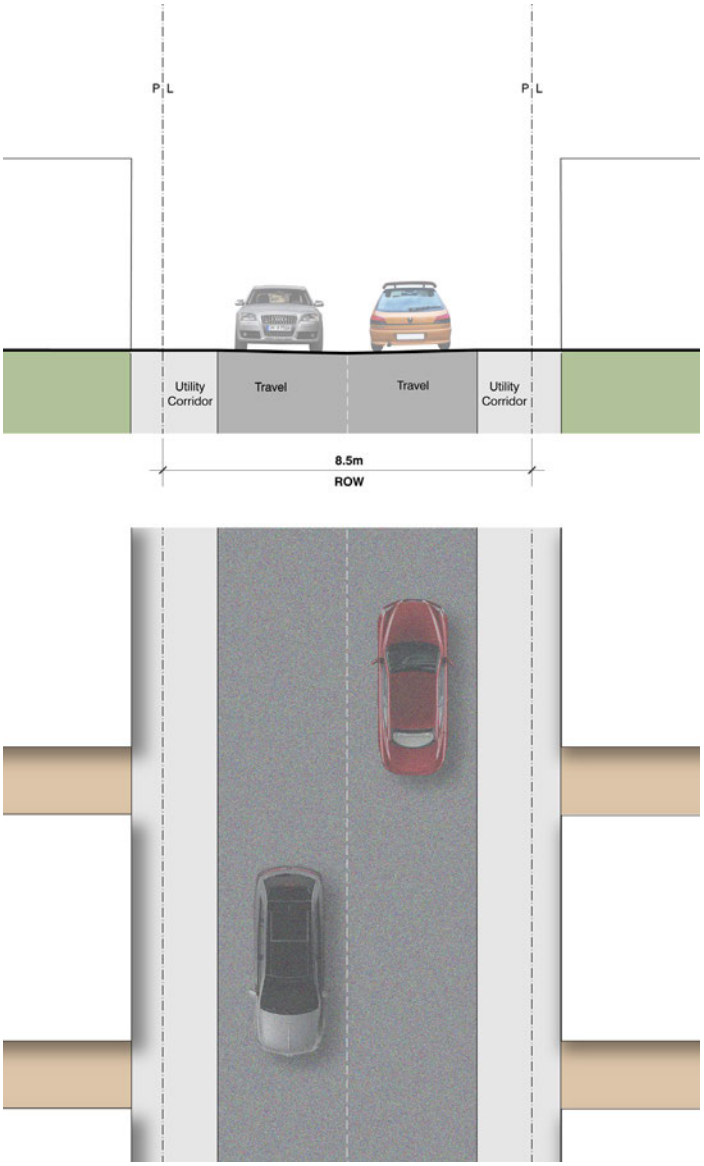
j) Provide landscape areas in laneways where possible to enhance the laneway's aesthetic appeal and promote their use as gathering and playing areas.

k) Provide lighting at laneway entrances to promote vehicular and pedestrian safety.

Appendix 3

Appendix I

Laneway Cross Section



Private Streets

The following guidelines apply to new streets which will not be owned or maintained by the Town and which facilitate access to new multi-unit residential, commercial or mixed-use developments on private properties.

Walter Hardwick Avenue, Olympic Village, Vancouver (image: Maysa Phares, CC BY 2.0, Flickr)

Guidelines

General

a) Private Streets have a minimum right-of way width of 10.0 metres.

b) Identify and set aside snow storage locations when designing new Private Streets.

Roadway

c) Private Streets have a minimum paved surface width of 6.0 metres.

Boulevard

d) Provide a minimum 2.0 metre landscaped utility corridor on either side of the Private Street.

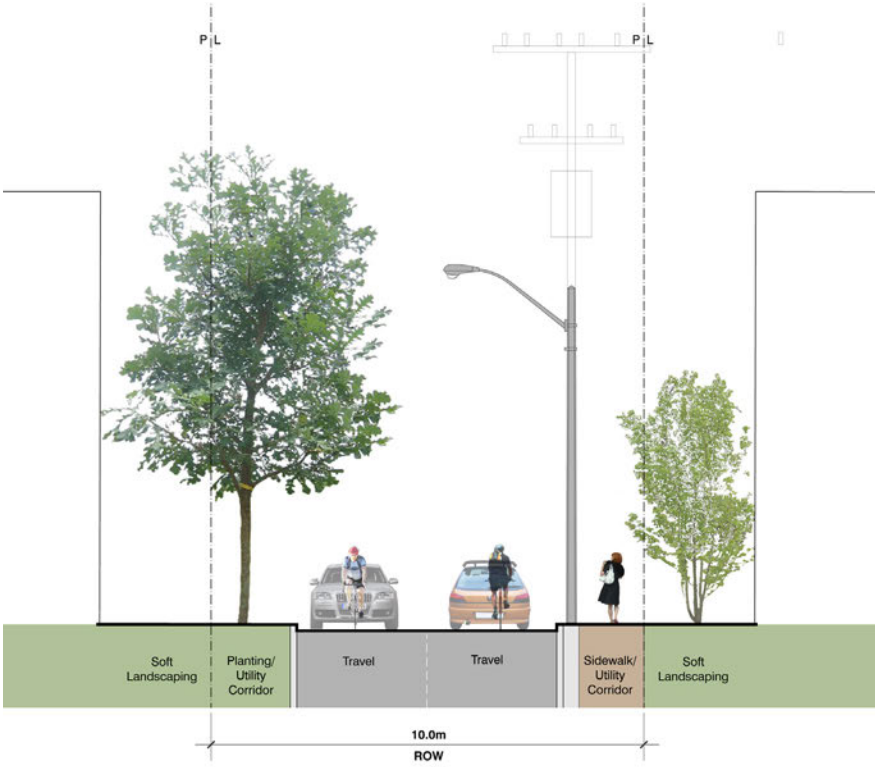
e) Sidewalks are required on at least one side of a Private Street, and may be located within the utility corridor.

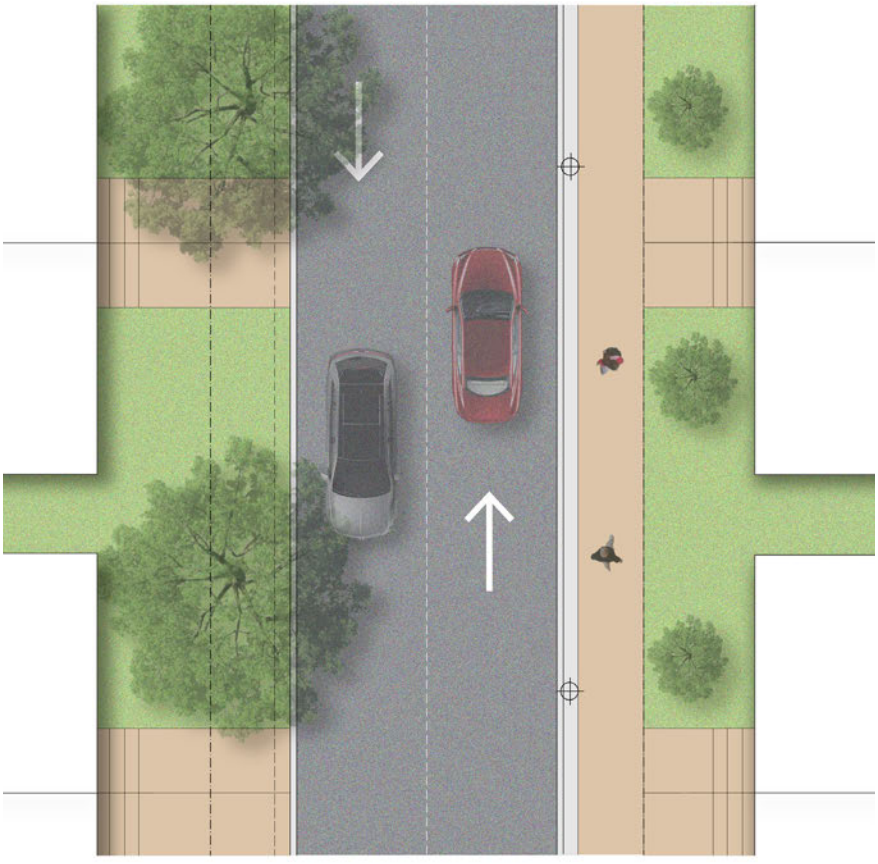
f) Consider the use of porous or permeable materials for the roadway surface and/or utility corridor.

Appendix 3

Appendix I

Private Street Cross Section





Natural Heritage System, Parks & Open Spaces

The Natural Heritage System, Parks and Open Spaces are a functional, structural, and aesthetic component of Glendale. The natural environment, urban forest, parks, open spaces, and trail systems are essential components of a healthy, sustainable community ensuring residents have convenient access to a connected and diverse range of recreational opportunities.

Natural Heritage System

The Natural Heritage System contributes to the community's character and is a key structural element of Glendale. The following guidelines aim to protect, restore and enhance the Natural Heritage System, while mitigating any existing or potential negative impacts due to development.

General Guidelines

Guidelines

a) As opportunities arise, connect and integrate the Natural Heritage System with Parks and Open Spaces and the local and regional trail systems to buffer and expand natural heritage features and functions, ensuring ecological systems are not interrupted.

b) Integrate the Natural Heritage System as a key structural element in the neighbourhood's design by providing for a range of development interfaces that create opportunities for public vistas and connections to the Natural Heritage System (e.g. terminal views at the end of prominent streets).

c) Incorporate recreational opportunities such as trails within the Natural Heritage System to encourage physical activity, where negative impacts will not occur.

d) Provide frequent access points and significant street frontage along the Natural Heritage System to promote interconnection with the urban canopy and to create or preserve views of natural areas.

e) Provide naturalization planting and restoration to enhance the urban ecology and function of natural heritage features and their adjacent lands.

Integrate the natural heritage system with the community, creating opportunities for access, where appropriate

Woodlands

Woodlands provide benefits such as carbon storage, wildlife habitat, and regulating air, soil, and water quality, while also providing opportunities for residents to be able to directly experience naturalized environments.

Guidelines

a) Preserve and expand existing tree cover to connect and buffer protected woodlands and other natural areas and to mitigate heat island impacts.

b) Provide opportunities for naturalized plantings and landscape restoration to enhance and help to establish local ecological features.

c) Prevent direct access from private properties backing onto woodlands.

d) Ensure the location of trail heads will have no long term impact to the existing vegetation and wildlife communities.

Urban Forest

Trees provide ecological services that benefit human and environmental health, such as reducing heat island effect, sequestering greenhouse gases, providing shade in the summer, separating pedestrians from vehicular traffic, and contributing to more appealing sidewalks and streets.

Guidelines

a) Provide robust species selection to anticipate climate change conditions and operational constraints.

b) Provide street trees on both sides of the street in the public right-of-way.

c) Encourage a diversity of tree species along each street, native to the Town and Region, non-invasive, drought and salt tolerant, and low maintenance.

d) Plant a double row of trees in key areas, such as adjacent to parks and where a wider boulevard exists.

e) Encourage the delivery of alternative planting strategies along high-pedestrian areas such as soil cells, sufficient soil medium, continuous planting trenches, etc., to sustain long-term growth and healthier tree life.

Watercourses

Preserving and enhancing watercourses is important for providing wildlife and aquatic habitats and helping to preserve water quality and providing groundwater recharge.

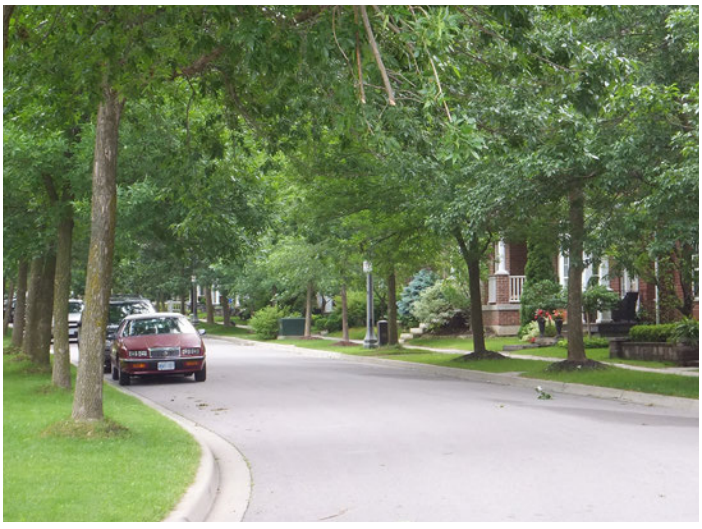
Guidelines

a) Preserve and enhance watercourses and maintain the habitat value and charm that the natural environment brings to residents and visitors by ensuring that all streams, creeks and rivers remain open and uncovered.

b) Covered or buried natural water courses should be daylighted as part of new developments or redevelopments where practical. This involves uncovering and appropriately rehabilitating the watercourses.

c) Introduce and maintain natural vegetation and other suitable erosion control methods on the banks of watercourses.

d) Plant trees or install other buffer measures where appropriate to protect watercourse banks and enhance the ecological corridor role of watercourses.



Street tree canopy contributes to the urban forest

Trail crossing a watercourse

Views

Enhancing the views of important natural heritage elements can play an important role in the creation of a sense of place. The best way to preserve or achieve those views is through the orientation of streets and buildings.

Guidelines

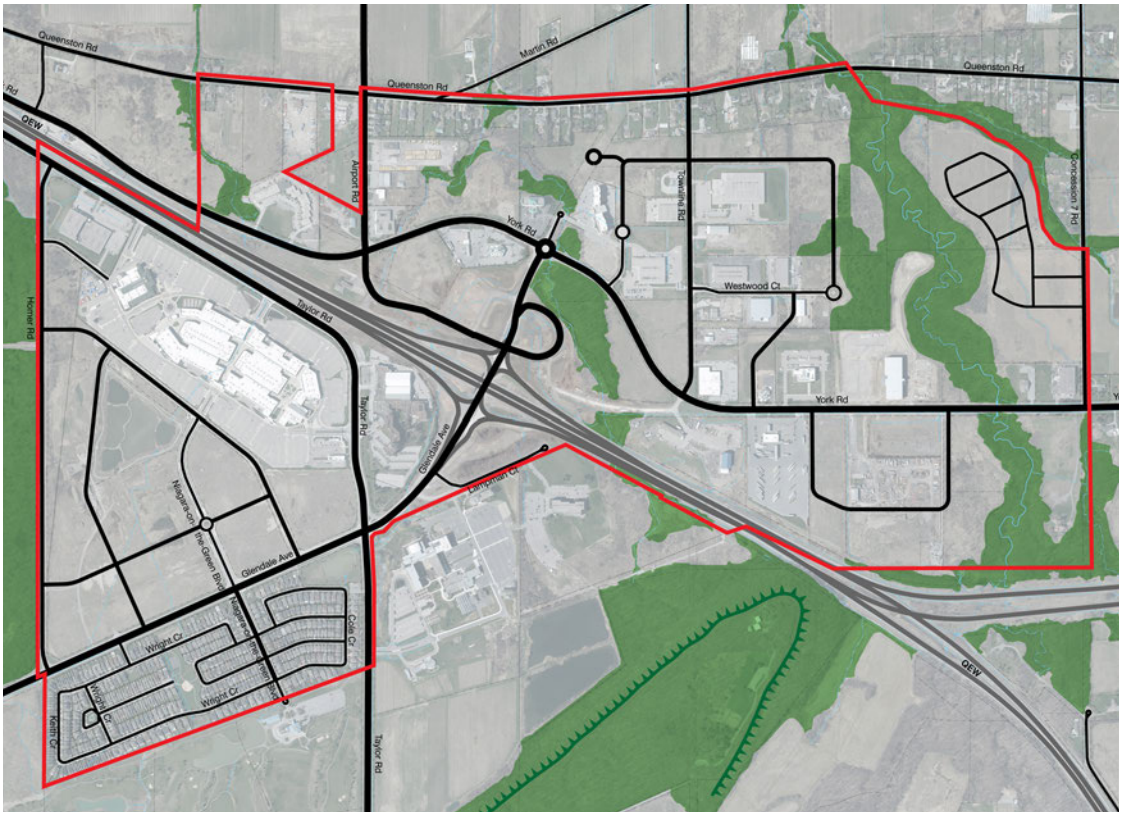
a) Orient streets and buildings to maximize views to the natural heritage system and Niagara Escarpment. These views are an opportunity to reinforce these natural elements as landmark features.

b) Existing natural features such as the Niagara Escarpment should form the basis for directing views.

c) Protect significant views through the location and configuration of open space opportunities.

d) Consider retaining and utilizing views from public areas of development sites as potential assets.

An old farm lane lined with trees integrated into Bonnie Braes Park, Brampton



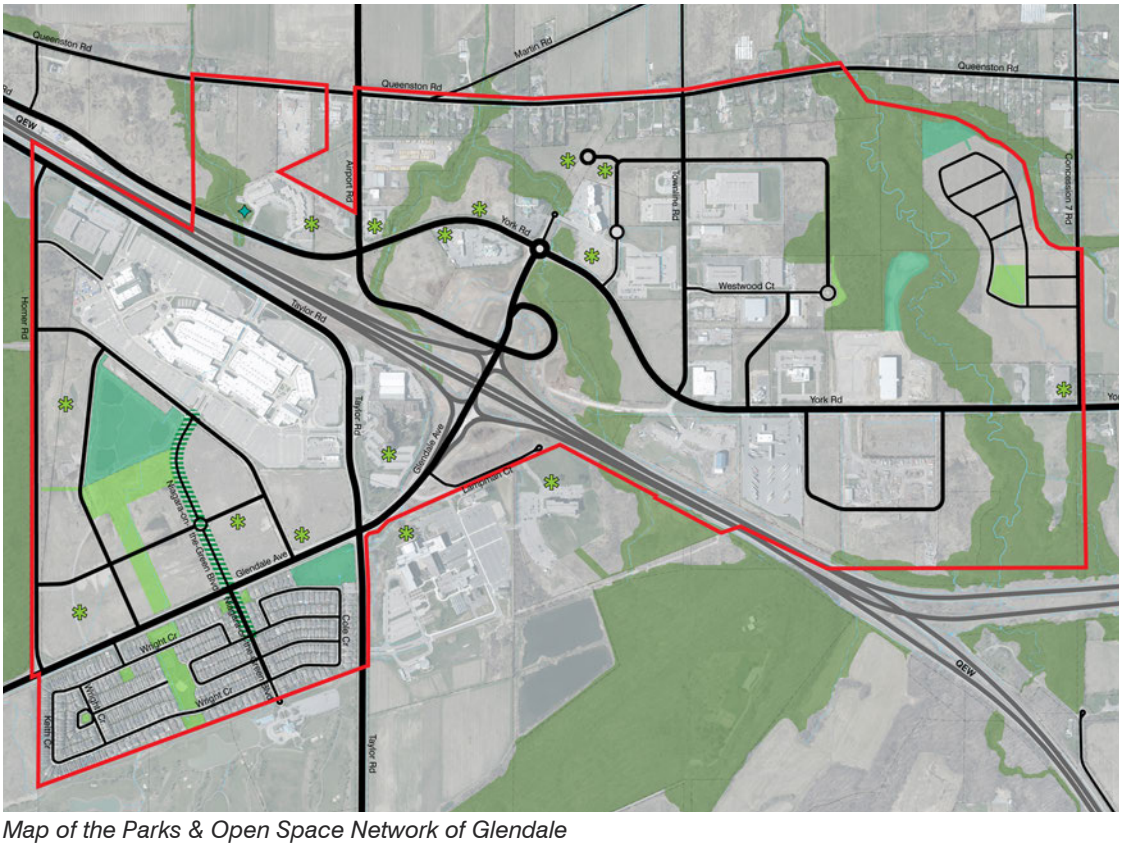
Map of the Natural Heritage System Core Areas in Glendale and the Niagara Escarpment edge of slope

Parkland Network

A Parkland Network provides for a variety of open spaces, parks, and recreation facilities to support opportunities for improved public health. Convenient access to these amenities encourages residents to walk and cycle, in addition to providing places for gathering, socializing, and active and passive recreation.

The Parkland Network consists of Public Parkland, larger neighbourhood parks, and Urban Park Spaces, which include smaller open spaces such as Urban Squares, Pocket Parks and Connecting Links.

Active transportation link through a park



Map of the Parks & Open Space Network of Glendale

Public Parkland

Public Parkland primarily benefits local communities, and can serve as an organizing element in a neighbourhood. These parks support a balance of active and passive recreation, such as playgrounds, skate zones, play courts, unlit sports fields and social gathering spaces, where space permits.

Guidelines

a) Public Parkland is intended to primarily serve local residents within a 10 minute walk (approximately 800 metres) and is typically between 0.75 hectares to 2 hectares in size.

b) Plan Public Parkland as focal points of neighbourhoods, preferably centrally located at the terminus of a major street or at the corner of a main intersection, and within walking distance of schools and other community amenities and destinations.

c) Ensure Public Parkland has significant frontage on adjacent streets to promote views and reinforce its focal nature. Street frontage should not be less than 30% of the park perimeter and should include frontage on at least 2 public streets.

d) Avoid backing residential lots onto Public Parkland, where possible.

Lee Lifeson Art Park, Toronto

e) Coordinate the design of park structures, such as gazebos, with other neighbourhood elements such as transit stops and community mail boxes.

f) Include a range of active and passive recreation opportunities in Public Parkland, such as playgrounds, waterplay, courts, walkways, seating, planting areas, and/or natural or cultural features.

g) Implement linkages between neighbourhood parks and other parks or natural heritage features.

h) Public Parkland is primarily comprised of softscape, but can have some hardscape elements.

i) Public Parkland may be co-located with school sites.

Neighbourhood park structure, with areas for seating and shade

Active recreation through the use of playgrounds

Urban Park Spaces

Urban Squares

Urban Squares are a moderately-scaled typology of the urban public park hierarchy commonly associated with higher intensity mixed use and residential areas. Urban Squares support neighbourhood-oriented social opportunities, as well as Town-wide entertainment and cultural events depending on their size and location. Urban Squares may include public art, small outdoor game areas, seating areas and places to eat, as well as street- related activities such as vendor and exhibit space.

