

**Official Plan Amendment and Zoning By-law Amendment
Applications**

**6009-6017 Valley Way
Niagara Falls**

For: Newcastle Communities Niagara Falls Ltd.

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1.0 Introduction

This Planning Justification Report (PJR) is prepared in support of applications being submitted to the City of Niagara Falls for a portion of the lands known municipally as 6009-6017 Valley Way. NPG Planning Solutions Inc. (NPG) is the planning consultant to Newcastle Communities Niagara Falls Ltd. (the “Applicant”), which holds a conditional purchase and sale agreement with Valley Way Non-Profit Housing Corporation, (the “Owner”) of approximately 3.98 hectares of land in the City of Niagara Falls. The agreement pertains specifically to a 1.08-hectare portion of the property, hereinafter referred to as the “Subject Lands”, comprising an athletic field located east of the existing building on the property.

NPG has been retained to prepare this PJR as part of applications for an Official Plan Amendment application (OPA) and a Zoning By-law Amendment application (ZBA). The applications will allow for the development of 99 dwelling units, constructed as part of six (6) stacked townhouse blocks on the Subject Lands.

This PJR provides an analysis of the proposed development and evaluates the appropriateness of the applications for OPA and ZBA when assessed against the *Planning Act*, the Provincial Planning Statement (2024) (PPS), the Niagara Official Plan (NOP), Niagara Falls Official Plan (City OP), and the Niagara Falls Zoning By-law No. 79-200.

Section 5.1 of this PJR provides an analysis of the applications when assessed in relation to requirements under the *Planning Act*. Sections 5.2, and 5.3 of this PJR reviews the applications for consistency and conformity with provincial and regional planning policies. Section 5.4 of this PJR discusses the proposal’s conformance with the general intent and objectives of the City OP. Section 6.0 presents the Urban Design Brief, evaluating relevant urban design policies from the City’s OP and the Region’s Model Urban Design Guidelines. Section 7.0 outlines the Housing Impact Statement, while Sections 8.0 and 9.0 provide planning justification in support of the proposed OPA and ZBA applications.

In summary, the Applications comply with requirements of the *Planning Act*, are consistent with the PPS, are in conformity with the NOP. Additionally, the proposed OPA meets the policy direction of the City OP and is required due to increase the maximum permitted density of stacked townhouses to 95 units per hectare, which has frontage on a local road. Following the approval of the OPA, the ZBA will conform with the City OP.

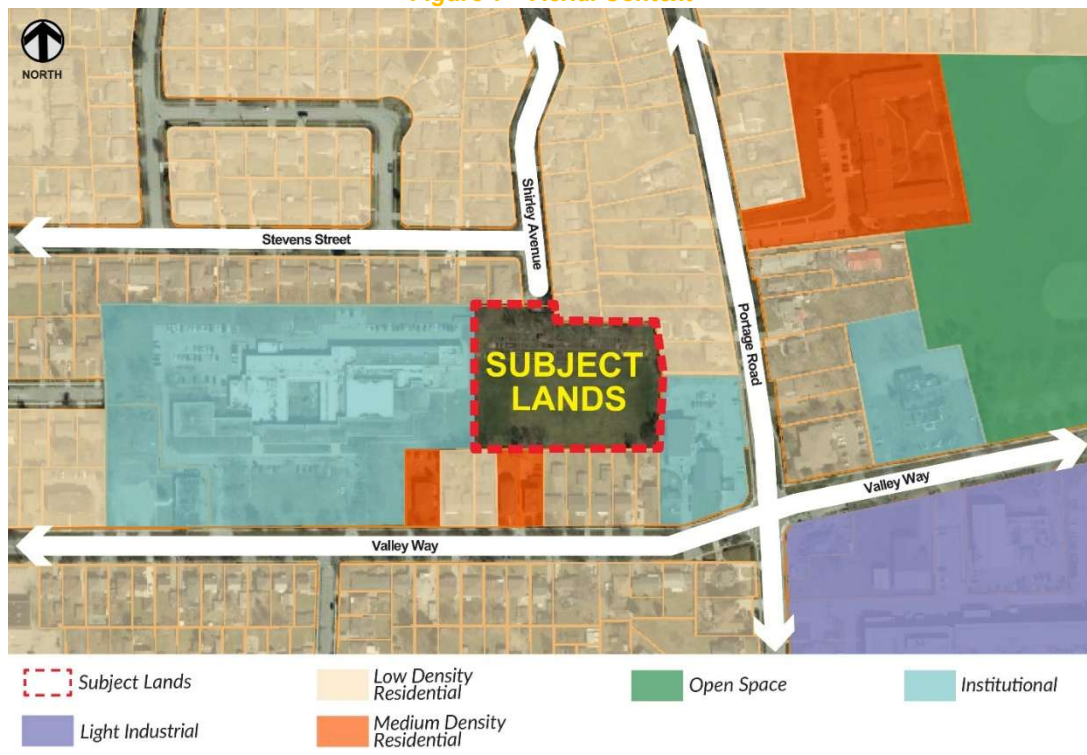
2.0 Description of Subject Lands and Surrounding Area

The Subject Lands, illustrated in **Figure 1 – Aerial Context** on the following page, are situated north of Valley Way and west of Portage Road, in the City of Niagara Falls. The Subject Lands are irregularly shaped, with approximately 20 metres of frontage on Shirley Avenue, which terminates as a dead-end corridor (**refer to Photo 1**). The Subject Lands measure approximately 122 metres wide and 95 metres in depth, comprising a total area of 1.08 hectares.

The Subject Lands are located immediately east of Gate Alliance Church, which operates out of a former high school building that has not served its original purpose since 2004, when Saint Michael Catholic High School changed premises (**refer to Photo 2**). The Subject Lands currently reflect their former use as the athletic field (soccer) of St. Michael Catholic High School. There is also a small garden shed, a small accessory building and a private fire hydrant located on the Subject Lands, each of which serve the former high school building. Both structures will be removed; in the case of the fire hydrant, it will be relocated to the church property (**refer to Photos 3 & 4**). A sanitary easement (Instrument AA17047E) in favour of the city is located on the Subject Lands, extending south from Shirley Avenue and east toward Portage Road. Within the easement, existing drainage infrastructure at Shirley Avenue includes a concrete municipal sanitary sewer. Two sanitary manholes are located on the Subject Lands within the easement. The sanitary lines from the existing church building also drain into the easement.

Figure 1 identifies surrounding land uses around the Subject Lands. The adjacent properties to the north and south are primarily zoned for low-density residential use; However, pockets of medium-density residential development, including apartment buildings, are present along Valley Way and Portage Road. To the east, the area contains a mix of low-density residential dwellings and an institutional use (Grace Gospel Church). To the west, the Subject Lands border the former high school site (now church), which remains the dominant feature of the adjacent property. The church building and lands now function as a mixed-use community hub, accommodating a range of uses including a place of worship (Gate Alliance Church), commercial activities, institutional school programs, and individual residential units for seniors.

Figure 1 – Aerial Context



North: Low Density Residential
East: Low Density Residential / Institutional
South: Low Density Residential / Medium Density Residential
West: Institutional

Figure 2 - Community Amenities Map highlights various community amenities and active transportation facilities within a 500-metre and 1-kilometre radius of the Subject Lands. Included are a range of residential, institutional and commercial land uses.

The most prominent land use within the surrounding land area is residential, which consists of mostly low-density residential units and scattered low rise apartment buildings.

Directly east and west of the Subject Lands are institutional uses. To the east is Grace Gospel Church, while to the west is the former school building, currently operating as Gate Alliance Church. Another church, St. Andrew's United Church, is located approximately 750 metres northeast of the Subject Lands.

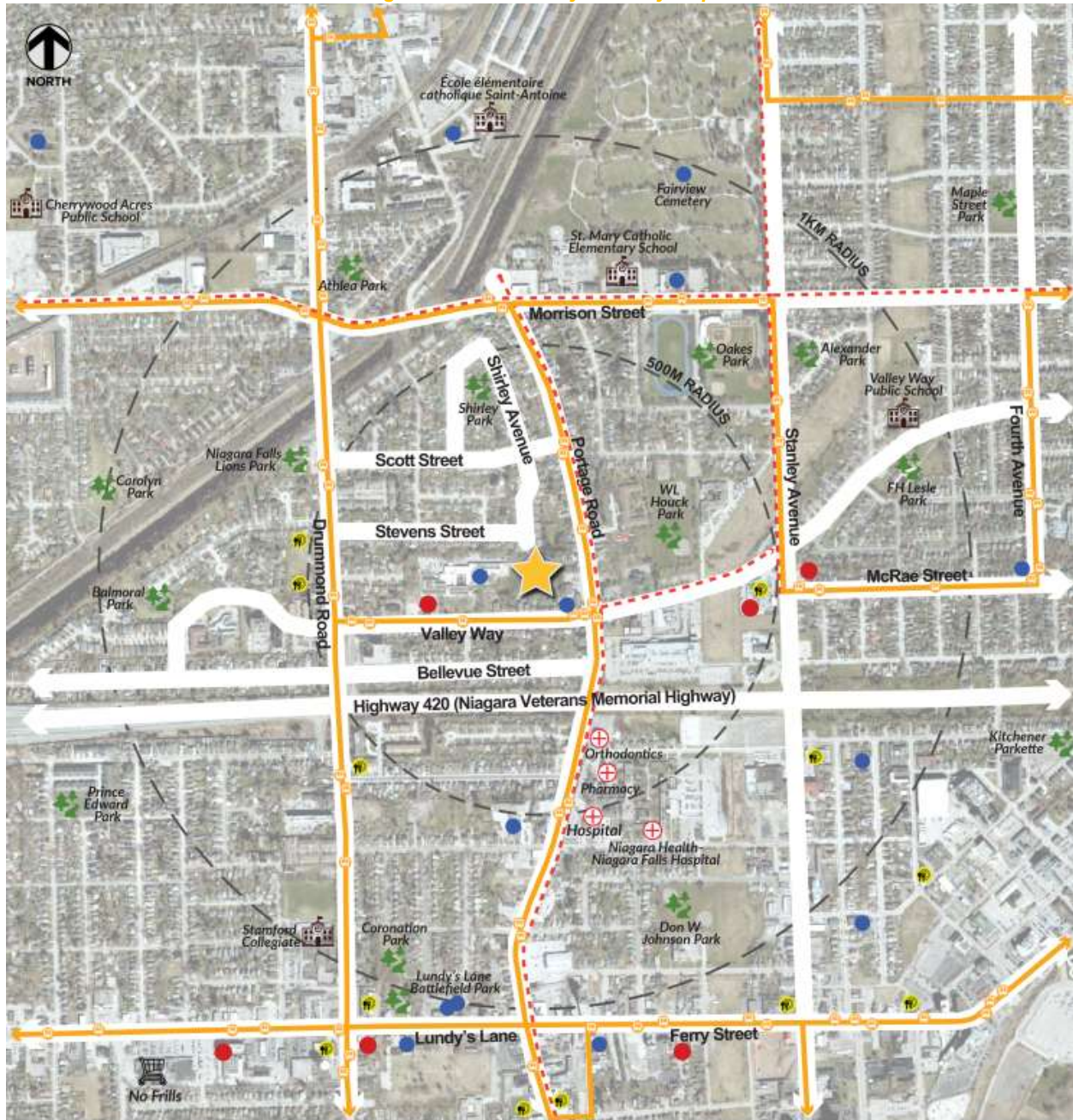
Within a one-kilometre radius of the Subject Lands, there are several schools, daycare facilities, and healthcare services, including Way to Grow Daycare on Valley Way, St. Ann Adult Learning Centre, Valley Way Public School, Stamford Collegiate, École élémentaire LaMarsh and Niagara Health – Niagara Falls Hospital.

The surrounding area also features a range of parks and recreational facilities, including sports fields, children's play areas, and leisure spaces. Notable nearby parks include W.L. Houck Park, Don W. Johnson Park, F.H. Leslie Park, and Oakes Park.

In addition, the surrounding area supports a variety of commercial uses, such as restaurants, retail outlets, and hotels.

The Subject Lands benefit from convenient access to multiple transportation options, including public transit along Lundy's Lane, Portage Road, and Drummond Road. The City of Niagara Falls is served by the Niagara Region Transit system, with the nearest bus stops located on Valley Way. Morrison Street, Portage Road and Valley Way – east of Portage Road forms part of the Strategic Cycling Network, as identified in Schedule J2 of the NOP.

Figure 2 – Community Amenity Map



- | | | |
|--|--|--|
|  Subject Lands |  Commercial Uses |  Niagara Region Bike Route |
|  Parks/Recreation |  Institutional Uses |  Niagara Region Transit Route |
|  Grocery Store |  Healthcare |  Transit Stops |
|  Schools |  Restaurants | |

2.1 Site Photos

Photo 1 - The Subject Lands, looking south from the end of Shirley Avenue.



Photo 12 - The main entryway to the west adjacent property looking north from Valley Way.



Photo 3 - The single storey shed located at the north end of the Subject Lands, looking south.



Photo 4 - A fire hydrant located nearby a building on the west adjacent property, looking west.



Photo 5 – The west adjacent property belonging to the Gate Alliance Church, looking west.



Photo 6 – The north and west adjacent properties, taken from approximately the centre of the Subject Lands, looking north-west.



Photo 7 - The rear yards of the adjacent properties located south of the Subject Lands, looking south.



Photo 8 – Adjacent properties located east of the Subject Lands, as seen from approximately the centre of the Subject Lands, looking east.



Photo 9 - A building belonging to the Grace Gospel Church, located adjacent east of the Subject Lands, looking east.



3.0 Proposed Development

The Applicant is proposing applications for an Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) to facilitate the development of six (6) stacked townhouse buildings, comprising a total of 99 two-bedroom dwelling units.

The proposed development will consist of four (4) buildings, each containing 15 dwelling units; one (1) building with 18 dwelling units; and one (1) building with 21 dwelling units—totaling 99 dwelling units. The units are intended to be sold under an ownership model rather than leased as rental properties. The price for all 99 dwelling units is expected to be valued between \$399,000 and \$517,680 which is expected to meet the Region of Niagara’s definition of affordable housing.

The townhouse buildings are proposed to be 2.5 storeys high and will have an overall site density of approximately 91.2 units per hectare. All units contain two (2) bedrooms and range in size depending on their location:

- Lower floor size: 62.6 m² (674 ft²)
- Middle floor size: 59.2 m² (637 ft²)
- Upper floor size: 71.8 m² (773 ft²)

The proposed development includes 110 parking spaces, including five (5) accessible parking spaces, achieving 1.10 parking spaces per dwelling unit. All parking spaces are

located towards the interior of the Subject Lands, purposely situated away from the surrounding streetscape and the yards of adjoining properties.

Vehicle access, including for emergency vehicles, will be provided via two (2) proposed private driveways: the northerly driveway from Shirley Avenue, a local road currently terminating in a dead-end, and the southerly driveway from Valley Way, a collector road. The northerly driveway is proposed to connect directly to the existing Shirley Avenue road allowance.

An access easement will be established between the Owners of the existing property and the Applicant to formalize the private entrance off Valley Way. A separate private easement will also be established between the owner of the Subject Lands and the applicant to permit a sanitary connection from the main building on-site to the existing sanitary manhole located within the easement registered under Instrument AA17047E.

The development proposal takes careful consideration to mitigate the impact of higher density residential dwellings on the predominantly low-density adjacent residential areas through adequate height and mass transition and separation of buildings.

The proposed Conceptual Site Plan is included and can be referenced in **Appendix A** of this PJR.

3.1 Official Plan Amendment

The Subject Lands are identified as a Residential area as outlined in Schedule A of the City OP (included in **Appendix D** of this report).

A draft OPA has been submitted to facilitate the proposed development.

The draft OPA proposes both map and text changes to the City OP principally to retain the Residential designation with a special policy (Special Policy Area XX) to:

- Increase the maximum permitted density of stacked townhouses to 95 units per hectare, which has frontage on a local road.

3.2 Zoning By-law Amendment

A draft ZBA has been submitted to implement the proposed OPA and support the planned development which is included in **Appendix E** of this report. Currently, the Subject Lands are zoned as 'Institutional.' The ZBA seeks to rezone the property from Institutional to Residential Apartment 5C Density Zone (R5C) with site-specific zoning provisions, including:

- Minimum Lot Frontage: 20 metres
- Minimum Rear Yard Depth: 6.5 metres
- Parking and Access Requirements: 1.10 parking spaces per dwelling unit
- Minimum Aisle Width: 6.0 metres

3.3 Next Steps in the Application

Following the approval of the OPA and ZBA, several additional planning applications will be required to facilitate the proposed development. These applications are summarised in Table 1.

Table 1 – Future Planning Applications

Planning Application	Description
Consent (to create the Subject Lands)	<ul style="list-style-type: none"> A consent application has been submitted to the Committee of Adjustment to sever the Subject Lands from the larger property. The Committee had decided to defer their decision on this until Council has made a decision on the ZBA and OPA applications.
Easement #1 (access easement)	<ul style="list-style-type: none"> An access easement, in favour of the Subject Lands, will be established between the applicant and the owner of the existing property. This legal arrangement ensures legal right for the future residential development to use a designated portion of the adjacent property for ingress and egress, supporting both general and emergency vehicle circulation. The existing consent application to create the Subject Lands will be amended or a new consent application will be submitted for this easement. If approved by the Committee of Adjustment, the easement will be registered on title to formalize long-term access rights.
Easement #2 (private utility easement)	<ul style="list-style-type: none"> A 4.8-metre-wide private servicing easement in favour of the existing church property is proposed to accommodate the following: <ul style="list-style-type: none"> existing private sanitary lines extending from the church building to the easement registered under Instrument AA17047E; the relocated water lines needed to service an existing fire hydrant (refer to Photo 4), which will be relocated from the Subject Lands to the retained portion; and hydro lines on the Subject Lands will also be relocated to be within this easement. A consent application has been submitted to the Committee of Adjustment for the proposed easement. The Committee had decided to defer their decision on this until Council has made a decision on the ZBA and OPA applications. The width of the easement has since changed and an

Planning Application	Description
Site Plan Control and Draft Plan of Condominium applications	<p>updated sketch to reflect this is expected prior to the consent application coming back to the Committee. Once approved, the easement will be registered on title to formalize long-term access rights for future servicing repairs or upgrades.</p> <ul style="list-style-type: none"> We anticipate a site plan control application would be required to regulate the design and technical aspects of the proposed development, including site layout, access, servicing, grading, and landscaping. A Draft Plan of Condominium application or an Exemption to Draft Plan of Condominium Approval application would follow to establish individual ownership units under a standard condominium structure.

4.0 Supporting Studies

Pre-consultation meetings were held on March 20, 2025. As per the Pre-Consultation Agreement, the following items were deemed necessary for the OPA & ZBA Applications:

1. Planning Justification Report (PJR) including Housing Impact Statement and Urban Design Brief
2. Conceptual Site Plan including Architectural Elevations and Floor Plans
3. Draft Official Plan Amendment and Zoning By-law Amendment
4. Noise Impact Study
5. Archaeological Assessment
6. Municipal Servicing Study
7. Functional Servicing Report & Stormwater Management Report
8. Environmental Site Assessment Phase 1 & 2
9. Tree Inventory and Preservation Plan

4.1 Archaeological Assessment

A Stage 1-2 Archaeological Assessment of the property was undertaken by Detritus Consulting Ltd. ('Detritus'), whose report is dated November 19, 2025.

The purpose of the Stage 1 Background Study is to compile all available information about the known and potential archaeological heritage resources within the Study Area, and to provide specific direction for the protection, management, and/or recovery of these resources.

The purpose of the Stage 2 assessment is to provide an overview of any archaeological resources within the Study Area; to determine whether any of the resources might be archaeological sites with cultural heritage value or interest; and to provide specific

direction for the protection, management, and/or recovery of these resources. The Stage 2 field assessment of the Study Area was conducted on October 8, 2025.

The Study Area consisted of the 3.98-hectare property, including the Subject Lands and the retained portion containing the church building. A test-pit survey at five-metre intervals was conducted across the manicured lawns, excluding previously disturbed areas. The Study Area is mapped in the provided Stage 1–2 Archaeological Assessment. The test-pit survey identified no archaeological resources.

The Stage 1–2 Archaeological Assessment Report concludes that no further archaeological assessment of the Study Area is recommended and has been submitted to the Ministry of Citizenship and Multiculturalism for review. The Ministry's clearance letter will be provided once available.

4.2 Building Elevations and Floor Plans

Building Elevations, Floor Plans and Perspective Drawings have been prepared by Jason Pizzicarola Design – Architects Inc., including typical front, rear and side elevations.

4.3 Conceptual Site Plan

A conceptual site plan, dated February 25, 2025, has been prepared by NPG Planning Solutions Inc. A detailed site plan will be submitted by the project architect as part of the future site plan control application.

4.4 Phase 1 - Environmental Site Assessment

Niagara Soil Solutions Ltd. (NSSL) conducted a Phase 1 Environmental Site Assessment (ESA). The Phase 1 ESA identified ten (10) potentially contaminating activities within the study area, resulting in two (2) areas of potential environmental concern for the site's soil and groundwater. Each of these is discussed in detail in the Phase 1 ESA, which is included with this submission.

A Phase 2 Environmental Site Assessment was required to further investigate the environmental conditions of the soil and groundwater at the site, arising from the historic orchard and potential on-site pesticide applications, as well as from an adjacent historic dry-cleaning shop.

NSSL subsequently completed a Phase 2 ESA, with findings summarized in the report dated September 2025. As part of the investigation, boreholes, hand augers, and monitoring wells were advanced to assess the suitability of soil and groundwater for residential development. Upon completion of the study, NSSL concluded that the site is suitable for residential use. This conclusion, as detailed in the Phase 2 ESA, supports proceeding with the submission of a Record of Site Condition to the Ministry of the Environment, Conservation and Parks.

4.5 Functional Servicing Report and Stormwater Management

A Functional Servicing Design Brief (“FSB”), dated May 2, 2025, prepared by Hallex Engineering Ltd. (Hallex), addresses the proposed servicing requirements for the Subject Lands.

The proposed development will increase post-development stormwater runoff by 66.6 L/s during a five-year storm, exceeding the maximum allowable flow from the site. To address this, stormwater detention will be required. Quantity controls can be achieved by installing an orifice plate within a maintenance hole before discharging to the existing 900mm municipal concrete storm sewer located within an easement on the property. The orifice plate will regulate flows so that the combined post-development runoff is maintained at the allowable rate for a five-year storm event. The resulting storage requirement of approximately 79.0 m³ can be accommodated through a proposed underground storage chamber system and/or a storm sewer system designed with oversized sewers, catch basins, and maintenance holes, prior to discharge into the existing municipal storm sewer.

A new onsite sanitary sewer system is proposed to service each stacked townhouse block, discharging to the existing 375 mm concrete municipal sanitary sewer within an easement on the property.

Hallex recommends upgrading the existing 150 mm cast iron watermain on Shirley Avenue to a 200 mm PVC watermain, extending from the Shirley Avenue and Stevens Street intersection to a proposed hydrant in the new cul-de-sac Boulevard. A minimum 100 mm water service is proposed to connect the development to this main, with a minimum 25 mm service provided to each townhouse stack. The existing downstream sanitary sewer network will have adequate capacity for the proposed development.

4.6 Noise Impact Study

dBA Acoustical Consultants Inc. has prepared a Noise Impact Study, dated August 2025 for the proposed five (5) block residential townhouse development. The purpose of the study is to determine the noise impact from Valley Way and Portage Road vehicular traffic that may impact the proposed residential townhouse development.

The study determined the noise from Valley Way and Portage Road vehicular traffic does not impact the proposed residential development. Therefore, this study recommends no noise control measures are necessary for the proposed development to meet Ministry of Environment Conservation and Parks (MECP) Publication NPC-300.

4.8 Infrastructure Modeling

The City of Niagara Falls has retained GEI Consultants Canada Ltd. to assess the impacts of a proposed development on the City’s existing wastewater system. Their analysis concluded that the proposed 99-unit townhouse development will have a minimal impact

on the existing wastewater system. Although some smaller City-owned sewers between Shirley Avenue and Portage Road are known to surcharge during 2-, 5-, and 10-year storm events, the additional flow from the development is expected to result in only a negligible/minor increase in basement flooding risk.

Larger downstream sewers, extending from Valley Way at Portage Road to the Regional trunk sewer near Park Street, have sufficient capacity to safely convey the 2-year, 5-year and 10-year design storm, with and without development flows.

4.9 Tree Inventory and Preservation Plan

Jackson Arboriculture Inc. was retained by the Valley Way Non-Profit Housing Corp. to complete a Tree Inventory and Preservation Plan report for the property situated at 6009-6017 Valley Way in the City of Niagara Falls.

The tree inventory documented a total of 52 trees situated on subject property, on neighbouring property within 6 metres and within the road allowance. The results of the impact assessment indicate that the removal of 16 trees will be required to accommodate the proposed development. Eight (8) of the 16 trees identified for removal are located on the Subject Lands while the rest are located on the retained portion of the 6009-6017 Valley Way property, including the access easement from Valley Way. Appropriate tree protection fences are also proposed to protect the trees on the property and on neighbouring properties.

4.10 Urban Design Brief

The Urban Design Brief is provided in Section 6.0 of this PJR.