Guidelines

a) Locate Urban Squares to achieve significant public exposure and access with frontage on at least 2 public streets.

b) Urban Squares should be between 0.25 to 1 hectare in size and shall generally follow a 1:1 proportion of length to width.

c) Adjacent built form should have primary and active frontages facing the Square.

d) Design Urban Squares to enhance the character of the surrounding public realm through public art, site furniture, seating areas and places to eat, landscape treatments, as well as street-related activities such as vendor and exhibit space.

Larger Urban Squares with distinctive paving can be used to hold large-scale, occasional events, such as a farmers market

Pentagon Row, Arlington, VA
(image: Solomon Abrams, CC BY 2.0, Flickr)

e) Design Urban Squares such that they provide between 25 and 40% of the area of the open space in tree canopy cover by the end of the 10th year after its opening.

f) Urban Squares should be primarily hard surfaced, but may include soft surface elements.

g) Use distinctive, high quality paving treatments for the Urban Square with consideration given to extending the paving treatment onto the street to give the space further prominence. This additional area would delineate an extended space that could be occasionally utilized for large-scale events such as a farmers market or festival.

h) Include community and civic event spaces as well as performance venues and playful elements for children.

i) Include ample seating, including accessible seating options, and a full furniture program, such as lighting, opportunities for outdoor cafés and restaurants, facilities for seniors, children and youth, water features and public art.

Pocket Parks

Pocket Parks are small, pedestrian friendly spaces that accommodate socializing in dense urban areas that are designed to a very high standard to support more intensified use. Pocket Parks are destinations unto themselves that are animated with outdoor seating, restaurant and retail frontages. They include primarily hard surface elements, but can also accommodate softer elements.

Guidelines

a) Pocket Parks should be a minimum of 75 square metres in size, and are intended to serve a local community that is generally within a 2.5 to 5-minute walk of residents, visitors and businesses.

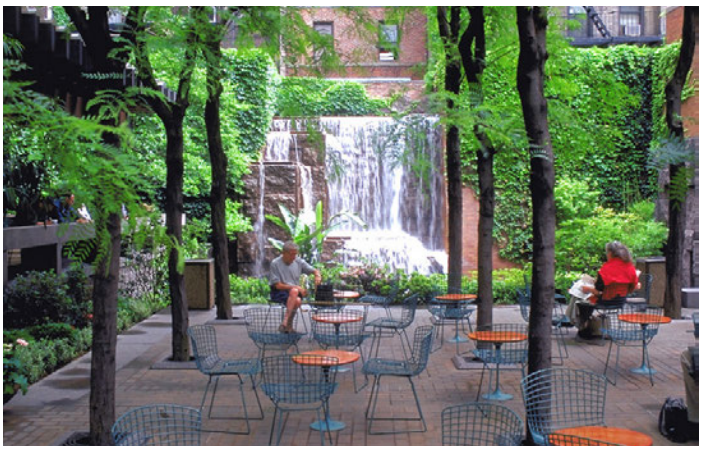
b) Pocket Parks should be connected to, and have at least 7.5 metres of direct frontage along the public sidewalk system.

c) Adjacent built form have primary and active frontages facing the Pocket Park.

d) Design Pocket Parks such that they provide up to 50% of the area of the park in tree canopy cover by the end of the 10th year after its opening.

e) Pocket Parks should be primarily hard surfaced, with limited soft surface elements.

f) Include seating, including accessible seating options, and a full furniture program, such as lighting, opportunities for outdoor cafés and restaurants, facilities that promote a passive, relaxing atmosphere, water features and public art.



Greenacres Park, a Pocket Park in New York City

Connecting Links

Connecting Links enable pedestrians in high pedestrian volume areas to travel through the community quickly and easily. Connecting Links are outdoor or indoor walkways through a development site, connecting two streets together. Many are destinations unto themselves with seating, restaurant and retail frontages. Connecting Links should contribute to the logical wayfinding system and help to establish a well-connected parkland network within a highly urban environment.

Guidelines

a) Connecting Links should be a minimum of 4 metres in width, and may be substantially wider, taking into account scale of adjacent buildings.

b) When enclosed, the floor to ceiling height of Connecting Links should be a minimum of 7 metres.

c) Connecting Links should be primarily hardscaped, with softscape and seating elements to provide amenity and visual interest.

d) Connecting Links should be well lit, promoting pedestrian comfort and safety.

e) Include signage to identify adjacent buildings.

f) Elements of the active transportation network such as sidewalks, mid-block connections, multi-use paths and trails may be considered as Connecting Links. Guidelines for Active Transportation are in the following section.

Connecting link lined with overlooking residential buildings

General Guidelines for Parks

Context, Heritage & Placemaking

The detailed design of parks contributes to the character and attractiveness of the neighbourhood in which they are situated. Attractiveness refers to how inviting and interesting the surroundings are for pedestrians. In particular, well-maintained and well-lit parks are most attractive, as are those that are animated with street-level activity, such as from commercial, civic, or recreational uses. Placemaking refers to community-based efforts and activities to physically reflect an area's unique character, assets, and history, and to make it livelier and more of a destination. Placemaking should be considered as a site-specific and context-specific pursuit.

Village of Yorkville Park, Toronto

Awen Gathering Place, Collingwood

Guidelines

a) Each park should have an identity of its own, while also respecting, or enhancing, the neighbourhood character, including patterns, materials, and architectural style.

b) Encourage the reflection, protection or enhancement of Indigenous and non-indigenous cultural heritage and historical values in parks.

c) Work with Indigenous communities to celebrate and commemorate Indigenous history and/or culture by providing opportunities for Indigenous placemaking in public spaces.

d) Where possible, incorporate public art and local artifacts into the space, including opportunities for education and interpretation.

e) Effort should be made to understand and communicate the unique culture, history, or qualities of the community in the design of parks and public spaces.

Accessibility

Accessibility refers to the usability of parks for all people, regardless of their age, ability, status in life, or mode of travel. In terms of age and ability, accessibility means planning parks for the young and old, and people with mobility impairments, in recognition that sight lines, walking speed, clearing space, endurance, and agility may vary.

Accessibility also means ensuring that the urban park network can be used by people of all incomes, and all abilities by keeping park spaces free of charge and by ensuring they are distributed throughout Glendale. Parks should avoid designs that appear to privatize the space, or elements within it.

Parks must meet the requirements of the Accessibilities for Ontarians with Disabilities Act (AODA).

Neshama Playground, Toronto, PMA Landscape Architects

Playground with pathway and seating area and overlooking houses

Guidelines

a) Accommodate a variety of activities within the park space.

b) Minimize changes in grade between the open space and surrounding public space, including public sidewalks.

c) Where changes in grade are not avoidable, provide an accessible route that complies with AODA standards.

d) Strive to locate utilities such as manhole, handwell and water valves covers outside of walkway zones. Where grates are required in a walkway zone, orient them perpendicular to the direction of travel.

e) Provide a detectable edge and contrasting change in surface at the edge of the vehicular zone, or other conflicts or hazards, through pavement treatments, tactile warning indicators, and signage.

f) Ensure surface under play structures is accessible and has impact attenuating properties for injury prevention. Wood chips, sand and gravel are not acceptable ground surfaces.

Safety

The primary risks for pedestrians in parks are associated with vehicle traffic and crime. Key considerations include separation from vehicle traffic - taking into consideration the speed and volume of traffic, and the treatment of intersections where pedestrian and vehicle traffic must cross. With regard to the design of parks, *Crime Prevention Through Environmental Design* (CPTED), provides direction for improving the safety of a space through thoughtful design.

Guidelines

a) Parks should be generally be located abutting and visible from public streets, pedestrian or multi-use pathways.

b) Provide clear sightlines through the park space to adjacent streets and buildings to promote informal neighbourhood surveillance.

c) Include adequate, consistent, pedestrian-scaled lighting.

d) Avoid the creation of entrapment spots, blind corners, dense planting designs or areas that are not easily visible.

e) Parks should be located where they can be lined with buildings that have active frontages, with windows and doors that open onto the park.

f) Parks should be designed with quality materials and furnishings and be regularly maintained to a high standard.

Park is adjacent and visible from the street, Saskatoon

Adequate and consistent pedestrian-scale lighting

Comfort

Pedestrian comfort is critical for the success of parks, and should be considered early in the design of the site. The location of the park in relation to surrounding buildings will have implications relating to wind, solar exposure, and visual access.

Comfort refers to how pleasant, easy, and free from challenges a pedestrian visit can be. Pedestrian comfort depends on the convenience, coherence, safety, and accessibility of the entire park, and it can be enhanced through construction materials and the provision of pedestrian amenities that serve the needs of pedestrians. Perceptions of space should also be considered, including providing more intimately scaled "rooms" in larger open spaces. The following practices will contribute to the comfort of the open space:

Guidelines

a) Locate open space such that it maximizes sunlight and views to the sky.

b) Provide ample seating throughout the site.

c) Provide a range of exposures, including areas with shading, through the use of canopy trees or other structures.

d) Consider wind and noise levels throughout the site. Where necessary, use plantings and structures to lower wind and noise levels and create comfortable microclimates, without compromising safety or visibility through the space.

e) Consider four-season use when selecting materials and finishes (e.g. – consider materials that retain heat, such as wood, in seating intended for use in cooler seasons).

f) Provide site amenities including drinking fountains, bottle fill stations, washrooms, and waste receptacles.

Provide ample seating and site amenities

Attractive and welcoming public washrooms in parks

Sustainability & Resilience

Sustainability in park design refers to a space's impact on the environment. This includes minimizing negative influences which may compromise the future health of the environment and putting in place measures which help improve the health of the local ecosystem. Resilience goes further to consider the constantly changing effects of climate change, and the ability of a space to persist in good health and quality over time, while also mitigating factors contributing to climate change. Resiliency also includes designing new parks, to meet the societal needs and challenges facing the whole community, neighbourhood and Town-wide.

Guidelines

a) Encourage active transportation through circulation design and the provision of supportive facilities (e.g. – provide ample bike racks, connect with public sidewalks).

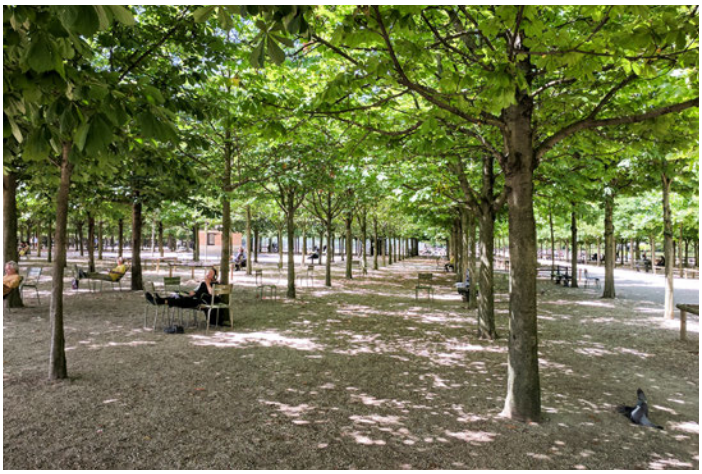
b) Encourage mature tree growth to increase canopy cover, which combats urban heat island effect, improves air quality, and increases stormwater uptake.

c) Increase species diversity in planting, and support local pollinator and faunal species.

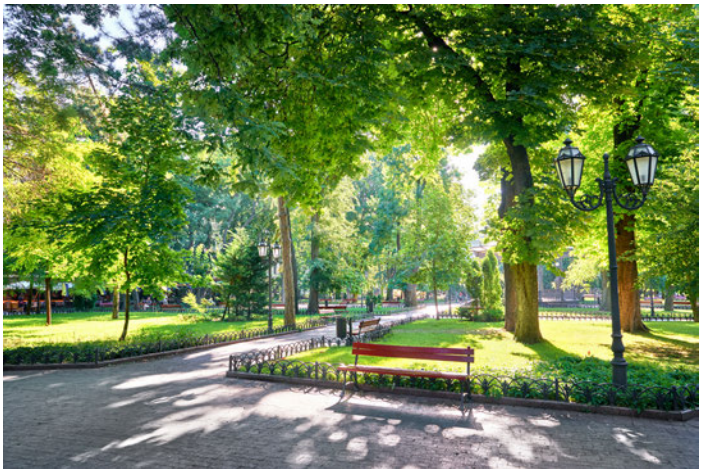
d) Use native and drought-tolerant plant species, that are also tolerant to salt and other pollutants.

e) Use permeable paving and below-grade infrastructure to harvest stormwater for reuse.

f) Use recycled materials, or materials with sustainable lifecycles.



Closely spaced trees creates a shaded area



Park with a diversity of ages and species of trees

Site Design

The introduction of new urban parks should be considered in relation to the adjacent land uses and architecture. Where a development is proposed, the relationship between the building massing and articulation, particularly at-grade, should be designed concurrently with the preliminary design of the adjacent park, to the mutual benefit of both. It is crucial that all of the urban park typologies exist and work together to create a robust and comprehensive urban park network.

Guidelines

a) Urban parks should be designed to be flush with the building facades and at-grade uses.

b) Active building frontages, with accessible at-grade uses, such as cafes and shops, are the ideal companion to an urban park. Active building frontages are transparent and incorporate windows, balconies, and entrances adjacent to parks to provide more opportunity for interaction between inside and outside uses. Active edges help to animate the park, improve safety, and encourage use.

c) Urban parks should have physical and visual access to the larger pedestrian circulation system, and have significant frontage onto the public sidewalk system.

Urban square lined with active building frontages

Significant frontage on public sidewalk, Victoria Square, Toronto

Programming

Great urban open spaces have strong functional assets. With respect to programming urban space, the key is flexibility in meeting the needs of residential users, office users and retail/ commercial users. Flexibility and variety is also required to allow the open space to adapt to changing needs over time. Programming opportunities are directly related to the scale, purpose and design of the space. Urban Squares provide opportunities to accommodate green space, tree cover and softscape areas that may include unprogrammed recreational space and other larger scale park features. In some instances, these spaces may also accommodate small sports fields, courts, and performance venues, as well as play elements for children. Smaller open space typologies will not accommodate the same diversity in programming, but still may include children's play areas, seating areas, public art, and planting elements.

Guidelines

a) Support active transportation use for participants in programming by ensuring there are multiple public access points and connections, creating trail connections, and providing bike parking facilities.

b) Support adjacent interior uses (e.g. – retail, office, residential, dining).

c) Promote passive recreation, including sitting, walking, and socializing.

d) Provide opportunities for individual and modestly scaled group recreational activities.

e) Be flexible in its design to support four-season use and temporary programming, including events, festivals and markets.

Market event being held in a park

Temporary outdoor cinema set up in a park

Hardscaping

Hardscaping plays a significant role in the design of urban parks. Given the space constraints that many urban park typologies are subject to, hardscape may make up the majority, if not all, of the ground level surface. The selection and design of the paving material will affect the usability and comfort of the space, as well as its aesthetics and character. Furthermore, the selection of hardscape materials should take into consideration issues of climate change, in particular urban heat island mitigation and stormwater management.

Guidelines

a) Provide a safe walking surface for all users, with special implementation of universal accessibility. Walking surfaces should be non-skid material.

b) Design hardscaping for passive cooling. Light coloured or high albedo materials, and open grid or porous surfaces help to mitigate urban heat island effect.

c) Select high quality materials that contribute to the character of the space and the surrounding area.

d) Where unit paving is used, ensure that differential settlement and heaving in the long term is mitigated. Consider incorporating a concrete base below the unit pavers.

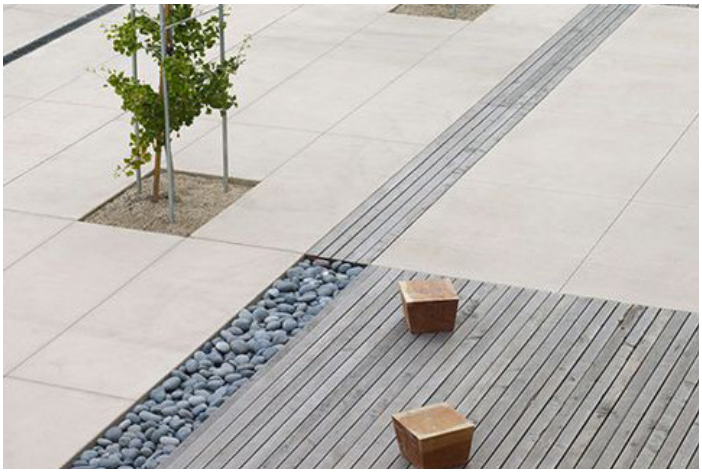
e) Select paving materials that have a long lifespan. Prepare a maintenance and repair manual as part of the design deliverables.

f) Where built over structure, ensure high quality membrane materials that have a long lifespan. Prepare a maintenance and repair manual as part of the design deliverables.

g) Provide unobstructed circulation routes through or around the space. Provide a minimum 2.1 metres wide pedestrian clearway.

h) Incorporate guiding edges and contrasting materials along the edges of main circulation routes, especially where located adjacent to open hard surface areas.

Distinctive paving in Place Bourge, Montreal, Quebec



Variety of high quality paving material

Unobstructed paving surface for pedestrians, Bellevue Park, Toronto

Softscaping

Softscaping, including planting beds and areas of sod, helps to establish the identity of the park, supports passive and active recreation, and provides a range of ecological benefits. Plant material helps to lower the ambient air temperature, absorb excess stormwater, improve air quality, and support local fauna and pollinators. Perennials and shrubs provide an excellent opportunity to inject vibrant colour and texture into a space, a quality typically lacking in urbanized areas.

Guidelines

a) Use planting to provide visual interest across all seasons. Consider incorporating a variety of colours, textures, heights, and forms throughout the open space.

b) Ensure that planting material does not obstruct visibility through the site. Use CPTED principles while developing the planting strategy.

c) Use planting material to establish a comfortable microclimate (e.g. – provide wind and noise reduction).

d) Plantings, should be low maintenance, drought tolerant, pest and disease resistant and tolerant of salt and other pollutants.

e) Provide planting beds that are a minimum of 600mm in width to ensure the beds have some significance.

f) Where non-drought tolerant species are used, provide automatic irrigation.

g) Encourage the design of irrigation systems to both conserve potable water and utilize rainwater.

h) Softscaping can be used to form guiding edges and contrast along the edges of main circulation routes, especially where walkways are located adjacent to open hard surface areas.

Planting beds do not obstruct views into the park

Planting provides visual interest.

Seating

Seating is a key amenity in all types of urban parks. Seating should be designed to be accessible, inviting, durable and comfortable and chosen based on the site conditions, park design and operations and management framework. A variety of seating types should be considered, such as benches and chairs, seat walls, fixed chairs with a table, movable chairs, including with tables, and informal seating (e.g. – lawn, platforms, steps, ledges).

Guidelines

a) Provide a variety of seating types. In Urban Squares provide at least two seating types. In Connecting Links and Pocket Parks and Sliver Parks provide at least one type of seating.

b) Provide seating in both the sun and the shade.

c) Provide a variety of configurations to accommodate individuals and groups.

d) Consider movable chairs and tables (tethered if required) to accommodate flexibility in use, depending on specific maintenance and operations for the Urban Park.

e) Optimize four-season comfort when selecting seating materials and finishes (e.g. – wood is more comfortable during cooler seasons).

f) Orient seating to provide engaging views, encourage informal surveillance, and increase comfort.

g) Provide a range of backed and backless seating, and benches with and without arms, to accommodate a variety of users. Backed benches should be considered as a preferred accessible option.

h) Provide spaces in seating areas to accommodate mobility devices.

i) Set a metric for providing seating at regular intervals on busy pedestrian streets. The Global Alliance on Accessible Technologies and Environment (GAATES) cites a best practice of the provision of seating every 30 metres in their *Illustrated Technical Guide to the Accessibility Standard for the Design of Public Spaces*.

Moveable seating

Seating and tables near Jean Talon Market, Montreal

Long backed and unbacked benches, New York City

Lighting

Lighting plays a key role in the design, comfort, usability, and safety of an urban park. Lighting can be used to enhance design elements, articulate adjacent facades, facilitate wayfinding, and animate the site. Light also extends the usable hours of the park into the evening and at night.

Guidelines

a) Provide adequate lighting to improve safety in the space. Consult Crime Prevention Through Environmental Design (CPTED) for additional direction.

b) Use fixtures that are dark sky compliant, which reduce glare, light trespass, and light pollution, including use of full cut-off lighting.

c) Use fixtures that are energy efficient, with automated timers.

d) Create a standardized palette of types, styles and varieties of decorative lighting for parks that takes into account maintenance requirements, and minimizes the total number of types used.

e) Use a variety of lighting scales and types, including lighting bollard, pedestrian lights, and catenary lighting.

f) Where events are anticipated, incorporate electrical hookups and event signage into the light posts.

g) Use lighting to clearly identify the path of travel through the site.

Creative and dynamic use of lighting in a park

Lighting identifies the path in a park

Public Art

Public art can be used as a placemaking and programming element within an urban park. It can integrate cultural heritage into the fabric of the park, or establish a new narrative for the community. Well designed, engaging, and thought provoking public art has the potential to draw visitors, and can contribute to the success and vitality of the space. A single public art piece can serve as an organizing element for the urban park or identify significant gateways or points of arrival. A series of art pieces can also act as wayfinding elements.

Guidelines

a) Allocate a percentage of capital cost of new park projects for public art.

b) Create a fund for public art maintenance and an account to pool public art funds.

c) Public art should be considered throughout the planning and detail design for urban park projects with a public artist included as a core member of the team.

d) Public art should enhance the public realm through artistic excellence and originality, and be appropriate to the site or location's physical and cultural context.

e) Consider the full range of possibilities for public art in urban parks including freestanding work and site specific work that is integrated into paving, lighting, furnishings, retaining walls, etc.

f) Public art should not obstruct pedestrian, cyclist or vehicular circulation, entrances, windows, or sight lines to important natural and built features.

g) Public art should not impact, or be diminished by existing or planned utility locations.

h) Public art should exhibit high quality construction, installation and materials, as appropriate for its intent.

i) Appropriate maintenance procedures should be secured with the installation of public art.

Watermark by Gerald Beaulieu, Fredericton, New Brunswick

Water Guardians by Jennifer Marman, Daniel Borins and James Khamsi, West Don Lands, Toronto

Public art installation in a park

Other Features

Urban parks should also consider including a number of other facilities that support a variety of active and passive programming amenities.