5.0 Planning Policies

5.1 *Planning Act*

The *Planning Act*, R.S.O. 1990, Chapter P.13, provides provincial legislation that establishes the requirements for land use planning in Ontario. The Act describes how land uses may be controlled, and who may control them.

Section 2 of the *Planning Act* (“the Act”) outlines the matters of provincial interest that the council of a municipality, a planning board and the Ontario Land Tribunal shall have regard for in carrying out their responsibilities under the Act. The following table provides a summary of the provincial interests, along with an analysis as it relates to the proposed development and the Applications.

Table 2: Analysis of Provincial Interest – Section 2 of the Planning Act

SECTION	PROVINCIAL INTEREST	ANALYSIS
a)	<i>the protection of ecological systems, including natural areas, features and functions</i>	There are no ecological systems, natural areas, or ecological features and functions located on the Subject Lands.
b)	<i>the protection of the agricultural resources of the Province</i>	There are no agricultural resources on or in proximity to the Subject Lands.
c)	<i>the conservation and management of natural resources and the mineral resource base</i>	There are no known aggregate or mineral resources on or in proximity to the Subject Lands.
d)	<i>the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest</i>	A Stage 1-2 Archaeological Assessment of the Subject Lands did not find any archaeological resources. There are no cultural heritage resources on or in proximity to the Subject Lands.
e)	<i>the supply, efficient use and conservation of energy and water</i>	The proposed residential development will make more efficient use of the existing water infrastructure in the urban areas. The inclusion of stacked townhouses will also reduce the number of external walls which reduces heating and cooling (energy) needs.
f)	<i>the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems</i>	The proposed development will be serviced with new water and sanitary connections, as outlined in the FSR. The infrastructure modelling prepared by GEI concludes that the proposal will have minimal impact on the wastewater system and the risk of basement flooding to connected properties.

In terms of transportation, private driveways are proposed to connect the residential development with Shirley Avenue and Valley Way. No upgrades to municipal servicing and transportation infrastructures are anticipated.

SECTION	PROVINCIAL INTEREST	ANALYSIS
		The proposal will make efficient use of existing communication, transportation, sewage, water, and waste management systems in the area.
g)	<i>the minimization of waste</i>	This is not applicable.
h)	<i>the orderly development of safe and healthy communities</i>	The Subject Lands are located within a Delineated Built-Up Area as identified in the NOP and within a Designated Residential Area as defined in the City OP. This aligns with the definition of a Designated Growth Area in the PPS. The proposed development represents a logical and orderly extension of residential growth, supporting the creation of a safe and healthy community in Niagara Falls.
h.1)	<i>the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies</i>	At the detailed site plan control phase, the site plan will ensure compliance with the <i>Ontarians with Disabilities Act</i> (AODA) requirements as appropriate. Five accessible parking spaces are proposed for the development.
i)	<i>the adequate provision and distribution of educational, health, social, cultural and recreational facilities</i>	Within a one-kilometre radius of the Subject Lands, there are several schools, daycare facilities, and healthcare services, including Way to Grow Daycare on Valley Way, St. Ann Adult Learning Centre, Valley Way Public School, Stamford Collegiate, École élémentaire LaMarsh and Niagara Health – Niagara Falls Hospital.
j)	<i>the adequate provision of a full range of housing, including affordable housing</i>	The proposed development will contribute to a wider range of housing in the city by introducing 99 stacked townhouse dwelling units in a neighbourhood predominantly consisting of single detached dwellings. This diversification supports more diverse housing choices and addresses market demands. For further details on affordability, please refer to the Housing Impact Statement, which provides

SECTION	PROVINCIAL INTEREST	ANALYSIS
		an analysis of the proposed units' affordability relative to local housing needs.
k)	<i>the adequate provision of employment opportunities</i>	The Subject Lands are near a range of commercial uses that provide employment opportunities in the City of Niagara Falls. The Subject Lands, however, are not designated as an Employment Area.
l)	<i>the protection of the financial and economic well-being of the Province and its municipalities</i>	This is not applicable.
m)	<i>the co-ordination of planning activities of public bodies</i>	The applications will be circulated for review among internal departments of the City of Niagara Falls, including Transportation and Municipal Services, as well as any relevant third-party commenting agencies. This coordinated review process ensures collaboration and input from all relevant public bodies in accordance with provincial planning requirements.
n)	<i>the resolution of planning conflicts involving public and private interests</i>	The applications are subject to the notice, consultation, and approval process prescribed by the <i>Planning Act</i> . Public and private interests will be considered and addressed if appropriate.
o)	<i>the protection of public health and safety</i>	The proposed development is not expected to negatively affect public health or safety. There are no natural or human made hazards on the Subject Lands. A Stage 1 and 2 Environmental Site Assessment Report confirms the lands are suitable for residential use.
p)	<i>the appropriate location of growth and development</i>	The Subject Lands are located within a Settlement Area which is to be the focus of growth and development. The Subject Lands are also a Designated Growth Area (PPS 2024) within the Urban Area of Niagara Region

SECTION	PROVINCIAL INTEREST	ANALYSIS
		and the City of Niagara Falls where new development is to occur.
q)	<i>the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians</i>	The Subject Lands are located in proximity to existing public transit bus routes along Valley Way, Portage Road, and Drummond Road, providing convenient access throughout the City of Niagara Falls. This proximity supports sustainable development by encouraging the use of public transit and promoting pedestrian-friendly connectivity within the community.
r)	<p>the promotion of built form that:</p> <ul style="list-style-type: none"> i.) is well-designed ii.) encourages a sense of place iii.) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant 	The proposed development is well-designed and fosters a sense of place. It features a range of two-bedroom stacked townhouse dwelling units with consistent setbacks and orientation generally aligned toward the interiors of the site. In detail, the proposed parking area is located in the interior of the site and screened from public view by the proposed stacked townhouse dwellings. Recommendations are provided in the Urban Design Brief included as Section 6.0 in this PJR to ensure Niagara Region and Niagara Falls urban design policies and guidelines are addressed as development proceeds and detailed design work is undertaken.
s)	the mitigation of greenhouse gas emissions and adaptation to a changing climate	The proposed development consists of stacked townhouses with fewer exterior walls, which enhances energy efficiency by reducing heat loss and gain. This design approach helps lower energy consumption and consequently mitigates greenhouse gas emissions, supporting climate change adaptation objectives.

Subsection 3(5) of the *Planning Act* requires that decisions of Council shall be consistent with provincial policy statements and shall conform with provincial plans that are in effect.

Subsection 14.7(3) of the *Planning Act* requires a municipality to prepare and adopt an official plan. Section 22 of the *Planning Act* permits a person or public body to request an amendment to the official plan.

Subsection 24(1) of the *Planning Act* requires that by-laws passed by Council shall conform to official plans that are in effect.

Section 34 of the *Planning Act* permits councils of local municipalities to pass and/or amend zoning by-laws for such purposes as may be set out in the by-law, and for regulating construction and land use within the municipality.

SUMMARY

In summary, the proposed development and implementing Applications have regard for matters of provincial interest.

Consistency and conformity with Provincial, Regional and City policies are discussed in depth in the subsequent sections of this PJR. Subject to the analysis provided in the following sections of this report, the Applications are considered to comply with the provisions of the *Planning Act*, the Provincial Planning Statement, and the City OP.

5.2 Provincial Planning Statement (2024)

The Provincial Planning Statement (2024), hereinafter referred to as the PPS, is the province-wide land use planning framework and set of policies that went into effect on October 20, 2024. It replaces both the Provincial Policy Statement, 2020 and A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019 while building upon housing-supportive policies from both.

The Subject Lands are in the Settlement Area and Designated Growth Area, per the NOP and the City OP.

5.2.1 Planning for People and Homes

Section 2.1 of the PPS outlines policies that guide future development with a focus on supporting people and housing.

POLICY

2.1.6 *Planning authorities should support the achievement of complete communities by:*

- a) *accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated childcare facilities, long term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;*

ANALYSIS

The proposed applications will facilitate a higher-density housing form relative to the surrounding residential area. As outlined in Section 2.0, the Subject Lands are located in proximity to a range of commercial and institutional uses, including places of worship, childcare facilities, recreational amenities, cemeteries, parks, and open space. Public transit service is also available along Valley Way, Portage Road, and Dorchester Road. The proposed development will support the achievement of complete communities.

5.2.2 Housing

Section 2.2 of the PPS outlines policies that guide future development with a focus on housing.

POLICY

- 2.2.1 *Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:*
- a) *establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs;*
 - b) *permitting and facilitating:*
 - 1. *all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and*
 - 2. *all types 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 in accordance with policy 2.3.1.3;*
 - c) *promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and*
 - d) *requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.*

ANALYSIS

The proposed applications will facilitate an under-represented and more land-efficient housing typology on an underutilized site, providing a greater housing mix in this area of Niagara Falls. The proposal is intensification of the Subject Lands. The proposed units will meet the City's and Region's definition of affordable housing, as outlined in Section 7.2 of this PJR. The development will make efficient use of existing municipal infrastructure and utilize the current transit infrastructure in the area.

5.2.3 Settlement Areas

Section 2.3 of the PPS outlines policies that guide future development with a focus on Settlement Areas.

POLICY

- 2.3.1.1 *Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.*
- 2.3.1.5 *Planning authorities are encouraged to establish density targets for designated growth areas, based on local conditions. Large and fast-growing municipalities are encouraged to plan for a target of 50 residents and jobs per gross hectare in designated growth areas.*

ANALYSIS

The Subject Lands are located within the Urban Built Boundary of Niagara Falls, a fast-growing municipality in the Niagara Region. They are designated for Residential Development in the City OP. As such, they meet the PPS's definition of both a Settlement Area and a Designated Growth Area. Accordingly, the proposal conforms to Section 2.3 of the PPS.

5.2.4 Sewage, Water and Stormwater

Section 3.6 of the PPS outlines policies that guide future development with a focus on sewage, water and stormwater.

POLICY

- 3.6.2 *Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. For clarity, municipal sewage services and municipal water services include both centralized servicing systems and decentralized servicing systems.*
- 3.6.8 *Planning for stormwater management shall:*

- a) *be integrated with planning for sewage and water services and ensure that systems are optimized, retrofitted as appropriate, feasible and financially viable over their full life cycle;*
- b) *minimize, or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads;*
- c) *minimize erosion and changes in water balance including through the use of green infrastructure;*
- d) *mitigate risks to human health, safety, property and the environment;*
- e) *maximize the extent and function of vegetative and pervious surfaces;*
- f) *promote best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development; and*
- g) *align with any comprehensive municipal plans for stormwater management that consider cumulative impacts of stormwater from development on a watershed scale.*

ANALYSIS

A Functional Servicing Brief (FSB) has been prepared by Hallex Engineering Ltd. and submitted as part of the complete application for the Official Plan Amendment, Zoning By-law Amendment. In accordance with the FSB recommendations, the proposed development will be serviced by municipal sanitary, water and stormwater systems and connected to existing public infrastructure with sufficient capacity to accommodate it, as confirmed by the city's third-party engineering consultant (GEI).

As part of the stormwater management strategy, post-development runoff is expected to increase by 66.6 L/s during a five-year storm, requiring detention. An orifice plate will control flows to the allowable rate, with the resulting 79.0 m³ stored in underground chambers or oversized storm sewers with catch basins and maintenance holes before discharge to the existing 900mm municipal storm sewer.

The proposed development is therefore consistent with the policy direction outlined in Section 3.6 of the PPS.

5.2.5 Cultural Heritage and Archaeology

Section 4.6 of the PPS outlines policies that guide future development with a focus on protecting cultural heritage and archaeological resources.

POLICY

- 4.6.2 *Planning authorities shall not permit development and site alteration on lands containing archaeological resources or areas of archaeological*

potential unless the significant archaeological resources have been conserved.

ANALYSIS

A Stage 1-2 Archaeological Assessment of the Subject Lands and the proposed retained area was completed by Detritus Consulting Ltd., which found no archaeological resources.

SUMMARY

Based on the foregoing, the proposed development is consistent with the PPS (2024).

5.3 Niagara Official Plan (2022)

The Niagara Official Plan (NOP) was originally developed as the Regional Municipality of Niagara's long-term strategic framework for managing growth across the region. As of March 31, 2025, the NOP is no longer a regional plan and is now considered as an Official Plan of the City of Niagara Falls. It will serve in this capacity until the City OP is updated to incorporate the policies of the NOP. The Plan provides direction for land use and development, shaping economic, environmental, and planning decisions through 2051 and beyond. **Table 3** below identifies the Regional Schedules pertaining to the Subject Lands. The maps referenced below are located in **Appendix B**.

Table 3 – NOP Schedules

No.	Schedule	Land Use Designation
B	Regional Structure	<i>Urban Area – Built Up Area</i>
J2	Strategic Cycling Network	<i>Portage Road – Part of Strategic Cycling Network</i>

5.3.1 Managing Growth

Section 2.2.1 of the NOP promotes integrated land use and infrastructure planning to manage forecasted growth.

POLICY & ANALYSIS

Table 4 below assesses the proposed development against Policy 2.2.1.1, which requires development in urban areas “integrate land use planning and infrastructure planning to responsibly manage forecasted growth and to support:

Table 4 – Growth Management Policies

Section	Policy	Analysis
a)	<i>the intensification targets in Table 2-2 and density targets outlined in this Plan;</i>	The Subject Lands are within the Delineated Built-up Area identified on Schedule B of the NOP. The Built-up Areas are identified by the Region as the preferred location for accommodating growth through intensification. The proposed development contributes to the minimum intensification target established in Table 2-2 of the NOP by adding 99 units within the Built-up Area of Niagara Falls.
b)	<i>a compact built form, a vibrant public realm, and a mix of land uses, including residential uses, employment uses, recreational uses, and public service facilities, to support the creation of complete communities;</i>	The proposed development contributes to the creation of complete communities by adding medium-density residential units in an area predominantly comprised of single-detached dwellings, institutional, and commercial uses. By increasing the range of housing types and introducing a more compact form of development, the proposal supports a more diverse and balanced community while complementing existing land uses.
c)	<i>a diverse range and mix of housing types, unit sizes, and densities to accommodate current and future market-based and affordable housing needs;</i>	The proposed development contributes to housing diversity by introducing stacked townhouses, a housing typology that is unique to the surrounding area. As outlined in Section 7.2 of this PJR, the proposed dwellings are expected to meet the definition of affordable housing under both the Regional and City Official Plans.
d)	<i>social equity, public health and safety, and the overall quality of life for people of all ages, abilities, and incomes by expanding convenient access to:</i>	The proposed development is located near existing public transit services along Valley Way, Portage Road, and Drummond Road, and will be transit supportive.

Section	Policy	Analysis
	<ul style="list-style-type: none"> i. a range of transportation options, including public transit and active transportation; ii. affordable, locally grown food and other sources of urban agriculture; iii. co-located public service facilities; and iv. the public realm, including open spaces, parks, trails, and other recreational facilities; 	<p>The surrounding area also features a range of parks and recreational facilities, including sports fields, children’s play areas, and leisure spaces. Notable nearby parks include W.L. Houck Park, Don W. Johnson Park, F.H. Leslie Park, and Oakes Park.</p>
e)	<p><i>built forms, land use patterns, and street configurations that minimize land consumption, reduce costs of municipal water and wastewater systems/services, and optimize investments in infrastructure to support the financial well-being of the Region and Local Area Municipalities;</i></p>	<p>The proposed development will be compact and is contiguous with existing residential development, ensuring it will optimize investments in infrastructure and support the financial well-being of the Region and the City of Niagara Falls.</p>
f)	<p><i>opportunities for transit-supportive development pursuant to Policies 2.2.2.17, 2.2.2.18 and 2.2.2.19;</i></p>	<p>This policy is not applicable as the Subject Lands are not within a Protected Major Transit Station Area.</p>
g)	<p><i>opportunities for intensification, including infill development, and the redevelopment of brownfields and greyfield sites;</i></p>	<p>The proposed development represents an opportunity for infill within the delineated Urban Area of Niagara Falls. By utilizing a currently underdeveloped institutional site (a greyfield), the proposal supports intensification and efficient use of land in accordance with the NOP’s objectives for growth within built-up areas.</p>
h)	<p><i>opportunities for the integration of gentle density, and a mix and range of housing options that considers the character of established residential neighbourhoods;</i></p>	<p>The proposed development introduces a gentle increase in residential density through stacked townhouses, providing a more diverse range of housing typologies while maintaining compatibility with the form and character of the surrounding established neighbourhood.</p>

Section	Policy	Analysis
i)	<i>the development of a mix of residential built forms in appropriate locations, such as local growth centres, to ensure compatibility with established residential areas;</i>	Compatibility criteria are examined in the analysis following this table. The proposed development introduces stacked townhouse dwellings on an underutilized vacant lot within the delineated urban area of Niagara Falls. The proposal contributes to a mix of housing types while maintaining compatibility with the surrounding established residential area. Compatibility criteria are examined in Section 5.5 of this PJR.
j)	<i>conservation or reuse of cultural heritage resources pursuant to Section 6.5;</i>	There are no cultural heritage resources on the Subject Lands to conserve or reuse.
k)	<i>orderly development in accordance with the availability and provision of infrastructure and public service facilities;</i>	The Subject Lands are located within the Delineated Built-up Area identified on Schedule B of the NOP and are adjacent to existing residential development to the north and south. The location within an established urban area ensures that development can occur in an orderly manner, supported by existing infrastructure and public service facilities. The FSB confirms the availability in existing municipal infrastructure to support the proposed development while the infrastructure modelling confirms the proposal will have minimal impact to the wastewater system.
l)	<i>mitigation and adaptation to the impacts of climate change by:</i> <i>i. protecting natural heritage features and areas, water resource systems, and other components of the Region's natural environment system pursuant to Section 3.1;</i> <i>ii. where possible, integrating green infrastructure and low impact development into the</i>	This policy is achieved by: i. There are no natural heritage features on the Subject Lands, so this policy is not relevant. ii. Green infrastructure will be addressed during the detailed design stage of the project.

Section	Policy	Analysis
	<p><i>design and construction of public service facilities and private development; and</i></p> <p><i>iii. promoting built forms, land use patterns, and street configurations that improve community resilience and sustainability, reduce greenhouse gas emissions, and conserve biodiversity.</i></p>	<p>iii. The proposed development introduces compact stacked townhouses with shared walls, which reduces energy consumption and associated greenhouse gas emissions. The inclusion of sidewalks enhances walkability and connectivity to adjacent arterial roads, supporting sustainable transportation.</p>

5.3.2 Strategic Intensification and Higher Densities

Section 2.2.2. of the NOP provides policies with respect to intensification, as follows:

POLICY

- 2.2.2.1 *Within urban areas, forecasted population growth will be accommodated primarily through intensification in Built-up areas with particular focus on the following locations:...*
- b) areas with existing or planned public service*
 - c) other locations with existing or planned transit service, with a priority on areas with existing or planned frequent transit service;*

ANALYSIS

The proposed development represents an infill opportunity within the Delineated Built-up Area and is characterized by a compact built form. It efficiently utilizes existing public service facilities, including transit and municipal infrastructure, supporting orderly growth within the established urban area.

5.3.3 Housing

Section 2.3 of the NOP includes policy which supports the need for housing in the Region.

POLICY

- 2.3.1.1 *The development of a range and mix of densities, lot and unit sizes, and housing types, including affordable and attainable housing, will be planned for throughout settlement areas to meet housing needs at all stages of life.*
- 2.3.1.4 *New residential development and residential intensification are encouraged to be planned and designed to mitigate and adapt to the impacts of climate change by:*

- a) *facilitating compact built form...*

ANALYSIS

The proposed development introduces compact stacked townhouses in an area with predominantly single detached dwellings, increasing housing variety and density while supporting an efficient land use pattern.

5.3.4 Provide for Affordable and Attainable Housing and Planning Tools to achieve Affordable and Attainable Housing

Policies pertaining to affordable and attainable housing are provided in Sections 2.3.2 and 2.3.3 of the NOP, as follows:

POLICY

- 2.3.2.3 *To encourage the development of affordable housing, the following minimum targets will be implemented to the horizon of this Plan, unless local targets are higher in which case those apply:*
 - a) *20 per cent of all new rental housing is to be affordable; and*
 - b) *10 per cent of all new ownership housing is to be affordable.*
- 2.3.2.5 *Affordable housing, specialized housing needs, and community housing should be located:*
 - a) *in areas with existing or planned municipal water and wastewater services/systems and urban amenities;*
 - b) *near existing or planned transit, including higher order transit and frequent transit service, and active transportation facilities; and*
 - c) *near public service facilities, especially community hubs.*
- 2.3.3.1 *The following tools will be considered to support the development of affordable and attainable housing:*
 - a) *flexibility in the scale, form, and types of residential uses permitted as of-right, including additional residential units and other alternative housing forms;*
 - d) *the inclusion of a mix of unit sizes in multi-unit developments to accommodate a diverse range of household sizes and incomes;*
 - e) *site standards that facilitate the development of additional residential units, such as reduced setbacks, narrower lot sizes, and reduced parking standards...*

ANALYSIS

The proposed development will add to the affordable housing supply in the Niagara Region by delivering 99 stacked townhouse units that fall within the valuation range defined as affordable under both income-based and market-based criteria, which is analyzed further in Section 7.2 of this PJR

The Subject Lands are located within a designated settlement area, fully serviced by municipal water and wastewater, and well-connected to multimodal transit options. Site-specific relief, including reduced parking requirements as outlined in Section 9.0 of this report, is necessary to accommodate the proposed unit count.

5.3.5 Archaeological Resources and Areas of Archaeological Potential

Section 6.4 of the NOP outlines policies aimed at protecting archaeological resources, as detailed below:

POLICY

6.4.2.1 *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 or the land has been investigated and cleared or mitigated following clearance from the Province.*

6.4.2.7 *When an archaeological assessment is required, the assessment will follow the applicable guidelines and processes as dictated by the Province, such as the Standards and Guidelines for Consulting Archaeologists, and an acknowledgement letter from the Province verifying this shall be required prior to any final approvals.*

ANALYSIS

A Stage 1-2 Archaeological Assessment of the Subject Lands and the proposed retained area was completed by Detritus Consulting Ltd., which found no archaeological resources.

5.3.6 Infrastructure

Section 5.2 of the NOP includes policies which ensure the Region's existing and future development is supported by infrastructure that is planned, constructed, and managed in an integrated, efficient, and environmentally sustainable manner.

POLICY

Section 5.2.2 – Municipal Water and Wastewater Servicing within Urban Areas

5.2.2.2 *Municipal water and wastewater systems/services are the required form of servicing for development in urban areas.*

5.2.2.4 *Prior to approval of development, the municipality shall ensure that required water and wastewater services and servicing capacity is available to support the development.*

Section 5.2.5 - Stormwater Management and the Planning Process

5.2.5.1 *All new development and redevelopment in settlement areas must be provided with separate storm drainage systems or separate storm drainage connections.*

ANALYSIS

The FSB prepared by Hallex provides infrastructure upgrade and design recommendations to connect to the available municipal services, while the infrastructure study prepared by GEI Consultants confirms that the existing municipal wastewater infrastructure is sufficient to accommodate the proposed development. The findings of the FSB and the infrastructure study are summarized in Sections 4.5 and 4.8 of this PJR, respectively

The proposed development is therefore consistent with the policy direction outlined in Section 5.2 of the NOP.

5.3.7 Built Form and Active Transportation

Sections 6.2 and 6.3 of the NOP include urban design and healthy community policies to be considered in planning matters.

POLICY

Section 6.2.1 – Excellence in Urban Design

6.2.1.8 *The Region shall promote:*

- a) *the creation of liveable and vibrant urban areas and streets.*
- b) *community design that: ...*
 - iii. *encourages a mix of land uses, a vibrant public realm and compact built form.*
- d) *well-designed buildings, high quality streetscapes, and attractive public spaces that create neighbourhood character and strengthen community identity and diversity.*

Section 6.2.3 - Tools for Urban Design Implementation

6.2.3.3 *The Region shall:*

- a) *require development, public works projects and public service facilities to use the Region’s Model Urban Design Guidelines in the absence of Local municipal urban design guidelines, as applicable...*

Section 6.3.1 – Plan Healthy and Safe Communities

6.3.1.1 *The Region shall support healthy communities by:*

- a) *creating built form that provides healthy living.*
- b) *planning for all ages, incomes, abilities and populations; and,*
- c) *supporting walkable and bikeable neighbourhoods through active transportation.*

ANALYSIS

The proposed development consists of compact, well-designed blocks of stacked townhouses, in an area that has a diverse mix of land uses ranging from low-rise residential, commercial to institutional.

The surrounding neighbourhood is highly walkable, with existing sidewalks provided along both local and collector roads. In addition, Morrison Street, Portage Road, and Valley Way, east of Portage Road, form part of the Strategic Cycling Network, as identified in Schedule J2 of the NOP.

Section 6.2.2 of this PJR provides an assessment of the proposal against the relevant guidelines of the Region’s Model Urban Design Guidelines.

SUMMARY

Based on the foregoing, the proposed development conforms with the policies of the NOP.

5.4 City of Niagara Falls Official Plan

The Niagara Falls Official Plan (City OP) outlines long term objectives and policies to guide growth and development to 2031. The intent of the Plan is to focus new growth to accommodate the increase in people and jobs expected in a sustainable fashion that makes for an orderly and effective use of land and infrastructure, creates compact and livable communities, and protects natural heritage and agricultural lands.