Guidelines

a) Playgrounds, play equipment, outdoor workout equipment will be approved by the Town. Play areas are to be set back from the street. Grading around playground areas is to be designed to allow clear views into the play area from the road and surroundings.

b) Drinking fountains and bottle stations may be appropriate for certain locations.

c) Dog runs may be considered only where the park can accommodate a fenced area with a preferred minimum enclosure of 8,040 square metres (2.0 acres) with segregated areas for large and small dogs. Off Leash Dog areas should be well buffered from playgrounds, splash pads, wading pools, pedestrian activity areas and horticultural displays.

d) Waste and recycling receptacles should be selected in coordination with the design of other park furnishings.

e) Spray pads or similar water play features may be provided depending on the park size. Water supply, plumbing and drainage will conform to requirements of the Town.

f) An amphitheatre/performance stage may be appropriate depending on the urban park type, the park location and programming anticipated.

Overhead shade structure

Games tables, New York

Maintenance

Urban parks have more stringent maintenance requirements and require a specific approach to ensure they can meet their potential.

Guidelines

a) Urban parks should be managed by a Comprehensive Maintenance Protocol to ensure safe, accessible and healthy landscapes. The protocol may include defined roles for community groups or other entities to be involved in park maintenance projects.

Active Transportation

Pedestrian & Cycling Network

Encouraging active transportation and supporting physical activity through the provision of a linked network of pedestrian and bicycle routes and trails helps ensure that residents have increased access and mobility options to local destinations for work and play.

Guidelines

a) Create a continuous and diverse active transportation network of inter-connected pedestrian and cycling routes, walkways, sidewalks, bicycle lanes and multi-use trails that link the community with surrounding neighbourhoods, integrate with existing and future public transit infrastructure, and connect to the open space system.

b) Design the active transportation network to link residents to transit stops, trails, community mailboxes, schools, recreational and healthcare facilities, parks and open spaces, and retail, restaurants and businesses.

c) Design pedestrian routes to be convenient, comfortable, safe and easily navigable, continuous, and barrier-free.

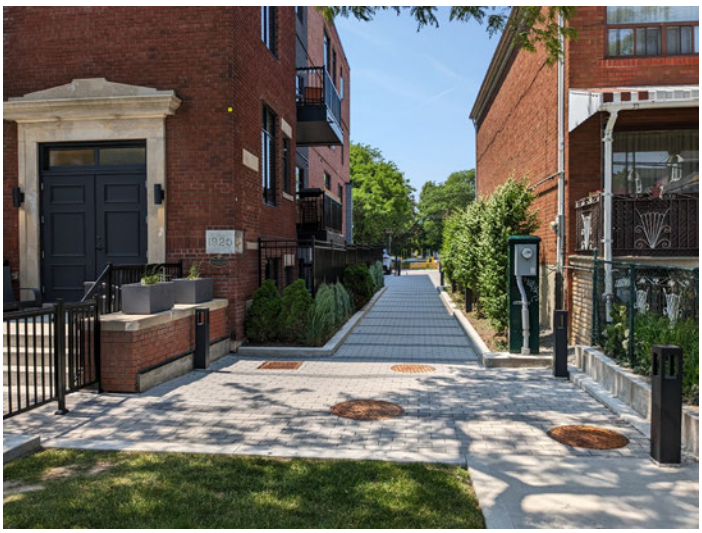
d) Develop a cycling network that includes bike lanes and off-street cycling or multi-use trails that connect to existing bike lanes and trails.

e) Encourage safe routes to schools by providing a network of connected local streets with traffic calming measures to ensure safe use by young pedestrians and cyclists, such as reduced lane widths, raised intersections, slower vehicle speeds, and crosswalks.

f) Provide active transportation connections across water courses and open spaces for pedestrians and cyclists, where required. Design as functional multi-season connections

g) Provide signage and wayfinding at key intersections and locations indicating destinations, distances and potential route connections.

Beautiful and continuous pedestrian realm



Mid-block connection

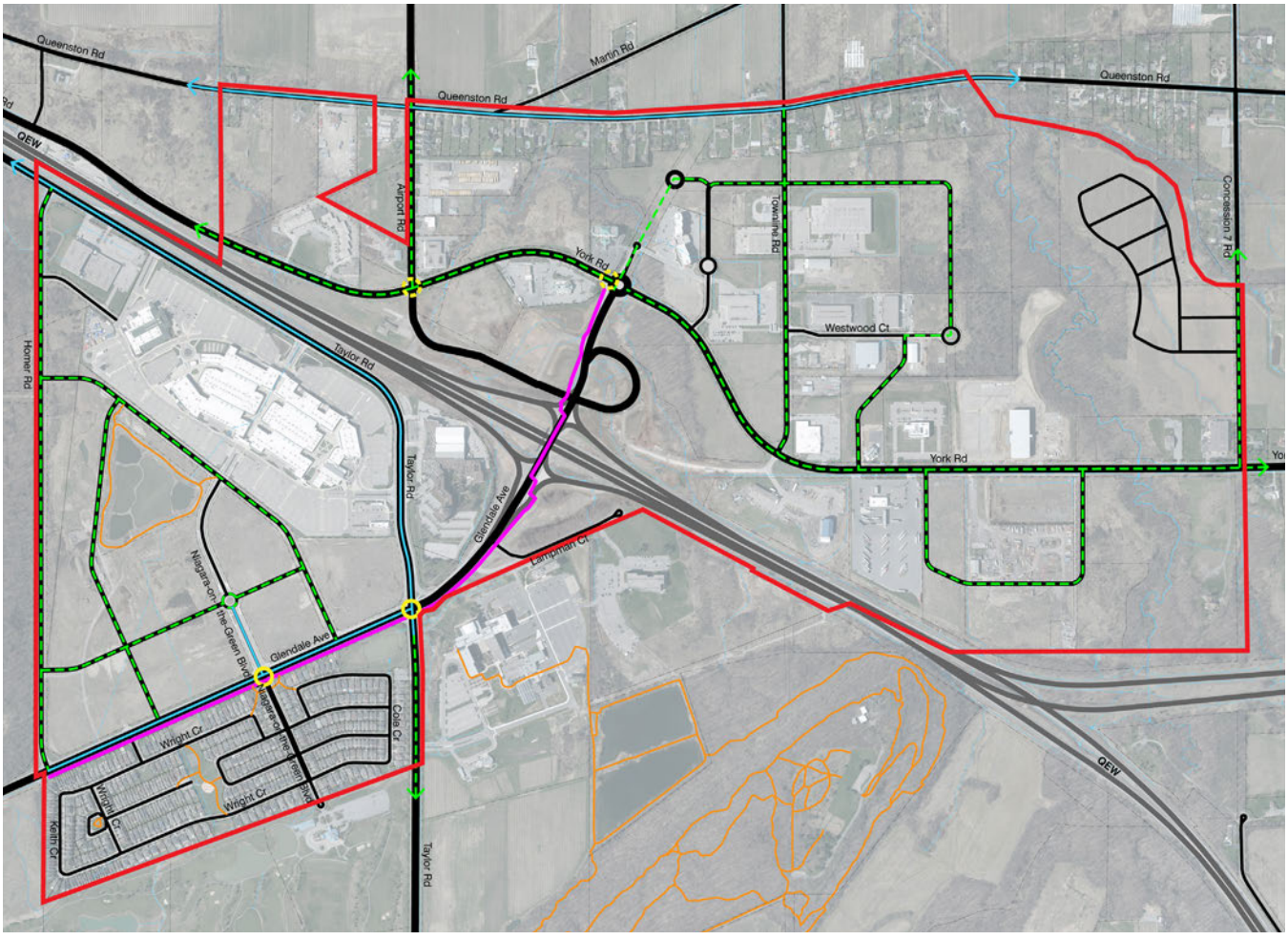
Clearly marked bike lanes through an intersection

Appendix 3

Appendix I

Legend

- Existing Trails
- Existing Multi-Use Path
- Existing On-Road Bike Facility
- Future Active Transportation Connection
- Potential Crossride
- Future Potential Crossride
- Glendale Secondary Plan Area



Map of the Active Transportation Network of Glendale

Multi-Use Paths

Multi-use paths are shared off-street pedestrian and bicycle routes. When implemented along one side of a street, they usually replace the need for a sidewalk on that side.

Guidelines

a) Design multi-use paths to be a minimum 3.0 metres wide to facilitate two-way cyclist or pedestrian movement. 3.5 metre width is preferred where space allows.

b) Pedestrian and cycling lanes should be painted on multi-use paths or clearly identified by other means to minimize pedestrian and cycling conflicts.

c) Ensure multi-use paths include adequate amenities including seating, waste receptacles, and signage that are designed to reflect site-specific conditions.

d) Provide frequent access points along multi-use paths from adjacent streets, trails, open spaces, and nodes of activity.

e) Generally, multi-use paths should have asphalt surfaces for the comfort and convenience of both cyclists and pedestrians.

f) Implement crossrides where multi-use paths cross arterial or collector streets or where connections to other multi-use paths or on-street cycling facilities require crossing a busy street.

Multi-use path designed to accommodate a range of users

A crossride safely allows a bike route or multi-use path to cross a busy street

Walking Trails

Walking trails are off-street pedestrian routes that generally allow connections across or between natural areas and open spaces and have a recreational orientation.

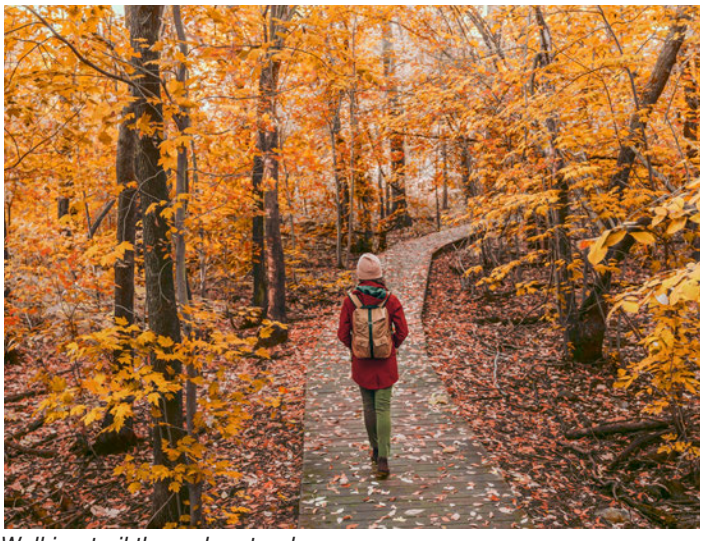
Guidelines

a) Provide for a continuous, linked, legible, and clearly marked system of trails throughout the community as part of the open space network.

b) For new developments link or maintain additional trails, connections, and public accesses between streets and trails to ensure connectivity through developments for pedestrians.

c) Design trails to be barrier-free and to accommodate a range of users and abilities. Where possible, slopes should be under 5% with curb-cuts and other safety measures provided to improve access at street crossings.

d) Trails should be clearly signed identifying trail entry and access points, permitted uses, and speed limits if cycling or off-road vehicle users are permitted. Provide wayfinding signage and trail markers throughout the trail network.



Walking trail through natural area

e) Incorporate interpretive signage on trails located in proximity to significant natural heritage features or adjacent to stormwater management facilities to educate and promote stewardship initiatives that will protect and enhance the features and functions of the natural landscape.

f) Consider special treatments at trail head entrances including features such as landscaping, benches, natural or built shade structures, decorative paving pattern, interpretive or directional signage, or wider pathway widths.

g) Design trails to minimize and mitigate impacts on natural heritage features. Consider the use of low impact materials such as wood chips, limestone screenings, or porous or permeable materials for trail construction in areas where sufficient drainage exists.

h) Provide lighting for pedestrian safety along primary connecting trails. Lighting is not acceptable in natural heritage features.

i) Along trails abutting natural features, use native species, suitable for the area and purpose, and plant trees to contribute to the urban tree canopy and provide shade for trail users.

Stormwater Management Facilities

Stormwater management facilities should be developed in a manner that will yield the greatest environmental and amenity benefit to the neighbourhood, which can be achieved first through reducing stormwater run-off and flow to the ponds, and secondly, through the design and landscaping of the pond. These facilities promote sustainability by providing habitat, enhancing ecosystem structure and resilience, and managing stormwater on site.

Guidelines

a) Design stormwater management facilities as major open space features that provide passive recreational and educational opportunities, while augmenting the extent of the community's open spaces and associated microclimatic benefits.

b) Enhance views and access to ponds by designing a portion of the pond to be bounded by either streets and/or open space.

c) Pond Design and Landscaping:

- Locate ponds off line and as buffering to environmental features;
- Landscape ponds to contribute to the urban tree canopy, add to the natural features of the community, and support wildlife habitat;
- In addition to functional objectives related to flow moderation and water quality, design ponds as key focal/visual features within the community; and,
- Design ponds as part of the overall pedestrian and trail system with view points and interpretive signage. Surround ponds with public walking or cycling trails and extend along stormwater channels.

d) Fencing of the entire perimeter of stormwater management ponds is discouraged, except where necessary along steep slopes, or the rear or flankage of residential property lines. Install 1.8 metre high black-vinyl-coated chainlink fencing along the property line where the stormwater management facility block abuts private property. It should be continuous with no gates permitted.

Ponds should blend with the natural landscape

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Stormwater pond integrated with school and recreational park uses

e) Fencing is not required along the property line where a stormwater management facility abuts a public park, open space, natural area, or street right-of-way.

f) Consider on-site treatment of stormwater through the use of green infrastructure such as bioswales, green roofs, at source infiltration, and permeable pavement.

g) Consider using below grade stormwater retention storage tanks or beds to retain stormwater and allow for infiltration and/or delayed release during high rainfall events.

h) Design stormwater management facilities to blend with the natural landscape. Where feasible, conceal inlet and outlet structures using a combination of planting, grading, and natural stone.

i) Ensure the edges of ponds abutting natural heritage features remain naturalized.

j) Install signage at prominent locations along the street frontage or in an appropriate location along the interface between the pond block and the adjacent open space to ensure it is highly visible to the public The purpose of signage is to identify the site as a stormwater management facility and raise public awareness of the functional aspects and related potential hazards of the facility.

k) Coordinate landscape components such as look-outs, seating areas, fountains and gazebos to complement the overall character of the pond.

Stormwater pond at Downtown Cary Park, North Carolina
Image: CC BY 2.0: Payton Chung

3 Private Realm

The private realm within the Glendale Secondary Plan area comprises the built form and site design within development blocks and their relationship to adjacent open spaces and streets. The residential, institutional, commercial, mixed-use, employment, and employment buildings within a community contribute to its character and can assist in further defining and complementing the public realm.

These Urban Design Guidelines promote high quality urban design within the private realm that is based upon the quality, scale, and character of the surrounding existing and emerging contexts to reinforce 'human scaled' environments and promote a sense of place.

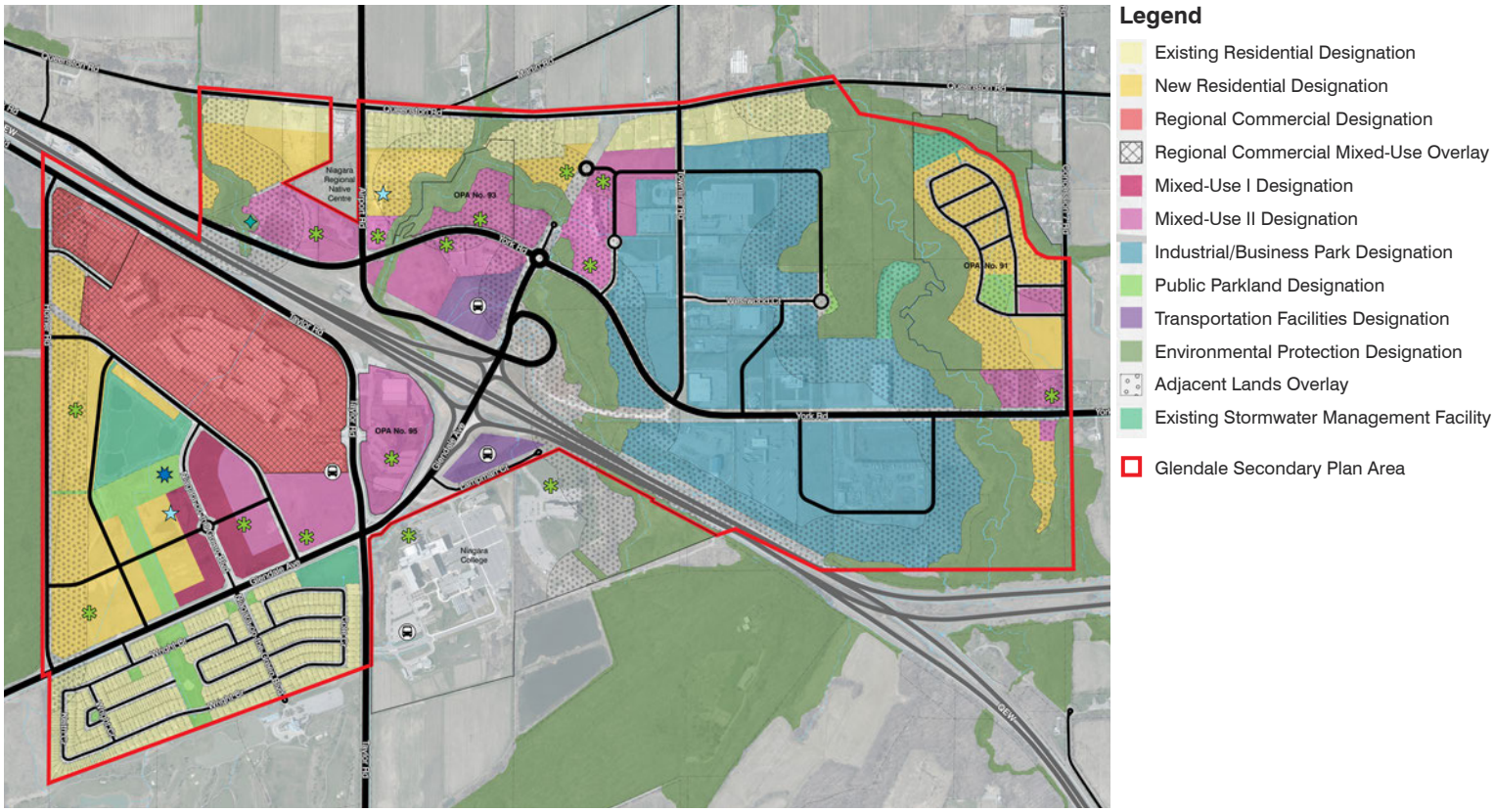
Good urban design practices will promote excellence in the design of the private realm. While the specifics of each development proposal may vary, the overall objectives will remain the same throughout Glendale. These objectives include:

- Creating distinctive, appealing, and pedestrian friendly streetscapes through attention to building design and detailing;
- Ensuring appropriate massing, materials, building siting, and design compatibility; and
- Identifying enhanced design requirements for priority lots having highly visible elevations.

The guidelines will be considered and implemented through the review of development applications within the private realm which are visible from the public realm.

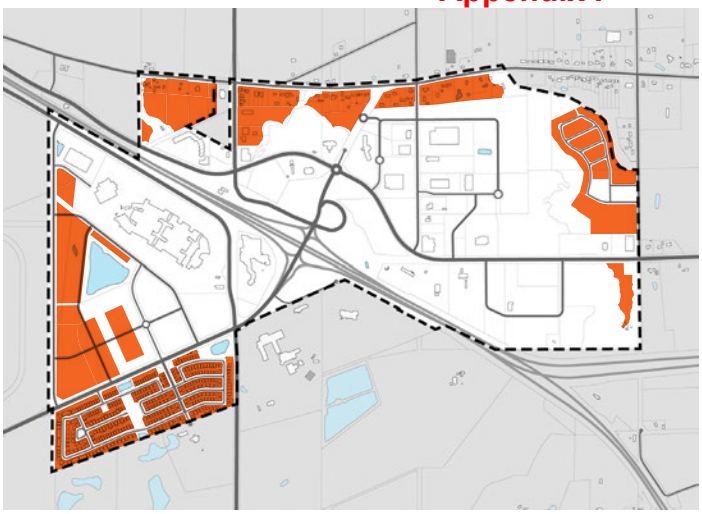
The Private Realm chapter of the Glendale Secondary Plan Urban Design Guidelines is divided by the following land use types that follow the designations in the Secondary Plan as illustrated below on Schedule 1.

- Residential Areas (applies to both Existing Residential Designation and New Residential Designation)
- Mixed-Use Areas (applies to both Mixed-Use I and Mixed-Used II Designations)
- Regional Commercial
- Industrial/Business Park
- Uses that May be Located in Other Designations (including Public Service Facilities, Emergency Services Facilities and Places of Worship)



Schedule 1 - Land Use Designations of the Glendale Secondary Plan

Appendix I



Residential Areas

The following guidelines apply to residential areas.

Residential Neighbourhoods

Residential neighbourhoods will include a range and mix of housing types and centrally located parks and community facilities. Development will include low-rise and mid-rise buildings.

Guidelines

a) Arrange all new development to address the street by lining streets with building front facades, active uses, and public spaces.

a) Design residential neighbourhoods to ensure residents are in proximity to amenities that will meet their daily needs including convenience commercial, office and personal services, institutional, and recreational uses.

b) Provide a mix of housing types, densities, sizes and tenures in new residential development.

c) Ensure new residential blocks contain a mix of dwelling types with a variety of elevations to provide a diverse housing stock and to avoid a homogeneous streetscape.

d) Ensure appropriate transitions in terms of height and massing between buildings of different densities, particularly if they belong in the same block.

e) Locate denser residential uses at the ends of blocks or adjacent to parks, community amenities, or civic uses and buildings, and along Collector or Arterial streets.

f) Design blocks with a regular shape measuring a maximum of 100 metres in width and 200 metres in length.

g) Provide mid-block pedestrian connections for development blocks over 200 metres in length to support pedestrian movement.

h) Enhance wayfinding by using buildings as gateways and landmarks, public spaces as focal points, and streetscapes to frame significant views.