The following table identifies the Official Plan Schedules pertaining to the Subject Lands. The schedules are included in **Appendix C**.

Table 5 – Niagara Falls OP Schedules

No.	Schedule	Subject Land Designation
A	Land Use	Subject Lands are within the Urban Area Boundary and are designated Residential.

No.	Schedule	Subject Land Designation
A2	Urban Structure	Built-up Area
C	Roads	Valley Way and Portage Road are identified as Collector Roads.

5.4.1 Growth Objectives and Policies

Part 1, Section 2 of the City OP outlines growth objectives for the City that are directly relevant to this proposal:

POLICY

Growth Objectives

1. *To direct growth to the urban area and away from non-urban areas.*
3. *To support increased densities, where appropriate, and the efficient use of infrastructure within the Built-Up section of the urban area.*
9. *To encourage alternative forms of transportation such as walking, cycling and public transit.*
14. *To increase the supply of affordable housing options in the City and aim to achieve an annual target of 40% of all new housing developed meeting the definition of “affordable”.*

Policies

- 2.4 *The opportunity for increased densities within the Built Area Boundary shall be provided to make use of existing infrastructure, buildings and available transit through specific policies for the intensification nodes and corridors outlined in Part 1, Section 3.*

ANALYSIS

The applications are intensification of an underutilized institutional lot within the Built-up area through the introduction of 99 stacked townhouse dwelling units, all of which are anticipated to meet the Region and City’s definition of affordable housing. The proposed dwelling units will have access to existing municipal infrastructure and a variety of multimodal transportation options including transit.

5.4.2 Intensification

Part 1 Section 3 of the City OP includes the following goals for housing in the city.

POLICY

General Policies

- 3.1 *Unless otherwise permitted through the maps and policies of this Plan, residential intensification shall require an amendment to this Plan and proceed by way of site-specific zoning by-law amendment whereby individual proposals can be publicly assessed...*
- 3.4 *The intensification through redevelopment of lands designated Residential in this Plan shall comply with the policies of Section 2, 1.10.5(iii) of this Plan.*

ANALYSIS

The City OP supports residential intensification on the Subject Lands. An OPA is required to permit increased density for the proposed development. A site-specific ZBA is also proposed to permit the residential use and to implement site-specific provisions related to reduced lot frontage, rear yard depth, parking requirements, aisle width, and amenity space, as outlined in Section 9.0 of this PJR. Relevant policies of Section 2, 1.10.5 of the City OP will be discussed in section 5.4.6 of this report.

5.4.3 Housing

Part 1, Section 4 of the City OP includes the following goals for housing in the city.

POLICY

Goals

1. *Ensure housing is available throughout the City to meet the varying financial needs of existing and future residents.*
2. *Diversify the City's housing supply to include a wider range of price points; mix of housing types and densities; and a range of options for housing tenure (rental and ownership).*
3. *Remove barriers to the creation of a range and mix of housing types, including alternative forms of housing throughout the City.*

Policies

- 4.1 *The City supports a range of housing uses and built form types, including housing that is affordable. To achieve this the City shall:*
- *Provide opportunities for the development of affordable housing across the municipality*
 - *Establish targets for affordable housing*
 - *Promote a greater diversity of housing types*
- 4.3 *Opportunities for a choice of housing including type, tenure, cost and location shall be provided to meet the changing needs of households*

throughout the Built-up Area and Greenfield Area. In order to achieve this goal, the City shall support the following:

- 4.3.1 *Multiple unit developments, smaller lot sizes and innovative housing forms.*
- 4.3.2 *Development of vacant land, and more efficient use of under-utilized parcels and existing housing stock.*
- 4.3.3 *The full utilization and consolidation of properties to achieve larger scale and more comprehensive residential development.*
- 4.6 *The City, in its review of subdivision/rezoning applications, will encourage provision of varying lot sizes, housing form and unit size in order to contribute to affordability.*
- 4.8 *Based on projections, it is expected that 20,220 new residential units will be built in the City between 2021 and 2051, or 674 new units on an annual basis. The City will aim to exceed the minimum targets for affordable housing established by the Niagara Region, which is set as 20% of all new rental housing built will be affordable and 10% of all ownership will be affordable.*

As such, the City has set an annual target of 40% of all new units meeting the definition of “affordable”. In this regard, the City will aim to achieve a minimum of 270 units to be built annually between 2021 and 2051 and beyond as affordable, with the following breakdown:

- a) *135 units per year to be built with a purchase price or rental price at or below the identified threshold for affordable in accordance with the Niagara Region’s definition of affordable (moderate income households).*

ANALYSIS

The Applications conform with the goals and policies of the housing goals of the City OP by contributing to the range of unit types and unit sizes in the city. The proposed development supplements the existing housing stock by providing stacked townhouse dwelling units, a unique and more compact housing typology relative to the surrounding area. It is situated on vacant, underutilized land within the city’s urban area and complies with Policies 4.3.1 and 4.3.2 of the City OP.

Each of the proposed dwelling units are anticipated to be affordable to low- and moderate-income households, contributing to the City’s affordable housing targets, as discussed in Section 7.2 of this PJR. The proposed development will contribute to the City’s annual housing targets as outlined in Policy 4.8, as discussed in Table 6 of this report.

5.4.4 Housing Impact Statement

Part 1, Section 4, Policy 4.4 requires the submission of a housing impact statement to be included with an application for Official Plan Amendment and Zoning By-law Amendment. The following is an analysis of the information required to be submitted with the housing impact statement:

POLICY & ANALYSIS

Table 6 – Housing Impact Statement Policies

Section	Policy	Analysis
4.4 a)	<i>The proposed housing mix by dwelling type and number of bedrooms, as applicable;</i>	It is contemplated that the applications will implement the development of 99 stacked townhouse dwelling units, each with 2-bedrooms.
4.4 b)	<i>How the proposal contributes to achieving the City’s annual housing targets as outlined in Part 1, Section 4, Policy 4.8 a) and b);</i>	<p>The Applications will enable the development of 99 new housing units in the City of Niagara Falls, supporting the City’s annual growth target of 674 new units.</p> <p>Furthermore, all 99 units are expected to meet the affordability criteria established by both the Niagara Region and the City.</p>
4.4 c)	<i>The estimated rents and/or sales prices of the development, indicating where they are either above or below the threshold for affordable as defined by the Niagara Region and the City;</i>	<p>To qualify as affordable ownership housing, the price must meet the more stringent of two homeownership models: income-based or market-based. As detailed in Section 7.2 of this PJR, the market-based criterion is the more restrictive. In detail, the sale price of the proposed dwelling units should be equal to or less than \$517,680 to meet the affordability threshold.</p> <p>The proposal will provide 99 stacked townhouse dwelling units with prices ranging from \$399,000 to \$517,680. Accordingly, the proposed units are expected to meet threshold for affordable housing as defined by the City.</p>
4.4 d)	<i>Where construction of the units is expected to occur in phases,</i>	Phases of construction will be determined at a later date.

Section	Policy	Analysis
	<i>information regarding the number of housing units that would meet Niagara Region's and the City's definition of affordable to be provided per phase, where applicable;</i>	
4.4 e)	<i>The proposed legal and/or financial mechanisms to ensure the delivery of any proposed new affordable housing commitments, and mechanisms to retain the long-term affordability of units, where applicable.</i>	This policy is not applicable regarding the proposed development.

5.4.5 Residential

Part 2, Sections 1.1 through 1.8 provide general policies regarding residential development. The following apply:

POLICY

General Policies

- 1.1 *The predominant use of land in areas designated Residential shall be for dwelling units of all types catering to a wide range of households. Predominant uses shall include single detached and semi-detached dwellings, duplexes, triplexes, quadruplexes, townhouses, apartments, group homes and other forms of residential accommodation.*
- 1.7 *All residential development shall require proper and adequate municipal services. The municipality shall promote phased development to maintain logical, outward growth in residential areas in accordance with the policies of Part 3, Section 1.*

ANALYSIS

The proposed stacked townhouse units are considered other forms of residential accommodation under Subsection 1.1. The development is supported by available municipal services. The FSB prepared by Hallex provides infrastructure upgrade and design recommendations to connect to the available municipal services, while the infrastructure study prepared by GEI Consultants confirms that the existing municipal wastewater infrastructure is sufficient to accommodate the proposed development. The findings of the FSB and the infrastructure study are summarized in Sections 4.5 and 4.8 of this PJR, respectively.

5.4.6 Built-Up Area

Part 2 Section 1 of the City OP includes Residential Land Use Policies specifically located within the City's Built-up area. Relevant policies are as follows:

Table 7 – Residential Land Use Policies

Section	Policy	Analysis
1.10.1	The character of the existing neighbourhoods within the Built-up Area shall be retained. Accordingly, residential development, intensification and infilling shall blend into the lot fabric, streetscape and built form of a neighbourhood.	<p>The stacked Townhouses are oriented to face internal parking area, with maximum building heights of 10 metres to be compatible with the surrounding low-rise dwellings. At this height, the proposed minimum setback of 6 metres provides an adequate buffer for the surrounding land uses. Furthermore, landscaping, plantings, and fencing will be introduced at the detailed design stage to further soften the interface of the proposed development with existing development.</p> <p>While the Subject Lands will have a larger lot area than other low-rise residential properties in the area, there are also other lots that are larger in size, such as 5855 Valley Way and 6009-6017 Valley Way. Additionally, the Subject Lands are located at the end of the existing Shirley Avenue's right-of-way and the proposed development's lack of visibility from the public realm means there will not be a significant impact on the surrounding lot fabric. There is no proposed change or upgrade to the existing Shirley's right-of way. A private driveway is proposed directly off this road allowance. The proposed development will not have any visual impact on the surrounding streetscapes.</p> <p>The proposed primary entrance off Valley Way limits traffic through</p>

Section	Policy	Analysis
		Shirley Avenue. Together, these measures ensure the development blends with the lot fabric, streetscape, and built form of the neighbourhood and maintains the character of the existing residential neighbourhood from a lot fabric, streetscape and built form perspective.
1.10.2	A gradation of building heights and densities will be encouraged together with sufficient horizontal separation distances between taller buildings and low rise dwellings in order to ensure a complementary arrangement of residential uses.	Minimum building setbacks of 6 metres are proposed between the stacked townhouse blocks and the existing low-rise residential lots, providing appropriate horizontal separation to ensure a complementary transition in building height and density. As mentioned, the maximum proposed building height of 10.0 metres is not significantly higher than the prevalent height in the area and is less than the permitted as-of-right height of the surrounding land uses.
1.10.3	Generally, development within the Built-up Area should be at a higher density than what currently exists in the neighbourhood. A harmonious mix of single and multiple accommodation will be encouraged through the Built-up Area so that at any one time a variety of housing types will be available suitable for different age groups, household sizes and incomes.	The proposed development introduces a density of 91.2 units per hectare, higher than the surrounding residential area. The proposed development provides a housing type not locally available in the surrounding area, contributing to a greater mix of housing forms within the Built-up Area, supporting households of various types, sizes, and age groups. This compact housing typology balances providing the necessary gentle increase in density with ensuring visual compatibility with the neighbourhood by incorporating a ground-oriented built form. As elaborated, the proposed development is still able to accommodate appropriate

Section	Policy	Analysis
1.10.5	<p>Single detached housing is the dominant housing form in existing residential neighbourhoods. Increasing the amount of various types of multiple residential accommodations is encouraged in order to provide for an overall mix of housing within all communities. The inclusion of various housing forms through subdivisions, intensification and infilling shall not be mixed indiscriminately, but will be arranged in a gradation of building heights and densities according to the following policies:</p>	<p>separation distances from lower density developments.</p> <p>The proposed stacked townhouses introduce a unique housing typology within a neighbourhood predominantly composed of single detached dwellings. The development achieves compatibility with surrounding uses through setbacks, future landscaping, design, and building heights while improving housing diversity and providing a gradual transition in density, in alignment with policy objectives.</p>
1.10.5 ii.)	<p>Stacked townhouses, apartments and other multiple housing forms with building heights of not more than 4 storeys can be developed to a maximum net density of 75 units per hectare with a minimum net density of 50 units per hectare. Such development should be located on collector roads and designed with a street presence that is in character with the surrounding neighbourhood. In addition, setbacks should be appropriate for the building height proposed and greater where abutting lands are zoned for single or semi-detached dwellings.</p>	<p>The proposed stacked townhouse development has a density of 92 units per hectare, exceeding the maximum permitted 75 units per hectare for stacked townhouses on collector roads, and therefore requires an OPA. Section 8.0 of this report will provide planning justifications for the proposed OPA.</p> <p>As mentioned, access to the development will be from Valley Way, a collector road through an access easement and Shirley Avenue, a local road. The proposed building heights for the stacked townhouses are less than four storeys. Minimum building setbacks of 6 metres are proposed to ensure compatibility with adjacent single-detached dwellings. As mentioned, the Subject Lands' location and proposed design ensures the development's impact on surrounding streets is minimized.</p>

5.4.7 Municipal Infrastructure

Part 3 Section 1 of the City OP provides policies related to municipal infrastructure. The following policies apply:

POLICY

Water and Sanitary Sewage

1.2.4 *Development within the urban area shall be accommodated on the basis of full municipal services including sewers, storm sewers, water services and improved roadways. Uses within the urban area shall connect to municipal water and sanitary services, if available. Outside of the urban area, Council shall cooperate with the Niagara Region in promoting individual sewage disposal systems which incorporate proven new technology achieving reduced volumes and/or improved quality of effluents.*

Storm Drainage

1.3.1 *It is required that all new development or redevelopment within the City be connected to and serviced by a suitable storm drainage system. Appropriate systems may include underground pipes, ditches, culverts, swales, man-made and natural watercourses, detention storage areas or any other storm water management system acceptable to Council, the Niagara Region, the Niagara Peninsula Conservation Authority, and other agencies.*

ANALYSIS

The FSB prepared by Hallex provides infrastructure upgrade and design recommendations to connect to the available municipal services, while the infrastructure study prepared by GEI Consultants confirms that the existing municipal wastewater infrastructure is sufficient to accommodate the proposed development. The findings of the FSB and the infrastructure study are summarized in Sections 4.5 and 4.8 of this PJR, respectively.