Pedestrian mid-block connection with paving and landscaping

Low-Rise Residential Buildings

The following guidelines apply to low-rise residential buildings up to 3 storeys in height.

Siting & Setbacks

Guidelines

a) Integrate existing topography and natural features into the development, and minimize alteration to the existing grading of the site, if feasible.

b) Orient buildings to face the street with setbacks that are compatible with the immediate neighbours.

c) Locate dwelling units and townhouse blocks close to the street edge to create a pedestrian-oriented streetscape.

d) Orient dwelling units and townhouse blocks to face the public realm, and particularly any adjacent streetscape, pedestrian connection or open space, to promote a high level of comfort and create a safe environment.

e) Where the first floor of the dwelling or townhouse unit is within 3 metres of a sidewalk, raise the entry of the unit a minimum of 0.9 metres to a maximum of 1.2 metres above the sidewalk grade. The change of grade should be reinforced through landscaping features.

f) Increase side yard setbacks at pedestrian mid-block connections and public open spaces.

g) Low-rise developments should have front-to-front or back-to-back dwelling configurations along streets, lanes, or around open spaces.

h) Avoid front-to-back dwelling configurations where possible. If necessary, the 'rear' facing units of front-to-back dwelling configurations should include recessed garages, enhanced landscaping, and upgraded façades.

i) Locate built form to minimize the need for noise attenuation walls.

Triplex dwelling

Townhouses

Building Design

Massing & Elevation Articulation

Guidelines

a) Ensure generally consistent height and massing along a street. Individual building mass should be compatible with buildings in the immediate vicinity.

b) Provide appropriate transitions between all unit types to avoid drastic changes in height and/or massing.

c) Ensure appropriate design compatibility where different unit types are located adjacent to each other.

d) Articulate elevations exposed to streets and open spaces by using strategies such as changes in plane, projections, enhanced fenestration, highlighted entrances, contrasting materials, and building elements such as bay windows, balconies or decks and porches.

e) Upgrade the façade treatment for side and rear elevations visible from public areas.

A block of townhouse units with a variety of elevations and colours

Porches and Entry Features

Guidelines

a) Ensure the main entrance faces the street, with the door in a prominent position. The front door should be clearly visible and approachable from the street.

b) Articulate front elevations by highlighting the prominence of front entries with features like porches, verandahs, arches, generous overhangs and massing elements such as a cantilevered or recessed upper storeys.

c) Ensure steps to a front porch or entrance are not located closer than 1.0 metre from a property line.

d) To ensure porches and verandahs are useable they should be a minimum of 1.5 metres in depth.

Front porch highlights the dwelling entrance and addresses the street

Materials

Guidelines

e) Ensure building materials are high quality, durable, and easily maintained.

f) Ensure the materials selected are consistent for a building's facade and any side or rear walls exposed to public view.

g) Recommended building materials include brick masonry, stone masonry, wood, or stucco; one or two of these materials should be selected as base materials and may be complemented by a wider range of accent materials.

Example of a mix of building materials on the facade of a dwelling

Utility Meters & Mechanical Equipment

Guidelines

a) Where possible, locate utilities and meters in interior side yards, away from public view.

b) Locate utility and service meters discreetly by:

- Integrating into the design of the building;
- Screening through landscaping;
- Recessing or enclosing in the porch entry or landing;
- Installing below porch slabs and porch steps;
- Grouping in one location in a wall recess, enclosure or, where appropriate, a small roof overhang; and
- Screening meters on exposed elevations by integrating them into a wall or below porches and steps, providing complementary landscaping, or placing them behind a change in plane towards the rear of the elevation.

c) Locate dryer vents, exhaust fans, furnaces and hot water tanks on rear elevations.

d) Locate air conditioning units in the rear yard or interior side yard or provide an architectural screen if they must be visible from the street.

e) For flat roofs locate air conditioning units on the roof, setback from the edge so they are out of sight from public view, where possible.

Private Outdoor Amenity Space

The design of private outdoor amenity areas, such as balconies, terraces, back yards, or gardens provide an important extension to the livable space of a dwelling unit.

Guidelines

a) Provide outdoor amenity space for dwelling units either individually or in a shared space.

b) Design private outdoor amenity spaces to have direct access to sunlight and sky view.

c) Avoid a 'rear yard' condition along streets and parks/open spaces.

d) Locate private outdoor amenity spaces for family-sized units so that they have views and access to outdoor play areas, where possible.

e) Provide outdoor private amenity areas for townhouse units. Consider outdoor amenity areas in the form of second floor decks or rooftop patios for townhouses with an attached garage in the rear over traditional rear yard amenity areas.

f) Inset or partially inset balconies to offer greater privacy and shelter from wind, reduce the building bulk and minimize the impact of shadow on other amenity spaces below.

Parking pad and private outdoor amenity space over the garage

Multiple Unit Parking

Guidelines

a) Locate parking areas away from the street frontage, at the rear or sides of the principal building.

b) For multiple unit development locate visitor parking spaces within a 200 metre walking distance or one block, whichever is less, of the residential units served.

c) Design surface parking areas for multiple unit residential buildings with the following:

- continuous brick, pavers, or other distinct and decorative pavement treatment;
- markings for stalls;
- pedestrian scaled lighting; and
- low fencing, architectural features, or landscaping to screen from public view.

d) Walkways should be distinguished from vehicular areas through a change in material or by using a planted or sodded edge.

Parking lot for apartments broken up with landscaping

Garages & Driveways

Front Garages

In order to minimize the presence of the garage, the following guidelines should be applied for attached and detached garages accessed from the front yard.

Guidelines

a) Driveways and/or garage doors should not dominate the front façade of the primary building or the view from the street.

b) Ensure garages are a natural extension of the design, massing, and materials of the main dwelling.

c) Recess garages 0.5 to 1.5 metres from the main wall of the building to de-emphasize the presence of garage doors on the streetscape.

d) Dwellings should have a maximum of 2 garage doors for garages fronting the street, with a maximum width of 50% of the dwelling's width.

e) For double garages use two single garage doors separated by a masonry pier.

f) Set back a second storey built over the garage a maximum of 2.0 metres.

g) Consider glazed top panels or transom lights for all garage doors.

h) Utilize a consistent garage door throughout a townhouse block.

i) Detached garages should only be permitted in the rear yard and interior side yard.

Houses with recessed front garages

Townhouses with recessed front garages

Lane-Based Garages

Garages that are accessed from a laneway can either be detached or attached to the main dwelling at the rear. Attached garages can be set into the house with access at the rear, or they can be attached to the main dwelling through a breezeway which forms a side courtyard for amenity space.

Guidelines

a) The minimum setback for garages accessed by a lane should be 0.6 metres from the lane right-of-way.

b) Side yard setbacks may be a minimum of 1.2 metres if the garage has doors or windows facing the side yard.

c) Side yard setbacks may be a minimum of 0.3 metres if the garage has no doors or windows facing the side yard. No setback is allowed where the garages on abutting lots are attached.

d) Where possible, pair garages to allow for increased rear yards or an outdoor parking pad.

e) The maximum number of attached garages on adjacent lots is three.

Materials and details of garages match the dwelling

Driveways

Guidelines

a) Ensure driveway widths are no larger than the interior width of the garage. Driveways should have a maximum width of 3.0 metres for single car garages and 6.0 metres for double car garages.

b) Use light-coloured paving material for driveways to reduce heat island effect.

c) Consider using porous or permeable pavement for surfacing driveways and parking areas instead of asphalt and concrete to reduce stormwater run-off.

d) Locate driveways as far as possible from parks, open space features, public walkways, schools, and intersections.

Driveways not wider than the width of the garage

Light coloured materials reduce heat island effect

Guidance for Specific Building Types

The following guidelines apply to specific low-rise residential building types in addition to the preceding guidelines.

Single Detached, Semi Detached, & Duplex Dwellings

Guidelines

a) Design dwellings to frame the street edge with a consistent setback, and front doors, windows, and entry features facing the street to create a consistent street wall.

b) Design the front elevation of the dwelling so that its front entrance and architectural elements reduce the visual dominance of the garage and driveway.

c) Porches, stairs, canopies, and other entrance features may encroach into the required setbacks from the right-of-way.

d) Garage doors facing a public street should be set back a distance of 6.0 metres from the right-of-way to allow a car to sit in front of the garage on private property.

e) Pair the garages of semi-detached and duplex dwellings with a front facing garage and driveway to maximize the extent of continuous green planting area in the front yards.

f) Ensure semi-detached and duplex dwellings have a single unified roof form and continuous and consistent architectural details and materials for both dwelling units.

g) Design duplex buildings with separate entrances for each unit.

An upgraded elevation with variety in roof lines, materials, and a front porch

Triplex & Fourplex Dwellings

Guidelines

a) Up-down triplexes and fourplexes are intended to be designed as a large single detached dwelling.

b) Side-by-side triplexes and fourplexes are intended to be designed as a small townhouse grouping.

c) Each unit should have an easily identifiable access to the fronting street.

d) Exterior stairs should be avoided; where necessary they should be limited to rear or interior side yards.

e) Use porches or other architectural feature to complement additional front facing doors and to reduce the visual impact of these entrances.

f) Each unit should have access to private on-site, outdoor amenity space via balconies, porches, or yard.

Triplex dwelling

Detached Additional Residential Unit

Guidelines

a) An additional residential unit is permitted in a detached accessory building or structure on a lot that includes a primary single detached, semi-detached and/or townhouse building. Ensure the detached building:

- Is created and used in accordance with the Implementing Zoning By-law;
- Has a maximum gross floor area of no more than 75 square metres and a maximum height of 2 storeys; and,
- Is designed to complement the architecture of the main building.

b) Consider providing an additional parking space as a tandem parking space on the lot.

Detached garage with second storey dwelling unit

Townhouses

Guidelines

a) Coordinate the siting, massing, and facade design of townhouse units on a block-by-block basis.

b) Articulate the elevation of the townhouse block to provide variation between units with common characteristics.

c) Utilize variety in the design of roofs through the use of traditional gables and dormers, or more contemporary designs that include cantilevers and parapet details to break up the massing of units within a block. The main roof should appear as one roof where possible.

d) The length of townhouse blocks should be minimized.

e) Orient the main front entry of interior units to the front lot line or higher order street. Orient the entry of the end unit to the exterior lot line when on a corner lot. Where a dwelling unit flanks a private street or laneway, the main entrance should face the front lot line.

f) Orient blocks of attached townhouse units to the street with integrated front garages accessed from the street. For rear lane townhouses an attached or detached garage will be located at the rear of the block and accessed from a lane.

g) Pair front driveways to allow for more substantial front yard green space.

h) Ensure rear lane accessed garages are complementary in design and building material with the principal dwelling.

i) Townhouse units with driveways should not be located on Collector or Arterial streets. Lane based options are more appropriate for such street typologies.

Example of variation between the units of a townhouse block

Use of massing and materials for variation between units

Townhouses fronting directly onto an open space

Live-Work Units

Guidelines

a) Live-work units should have a minimum work area of or 41 sq. metres or 450 sq. feet.

b) Design live-work buildings to support pedestrian activity through minimal front yard setbacks, pedestrian weather protection such as canopies, and enlarged clear glazed windows.

c) Provide on-street parking by using lay-by parking with resident parking provided at the rear of the building and accessed from a lane or a private street.

d) Ensure live-work units have continuous and consistent architectural details and materials for the entirety of the block.

e) Screen mechanical equipment including air conditioning units and utility meters or locate away from public view.

f) Commercial signage for live-work uses should be discreet and of a small scale, and should be integrated into the building design.

Low-Rise Apartment Buildings

Guidelines

a) Design the building and the site layout to integrate into the scale of the built form of the street and to create a streetscape that supports a pedestrian scale.

b) The main building facade should front on the abutting street.

c) Locate and orient primary building entrances to public streets and design them to be visible and accessible to the public.

d) Locate visitor parking, loading, and service areas in areas of low public visibility in side or rear yards and set back from the building.

e) Screen parking from street view through the use of landscaping or fencing, or a combination of both.

f) Locate and orient windows, decks, and balconies to limit overlook into nearby windows and amenity spaces of adjacent properties while enabling “eyes on the street” for common public areas.

g) Provide landscape screening, fencing or setbacks appropriate to maintain the privacy of both building residents and adjacent residential uses.

h) Provide additional landscaping, patios, decks or walkouts for at-grade residential units to increase their level or privacy.

Live-work units with lay-by parking

Low-rise building with balconies and entrances along the street

Priority Lots

Priority lots are those which are situated in prominent locations and are highly visible from the public realm. Priority lots include:

- Gateway lots;
- Corner lots;
- Lots which terminate at "T" intersections; and,
- Lots facing, adjacent to, or backing onto parks, open spaces, and pedestrian links.

Architectural and siting treatments for priority lots are recommended in order to promote a defined and attractive streetscape with visual focal points. Where a townhouse is sited on a corner lot, the end unit flanking a street is defined as a priority lot. In cases where a semi-detached dwelling is sited on a corner lot, both units are defined as a priority lot.

Gateway Lots

Guidelines

a) Ensure dwellings on gateway lots are given special consideration in architectural design, massing, orientation, siting, and materials, and should be of high architectural quality.

b) Utilize upgraded entry elements and porches to create a more interesting facade, as well as to help define the entrance to the neighbourhood.

c) Pair similar model units on lots directly opposite to each other to establish and enhance a gateway condition. Use stone or other quality materials as the main massing material for gateway units where possible.

d) Provide upgraded landscape features on gateway lots including decorative fencing, where appropriate.

e) Coordinate the materials of dwellings on gateway lots with those used on gateway features.

A porch flanking a park creates "eyes on the park"

Gateway dwelling with expanded porch and front entry detailing

Corner Lots

Guidelines

a) Consider wrap around windows, porches, and other architectural treatments for corner lot dwelling units.

b) Ensure active living spaces are designed for the rooms adjacent to the corner.

c) Locate main entry features on the flankage elevation where possible.

d) Coordinate privacy fencing design for all corner lots to prevent views into the private rear yard amenity area.

Dwellings located at the intersection of two streets should address both streets

"T" Intersections

"T" intersections occur when one street terminates at a right angle to another.

Guidelines

a) Ensure the architecture on lots at the end of "T" intersections is of a highly articulated facade design such as coordinated fenestration, masonry detailing, and entry elements.

b) Incorporate special built form such as added height, turrets, or bay windows for "T" intersection lots.

c) Pair side yards to form a landscaped area at the terminus of the "T" intersection.

d) Locate garages away from the "T" intersection of the streets.

e) Provide larger front yard setbacks at the view terminus for "T" intersections.

Dwelling unit at the end of a "T" intersection

Lots Adjacent to Parks & Open Spaces

Guidelines

a) Ensure front, side, and rear elevations exposed to public spaces such as neighbourhood parks and urban greens are highly articulated. Utilize a combination of fenestration, bay windows, material changes, and dormers in addition to other design elements to achieve the objective.

b) Ensure side and rear elevations adopt a similar design and use materials that are consistent with those used on front elevations. Architectural detailing such as corbelling should continue from front to side elevations, where visible to the public.

c) Ensure the location of porches, windows, and entry doors for units surrounding parks and urban greens maximizes opportunities for overview.

d) Locate driveways of adjacent dwellings as far away as possible from the public space.

An example of front porches overlooking amenity areas

Appendix I

Mid-Rise Residential Buildings

The following guidelines apply to residential mid-rise buildings from 4 to 7 storeys in height. Mid-rise buildings provide opportunities for framing and defining the public realm, while allowing for increased densities that more efficiently use land and infrastructure, supporting retail activity, promoting active transportation, and if done properly, generating livable pedestrian experiences.

Building Placement & Orientation

Guidelines

a) Mid-rise buildings should be located on a site of suitable size, and provide adequate landscaping, amenity features, buffering, on-site parking and garbage pickup and recycling services.

b) Mid-rise buildings should have frontage onto a Collector or Arterial Street, or Regional Road.

c) Concentrate the greatest heights and massing of the site along the frontage of an Arterial or Collector Street, or Regional Road, with the buildings sited to frame streets and open spaces.

d) Locate buildings close to the street edge to frame and animate the public realm.

e) Maintain a floor plate size and massing configuration that permits adequate sky view and minimizes shadow impacts.

f) Locate and orient primary building entrances to public streets, and design them to be visible and accessible to the public.

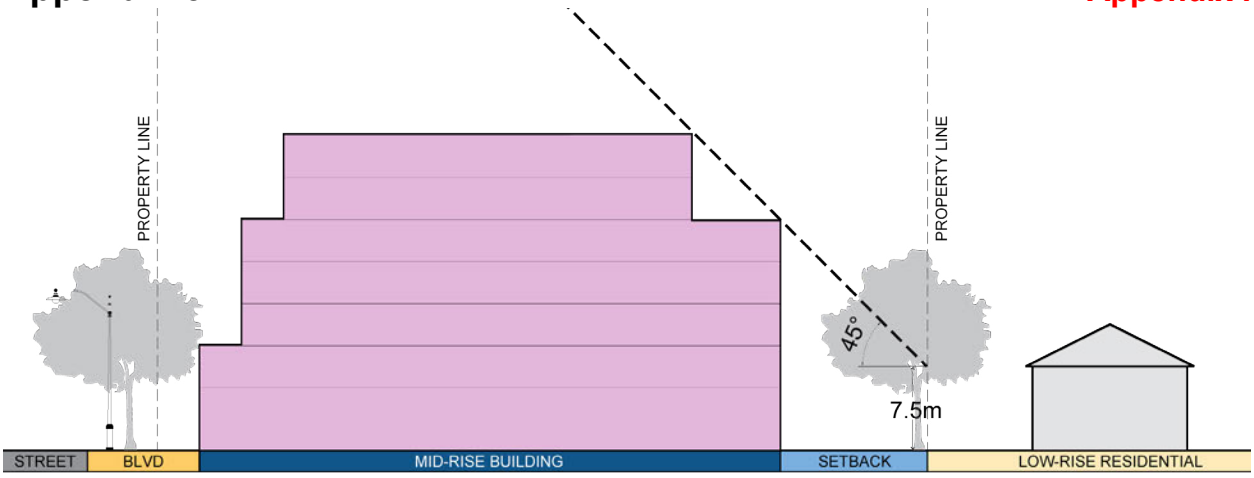
g) Locate mid-rise building in proximity to the pedestrian realm network, public service facilities and other amenities.

Four storey apartment building with an articulated facade

Demonstration plan illustrating a concept tor the Mid-Rise Residential Area north of Glendale Avenue

Appendix 3

Appendix I



Angular plane diagram - 45 degree angular plane measured from 7.5m above the property line

Compatibility & Transitions

Guidelines

a) Ensure the scale of mid--rise buildings is compatible and sensitively integrated with surrounding residential uses in terms of building mass, height, setbacks, orientation, privacy, landscaping, shadow casting, accessibility, and visual impact.

b) To demonstrate mitigation of potential shadow or wind impacts on existing or proposed pedestrian routes, public spaces, and adjacent development technical studies may be required including a wind study and/or sun/ shadow study.

c) Development transition requirements may be met using a combination of the following:

- Separate mid-rise buildings from low-rise buildings with a Local Street;
- Locate less dense and lower scale buildings in locations adjacent to existing low-rise neighbourhoods;
- Require a minimum 7.5 metre rear yard setback where mid-rise development abuts low-rise properties;
- Mitigate the actual and perceived massing impacts of a mid-rise building by breaking up the mass horizontally and vertically, through the creative incorporation of changes in materials, balcony and floor plate design, architectural features, and unit/amenity locations;

Use of stepbacks to provide appropriate transition to adjacent uses

- Provide rear and side step-backs for upper storeys to provide contextually appropriate transitions from the mid-rise buildings to the surrounding low-rise neighbourhoods; and
- Provide high quality landscape treatment such as decorative fencing, trees, shrubs, grassed areas, and berming.

d) Development in mid-rise areas should apply a 45 degree rear yard angular plane measured from 7.5 metres above the abutting property line where a building transitions to an adjacent low-rise residential area to ensure appropriate skyview, light, and separation.

Building Design

Height & Massing

Mid-rise buildings are generally comprised of a base, middle, and top.

Guidelines

a) The height of the building base should be between 2 and 4 storeys to frame and reinforce the pedestrian scale of the streetscape.

b) The height of the building base should generally be within 1 storey of any adjacent mid-rise development to create a consistent street wall.

c) Above the building base there should be a minimum 3.0 metre stepback to define the street wall. Exceptions to the minimum depth of the stepback may be permitted but in no case should it be less than 1.0 metre.

d) Provide a height transition towards adjacent existing or planned built form.

e) The top of the building should define a unique and interesting skyline. Design the top of buildings to include a variety of elements, such as step backs, material variations, lighting, and other architectural elements to reinforce a strong presence at the top of the building.

f) For mid-rise buildings with permitted retail or other active uses at grade, provide a minimum ground floor height of 4.5 metres. Residential-only ground floors should be a minimum of 4.0 metres in height.

g) Where possible, include outdoor amenity space at various levels above grade, including balconies, patios, terraces, and rooftop gardens.

h) Mechanical penthouses should be designed and clad with materials that complement the main building façades.

i) Locate mechanical rooms to the centre of the building rooftop and integrate into the rooftop design so they are not visible from the public realm.

Four storey stacked townhouse located close to street edge

j) For developments with more than one building, provide a range of heights and establish a height hierarchy related to site conditions and context.

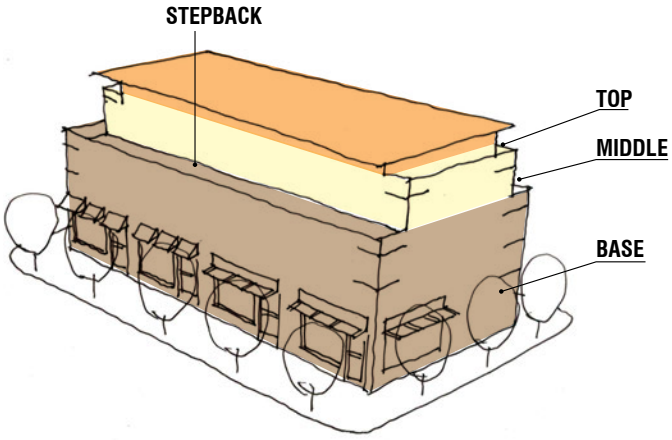


Diagram illustrating the building components of base, middle and top

Clearly defined building base with a stepback

Articulation & Architectural Features

Articulation considers the three dimensional qualities of the façade, including windows, doors, and architectural elements such as decoration, organization, the expression of interior spaces, and structural expression.