The proposed development is therefore consistent with the policy direction outlined in Part 3, Section 1 of the City OP.

5.4.8 Energy Conservation

Part 3, Section 3.1 of the City OP includes the following policies to promote opportunities for energy efficiency, with particular emphasis on development designs which minimize energy consumption:

POLICY

3.1.1 *The City shall encourage an energy efficient community where land uses are distributed to reduce travel needs, vehicle trips and subsequent energy use. A complementary arrangement and mix of uses which minimizes land use conflicts but also allows for integration shall be encouraged. This approach is advocated by the Future Land Use Schedule "A" and may be further refined through secondary plans. In order to achieve energy efficiency, the following shall be considered.*

3.1.1.1 *A compact and contiguous pattern of urban growth shall be promoted, including the intensified use of land and higher densities of residential development, where appropriate.*

3.1.4 *Energy conserving landscaping practices, including the use of existing natural vegetation and topography shall be promoted in site design. Appropriately selected and located vegetation shall be used to control exposure to the sun and/or wind, thereby reducing energy consumption for the mechanical heating and cooling of buildings.*

ANALYSIS

The proposed development promotes energy efficiency through its higher residential density and proximity to nearby commercial, institutional, and public transit services, which can reduce travel demand and reliance on private vehicles.

In addition, the majority of dwellings are oriented north–south, which is optimal for solar access and helps reduce heat loss, further enhancing energy efficiency.

5.4.9 Cultural Heritage Conservation

Part 3 Section 4 of the City OP provides policies related to protection of archaeological resources. The following policies apply:

POLICY

4.10 *The City recognizes that there are many archaeological sites containing artifacts or other physical evidence of past human use or activities throughout the municipality. Every effort will be taken to ensure archaeological resources are protected in situ. No work shall be carried out on any property which has identified archaeological resources or has archaeological potential without first conducting archaeological fieldwork and submitting a report, both undertaken by a licensed archaeologist. Any fieldwork and investigation shall adhere to Provincial guidelines and requirements. The archaeological report shall be prepared to the satisfaction of the Ministry of Culture or its designate to address, among other things: site findings, analysis of findings, a statement of heritage value, any further assessment needed, methods of protecting archaeological*

sites/artefacts (buffer areas, landscaping, avoidance strategy) and a construction monitoring schedule.

- 4.11 *The City shall refer to the Niagara Falls Heritage Master Plan and the Region of Niagara to identify sites having potential for archaeological resources. Where potential archaeological resources have been identified, the submission of an archaeological assessment shall be required as part of complete planning application as prescribed under the Planning Act.*

ANALYSIS

A Stage 1-2 Archaeological Assessment of the Subject Lands and the proposed retained area was completed by Detritus Consulting Ltd., which found no archaeological resources and recommended that no further archaeological assessment of the Study Area is required.

CONCLUSION

Based on the foregoing, the proposed development conforms to the City OP subject to the approval of the requested Official Plan Amendment. It is noted that the requested Official Plan Amendment addresses an increase in density; the proposed development is in conformity with the balance of the policies of the City OP.

5.5 Summary of Compatibility Analysis

The proposed stacked townhouse development has been designed to ensure compatibility with the adjacent low-density residential neighbourhood. Compatibility is achieved by the following:

- **Building height** at 10 metres is consistent with the maximum as-of-right height for the surrounding residential properties, ensuring alignment with the intended character of the low-density residential neighbourhood. At this height, the proposed dwellings will not generate any adverse shadow impact on the neighbouring uses. Adequate building setbacks and further screening techniques including tree planting and fencing, as discussed below will further improve compatibility with the surrounding uses.
- **Setbacks** ranging from 6.0 metres to 10.2 metres are provided from neighbouring residential properties to ensure sufficient separation. These setbacks are adequate at mitigating the visual massing of the proposed dwellings and accommodating future amenity areas and landscaping and screening devices.
- **Fencing and/or landscaping** along boundaries with adjacent properties will be incorporated at the detailed design stage to further screen the proposed dwellings and improve aesthetics of the neighbourhood.
- **Site and building layout** orients future dwellings toward the surface parking area. The site's location and land area allow the buildings and parking area to be

centrally located and away from the lot lines to create adequate buffers from the surrounding uses.

- **Vehicular access** is provided from Shirley Avenue (local road) and Valley Way (collector road), with two access points to minimize traffic impacts on the low-density neighbourhood.

6.0 Urban Design Brief

An Urban Design Brief has been prepared to review and evaluate the proposed development in terms of site and building design, built form compatibility with adjacent properties, and relationship with adjacent streetscape and public spaces. The Urban Design Brief ensures a high-quality and compatible design of the private realm and demonstrates that the functional needs of the site’s users will be met over the long term. Recommendations will also be made to ensure the design objectives are met in the future detailed design of the proposed development.

The Urban Design Brief is prepared using the City’s Urban Design Brief Terms of Reference. It analyzes urban design policies that are included in the City OP, as well as the relevant guidelines under the Region’s Model Urban Design Guidelines.

6.1 Vision and Principles

6.1.1 Vision Statement

The proposed development is envisioned as a compact, safe and well-connected residential infill development that achieves built form compatibility with the surrounding land uses and streetscapes through conscious design decisions.

6.1.2 Design Principles

The following design objectives have been established for developments on the Subject Lands:

Table 8 – Design Principles

Design Principle	How the Vision is Realized
<p>Safety and Connectivity Create a pedestrian friendly community that is accessible and safe for all residents.</p>	<p>The conceptual site plan establishes clear pedestrian connections from the parking areas and residential units to Shirley Avenue, a local road. Vehicular access is provided via both Shirley Avenue and Valley Way, ensuring efficient circulation and connectivity.</p>
<p>Built form compatibility Achieves compatibility with the surrounding uses and respects the existing and planned context</p>	<p>The proposed development introduces stacked townhouse units with a maximum height of 10 metres and 2.5 storeys. While the built form represents a modest increase in height and density compared to the surrounding low-density</p>

Design Principle	How the Vision is Realized
	residential context, the design prioritizes compatibility through minimum 6-metre building setbacks and anticipated landscaping treatments. These measures will help soften the visual impact and provide effective screening from the adjacent public realm.
Housing Options Contributes to a wider range of housing options, including affordable housing	The proposed development introduces stacked townhouses, a unique housing typology within a predominantly low-density residential neighbourhood. The dwelling units are expected to meet both the Province's and the City's definition of affordability, thereby increasing housing accessibility for a broader range of residents.
Environmental Sustainability Contribute to environmental sustainability through conscious design and landscaping decisions	The conceptual site plan includes dedicated green space designed to function as both a resident amenity area and a recreational open space, while also supporting sustainable stormwater management practices.

6.2 Policy Context & Site Analysis

The applicable urban design policies and guidelines for the Subject Lands are found in the City OP and the Region's Model Urban Design Guidelines. Relevant policies from each document are analyzed below.

6.2.1 Niagara Falls Official Plan

Urban design policies for Niagara Falls are outlined in Part 3, Section 5 of the City's Official Plan, which incorporates the City's Urban Design Strategy.

6.2.1.1 Urban Design and Landscaping

Section 5.1 of the City OP includes policies to promote a compact, interconnected, pedestrian- and transit-oriented community. It emphasizes harmony between the public realm and private properties, providing guidance for both sectors. The following policies are applicable:

POLICY

- 5.1 *New development, redevelopment and public works projects shall utilize building, streetscaping and landscaping designs to improve the built and*

social environment of the City and to enhance quality of life. Development should integrate and be compatible with the surrounding area including natural and cultural heritage features.

5.1.1 The design of new development and redevelopment shall specifically address height, setbacks, massing, siting and architecture of existing buildings in order to provide a compatible relationship with development in an area

5.1.2 Development shall be designed and oriented to the pedestrian. As such buildings shall be set as close to the street as possible. Moreover, where development includes multiple buildings, the buildings should be deployed in such a manner that allows pedestrians to move between buildings with a minimum of interference from vehicular traffic. To this end, designated walkways through parking areas and to other buildings are to be provided.

5.1.5 Parking areas are to be minimized within the front yard of development sites. Parking shall primarily be located in the rear or sideyards of development sites with sufficient landscaping utilized to create an effective buffer to abutting lands.

5.1.7 The number of access points onto arterial roads shall be minimized. Linked parking and driveway areas shall be encouraged. Access points shall be oriented toward major roadways.

ANALYSIS

The proposed stacked townhouses are limited to a height of 2.5 storeys (10 metres) and are set back a minimum of 6.0 metres from adjacent lot lines, ensuring compatibility with the surrounding low-density residential dwellings. The surrounding uses range between one to two storeys in height. The proposed height of the stacked townhouse dwellings is not significantly taller than the prevalent heights of the surrounding area. The surrounding lands are also largely zoned Residential 1C Density (R1C). The proposed height of 10 metres is consistent with the as-of-right height limit of the R1C Zone. At the proposed height, the stacked townhouse dwellings will not generate any significant microclimatic impacts such as wind and shadow to the surrounding uses either.

In terms of building location and setbacks, the proposal provides ample setbacks from adjacent residential uses. The following table summarizes the proposed building setbacks from the neighbouring properties.

Table 9 – Building Setbacks

Property	Use	Building Setback
5159 Shirley Avenue, 5938 Stevens Street	Residential	8.5 – 8.7 metres
5170 Shirley Avenue	Residential	Min. 9 metres
5157 Portage Road, 5169 Portage Road 5855 Valley Way	Residential Institutional	6 metres 6.5 metres

5865-5935 Valley Way	Residential	6.5 – 8.5 metres
6009-6017 Valley Way	Institutional	6 – 8 metres

At the minimum, a 6-metre interior side yard setback is provided from the rear yards of adjacent properties on Portage Road. This setback is adequate at reducing the visual massing of the proposed buildings' height. Larger setbacks between 6.5 metres and 9 metres are provided in the yards next to the properties along Valley Way, Stevens Street and Shirley Avenue. Even the yards adjacent to institutional uses have also been established with a minimum width of 6 metres to accommodate amenity areas for the future residents. At the detailed design stage, landscaping treatment including trees, shrubs and fencing will be proposed along all interior and rear lot lines to further protect privacy of the residents and mitigate any residual impacts between the proposed and existing uses. The proposed buildings have been strategically placed and appropriately set back to provide adequate separation from adjacent uses while ensuring sufficient space to accommodate functional amenity areas and to allow for the integration of effective landscaping treatments.

Although exterior design of buildings are not matters regulated through the zoning by-law nor subject to site plan control, it is expected that the proposed buildings will have architectural design that is compatible with the surrounding areas as shown in the conceptual elevation drawings and rendering.

The buildings are adjacent to and oriented toward an internal network of pedestrian walkways that provide direct connections from Shirley Avenue to the buildings, between the buildings themselves and from the centralized parking area to each building. Parking areas are centrally located within the site to minimize their visibility from the public streetscape. The Conceptual Site Plan illustrates that sufficient space has been provided within the parking area to accommodate pedestrian walkways and landscaping.

Access to the development will be provided through two points: the primary entrance from Valley Way, a collector road, and a secondary entrance anticipated from Shirley Avenue, a local road. Two vehicular entrances are proposed to ensure efficient circulation for the site especially in the event of emergencies. The access from Valley Way which will be secured through an access easement is needed to reduce the amount of traffic from Shirley Avenue.

6.2.1.2 Landscape and Open Space Amenity areas

Sections 5.3 and 5.4 of the City's OP outline urban design policies related to landscaping and parking.

POLICY

- 5.3 *Landscaping and open space amenity areas can provide an opportunity to enhance the visual image of properties along the streetscape and should be incorporated in development projects to complement boulevard*

plantings. Landscaping can soften dominant building mass, screen noise and visual intrusion, shield against excessive wind and sun and provide various environmental benefits.

5.3.1 The orientation of landscaping within development sites should be toward public use areas, realizing the importance of the effective placement and maintenance of such landscaping in creating attractive amenity areas and entranceways. In addition, the City shall promote the substantial greening of the area intended for landscaping within development sites.

5.3.4 Landscaping, together with other design measures, can assist in mitigating the impacts of development on surrounding lands. Landscaping, where adjacent to buffer areas of natural heritage features, shall be designed to incorporate native species. The City shall encourage the utilization of adequate buffering, screening and other landscaping measures to ensure separation between potentially incompatible uses.

5.3.5 The City shall encourage the preservation and the incorporation of existing trees, vegetation, green areas and topography into the design and landscaping plans of proposed developments. Tree Preservation Plans may be required prior to any site alteration in compliance with PART 2, Section 11.

5.4 Parking areas should be designed efficiently to minimize the extent of pavement and provide the opportunity for additional landscaping.

5.4.1 Green space and landscaping shall be interspersed throughout the parking area but not affect it's functioning and safety.

5.4.2 Traffic islands, paving materials, landscaping and lighting should be used to clearly distinguish between vehicle areas and pedestrian routes to provide safety and amenity.

5.7 The City may prepare urban design plans or neighbourhood plans to implement the Urban Design Policies on specific areas. In the absence of such plans, reference should be made to Niagara Region's Model Urban Design Guidelines.

ANALYSIS

Detailed landscaping plans will be prepared and submitted at the detailed site plan control stage. While specific landscaping elements and amenity areas are not finalized at this time, they are anticipated to enhance the streetscape and contribute to the overall character of the development. Green space has been maximized across the site, allowing for the integration of enhanced landscaping treatment within amenity areas, along shared lot lines and within the parking area. The proposed landscaping will be designed to

provide shade within amenity areas, to deliver effective screening and buffering from adjacent uses and to enhance the overall attractiveness of the development, particularly within parking areas and the adjacent public realm as appropriate.

A Tree Preservation Plan was completed in support of the applications, identifying a total of 52 trees located on the Subject Lands, and within 6 metres of the property boundary, and within the adjacent road allowance. Based on the impact assessment, only 16 trees will require removal to accommodate the proposed development, with the remainder to be preserved.

The Conceptual Site Plan envisions large traffic islands to soften the hardscaping and improve visual appeal. Pedestrian pathways are integrated throughout the parking areas to ensure safe and convenient movement across the site.

Subject to Policy 5.7 of the City OP, the Regions Model Urban Design Guidelines (MUDG) are comprehensively analysed in Section 6.2.2 of this report.

6.2.1.2 Environmental Management

Environment Management policies for Niagara Falls are outlined in Part 3, Section 6 of the City's Official Plan, which are intended to minimize adverse effects of development on the natural and human living environment.

POLICY

6.13 *The City supports all efforts to reduce sources of air pollution and activities that contribute to greenhouse gas emissions. To this end the City shall:*

- d) *encourage site design that support a healthy environment such as building orientation to minimize heating/cooling costs, mixed land uses to minimize the necessity of vehicular travel for basic goods, the provision of walkways, cycling facilities and public transit to provide alternative forms of travel.*
- e) *promote the retention and enlargement of green spaces in site design through such measures as tree planting, tree preservation, roof top gardens, and the use of native species in landscaping.*

ANALYSIS

The proposed development achieves the intent of Policy 6.13 by incorporating environmentally sustainable site design measures with more measures to be considered at the detailed site plan control stage. Pedestrian walkways throughout the Subject Lands provide safe connections between the townhouses, parking areas, and existing sidewalks along Shirley Avenue, thereby encouraging active transportation and reducing reliance on vehicles. The proposed concept plan envisions substantial green space and landscape buffers along adjacent lot lines, with future outdoor amenity areas to be designed at the detailed site plan control stage.

6.2.2 Niagara Region's Model Urban Design Guidelines

In addition to the policies outlined in the City OP, the Region's Model Urban Design Guidelines (MUDG) (2025) provide guidance aligned with the Region's urban design principles. The following sections are applicable. Relevant sections of the MUDG include Section 2.0 Guiding Principles, Section 5.0 Site Design, Section 6.0 Building Design and Section 7.0 Building Uses.

6.2.2.1 Guiding Principles

Section 2.0 of the MUDG contain the guiding principles for new development in Niagara. The proposed development implements a number of these principles including:

Table 10 – Guiding Principles

Guiding Principle	Analysis
<i>New development will enhance the unique character of Niagara's communities</i>	The proposal respects the existing surrounding built form while adding appropriate density.
<i>Walkable, bikeable, transit-oriented communities will support a healthy Niagara</i>	Pedestrian sidewalks and crosswalks will integrate the stacked townhouse blocks with the private parking area and Shirley Avenue. There is sufficient space on the site to accommodate bicycle parking facility at the detailed design stage to contribute to bikeable community.
<i>Development and open spaces will be sustainable and resilient</i>	The site design incorporates elements that support environmental sustainability through the proposed building layout and orientation, which maximize solar access to reduce heat loss. It also includes landscaped areas and underground infrastructure to limit stormwater runoff. Additional opportunities to integrate sustainable features will be explored and implemented at the detailed design stage.
<i>Compact built form will optimize use of land and resources</i>	The proposal provides context-sensitive intensification that balances density with access to amenities, sunlight, views, and privacy to support health and well-being.
<i>A mix of uses will support vibrant and complete communities</i>	The proposal introduces stacked townhouses, a unique housing typology

Guiding Principle	Analysis
	within the surrounding neighbourhood that is otherwise characterized by single detached dwellings.
<i>A range of housing opportunities will support affordability</i>	Each proposed townhouse unit is anticipated to meet provincial and municipal affordability criteria, as outlined in Section 7.0 of this report.

6.2.2.2 Sustainability and Well-being

Section 5.1 of the MUDG outlines guiding principles for new development in Niagara. The proposed project incorporates several of these principles, promoting environmental sustainability and pedestrian safety.

POLICY

Design Guidelines:

- a. *Buildings should be oriented to optimize the potential for solar energy generation on rooftops and facades to minimize shading from adjacent buildings.*

Safety and Security Guidelines:

- e. *Clear sight lines should be maintained to allow people to see and be seen. Blind corners, bends, grade changes, partially lit areas, and other elements which may obscure views are discouraged. Site and building design should strive to maximize safety and security, employing best practices in CPTED.*
- f. *Pathways should provide continuous sight lines and should create direct connections from buildings to key areas on and adjacent to sites.*
- g. *Active uses such as residential lobbies, retail uses, and open spaces should be located along the primary street frontage to provide opportunities for informal surveillance. Glazing along the ground floor of these spaces is encouraged to provide increased visibility.*
- h. *Site design should not result in potential areas of entrapment, such as areas that are bounded on most sides by walls, high plantings, or fences.*

ANALYSIS

The majority of dwellings are oriented north–south, which is optimal for solar access and helps reduce heat loss, thereby enhancing energy efficiency.

A network of internal walkways is illustrated on the conceptual site plan, providing continuous sightlines and direct connections between buildings and the parking area. Lighting design at the detailed site plan control stage will maximize safety and security while ensuring no light spillage onto adjacent public streets or neighboring properties. Active uses of the residential buildings are oriented toward the centralized parking area, providing opportunities for informal surveillance.

POLICY

Landscape and Low-Impact Design Guidelines:

- i. Encourage the use of permeable paving and green landscaping throughout the site to minimize the urban heat island effect and to allow for absorption of surface runoff.*
- j. Landscaping should include native species that are drought and salt tolerant to reduce the need for watering and maintenance.*
- p. Wherever possible, impermeable hard surfaced areas (i.e. driveways, laneways, and parking areas) should be minimized and incorporate opportunities for ground water infiltration.*

ANALYSIS

Detailed landscaping and material selections will be addressed during the detailed site plan control stage.

6.2.2.3 Infill Development

Section 5.2 of the MUDG includes guidelines related to infill of large and medium site intensification guidelines.

POLICY

Design Guidelines:

- a. Infill sites may contain a variety of building scales. Height transitions should be accomplished within the site to the surrounding context.*
- g. While new surface parking should be discouraged, if it is provided, it should be situated at the rear or side of the building to minimize the view of parking areas from the public realm and designed in accordance with Section 5.10.*

ANALYSIS

Appropriate building setbacks are demonstrated from adjacent residential lot lines to ensure appropriate height transitions. The maximum height of the proposed townhouses remains consistent with the surrounding low-density residential zones, which limit building height to 10 metres.

A new surface parking area is required to accommodate resident and visitor parking. In accordance with urban design guidelines, the parking area is centrally located within the site and are partially screened by the proposed stacked townhouse dwellings. Additionally, the parking area is not visible from adjacent collector roads, including Valley Way and Portage Road. Future landscaping could be incorporated to screen the parking area from Shirley Avenue as well.

POLICY

Neighbourhood Intensification Guidelines:

- h. The form and character of infill development should be in keeping with the general form and character of the planned context.*
- j. Infill development should reflect the existing neighbourhood pattern of development with respect to front, rear and side yard setbacks, building heights and the location and treatment of primary entrances, to both the dwelling and the street. Where deviation occurs, the number of units on the lot should increase to provide more housing units for residents.*
- l. Buildings should be oriented to ensure their front entrance is visible from a public street.*
- m. Infill development should provide fencing, screening and landscaping to maintain the privacy of adjacent rear yards.*

ANALYSIS

The proposed building height is consistent with the permitted general form of the surrounding residential neighbourhood. Although the proposed development introduces a different building typology along with the inclusion of a centralized parking area, this design approach is intended to accommodate more housing units while ensuring compatibility with the surrounding residential neighbourhood. Compatibility measures, including the provision of minimum 6-metre setbacks from neighbouring properties to ensure appropriate separation, are discussed in Section 5.5 of this PJR. The development still aligns with the intent of the guidelines by fronting onto pedestrian sidewalks and the travelled portion of the private roadway. Fencing, screening, and landscaping will be addressed in detail during the detailed site plan control stage to preserve the privacy of adjacent rear yards.

POLICY

Large and Medium Site Intensification Guidelines:

- u. Intensification sites should improve and expand the network of sidewalks, paths and trails in the surrounding context. New pathways should be barrier free to promote accessibility.*
- v. Intensification sites should have access to local transit routes within walking distance for most residents.*

- x. *Infill development should contribute to the community through the provision of high-quality building design, landscape architecture, public amenities and should enhance biodiversity on site.*
- z. *Where residential infill development is planned, a mix of unit types and sizes should be provided to promote diverse communities and provide attainable and affordable housing options.*

ANALYSIS

The proposed development includes an internal sidewalk network connecting the townhouse dwellings and providing pedestrian connections to the existing sidewalks along Shirley Avenue.

The building design incorporates a variety of architectural materials, enhancing visual interest and quality. Although all units are two-bedroom, they vary in size and market valuation. All units are considered affordable, thereby expanding housing options and aligning with provincial and municipal policy objectives.

The Subject Lands are located close to local transit routes, as described in Section 2.0 of this report.

6.2.2.4 Building Location and Orientation

Section 5.3 of the MUDG includes guidelines related to the proposed building location and orientation. The following design guideline is relevant.

POLICY

Location and Orientation Guidelines:

- f. *Buildings should be sited and oriented to reduce the visual impact of parking and loading by enclosing them within the building envelope, away from public view. Where surface parking is provided, it should be located to the rear and side of the buildings.*

ANALYSIS

The parking area is centrally located within the site and is partially screened by the proposed stacked townhouse dwellings. The parking area is not visible from adjacent collector roads, including Valley Way and Portage Road. Future landscaping may also be incorporated to further screen the parking area from Shirley Avenue.

6.2.2.3 Landscape Design and Outdoor Amenity Area

Sections 5.4 and 5.6 of the MUDG contains best practices and general guidelines for on-site landscaping and outdoor amenity areas. These will be adhered to as much as possible in the preparation of the Landscape Plan at the detailed design stage. As mentioned, the conceptual site plan has provided adequate space to integrate

landscaping treatment in amenity areas and within the parking area of the proposed development.

Privately-Owned Publicly Accessible Spaces

Section 5.8 of the MUDG outlines urban design guidelines related to privately owned, publicly accessible spaces. The following policies are particularly relevant to the proposed development and its integration with the public realm.