Guidelines

a) To animate the public realm and promote safe environments encourage active uses at grade or ground-related residential units.

b) Mitigate the actual and perceived impacts of mid-rise buildings by breaking up the mass both vertically and horizontally through the creative incorporation of changes in materials, balcony and floor plate design, architectural features, and amenity locations.

c) Incorporate windows and balconies on all elevations, especially if exposed to public view.

d) Locate entrances strategically so they are highly visible and well connected to the public realm.

e) Provide a high level of glazing at ground level, especially for those areas related to lobbies, common/amenity areas, and non-residential uses (i.e. commercial uses).

f) Encourage weather protective design at grade through the use of canopies, arcades, and cantilevers. Canopies located on the ground floor should be at least 1.5 metres deep.

Exterior Materials

The variety and selection of building materials contributes to visual interest along the street and to the varied architectural character of the Glendale area.

Guidelines

a) Ensure high quality and durable materials are used on all elements and elevations of the development.

b) Select materials to complement the architecture, character, size, and style of the building, as well as the streetscape.

c) Maintain consistent materials between elevations.

d) Incorporate changes in materials to visually break-up the building massing.

e) Use reflective, low intensity colours on rooftops to reduce heat island effect and HVAC loads. Refer to Chapter 4 for cool roofing material and solar reflectance guidelines.

f) Minimize danger to migratory birds by adhering to the Bird-Friendly Design guidelines in Chapter 4.

Windows and balconies on included on all elevations of the building

Contrasting but complementary materials in the Plateau, Montreal

Gateways

To contribute to the creation of a sense of place and local identity, buildings at visually prominent, landmark and gateway locations should express a higher design standard.

Guidelines

a) Use prominent built form to address gateways and other key locations within the community.

b) Express prominence through building articulation, massing, materiality, etc.

c) Taller building elements at gateways and landmark sites/frontages are encouraged, such as towers, rotundas, porticos, change in building plane, overhangs, special rooflines, public art, and street wall height exceptions, where those elements exhibit:

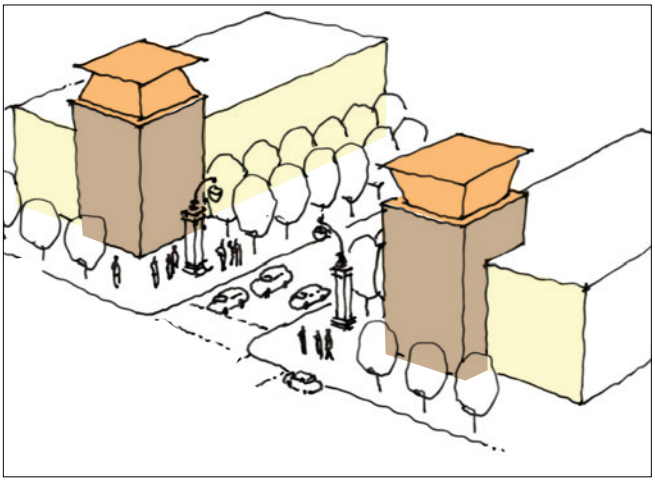
- Compatibility with adjacent context, including appropriate scale;
- Compatibility with the principal building expression; and,
- Design excellence.

d) On larger sites, create 'paired' corner buildings on either side of a street to emphasize a sense of entry or to distinguish one street district from another.

e) New development and landscaping should frame rather than block public views of prominent natural features, landmark sites and buildings, public art and other prominent features.

f) Buildings at the end of long view corridors should be designed to terminate the view with a landmark building element such as a tower or massing element.

Corner buildings articulated as a gateway features



Paired corner buildings to emphasize a sense of entry

Site Landscaping

Landscaping design should reinforce the structure of the site with a focus on creating a safe, comfortable, and animated pedestrian environment.

Guidelines

a) Provide a safe, clear, and accessible site circulation system for pedestrians, cyclists, and vehicles, including connections to the surrounding street network, public sidewalks, transit stops, and parking areas.

b) Create a pedestrian-scaled environment by arranging buildings to create comfortable and protected pedestrian spaces that provide a sense of enclosure.

c) Provide mid-block pedestrian connections for development blocks over 200 metres in length to support pedestrian movement.

d) Develop a comprehensive strategy for planting, built features, fencing, walls, paving, lighting, signage, and site furnishings.

e) Base planting strategies on year-round interest, hardiness, drought, salt and disease tolerance, and biodiversity.

f) Preserve, protect, and incorporate existing healthy and mature trees into the site and landscape designs.

g) Minimize the use of hard, paved areas to reduce surface run-off and heat island effect. Use permeable or porous paving wherever possible.

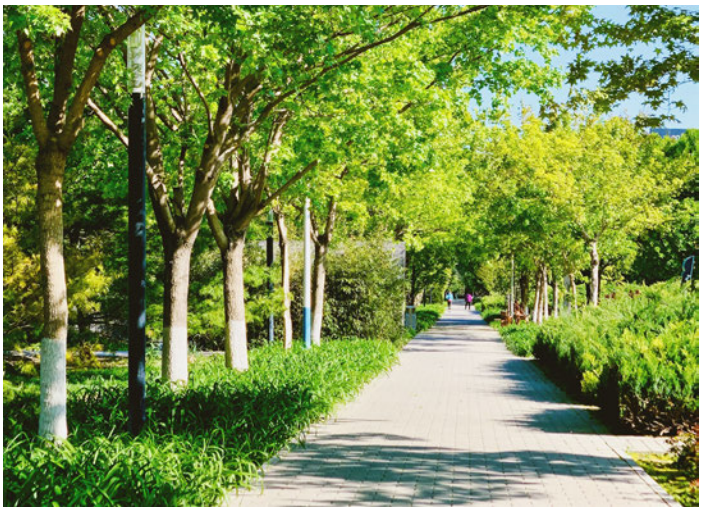
h) Use high-quality, durable materials for all landscape features such as paving, fences, walls, planters, site furniture, and shade structures.

i) Consider green roofs for buildings with flat roofs. This will assist with reducing heat island effects and improving air quality and noise insulation.

j) Appropriate planting conditions such as soil depth, volume, and growing mediums should be provided for successful landscapes.

k) Utilize landscaped buffers to provide an appealing and 'soft' transitional interface between new development areas and the backyards of existing established areas or between low-rise and high-rise developments.

l) Ensure the design of lighting avoids light spill onto abutting properties and adjacent residential neighbourhoods.



Landscape buffers integrated with a mid-block connection

Green shared amenity area with playground

Access, Parking & Servicing

Guidelines

a) Provide access to parking, servicing and loading from the rear of the building, or a laneway where possible. On corner sites, provide access from secondary streets.

b) Encourage underground parking. Where not feasible, at grade and structured parking above grade should be located at the back of the building or site.

c) Locate and screen parking, loading, utilities, and servicing areas away from the public view through a combination of soft and hard landscaping, as well as other integrated architectural elements such as walls and pergolas.

d) Facilities for handling, storing, and separating waste and recycling should be integrated into the building design and screened from public view through landscaping and architectural elements.

e) Where it is only possible to provide parking at grade, split the surface parking into small courtyards by using walkways, public art, or landscaped strips.

f) Avoid vehicular site access from higher order streets. Provide access from local streets or rear lanes where possible.

g) Consolidate vehicular entrances to serve multiple buildings in order to minimize the number of interruptions to the street wall and sidewalk network. Limit the number of accesses from the same street to two.

h) Design underground/above ground parking ramps and service entrances as part of the building façade.

i) Provide long-term bicycle storage inside the building and short-term bicycle parking areas and racks close to entrances and external to the building.

j) For multiple unit development locate visitor parking spaces within a 200 metre walking distance or one block, whichever is less, of the residential units served.

k) Walkways should be distinguished from vehicular areas through a change in material or by using a planted or sodded edge.

Parking for apartments with walkways and landscaping

Underground parking garage access screened by decorative door

Appendix 3

Appendix I

Private Outdoor Amenity Space

Private outdoor amenity spaces should have access to sunlight, be comfortable, and designed to afford a level of privacy.

Guidelines

a) Provide shared space for both indoor and outdoor amenities in new multi-unit residential development.

b) Design private outdoor amenity spaces to:

- Have direct access to sunlight and sky view;
- Mitigate impacts on the public realm and neighbours - increased facing distances between buildings may be required to reduce impacts;
- Provide generous and well-designed landscaped areas to offer privacy, screening, and attractive interface with the public realm; and,
- Include railing designs to help increase privacy, screen items from view, and reduce risk of bird strikes.

c) Private outdoor amenity spaces can be provided in a variety of forms including front verandas on buildings where the building base is designed to incorporate townhouse units, roof-top decks, or balconies.

d) Raised terraces should be raised a minimum of 0.6 metres and a maximum of 1.2 metres.

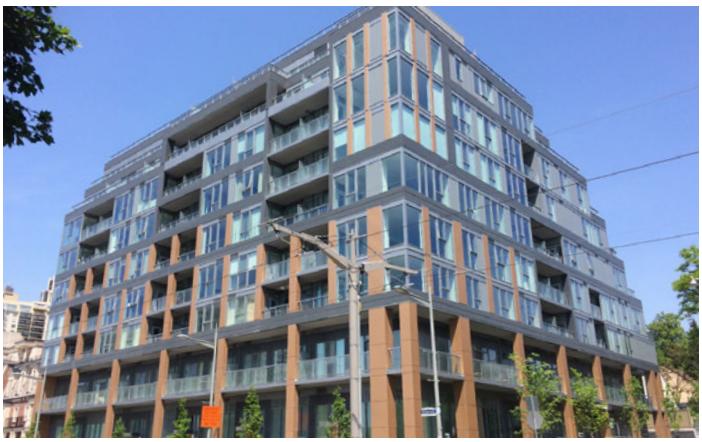
e) Raised terraces should provide an entrance to only one unit. Provide privacy with planting and architectural elements and translucent or solid railings.

f) Design roof top private amenity spaces to limit overlook into the adjacent neighbourhood:

g) Design roof top terraces with parapets, and solid or translucent railings.

h) Inset balconies or partially inset to offer greater privacy and shelter from wind, reduce the building bulk, and minimize the impact of shadow on other amenity spaces below.

i) Limit the size and avoid continuous projecting balconies, especially on residential streets, or when a private outdoor amenity space, pedestrian mews, and/or landscaped walk



Example of a building with inset balconies to minimize shadowing on uses below

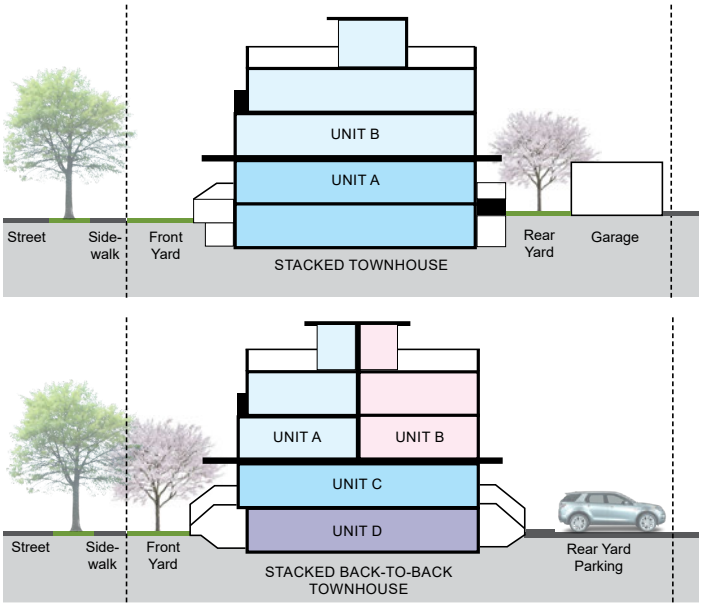
Raised terrace providing a transition zone between sidewalk and individual residential units

Guidance for Specific Building Types

In addition to the other mid-rise residential building guidelines, the following guidelines apply to specific mid-rise building types.

Stacked & Back-to-Back Stacked Townhouses

Stacked townhouses are typically a 3 to 4 storey building of attached units which are stacked one above the other and oriented to the street. Stacked townhouses have units stacked vertically. This can include three units located on top of each other, a two storey unit stacked on top of a one storey unit, or a two storey unit stacked on top of two storey unit. Each unit has its own entrance at grade. Back-to-back stacked townhouses share a rear and side wall and are two stacked townhouses placed back-to-back.



Sections illustrating stacked and back-to-back stacked townhouses

Guidelines

a) Articulate the elevation of the townhouse block in a manner that provides variation between units and reinforces common characteristics that visually unite the block.

b) Use continuous and consistent architectural details and materials for the entirety of the building.

c) Limit the number of units in a townhouse block and limit the length of the townhouse block.

d) Locate and orient windows, decks, and balconies to limit overlook into nearby windows and amenity spaces of adjacent properties while enabling “eyes on the street” for common public areas.

e) Locate attached garages at the rear of the building to be accessed from a lane or private drive.

f) Consider providing underground parking for stacked back-to-back townhouses.

g) Provide prominent, well-designed and integrated building entrances such as porches, porticos, or canopies along the building frontage.

h) On corner or double-fronting sites, locate building fronts and entrances facing both streets. Buildings on corner sites require additional attention to detail to enhance the corner.

Example of stacked townhouses with prominent entrances

Apartment Buildings

These buildings are multi-storey structures that contribute to complete communities, provide a mix of housing and activity, and are built at densities that improve the viability of transit.

Guidelines

a) Design the building and the site layout to integrate into the scale of the built form of the street and to create a streetscape that supports a pedestrian scale.

b) The main building facade should front on the abutting street.

c) Locate and orient primary building entrances to public streets and design them to be visible and accessible to the public.

d) Design ground floors to be appealing to pedestrians and include uses that are more active, such as lobbies, amenity rooms, gyms, or active accessory uses (where permitted).

e) Locate visitor parking, loading, and service areas in areas of low public visibility in side or rear yards and set back from the building.

f) Screen parking from street view through the use of landscaping or fencing, or a combination of both.

g) Locate and orient windows, decks, and balconies to limit overlook into nearby windows and amenity spaces of adjacent properties while enabling “eyes on the street” for common public areas.

h) Provide landscape screening, fencing or setbacks appropriate to maintain the privacy of both building residents and adjacent residential uses.

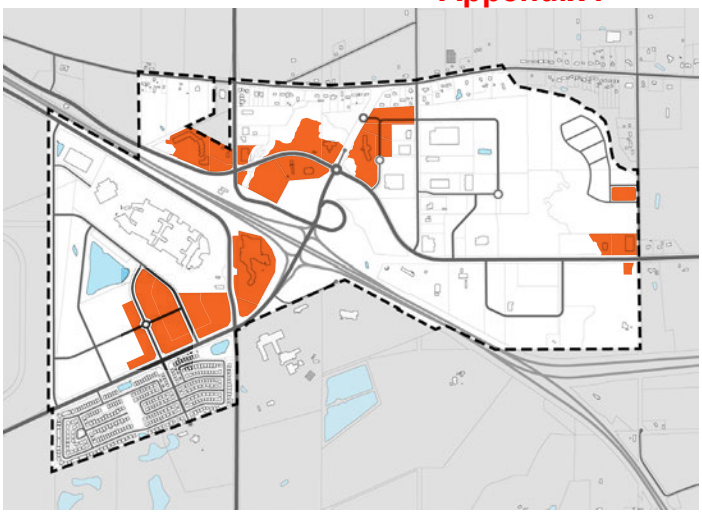
i) Provide additional landscaping, patios, decks or walkouts for at-grade residential units to increase their level or privacy.

j) Design interior courtyards to maximize sun exposure through the massing and location of taller building elements.

5 storey residential building with material palette matching adjacent low-rise residential uses

6 storey residential building with a prominent entrance

Appendix I



Mixed-Use Areas

Mixed-use areas contain buildings with retail, office or other active uses at ground level and residential and/or office above. These buildings contribute to a vibrant, pedestrian friendly streetscape.

Building Placement & Orientation

Guidelines

a) Mixed-use buildings should be located on a site of suitable size, and provide adequate landscaping, amenity features, buffering, on-site parking and garbage pickup and recycling services.

b) Mixed-use buildings should have frontage onto a Collector or Arterial Street.

c) Concentrate the greatest heights and massing of the site along the frontage of an Arterial or Collector Street, with the buildings sited to frame streets and open spaces.

d) Locate buildings close to the street edge to frame and animate the public realm.

e) Ensure the siting and massing of buildings provides a consistent relationship, continuity, and enclosure to adjacent public streets.

f) Maintain a floor plate size and massing configuration that permits adequate sky view and minimizes shadow impacts.

g) Locate and orient primary building entrances to public streets, and design them to be visible and accessible to the public.

h) Ensure buildings located adjacent to, or at the edge of parks or urban greens provide opportunities for overlook into the public space with windows and doors. The massing, siting and scale of these buildings should create a degree of enclosure or definition appropriate to the type of open space they enclose.

i) A pedestrian-scaled, permeable and connected internal layout (block and street pattern) creates comfortable and protected pedestrian spaces that have a sense of enclosure.

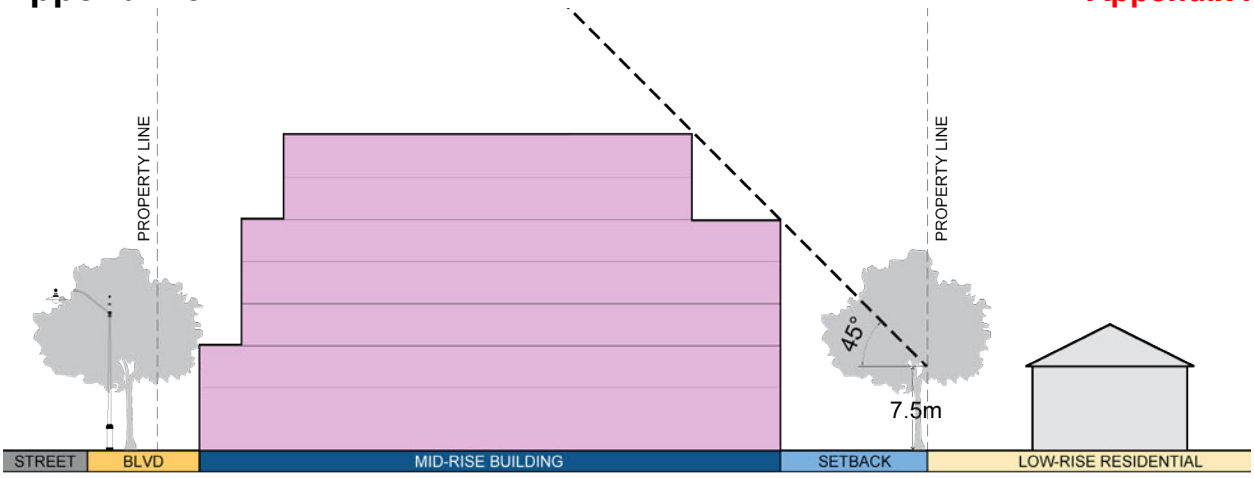
Multi-storey mixed-use buildings with activity at the ground level

Mixed-Use area of Westbrook Village, Vancouver
(image: UBC Public Affairs, photo by Don Erhardt, CC BY-NC 2.0, Flickr)

Appendix 3

Appendix I

Demonstration plan illustrating a concept tor the Mixed -Use Areas along York Road west of Glendale Avenue



Angular plane diagram - 45 degree angular plane measured from 7.5m above the property line

Compatibility & Transitions

Guidelines

a) Ensure the scale of mixed-use buildings is compatible and sensitively integrated with surrounding residential uses in terms of building mass, height, setbacks, orientation, privacy, landscaping, shadow casting, accessibility, and visual impact.

b) To demonstrate mitigation of potential shadow or wind impacts on existing or proposed pedestrian routes, public spaces, and adjacent development technical studies may be required including a wind study and/or sun/shadow study.

c) Development transition requirements may be met using a combination of the following:

- Separate mid-rise buildings from low-rise buildings with a Local Street;
- Locate less dense and lower scale buildings in locations adjacent to existing low-rise neighbourhoods;
- Require a minimum 7.5 metre rear yard setback where mixed-use development abuts low-rise residential properties;
- Mitigate the actual and perceived massing impacts of a mid-rise mixed-use building by breaking up the mass horizontally and vertically, through the creative incorporation of changes in materials, balcony and floor plate design, architectural features, and unit/amenity locations;

Use of stepbacks to provide appropriate transition to adjacent uses

- Provide rear and side step-backs for upper storeys to provide contextually appropriate transitions from the mid-rise mixed-use buildings to surrounding residential low-rise neighbourhoods; and
- Provide high quality landscape treatment such as decorative fencing, trees, shrubs, grassed areas, and berming.

d) Development in mixed-use areas should apply a 45 degree rear yard angular plane measured from 7.5 metres above the abutting property line where a building transitions to an adjacent low-rise residential area to ensure appropriate skyview, light, and separation.

Building Design

Height & Massing

Mixed-use buildings are generally comprised of a base, middle, and top.

Guidelines

a) The height of the building base should be between 2 and 4 storeys to frame and reinforce the pedestrian scale of the streetscape.

b) The height of the building base should generally be within 1 storey of any adjacent mid-rise development to create a consistent street wall.

c) Above the building base there should be a minimum 3.0 metre stepback to define the street wall. Exceptions to the minimum depth of the stepback may be permitted but in no case should it be less than 1.0 metre.

d) Provide a height transition towards adjacent existing or planned built form.

e) The top of the building should define a unique and interesting skyline. Design the top of buildings to include a variety of elements, such as step backs, material variations, lighting, and other architectural elements to reinforce a strong presence at the top of the building.

f) Provide a minimum ground floor height of 4.5 metres in mixed-use areas.

g) Where possible, include outdoor amenity space for residential uses at various levels above grade, including balconies, patios, terraces, and rooftop gardens.

h) Mechanical penthouses should be designed and clad with materials that complement the main building façades.

i) Locate mechanical rooms to the centre of the building rooftop and integrate into the rooftop design so they are not visible from the public realm.

j) For developments with more than one building, provide a range of heights and establish a height hierarchy related to site conditions and context.

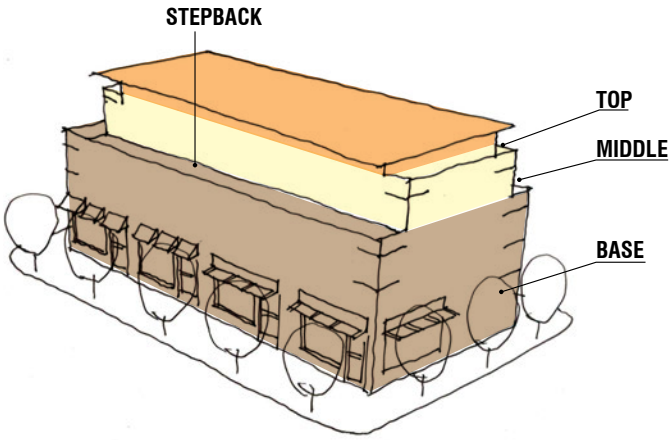


Diagram illustrating the building components of base, middle and top

Mixed-use building with stepback above the building base

Articulation & Architectural Features

Articulation considers the three dimensional qualities of the façade, including windows, doors, and architectural elements such as decoration, organization, the expression of interior spaces, and structural expression.

Guidelines

k) Mitigate the actual and perceived impacts of mid-rise mixed-use buildings by breaking up the mass both vertically and horizontally through the creative incorporation of changes in materials, balcony and floor plate design, architectural features, and amenity locations.

l) Incorporate windows and balconies on all elevations, especially if exposed to public view.

m) Locate entrances strategically so they are highly visible and well connected to the public realm.

n) Provide a high level of glazing at ground level, especially for those areas related to lobbies, common/amenity areas, and non-residential uses (i.e. commercial uses).

o) Encourage weather protective design at grade through the use of canopies, arcades, and cantilevers. Canopies located on the ground floor should be at least 1.5 metres deep.

Exterior Materials

The variety and selection of building materials contributes to visual interest along the street and to the varied architectural character of the Glendale area.

Guidelines

a) Ensure high quality and durable materials are used on all elements and elevations of the development.

b) Select materials to complement the architecture, character, size, and style of the building, as well as the streetscape.

c) Maintain consistent materials between elevations.

d) Incorporate changes in materials to visually break-up the building massing.

e) Use reflective, low intensity colours on rooftops to reduce heat island effect and HVAC loads. Refer to Chapter 4 for cool roofing material and solar reflectance guidelines.

f) Minimize danger to migratory birds by adhering to the Bird-Friendly Design guidelines in Chapter 4.

Articulation of the facade with various materials and offsets

Corner articulation in a mixed use building

Gateways

To contribute to the creation of a sense of place and local identity, buildings at visually prominent, landmark and gateway locations should express a higher design standard.

Guidelines

a) Use prominent built form to address gateways and other key locations within the community.

b) Express prominence through building articulation, massing, materiality, etc.

c) Taller building elements at gateways and landmark sites/frontages are encouraged, such as towers, rotundas, porticos, change in building plane, overhangs, special rooflines, public art, and street wall height exceptions, where those elements exhibit:

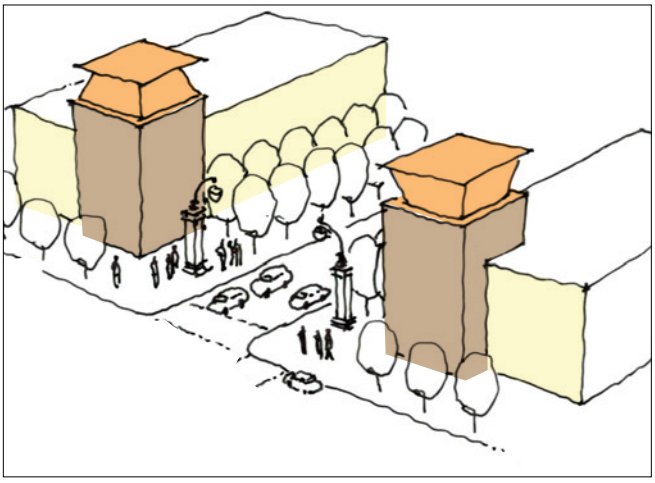
- Compatibility with adjacent context, including appropriate scale;
- Compatibility with the principal building expression; and,
- Design excellence.

d) On larger sites, create 'paired' corner buildings on either side of a street to emphasize a sense of entry or to distinguish one street district from another.

e) New development and landscaping should frame rather than block public views of prominent natural features, landmark sites and buildings, public art and other prominent features.

f) Buildings at the end of long view corridors should be designed to terminate the view with a landmark building element such as a tower or massing element.

Corner building as a gateway feature



Paired corner buildings to emphasize a sense of entry

Storefronts

Guidelines

a) Provide retail and commercial uses on the ground floors of buildings to bring animation to the street and encourage pedestrian activity.

b) Locate entrances to stores and the ground floor of live-work units at grade and design to be universally accessible, highly visible, and clearly articulated.

c) Provide spill-out space around the base of buildings for uses such as patios, street furniture, and special events.

d) Ensure a significant amount of the building frontage on the ground floor and at building base levels is glass to allow views of the indoor uses and create visual interest for pedestrians. Clear glass should be used to promote the highest level of visibility and should not be covered with advertising, opaque or semi-opaque stickers or other treatments that limit the visibility of the interior.

e) Provide awnings or canopies above windows and doors for weather protection.

Frequent doors, windows and pedestrian generating uses

Signage

Guidelines

a) Integrate signage in the building design and ensure it complements the building's elevation, animates the ground level, and enhances the streetscape.

b) Design signage to be consistent with respect to materials, size, location (on a building), lettering and lighting, while also allowing some flexibility for tenant branding.

c) Ensure signage lighting design complements the design of the building.

d) Direct signage lighting to limit light trespass to surrounding properties and to prevent light pollution.

e) Signage should add diversity and interest to the street and not overwhelm either the storefront or streetscape. Design building signage to be compatible and complement the architecture of the building in its scale, material, consistency and design.

f) Projecting or hanging signs should be permitted to encroach over the streetline provided that they do not project more than 1.0 metre from the building. There should be a minimum 2.4 metre clearance between the bottom of the sign and grade.

Signage integrated into a sign band as part of the facade design

Site Landscaping

Landscaping design should reinforce the structure of the site with a focus on creating a safe, comfortable, and animated pedestrian environment.

Guidelines

a) Provide a safe, clear, and accessible site circulation system for pedestrians, cyclists, and vehicles, including connections to the surrounding street network, public sidewalks, transit stops, and parking areas.

b) Create a pedestrian-scaled environment by arranging buildings to create comfortable and protected pedestrian spaces that provide a sense of enclosure.

c) Provide mid-block pedestrian connections for development blocks over 200 metres in length to support pedestrian movement.

d) Develop a comprehensive strategy for planting, built features, fencing, walls, paving, lighting, signage, and site furnishings.

e) Base planting strategies on year-round interest, hardiness, drought, salt and disease tolerance, and biodiversity.

f) Preserve, protect, and incorporate existing healthy and mature trees into the site and landscape designs wherever possible.

g) Minimize the use of hard, paved areas to reduce surface run-off and heat island effect. Use permeable or porous paving wherever possible.

h) Use high-quality, durable materials for all landscape features such as paving, fences, walls, planters, site furniture, and shade structures.

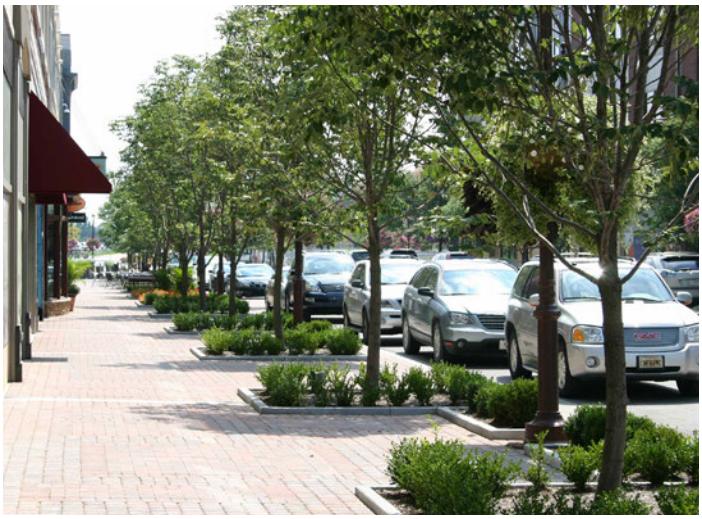
i) Consider green roofs for buildings with flat roofs. This will assist with reducing heat island effects and improving air quality and noise insulation.

j) Appropriate planting conditions such as soil depth, volume, and growing mediums must be provided for successful landscapes.

k) Utilize landscaped buffers to provide an appealing and 'soft' transitional interface between new development areas and the backyards of existing established areas. Landscaped buffers should provide a visual barrier, as well as some sound attenuation

l) Ensure the design of lighting avoids light spill onto abutting properties and adjacent residential neighbourhoods.

Patio defined behind a planting bed



Street tree planting to buffer the sidewalk from the street

Parking

Guidelines

a) On-site surface parking should be avoided wherever possible.

b) Encourage underground or structured parking. Where not feasible, at-grade parking should be located at the back of the building.

a) Provide access to parking, servicing and loading from the rear of the building, or a laneway where possible.

b) Access to parking and servicing areas should clearly prioritize pedestrian movement and the continuity of the public sidewalks.

c) Integrate vehicular entrances to a building into the building's architectural design.

d) Incorporate active uses at-grade for above-grade parking structures facing onto any Arterial or Collector Street.

e) Where above-grade parking structures face a street, minimize the visual impact of the building through screening or by treating the building face like an occupied building through expressing an architectural vocabulary and material compatible with adjacent façades.

f) Provide accessible and secure bicycle racks and parking at key locations to promote active transportation.

Parking entrance integrated into building design

Pedestrian priority established across vehicular access

Parking structure with rhythmic facade design (image: La Citta Vita, CC BY-SA 2.0, Flickr)

Servicing, Storage & Loading

Servicing, utility, storage, and loading are necessary components of all building sites. These areas need to be functional and easily accessible and their visual impact minimized through location and screening.

Guidelines

a) Coordinate, consolidate, and integrate loading docks, service areas, and storage within the building envelope, where possible.

b) Locate loading, service, storage, and utility areas away from public streets and screened from public view.

c) Ensure that waste collection vehicles have ample room to manoeuvre at the site planning stage to ensure that these functions do not spill over into either the public right-of-way or public spaces.

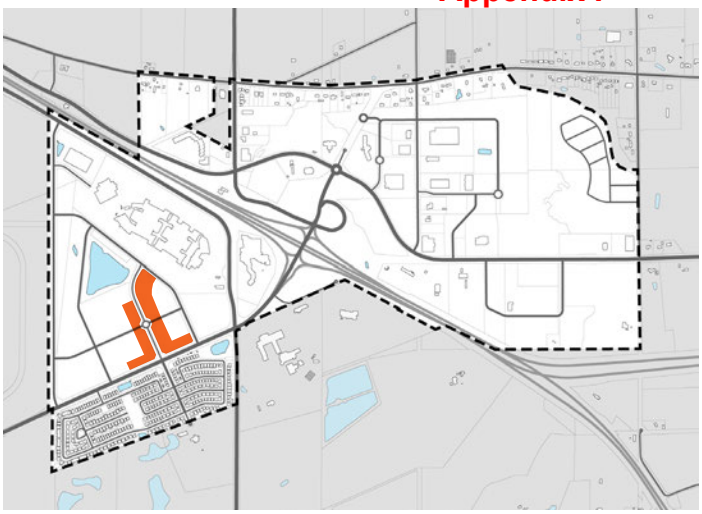
d) Provide access to servicing and loading areas from secondary streets or rear laneways. Include design treatments to minimize impact and improve safety for pedestrians and cyclists crossing these areas.

e) Locate all utilities underground. Where components of utilities must be located above ground, utility providers are encouraged to consider innovative methods of containing utility services on or within streetscape features.

f) For all restaurant uses, cooking ventilation systems, incorporate ecologizer, water wash, ultraviolet, or other equivalent odour extraction mechanisms that are sufficient to ensure that the resulting exhaust is substantially odour free and will not affect surrounding residents.

g) Fully screen and locate garbage, recycling, loading, and service areas away from public view. These facilities should be located in the rear or side yards away from residential uses, major streets, and open space areas. Integrate these functions within the building envelope.

Integrated service area with high standard of design



Main Street Mixed-Use Areas

In addition to the preceding Mixed-Use Area guidelines, additional guidelines apply to the Main Street Mixed-Use Areas (identified as the *Mixed-Use I Designation* in the Glendale Secondary Plan) where the intent is to create a community "main street" along Niagara-on-the-Green Boulevard, that provides a focal point for commercial and social activities for residents, workers, students and visitors in Glendale.

Guidelines

a) Along the frontage of Niagara-on-the-Green Boulevard, the height of the building base of a mid-rise building should be between 2 and 3 storeys to frame and reinforce the pedestrian scale of the streetscape.

b) Along the frontage of Niagara-on-the-Green Boulevard, portions of buildings above the building base's street wall should have additional stepbacks as necessary to preserve sky view and solar access to the street.

c) Locate buildings at or near the front property line to create good street definition and a sense of enclosure. Buildings should not be set back more than 5 metres from the front property line.

d) Buildings may be set back from the street edge where they frame and define the edges of public spaces, such as plazas, courtyards, and seating areas.

a) Buildings should occupy a minimum of 90% the frontage along public streets, with exceptions for public spaces, such as plazas, courtyards, and seating areas.

Larger set back when defining a public space

Mid-rise mixed-use development incorporating a grocery store

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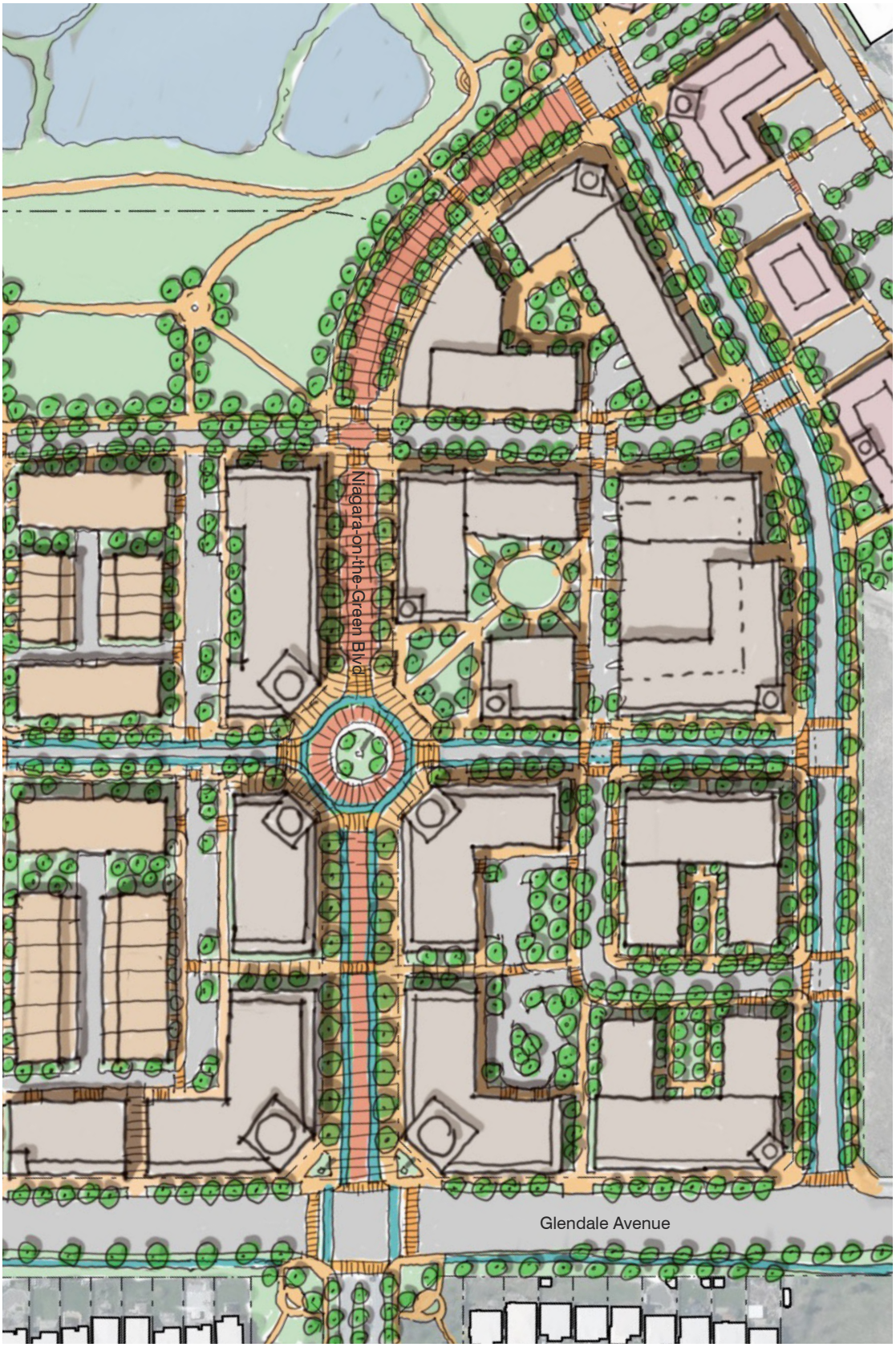
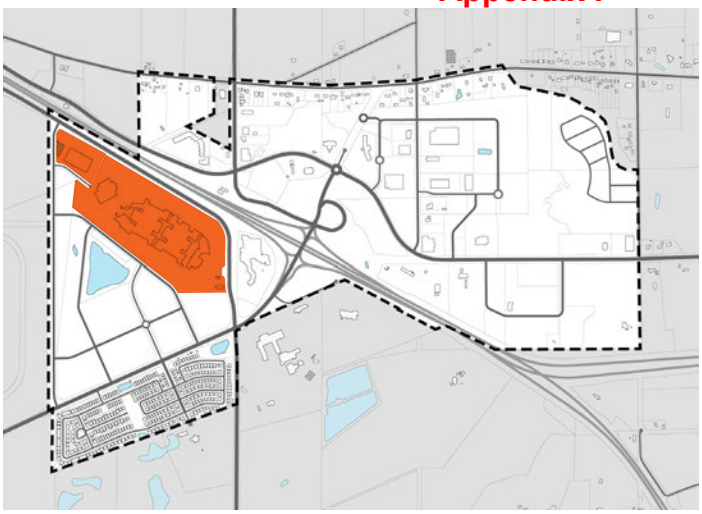


Demonstration plan illustrating a concept tor the Main Street Mixed-Use area along Niagara-on-the-Green Boulevard

Appendix I



Regional Commercial Areas

New and redeveloped buildings in Regional Commercial areas should be designed to frame the street edge, provide clear pedestrian access, and create gathering spaces such as patios, in order to foster a greater sense of place.

Building Placement & Orientation

Building placement refers to the location of the building in relation to the street. The orientation and placement of buildings along the street can help to reinforce the public realm by enhancing the pedestrian environment and creating a sense of enclosure.

Guidelines

a) Use buildings and smaller scale retail and commercial stores to frame and provide enclosure to the surrounding public streets by locating them close to the street edge.

b) Create a pedestrian-scaled, permeable and connected internal layout (block and street pattern) with comfortable and protected pedestrian spaces that have a sense of enclosure.

c) At key corner sites, sidewalk cafes, kiosks, and street vendors are encouraged, and larger setbacks may be permitted. The area within the front yard setback should be hardscaped with paving to provide an extension of the sidewalk.

Primary entrances located along the street frontage

d) Ensure buildings located adjacent to, or at the edge of parks or urban greens provide opportunities for overlook into the public space with windows and doors. The massing, siting and scale of these buildings should create a degree of enclosure or definition appropriate to the type of open space they enclose.

e) Ensure primary entrances to buildings are clearly visible and located on a public street, onto a public open space, or on a primary internal route for reasons of public safety and convenience.

f) Ensure access to primary building entrances from sidewalks and public open space areas are illuminated, convenient, and direct with minimum changes in grade.

g) Parking, driveways, or lanes should not be located between the buildings and the street except for large buildings on large sites with multiple buildings where the larger buildings are situated to the interior of the block with smaller buildings facing the street.

h) Provide accessible and secure bicycle racks and parking at key locations to promote active transportation.

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Demonstration plan illustrating a concept tor the Regional Commercial Area south of Taylor Road

Building Design

Guidelines

a) Articulate large walls visible from the street through various treatments such as offsets in massing, façade, and fenestration treatments.

b) For stand-alone commercial uses, minimize the building footprint by providing a multi-storey building in order to deliver compact form, conserve land and make the development more walkable.

c) Buildings located at corner sites along Arterial and Collector Streets should have a high level of architectural quality for the façade.

d) Design sites with multiple buildings to reflect a consistent architectural theme. Similar building elements could include colours, materials, signage, and the base and top of buildings. Design individual buildings to offer visual interest and variety in design through architectural features.

e) Ensure consistent high quality building design and architectural elements on all building elevations, particularly on facades in public view or backing onto residential properties.

f) Establish a rhythm of minor breaks or articulation along the façade, distinguishing one unit (retail or residential) or building component from the next.

g) Incorporate architectural elements to enhance the pedestrian environment such as canopies, overhangs, awnings, projecting display windows, architectural arcades, and colonnades. These elements should be designed as integral parts of the building in terms of form, style, material, and colour.

h) Steps and ramps should be architecturally incorporated into the building entrance.

Corner buildings address both sides of the street with windows, signage, lighting, and a continuation of public walkways

Combination of elements that enhance the pedestrian environment

Storefronts

Storefronts represent the primary interface of commercial areas with the public realm.

Guidelines

a) The floor-to-ceiling height of ground floors for commercial buildings should be at least 4.25 metres.

b) Locate entrances to stores at grade and design them to be universally accessible, highly visible, and clearly articulated.

c) Provide spill-out space around the base of buildings for uses such as patios, street furniture, and special events.

d) Ground floors facing public streets should have a significant amount of glazing to allow views of the indoor uses and create visual interest for pedestrians. Glazing should be clear and should not be covered with advertising or stickers that block views into the building.

e) Provide awnings or canopies above store windows and doors for weather protection.

f) Patio spaces should be defined by low screening fences, planters or hedges and be located adjacent to building entrances.

Awnings, canopies, and signage provide shade and weather protection for pedestrians

Signage

Signs play a significant role in the character and animation of commercial areas.

Guidelines

a) Integrate signage in the building design and ensure it complements the building's elevation, animates the ground level and is compatible in its scale, material, consistency and design.

b) In a site with multiple buildings, design signage to be consistent with respect to materials, size, location (on a building), lettering and lighting, while also allowing some flexibility for tenant branding.

c) Ensure signage lighting design complements the design of the building.

d) Direct signage lighting to limit light trespass to surrounding properties and to prevent light pollution.

e) For multi-tenant sites, provide an overall signage strategy that coordinates the site and building signage, and limits the number of monument/pylon signs on a single site and provide combined signage listing the businesses within the site.

f) Signage should not obscure windows, cornices or other architectural elements.

Retail signage integrated into building design (Copyright Queen's Printer for Ontario, photo source: Ontario Growth Secretariat, Ministry of Municipal Affairs)

Drive-Throughs

Where permitted, drive-through facilities must demonstrate that they do not adversely affect the character of the existing and planned streetscape.

Guidelines

a) Locate buildings close to or at the streetline to define and support the street edge and facilitate pedestrian activity and access.

b) Align new buildings with the front facades of existing buildings.

c) Ensure an appropriate transition in setback from existing and adjacent buildings along the street.

d) Locate the main entrance directly off the public sidewalk.

e) Ensure walls visible from the street are transparent with windows, doors, and other forms of transparent building materials to maximize views in and out of the building enhancing the relationship between interior and exterior to support and animate the public street and sidewalk.

f) Provide vehicular access and stacking lanes along the side or the rear of the building away from adjacent residential uses, streetscapes, and open spaces. Do not locate stacking lanes or driveways between the building and the street.

g) Provide parking adjacent to the secondary entrance to the facility so it is not necessary for pedestrians who arrive by car to cross driveways or stacking lanes to enter the building.

h) Locate utilities and service components such as transformers, loading, and garbage pick up at the rear or flank of the building out of view from the street and other public areas.

i) Provide sufficient signage where necessary to indicate direction of vehicular travel, stop signs, or no entrance areas.

Drive-through bank (Image: Oksana - stock.adobe.com)

Drive-through queue lanes (Image: Oksana - stock.adobe.com)

Site Landscaping

Landscaping design should reinforce the structure of the site with a focus on creating a safe, comfortable, and animated pedestrian environment.

Guidelines

a) Develop a comprehensive strategy for planting, built features, fencing, walls, paving, lighting, signage, and site furnishings.

b) Base planting strategies on year-round interest, hardiness, drought, salt and disease tolerance, and biodiversity.

c) Preserve, protect, and incorporate existing healthy and mature trees into the site and landscape designs wherever possible.

d) Minimize the use of hard, paved areas to reduce surface run-off and heat island effect. Use permeable or porous paving wherever possible.

e) Use high-quality, durable materials for all landscape features such as paving, fences, walls, planters, site furniture, and shade structures.

f) Consider green roofs for buildings with flat roofs. This will assist with reducing heat island effects and improving air quality and noise insulation.

g) Appropriate planting conditions such as soil depth, volume, and growing mediums must be provided for successful landscapes.

h) Where a commercial area abuts a residential area use landscaped buffers to provide an appealing and 'soft' transitional interface. Landscaped buffers should provide e a visual barrier, as well as some sound attenuation.

i) Ensure the design of lighting avoids light spill onto abutting properties and adjacent residential neighbourhoods.

Incorporate substantial landscaping in surface parking lots and include internal walkways that directly link sidewalks on public streets to store entrances

Parking

Vehicular access and parking are necessary for commercial areas to function properly, but care must be taken to minimize their physical and visual impacts on the public realm.

Guidelines

a) Provide a variety of parking options, including on-street parking, underground parking, structured, and screened at-rear parking courtyards. Avoid the use of large surface parking areas, where possible.

b) Locate parking areas away from the street frontage, at the rear or sides of the principal building.

c) Screen surface parking lots from streets, open spaces, and adjacent residential areas with the use of buildings, low fencing, architectural features, landscaping, berms, or other mitigating design measures, such as lowered parking surfaces with landscaped buffers.

d) Design surface parking to minimize environmental impacts by reducing the parking area size, considering shared parking facilities with adjacent buildings, and providing preferential parking for fuel efficient vehicles.

e) Break large parking areas into smaller courts by providing walkways at a minimum interval of 8 rows of parking. Locate walkways flanking a lane or between 2 parking rows.

f) Incorporate pedestrian walkways and landscaping into surface parking areas along primary vehicular routes to enable safe, barrier-free, and direct movement to principal building entrances and the sidewalk. Design walkways with a minimum width of 1.8 metres.

g) Where walkways cross drive aisles, they should be differentiated from the driving surface through the use of surface materials, colour and/or grade change.

h) Use landscaping to break up parking areas to assist with reducing the heat island effect. Trees create a more comfortable walk to and from parking areas, avoiding overheating of parked vehicles. Landscaping islands should have a minimum width of 2.5 metres.

i) Consider above or below grade parking structures where possible and feasible in efforts to conserve land, promote compact development, and reduce heat island effect.

j) Incorporate active uses at-grade for above grade parking structures facing onto any Arterial or Collector Street, where possible.

k) Where above grade parking structures abut a street, minimize the visual impact of the building through screening or by treating the building face like an occupied building through expressing an architectural vocabulary and material compatible with adjacent façades.

Lowered parking surfaces and landscaped buffers help screen parking areas from street view

Parking structure with retail uses facing street at ground level

Servicing, Storage & Loading

Servicing, utility, storage, and loading are necessary components of commercial uses. These areas need to be functional and easily accessible and their visual impact minimized through location and screening.

Guidelines

a) Coordinate, consolidate, and integrate loading docks, service areas, and storage within the building envelope, where possible.

b) Locate loading, service, storage, and utility areas away from public streets and screened from public view.

c) Ensure that waste collection vehicles have ample room to manoeuvre at the site planning stage to ensure that these functions do not spill over into either the public right-of-way or public spaces.

d) Provide access to servicing and loading areas from secondary streets or rear laneways. Include design treatments to minimize impact and improve safety for pedestrians and cyclists crossing these areas.

e) Locate all utilities underground. Where components of utilities must be located above ground, utility providers are encouraged to consider innovative methods of containing utility services on or within streetscape features.

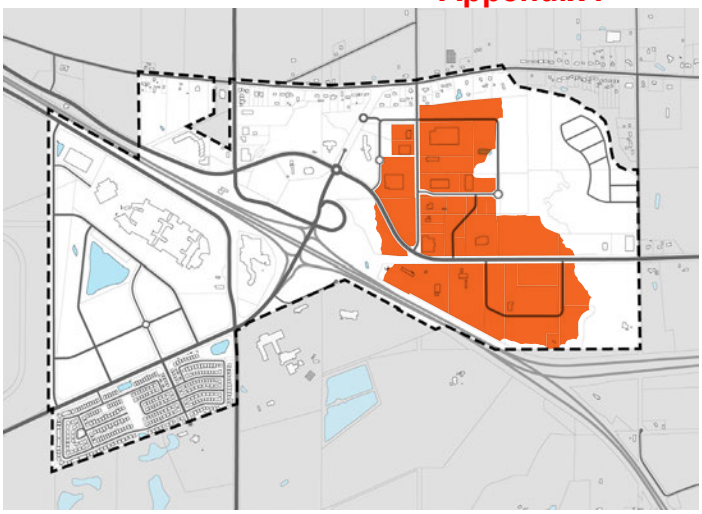
f) For all restaurant uses, cooking ventilation systems, incorporate ecologizer, water wash, ultraviolet, or other equivalent odour extraction mechanisms that are sufficient to ensure that the resulting exhaust is substantially odour free and will not affect surrounding residents.

g) Integrate facilities for handling, storing, and separating waste and recycling into the building design.

h) Ensure waste facilities within an external structure are consistent in design, colour, and materials to the main building and are not in a prominent location.

Fully enclosed garbage enclosure

Appendix I



Industrial/Business Park Areas

Industrial/Business Park Areas may include a wide variety of uses, including offices, research and development, warehouses, and light industrial and manufacturing uses.

Building Placement & Orientation

Guidelines

a) Arrange and design industrial and business parks to incorporate a campus design to ensure that all development components are recognizable as part of an integrated complex. A campus design format consists of one or more individual buildings or multiple tenancy buildings having shared parking, loading, and access facilities.

b) Design buildings to have high-quality design features including built form, architectural detail, landscaping, and signage.

c) Orient buildings adjacent to an arterial or collector street to face the street to provide good visibility and contribute to the framing of the streetscape.

d) If there are multiple buildings on one site, provide a coordinated architectural treatment to develop overall site harmony. Provide differentiating characteristics, particularly at building entrances.

e) Vehicular access and parking should be shared between adjacent properties wherever feasible to reduce the extent of interruption along the sidewalk and the streetscape and minimize turning locations.

Colour, material and massing create a dynamic façade

Colour, material and massing create a dynamic façade

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Demonstration plan illustrating a concept tor the Industrial/Business Park Area at York Road and Townline Road

Building Design

Guidelines

f) Avoid long stretches of monotonous building façades or 'blank walls'. Building articulation and material and colour changes should be the primary means to create interest on long expanses of walls.

g) Industrial uses may provide less decorative facade materials for non-street frontages, such as concrete and metal siding; provided the front facade material does not transition at the corner, and is wrapped around to the sides.

h) Design highly visible sites (such as those visible from the QEW or at main intersections such as York Road and Townline Road) with entry features and identifiable architectural features, such as towers, enhanced elevation treatments, unique massing or roofing lines, a multi-storey presence, or other prominent architectural forms to provide an identity to the area.

i) For accessory buildings, provide compatible and complimentary design, colour, and materials to the main building.

A special architectural feature breaks up a long façade

Signage

Guidelines

a) Design building signage to be compatible and complement the architecture of the building in its scale, material, consistency and design.

b) For buildings or sites with multiple tenants, provide combined signage listing the businesses within the site.

c) Ensure signage lighting design complements the design of the building.

d) Direct signage lighting to limit light trespass to surrounding properties and to prevent light pollution.

Site Landscaping

Guidelines

a) Provide outdoor amenity areas, such as courtyards, patios, and seating areas in desirable areas, such as facing public streets or natural heritage features and define with building façades, architectural features, fencing, and/or landscaping.

b) Develop a comprehensive strategy for planting, built features, fencing, walls, paving, lighting, signage, and site furnishings.

c) Base planting strategies on year-round interest, hardiness, drought, salt and disease tolerance, and biodiversity.

d) Preserve, protect, and incorporate existing healthy and mature trees into the site and landscape designs wherever possible.

e) Minimize the use of hard, paved areas to reduce surface run-off and heat island effect. Use permeable or porous paving wherever possible.

f) Use high-quality, durable materials for all landscape features such as paving, fences, walls, planters, site furniture, and shade structures.

g) Consider green roofs for buildings with flat roofs. This will assist with reducing heat island effects and improving air quality and noise insulation.

h) Appropriate planting conditions such as soil depth, volume, and growing mediums must be provided for successful landscapes.

i) Where a commercial area abuts a residential area use landscaped buffers to provide an appealing and 'soft' transitional interface. Landscaped buffers should provide a visual barrier, as well as some sound attenuation.

j) Ensure the design of lighting avoids light spill onto abutting properties and adjacent residential neighbourhoods.

Use of vegetated screening as a visual buffer

Parking

Guidelines

a) Locate parking areas away from the street frontage, at the rear or sides of the principal building.

b) Screen surface parking lots from streets, open spaces, and adjacent residential areas with the use of buildings, low fencing, architectural features, landscaping, berms, or other mitigating design measures, such as lowered parking surfaces with landscaped buffers.

c) Design surface parking to minimize environmental impacts by reducing the parking area size, considering shared parking facilities with adjacent buildings, and providing preferential parking for fuel efficient vehicles.

d) Break large parking areas into smaller courts by providing walkways at a minimum interval of 8 rows of parking. Locate walkways flanking a lane or between 2 parking rows.

e) Incorporate pedestrian walkways and landscaping into surface parking areas along primary vehicular routes to enable safe, barrier free, and direct movement to principal building entrances and the sidewalk. Design walkways with a minimum width of 1.8 metres.

f) Where walkways cross drive aisles, they should be differentiated from the driving surface through the use of surface materials, colour and/or grade change.

g) Use landscaping to break up parking areas to assist with reducing the heat island effect. Trees create a more comfortable walk to and from parking areas, avoiding overheating of parked vehicles. Landscaping islands should have a minimum width of 2.5 metres.

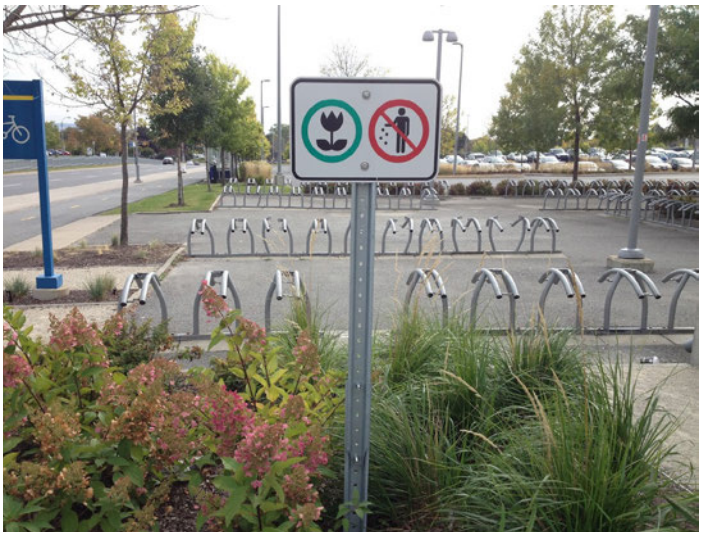
h) Integrate stormwater facilities for large parking lots into the parking area using for example permeable pavers and bioswales. Design the facilities as aesthetic landscape features such as planting strips between parking rows.

i) Consider above or below grade parking structures where possible and feasible in efforts to conserve land, promote compact development, and reduce heat island effect.

j) Incorporate active uses at-grade for above grade parking structures facing onto any Arterial or Collector Street, where possible.

k) Where above grade parking structures abut a street, minimize the visual impact of the building through screening or by treating the building face like an occupied building through expressing an architectural vocabulary and material compatible with adjacent façades.

Example of a parking lot that incorporates planting strips for as a stormwater management strategy



Bicycle parking in employment areas to support active transportation

Servicing, Storage & Loading

Guidelines

a) Provide specifically designated areas for uses such as service entrances, loading docks, delivery and sorting, temporary storage, garbage and recycling, outdoor storage, outdoor work areas, and other similar uses. These should be:

   – Located behind buildings or away from public streets;

   – Appropriately sized for the intended use; and,

   – Screened from public streets and residential uses to reduce visual and sound impacts on adjacent uses.

b) Ensure that service areas have adequate space for manoeuvring and allow for efficient operation. Vehicle movements in and around service areas should not conflict with adjacent parking areas.

c) Ensure truck manoeuvring, circulation, and queueing lanes are signed, and marked accordingly on the pavement.

d) Provide sufficient on site truck queueing areas as necessary for the expected numbers of trucks. Locate behind buildings and screen, as practical.

e) Ensure loading and delivery areas are not located in a required setback area.

f) Include design treatments to minimize impact and improve safety for pedestrians and cyclists crossing servicing and loading areas.

g) Construct trash and recycling enclosures to be compatible with the project architecture and materials, built to house sufficiently sized bins for the intended use, and designed with a wall height that is sufficient to completely conceal bins.

h) Use berms in landscape strips to minimize views/noise from adjacent uses, parking, loading, and service areas.

i) Where permitted, ensure that outdoor storage only occurs within physically-defined areas, is screened with appropriate fencing, walls, or landscaping, and that all materials in an outside storage area are stored on an impermeable surface to prevent adverse impact on site drainage and stormwater management facilities.

Uses that May be Located in Other Designations

Public Service Facilities

Public Service Facilities include elementary and secondary schools, public libraries, museums, community centres, or other similar uses that meet the recreational, health, social, educational and cultural needs of residents.

Overall Guidelines

Guidelines

a) Site public service facility buildings prominently and where possible, to terminate views. Ensure buildings are sited to specifically differ from the surrounding urban fabric in order to emphasize their importance as landmarks.

b) Locate buildings in community hubs to promote cost-effectiveness and facilitate service integration and access to transit.

c) Locate buildings close to the street to reinforce the street wall and define intersections.

d) Ensure buildings have direct access from the surrounding community through a comprehensive and connected active transportation network.

e) Locate vehicular parking at the side or rear of the building. Parking for cyclists should be located near building entrances and where visual surveillance can be maximized.

f) Provide drop-off areas for buses and cars in the public right-of-way where possible, but when located on site they should be at the side, and not the front of the building.

g) Consider integrating public service facilities into mixed-use, residential or multi-storey buildings in order to maximize the use of the site and services, minimize the building footprint, contribute to the creation of compact neighbourhoods, as well as contribute to an urban street condition.

h) Consider co-locating or sharing facilities with other public service facilities or other compatible uses.

i) Respond to the local context and site conditions when siting buildings. Where applicable, design buildings to respond to the site's topography

j) Locate the most active portions of the buildings facing higher order streets. Locate large portions of buildings such as gymnasiums or auditoriums to the sides, rear, or interior of buildings.

k) Public service facilities should include public art, either integrated into the building or in a prominent and publicly-visible location on the site.

l) Public service facilities should demonstrate a commitment to sustainability by aiming to attain certification by an appropriate green building programs. See Green Buildings & Sites Section in Chapter 4.

The building is located close to the road to frame the street edge

Building Design

Guidelines

a) Design public service facilities as special landmark buildings with high quality architectural design, materials, and finishes.

b) Incorporate architectural elements such as massing and special features to terminate important views and vistas.

c) Ensure highly articulated façade design for all elevations exposed to public view. This includes changes in plane and materials, fenestration, projections, relief, and horizontal and vertical elements. Blank, uninterrupted walls should be avoided.

d) For buildings located at corners, design elevations to equally address the two street frontages. Additionally, use prominent massing, height, architectural elements and detailing to emphasize these locations.

e) Coordinate building materials and ensure they reflect, complement, and enhance the building's architectural style and detailing.

f) Ensure the design of ancillary buildings and structures is coordinated with that of the principal building in terms of height, massing, architectural details, signage, materials, and colours.

g) Provide a high level of visual transparency and permeability at eye level for lobbies by using windows and prominent entrances.

h) Utilize daylighting strategies, such as building orientation, uniform windows across the facade, or skylights to capture natural light and reduce the need for electric lights during the day.

i) Provide integrated weather protection elements at main entrances and ensure they complement the building's design.

j) Ensure the front door of all community service facilities are connected by a walkway to the sidewalk and have direct access to transit stops.

k) Consider roof forms other than flat roofs to respond to the context and character of the neighbourhood, particularly where there is a heritage context, and to highlight the nature of the public or institutional building.

l) Where flat roofs are used, incorporate cool roofs and/or green roofs in the design of the building to minimize surface runoff, reduce heat island effect, provide noise insulation, and improve local air quality. See Energy Conservation Section in Chapter 4.

m) Screen rooftop mechanical equipment with materials that are complementary to the building.

n) Integrate signage within the building design and ensure it complements the building's elevation, animates the ground level, and enhances the streetscape.

o) Direct signage lighting to limit light trespass to surrounding properties and downcast to prevent light pollution.

p) Ensure signage provides a high level of clarity, visibility, and visual interest, and should aid pedestrians and drivers in navigating the area, especially at night.

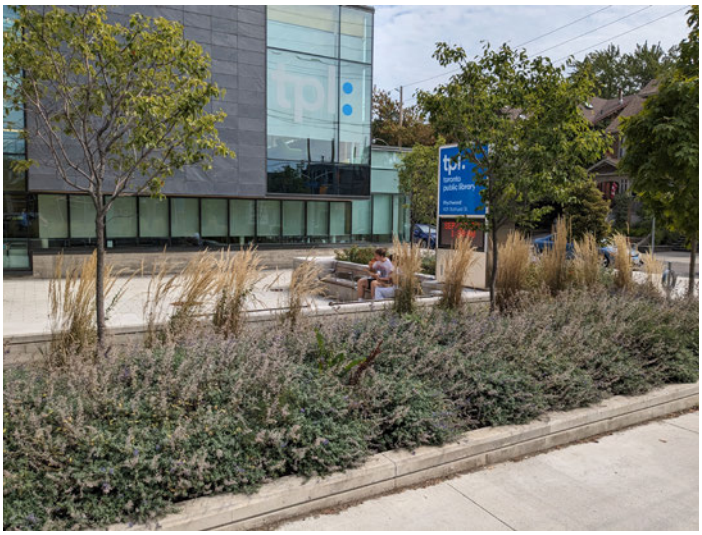
Example of the use of architectural features to denote landmark community facilities

Site Landscaping

Guidelines

a) The site should be well landscaped and visible at the pedestrian level.

b) Provide a sufficiently sized gathering space designed as an outdoor amenity space for public service facilities where significant numbers of people are expected to gather or wait outside the main entrance.



Plantings and consistent materials along the building facade

School Sites

In addition to the preceding Public Service Facilities guidelines, the following guidelines apply to school sites.

Guidelines

a) Minimize the land area required for school sites in order to promote compact development and conserve land. School Boards are encouraged to build more compact facilities including three storey elementary schools and buildings located close to the street.

b) Where possible, locate elementary school sites adjacent to a neighbourhood park to allow for the sharing of playfields to promote compact development and minimize land area requirements. Explore the use of appropriate and innovative engineered turf material to increase the durability of the playfields and minimize maintenance requirements.

c) Consider opportunities for shared parking lots in order to reduce the on-site parking requirements. Locate and site the shared parking lot to facilitate easy and safe access by students.

d) Consider maximizing the opportunity for using the natural heritage system for passive open space uses such as trails and trail heads for school sites located adjacent to the natural heritage system.

e) Provide direct pedestrian and cycling routes to secondary schools from all parts of the surrounding community that are linked with the active transportation network.

f) Design schools to ensure safe pedestrian crossing and cycling practices. Whenever possible, ensure students are able to easily reach building entrances without crossing bus zones, parking entrances, and student drop-off areas.

g) Design school sites to provide for visitor parking and bus pick-up and drop-off for automobiles and buses on site. For smaller sites, consider demarcated bays in the adjacent street right of way.

h) Locate parking at the rear or to the side of the principal building. Circulation in front yards should be limited to drop-off zones, and clear sight lines should be preserved to the street.

Parking is located to the rear of the building off the main street and the front entrance to the building is directly connected to the public sidewalk

Emergency Services Facilities

Guidelines

a) Locate emergency services facilities such as fire stations and emergency medical service stations in a prominent and visible location with convenient access to an Arterial or Collector Street.

b) Integrate the design of emergency services facilities with the surrounding development, through appropriate architectural design and landscaping.

c) Provide buffering, including visual screening, planting and/or fencing, between the emergency services facilities and any adjacent residential uses to mitigate noise and light impacts.

Fire station designed to integrate with and provide buffers to its surroundings

Places of Worship

Guidelines

a) Locate Places of Worship on Arterial or Collector Streets along public transit routes in order to maximize transit ridership.

b) Consider the joint use of parking areas with adjacent uses in order to reduce land requirements and promote compact development, especially in mixed use areas.

c) Ensure the massing and scale of the building is compatible with the character of adjacent development, especially within low-rise areas through the use of similar setbacks, material selection, and the use of architectural elements.

d) Provide buffering, including visual screening, planting and/or fencing, between the place of worship use and any adjacent residential uses.

Place of worship with unique architectural elements that break up massing and provide compatibility with adjacent uses

Appendix 3

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4 Green Infrastructure & Buildings

While sustainability is an overarching objective throughout the Guidelines, this section provides guidance on green infrastructure and building practices and helps achieve the broad sustainability principles of the Official Plan.

Development in Glendale should incorporate sustainable buildings and infrastructure to:

- Encourage the preservation, reuse and incorporation of existing buildings in new development to make use of their embedded carbon and zero carbon debt to minimize the carbon debt of new development.
- Protect and enhance local and regional ecosystems and biological diversity.
- Promote the responsible use of resources to ensure long-term sustainability, reduce greenhouse gas emissions, and reduce demands for energy, water, and waste systems.
- Demonstrate leadership in sustainable forms of green building design and technology, including the incorporation of renewable and alternative energy sources.
- Promote innovative residential and public building designs that contribute to energy reduction and natural resource conservation, green roofs, synergies between buildings, and site management practices.
- Protect the urban forest and the tree canopy and identify objectives for how it can be maintained, enhanced and expanded.
- Support opportunities for best management practices for stormwater to protect against flooding and erosion while improving water quality.

The Green Infrastructure and Building Guidelines apply to development by both the private and public sectors.

BedZED Eco Village, London, UK
(Image: Tom Chance, CC BY 2.0, Flickr)

Green Buildings & Sites

Promote innovative programs to encourage the design and construction of green buildings and sites that meet the Town's goals.

Guidelines

a) Encourage innovative building designs which contribute to affordability and energy and natural resource conservation.

b) Encourage the use of third-party certification and rating programs, such as Energy Star, LEED® (Leadership in Energy and Environmental Design), BREEAM (Building Research Establishment Environmental Assessment Method), Zero Carbon Building (ZCB) Standards, Green Globes, Climate Positive Design's Pathfinder, or Passive House (Passivhaus) Certification.

c) Encourage the use of the full spectrum of LEED certification options by developers, current property owners and the Town, including LEED for Cities, LEED for Neighbourhood Development (ND), LEED for Homes (H), LEED for Building Design and Construction (BD+C), LEED for Interior Design and Construction (ID+C) and LEED for Building Operations and Maintenance (O+M).

d) Redevelopment of sites in which there will be demolition should include a Life Cycle Assessment (LCA) that includes loss of embedded carbon. In addition to any third-party certification, all new construction should include whole life carbon costing.

Building with living walls on facade

LEED certification sign (Image: Tada Images - stock.adobe.com)

Energy Conservation

Minimizing energy consumption and clean, renewable electricity generation are key components of sustainability. On-site generation in new developments helps reduce GHG emissions from non-renewable power generation.

Guidelines

a) Where feasible, consider alternative community energy systems such as district energy, geo-exchange, sewer heat recovery, energy storage, air source heat pumps and/or inter-seasonal thermal energy.

b) Consider reducing demand for energy from the grid and encourage renewable energy production. Renewable energy sources that could be employed may include the use of solar thermal and photovoltaic equipment or wind power. Proposed alternative energy sources could be used in combination with energy from the grid.

c) Encourage passive solar building orientation to permit enhanced energy efficiencies by creating optimum conditions for the use of passive and active solar strategies. The integration of passive building systems is enhanced with buildings oriented to maximize the potential for sunlight and natural ventilation.

d) Consider constructing all low- and mid-rise residential buildings to be Solar Ready. Being Solar Ready means built with all the necessary piping and equipment that would be needed to install a rooftop solar power system.

Solar panels on the roof of low-rise residential development.

e) Reduce heat absorption through the use of cool roofs that are designed to reflect more sunlight and absorb less heat than a standard roof. Cool roofs can be made of a highly reflective type of paint, a sheet covering, or highly reflective tiles or shingles.

f) Cool roofing materials should have a minimum initial solar reflectance of 0.65 and minimum thermal emittance of 0.90, or for a low sloped roof (less than 1:6 slope), typical of commercial and institutional buildings, the 3-year aged Solar Reflectance Index (SRI) value should be a minimum of 15, and for steep sloped roofs (greater than 1:6 slope), typical of residential, the minimum SRI value should be 64.

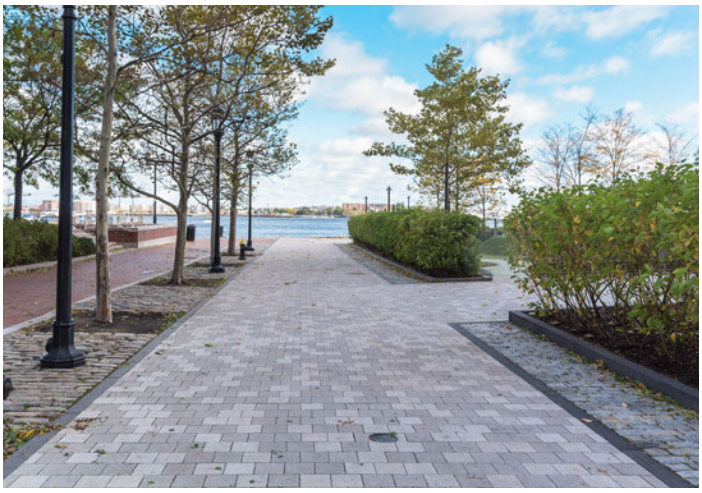
Cool roofing material

g) Green roofs are encouraged for larger multiple-unit residential buildings, office buildings, as well as, public institutional buildings to minimize surface runoff, reduce urban heat island effects, provide noise insulation, improve local air quality and opportunities for pollinator habitat.

Green roof on a commercial building (Image: Sookie, CC BY 2.0, Flickr)

h) In mid-rise residential buildings, design roofs as barrier-free amenity areas.

i) Mitigate urban heat island effects through the use of light-coloured paving materials including white concrete, grey concrete, open pavers and any material with an SRI of at least 28. Consider light-coloured paving materials (without compromising contrast requirements) for parking areas, pedestrian walkways and urban squares.



Use of light coloured pavers to reduce urban heat island effects while maintaining contrast between walkway and furnishing zones

j) Consider paving driveways with light-coloured material to reduce urban heat island effects.

k) Prioritize the preservation of existing trees and provide deciduous trees to help with evapotranspiration and the shading of sidewalks and hard surface areas in the summer and solar access in the winter.

l) Use awnings to lower summer indoor cooling needs and energy use as well as providing shade to pedestrians during warm weather.

m) For residential buildings four storeys or more and non-residential buildings, at least 10% of parking spaces (including a minimum of one accessible parking space) should be equipped with electric vehicle charging stations. Consider designing all remaining spaces to enable future charging station installation (EV ready).

n) Provide electric vehicle charging stations in parking areas of mixed-use, office, institutional, or employment uses, or within underground garages for multi-unit residential buildings, where feasible.

Charging stations for electric vehicles in mixed use areas

o) Provide long-term, secure bicycle parking options in multi-storey residential and employment buildings. Indoor bicycle parking is preferred. Where appropriate, include e-bike charging stations.

p) Development of a Transportation Demand Management Plan may be required, with consideration given to share programs, carpooling, transit, remote/flexible work, end-of-trip facilities and active transportation options.

Water Use & Management

Reducing household water consumption reduces water utility costs and helps protect the natural water supply. Reducing impervious surfaces improves stormwater absorption, and retaining and treating stormwater runoff helps protect natural watercourses.

Guidelines

a) Consider using the following Low Impact Development strategies:

- Soakways, infiltration trenches and chambers;
- Permeable pavement/pavers;
- Perforated pipe systems; and,
- Rain gardens in the right-of-way.

Example of an innovative stormwater management facility.

b) Consider the following strategies for stormwater retention and run-off:

- Retain stormwater on-site through rainwater harvesting and on-site infiltration;
- Direct flow to landscaped areas and rain gardens and minimize the use of hard surfaces in order to reduce the volume of run-off into the storm drainage system;
- Store snow piles away from drainage courses, storm drain inlets, and planted areas; and,
- Use infiltration trenches, dry swales, and naturalized bioswales adjacent to parking areas to improve on-site infiltration.

c) Introduce green infrastructure, such as bioswales or bioretention planters, within the public right-of-way to enhance ground water infiltration and improve water quality as part of a comprehensive water management plan.

Bioretention planters for stormwater management, Portland OR

d) Use perennial plants in bioswales and other planting areas to bind soil together, prevent washing out of soils, and improve absorption.

e) Consider the inclusion of third pipe greywater systems and rain water harvesting, for watering lawns and gardening, to reduce demand on potable water use.

f) Implement a rainwater harvesting program to provide the passive irrigation of public and private greenspace, including absorbent landscaping, cisterns, rain barrels, underground storage tanks, infiltration trenches, etc.

g) Consider the use of permeable or porous pavement instead of standard asphalt and concrete as a stormwater run-off management strategy that reduces the impact of urban development on the natural hydrological cycle.

Permeable paving used on a street

h) Consider the installation of subsurface basins below parking lots to enable stormwater to be stored and absorbed slowly into surrounding soils.

i) Where feasible, implement curb cuts along sidewalks and driveways to allow water to flow into planted zones or infiltration basins, while ensuring a guiding edge is maintained for people with disabilities. Tactile attention indicators may be required in some circumstances.

Curb cut allowing rainwater runoff into planting area, Portland OR

j) Encourage water conservation measures in new development, including:

- Targeting 10% greater water efficiency than the Ontario Building Code and encouraging through appropriate incentive programs, 20% greater water efficiency than the Ontario Building Code;
- Restricting the use of potable water for outdoor watering;
- Promoting the use of native, water efficient and drought resistant plant materials (xeriscaping) in parks, along streetscapes, and in public and private landscaping;
- Avoiding use of turf grass areas, and when required, installing drought resistant sod; and,
- Increasing topsoil depths and providing soil scarification.

Air Quality

To minimize the air quality and climate change impacts associated with development, the following measures are encouraged.

Guidelines

a) Reduce the impact of air pollution by encouraging the creation of a 'complete' community that is characterized by greater densities placed at mixed use nodes, and near transit facilities; mixed land uses; a mix and diversity of housing types; and a connected and walkable street network that is designed to encourage active transportation.

b) Encourage and promote alternative modes of transportation such as public transit, walking, rolling and cycling by providing infrastructure and amenities in key areas, and by securing a transit hub in Glendale.

c) Ensure there are transit options within a 400 metre (5 minute) walking distance of all parts of the Glendale.

d) To promote transit ridership, programs such as developer-sponsored transit passes at reduced-costs for each residential unit or employee are encouraged.

e) Ensure the separation of sensitive land uses from air pollutant sources through land use planning and zoning. Refer to the Ministry of the Environment guidelines.

f) Minimize the number of parking spaces and overall impact of car parking:

- Mixed use developments should include shared use of parking among uses that have different peak use characteristics;
- Design parking areas so they are not the primary visual component of a neighbourhood;
- Reduce the parking ratio required in areas that are served by transit; and,
- Dedicate priority 5% of the total parking spaces for carpool, ride sharing, and ultra low emission vehicles
- Adhere to bicycle parking requirements for developments and public spaces.

Niagara Region Transit bus (image: City of St Catharines)

Canopy protecting bicycle parking area

Signs marking parking for EVs and carpool users

Bird-Friendly Design

Many birds die or are severely injured trying to fly through glass or glass-like structures that reflect vegetation or open sky. Light pollution can have a negative impact on migratory birds, confusing their sense of direction and disrupting breeding and reproduction. Mitigations should be implemented that minimize the danger to birds.

Guidelines

a) Avoid untreated reflective glass or clear glass that reflects trees and the sky.

b) Use etched glass, fritted glass, screening or shutters to reduce reflections.

c) On existing glass or where etched or fritted glass, screening or shutters are undesirable or impractical, use visual markers on the exterior surface of glass in a dense pattern (ideally with a maximum gap of 5 centimetres).

d) Glass should not be reflective within the first 12 metres of building height, or to the height of adjacent vegetation.

e) Follow dark-sky-compliant lighting practices, including full cut-off fixtures to limit light spillage.

f) Locate and manage lighting to reduce reflections that might confuse migratory birds.

g) Turn off unnecessary indoor lighting during bird migration seasons (spring and fall). Also consider reducing outdoor lighting levels to minimum safety requirements during bird migration seasons.

Bird-friendly glass on a new building in Ottawa

Visual markers applied to a large window (image: Kawartha Wildlife Centre)

Material Resources & Solid Waste

Reduction of waste, diversion of waste from landfills and increasing recycling and reuse can help reduce the impacts of solid waste on the environment by conserving energy, reducing disposal costs, and reducing the burden on landfills and other waste disposal pathways.

Guidelines

a) Consider the use of recycled or reclaimed materials for new infrastructure including roadways, parking lots, sidewalks, unit pavings, curbs, water retention tanks and vaults, stormwater management facilities, sanitary sewers, and/or water pipes.

b) Reduce waste volumes through the provision of recycling/reuse stations, drop-off points for potentially hazardous waste, and centralized composting stations.

Comprehensive recycling station

Provide on-site sorting facilities in multi-unit residential buildings

c) In large buildings, such as multi-unit residential buildings and institutional or public buildings, provide on-site recycling facilities for the handling, storing, and separating of recyclables.

d) Recycle and/or salvage at least 50% of nonhazardous construction and demolition debris and locate a designated area on site during construction for recyclable materials.

Urban Agriculture

Urban agriculture such as community gardens provides the opportunity for an alternative use of green space and as a transition in land uses.

Guidelines

a) Promote initiatives such as sustainable food production practices as a component of a new development. Development plans and building designs are encouraged to incorporate opportunities for local food production through:

- Community gardens;
- Edible landscapes;
- Small scale food processing, such as community kitchens, food co-ops, and community food centres;
- Food-related home occupations/industries;
- Small and medium scaled food retailers; and,
- Local market space (i.e., a farmer's market).

b) Incorporate urban agriculture as part of a neighbourhood's character and open space system, while also providing a transitional use between the natural and built environments.

Urban agriculture supports sustainable local food production

Community gardens support local food production

Farmer's markets support access to fresh produce.

Tree Planting

A central challenge in the urban environment is the incorporation of trees. Trees are an invaluable piece of green infrastructure, acting as urban lungs. The proper selection and detailing of tree plantings will contribute to their long term health and success. Providing for increased soil areas, native and drought tolerant species, and giving trees ample space to grow will increase their chances of reaching maturity, and increase their lifespan. Trees provide a range of benefits, including providing shade, reducing ambient temperatures, mitigating the urban heat island effect, and contributing to the character of the space and surrounding neighbourhood. A variety of strategies will increase the likelihood of success of planting canopy trees.

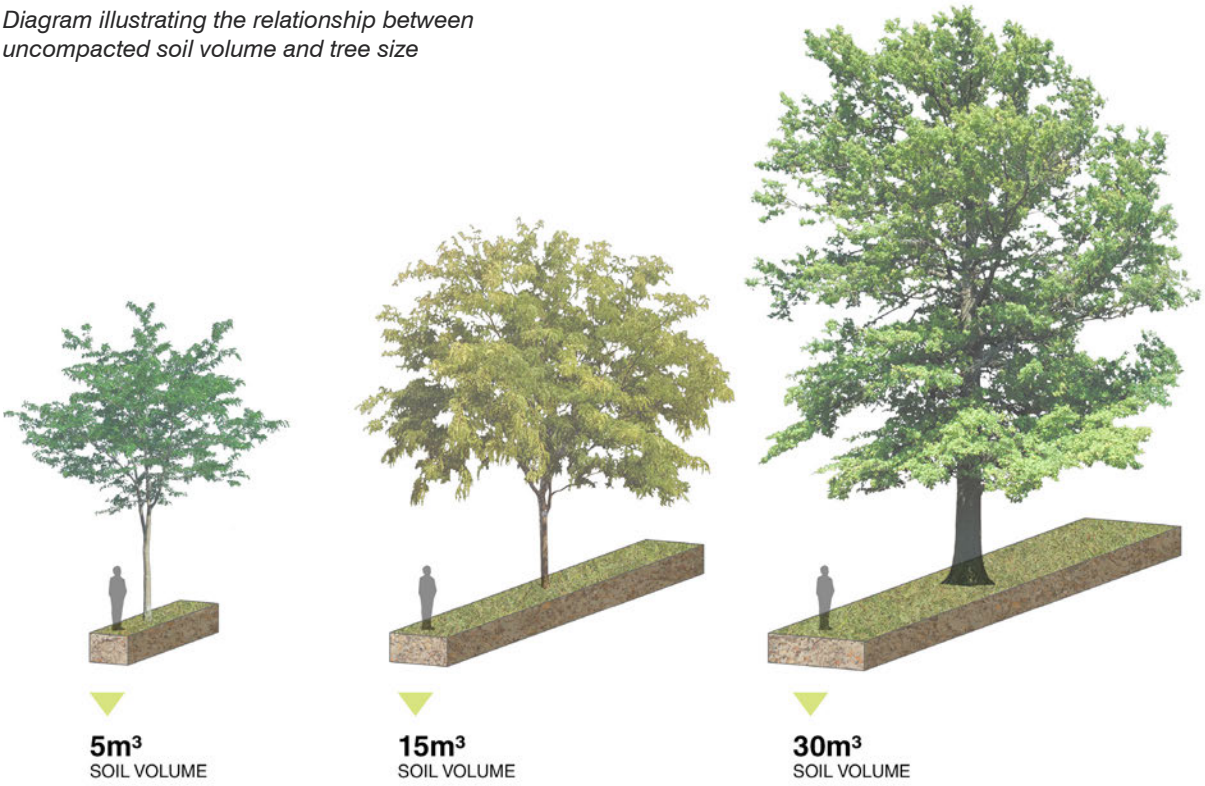
Tree planting along Front Street in the West Don Lands, Toronto

Guidelines

a) Preserve and incorporate existing trees wherever possible and ensure existing trees are healthy and protected from impacts during construction and development.

b) Street trees require a minimum 20 m^3 uncompacted soil volume per tree, within a maximum of 1.4 m from the surface. For trees to reach their full potential, a minimum 30 m^3 soil per tree should be targeted. Measures must also be taken to mitigate soil compaction and to ensure healthy soils for the trees.

Diagram illustrating the relationship between uncompacted soil volume and tree size



Appendix 3

c) Where minimum uncompacted soil volumes cannot be achieved, use structural soil cells (a system of structural plastic units). Structural soils and structural sands can be used to connect adjacent soil volumes.

Soil cell installation at Lincoln Center New York (Source: DeepRoot on Flickr.com)

d) Where space is limited and trees must be placed in a hardscape condition to maximize at grade pedestrian space, use of open planters with curbs is preferred. When using tree grates, size the openings to allow tree trunks to grow.

Trees in hard paving with connected soil volumes

e) Plant a diverse selection of resilient canopy tree species, with preference given to native species.

f) Provide species diversity across Glendale to promote resilience in the ecosystem.

g) Use trees to establish a comfortable microclimate (e.g. – provide wind ad noise reduction and cooling effects).

Trees contribute to comfortable microclimates

h) Ensure tree planting areas have adequate drainage, such as through the provision of sub-drains.

i) Implement a watering program during the establishment period of the tree (approximately 5 years). Provide watering in times of drought.

j) Avoid conflicts with underground and above grade infrastructure and utilities by arranging reviews with Town stakeholder agencies early in the development process, recognizing that there are capital costs and time involved in locating utilities.

k) Understand and identify capital costs to provide appropriate growing conditions.

l) Understand and identify operating/ maintenance costs, including a tree placement program.

Stewardship and Education

For new development in Glendale actions should be taken to support homeowner environmental education and stewardship through development agreements with developers.

Guidelines

a) Create a Homebuyer's Environmental Instruction Guide that explains the unique environmental aspects of the development and special maintenance considerations.

b) Include an owner/tenant education package at the time of purchase or rental regarding activities to improve energy and water efficiency, access to transit, location of recycling station, etc. Coordinate with existing Town and Region information.

c) Include environmental builder specifications in all subcontracts.

d) Produce detailed sales and promotion materials that feature conservation aspects of the development.

e) Develop subdivision covenants that establish ground rules for the maintenance of shared open lands and individual lots.

Appendix 3

Appendix I

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