POLICY

Circulation Design Guidelines:

- d. *Logical pedestrian connections should be designed between main entrances buildings and transit facilities, and public sidewalks.*
- f. *Provide pedestrian crosswalks and circulation routes for buildings and amenities (such as community spaces, schools and recreation centres, and retail shops) and where high levels of walking traffic are anticipated.*

ANALYSIS

Safe pedestrian access is provided throughout the Subject Lands, with direct connections proposed to the existing public sidewalks along Shirley Avenue. While not included at this stage, a sidewalk connection to Valley Way could be explored during the detailed site plan control stage. Bicycle parking will also be considered with the site plan control application.

6.2.2.5 Driveways and Parking

Section 5.10 of the MUDG includes urban design policies related to driveways, surface parking lots and pedestrian access.

POLICY

Driveway Guidelines

- a. *The number and size of curb cuts should be minimized along a block or site to reduce potential conflict points between vehicles, pedestrians, and cyclists.*
- c. *Driveway widths of low-rise grade related residential forms should be limited to the width of the garage. Where there is no garage, the minimum width should be 3.0m and the maximum width 6.0m. The minimum length of a driveway should be 6.0m within the private realm.*

Surface Parking Lot Guidelines

- i. *Parking aisles should not exceed 30 contiguous spaces in length and should have a consistent design angle perpendicular to primary building entrances.*

- l. Accessible parking spaces should be located nearest to building entrances and be clearly identified by signs or markings. Routes between accessible parking spaces and nearby walkways should not cross the drive aisle.*
- r. Landscaped islands should be located at regular intervals internal to surface parking lots to provide visual relief, stormwater management and limit paved surfaces.*
- s. Landscaped islands should have a minimum width of 2.5 metres and include trees and bioswale trenches with curbs that allow stormwater to infiltrate. t. Landscaped islands should be provided at the mid point of the parking aisle, and/or every 12 parking bays, whichever is greater.*

ANALYSIS

The location of curb cuts will be limited to the extent necessary to provide safe access for vehicles, pedestrians, and cyclists. The width and length of the driveways comply with the guidelines provided in Section 5.10 of the MUDG.

The new surface parking lot is designed to avoid long, uninterrupted aisles, with no more than 30 contiguous parking spaces in any row. All spaces are oriented perpendicular to the primary building entrances to enhance accessibility and circulation. Accessible parking spaces are located directly in front of townhouse units and positioned alongside each string of townhouse blocks. To break up the expanse of pavement, provide visual relief, and support stormwater management, 3-metre-wide landscaped islands are incorporated between internal parking areas. Additional landscape islands are proposed at the midpoint of centrally located parking bays, ensuring that no more than 12 spaces are provided in a continuous row.

POLICY

Pedestrian Access Guidelines

- af. Pedestrian walkways should be contiguous to main drive aisles opposite primary building entrances to enable safe and direct pedestrian movements.*
- ag. An internal pedestrian walkway network should define visually and functionally smaller parking 'courts'.*
- ah. Walkways should be a minimum of 3.8m wide, including a pedestrian zone of 1.8m wide to accommodate bumper overhang and provide at least 1.5m width for unobstructed pathway*
- ai. Walkways should include pedestrian-scaled amenities wherever possible, such as benches, trash receptacles and lighting.*

ANALYSIS

Pedestrian walkways with a minimum width of 1.5 metres are proposed alongside all townhouse entrances and the majority of parking bays. For internal parking bays not

directly adjacent to a sidewalk, a centrally located internal walkway is provided at the midpoint of the parking row, ensuring safe and convenient pedestrian access throughout the entire parking lot. Amenities such as trash receptacles and lighting will be further considered during the detailed site plan control stage.

6.2.2.6 Site Lighting

Sections 5.11 of the MUDG contains best practices and general guidelines for on-site exterior lighting design. These will be adhered to as much as possible in the preparation of the Lighting Plan at the detailed site plan control stage.

6.2.2.7 Waste Management

Section 5.13 of the MUDG outlines urban design guidelines related to appropriate servicing, loading, and utilities.

POLICY

Pedestrian Access Guidelines

- b. *Site circulation should provide efficient routes for vehicles to access servicing, loading and utilities, including space for sufficient turning radii and vertical clearance. Design measures that minimize conflict with pedestrians, cyclists, and motorists should be employed.*

ANALYSIS

The internal laneways have been designed to meet the minimum width requirements for fire truck access and turning radius standards. This ensures efficient site circulation for servicing and emergency access, while maintaining safe conditions for pedestrians, cyclists, and motorists.

6.2.2.8 Low-Rise Building Guidelines

Section 6.3 of the MUDG outlines key policies to be considered in the design of Low-Rise Buildings, including stacked townhouses.

POLICY

Façade Design Guidelines:

- g. *Within a single building's façade, rhythms of horizontal and vertical elements and materials should be used to establish a strong and consistent street edge that incorporates enough variety to create interest when viewed from the public realm.*
- h. *Building façades should be articulated to subdivide the overall massing through elements such as recesses, projections, windows, awnings, landscaping features, and corner treatments. Dividing a single façade through material changes to convey a false impression of individual buildings is discouraged.*

- j. *The principal entrances of buildings should be oriented toward the street for both shared and individual entrances.*

ANALYSIS

The proposed building design features a balanced composition of horizontal and vertical elements. Horizontal features such as balconies, aluminum trim, and stonework are complemented by vertically oriented exterior siding, creating visual contrast and architectural interest. The façade is articulated with a combination of projections and recessions, providing overhead coverage for amenity areas such as front porches and balconies. Principal entrances are oriented toward the private street and adjacent pedestrian sidewalks, enhancing accessibility and streetscape engagement.

POLICY

Townhouse Guidelines:

- al. *Townhouses are generally between 2 and 4 storeys in height and provide direct unit access from the exterior without interior corridors. In the case of stacked townhouses, an interior stair provides direct access from the grade-level entrance to the upper-floor unit.*
- an. *Townhouse blocks should be oriented front-to-front and rear-to-rear to promote walkability and to limit the extents of vehicle routes on a site.*
- ap. *Stacked townhouse blocks containing upper-floor suite entrances must contain all access stairs within the building envelope.*
- aq. *Townhouse groupings should be limited to a maximum of six linear dwelling units or 40 metres in length (whichever is less), with breaks between contiguous groupings.*
- ar. *Breaks between townhouse groupings should be equal to the greater of 50% of the width of an individual townhouse, or 3.0 metres in the case that no windows are located on either side façade.*
- az. *Rear yard townhouse setbacks should be a minimum of 5.5 metres from the rear property line. If a laneway is adjacent to the rear lot line, the rear yard setback may be reduced to 3.0 metres, so long as the total facing distance between building faces complies with minimum separation distances contained in this document.*

ANALYSIS

The stacked townhouses are designed to be 2.5 storeys in height. Each unit is accessed via a grade-level entrance that connects to an internal stair corridor. Pedestrian entrances are elevated approximately 1.5 metres above grade and link directly to adjacent sidewalks, leading to raised patios and landings. Townhouse groupings are limited to a maximum of six (6) modules in length, with an overall width not exceeding 36.6 metres. A minimum separation of 3 metres is provided between stacked townhouse blocks, while a minimum setback of 6 metres is maintained from the rear of the townhouses to the

adjacent property line. Townhouse blocks are oriented front-to-front to promote walkability and to limit the extents of vehicle routes on the site.

6.2.2.9 Multi-Unit Residential Buildings

Section 7.2 of the MUDG highlights key urban design guidelines for multi-unit residential buildings. The following guidelines are relevant:

POLICY

Design Guidelines:

- c. *Provide clear pedestrian walkways throughout the development that connects to building entrances, parking areas, and outdoor amenities space. These paths and areas should be well lit and include landscaping that creates visibility and promotes safety, accessibility, and comfort.*
- e. *Parking should be located at the rear of side lots of development and screened from public view.*
- f. *Where feasible, buildings should include private balconies, terraces, or porches to provide private individual amenity space.*
- i. *Multi-Unit development should include the following:*
 - *A mix of 2-bedroom and 3- bedroom units to accommodate larger household sizes in mid-rise and tall buildings.*
 - *Unit types and ratios will align with housing need as identified through housing strategies, planning processes, local needs assessments and market studies.*
 - *Two-bedroom units should be a minimum of 90 square metres.*
 - *Three-bedroom units should be a minimum of 106 square metres.*
 - *Unit size floor area should be measured from the interior side of the walls, excluding mechanical space*
- j. *Standard unit sizes are important to ensure for adequate space and use, however, flexibility should be employed in relation to how designers arrange unit elements which may result in a variety of unit sizes, depending on factors including the layout and the efficiency of connecting spaces such as corridors, and/or stairwells.*
- k. *Outdoor amenity spaces should be designed with consideration for Section 5.6 of this document.*

ANALYSIS

Clear pedestrian pathways are proposed throughout the development, connecting building entrances to sidewalks, parking areas, and amenity spaces. Parking is screened from public view, particularly from adjacent collector roads such as Valley Way and Portage Road. Each townhouse unit provides, at minimum, a private balcony and a sunken entrance for residents. While all townhouse units are two-bedroom, they vary in size. At less than 90 square metres, they are sized to be achieve affordable pricing guidelines under regional and municipal standards. Outdoor amenity spaces will be further refined during the detailed site plan control application stage.

6.2.2.10 Affordable/Attainable Residential Units

Section 7.3 of the MUDG outlines key guidelines related to Affordable and Attainable Residential Dwelling Units.

POLICY

Exterior Guidelines:

- a. *Affordable housing should be located in areas with urban amenities, especially near existing or planned transit and near key buildings such as community hubs or schools.*

ANALYSIS

The Subject Lands are located within the delineated built-up area boundary of Niagara Falls and are in close proximity to a variety of community amenities and existing transit services, as described in Section 2.0 of this report.

SUMMARY

Based on the foregoing analysis, the Applications conform with the Model Urban Design Guidelines.

6.2.3 Site Analysis: Opportunities and Challenges

Table 11 – Site Analysis

Opportunity	Response
Existing topography, vegetation, and environmental features;	The existing topography of the surrounding area is flat. There are no environmental features located on the Subject Lands.
Lot fabric (including frontage and depth);	The surrounding lots were established as part of the respective original plans of subdivision. The lot fabric has not changed since the time that the original lots were established.

Opportunity	Response
	<p>The residential lots north of the Subject Lands (along Stevens Street and Shirley Ave) were established as part of Registered Plan 197 in 1955. Lot frontages were generally 65' (19.8 metres) and lot depth approximately 100' (30.5 metres).</p> <p>Frontages along Valley Way were established as part of Subdivision Plan 175 in 1953 and are generally 50' (15.2 metres) wide and 165' (50 metres) deep.</p>
<p>General street/block pattern (including block lengths);</p>	<p>The nearby residential developments are generally laid out in a grid pattern with block lengths averaging between 30 metres, for those blocks along Shirley Avenue or Stevens Street and 50 metres for those blocks with frontage on Valley Way.</p>
<p>Built form character of surrounding area (including boundary treatments, street frontages/ street enclosure, building setbacks, height and massing, roof forms);</p>	<p>The surrounding neighbourhood is characterized by one- to two-storey single detached dwellings constructed primarily in the mid-20th century. These homes exhibit modest massing and traditional roof forms, contributing to a consistent residential scale.</p> <p>Lots are defined by open front yards with minimal boundary treatments. There are no front yard enclosures; fencing and other structures are generally limited to the rear portions of individual lots. Buildings are typically set back 6 to 8 metres from the front lot line, with interior side yard setbacks generally under 2 metres. This pattern results in visually open front yards and minimal street enclosure, contributing to a spacious and cohesive streetscape.</p>
<p>Spatial analysis and landscape character of the surrounding area (character of public realm—streetscapes and public open spaces, how they work at different times, days and seasons and how</p>	<p>The surrounding area is defined by a mix of low-density residential and institutional uses. Residential streetscapes are composed of two-lane roads flanked by sidewalks and grassed verges on both sides, contributing to a walkable and green public realm. Mature deciduous trees are commonly found near front property lines and</p>

Opportunity	Response
<p>they visually and physically interconnect);</p>	<p>along the verges, particularly on Portage Road, Shirley Avenue, and Valley Way, creating shaded corridors during the warmer months.</p> <p>Valley Way, a collector road has a right-of-way (ROW) of approximately 24 metres, compared to nearby streets such as Shirley Avenue, and Stevens Street, which have a ROW of 20 metres.</p> <p>Public spaces and amenities are accessible via a network of vehicular and pedestrian routes. Transit service is available along Valley Way (south), Portage Road (east), and Drummond Road (west), supporting connectivity throughout the City</p> <p>Commercial and institutional buildings in the area are generally one to two storeys in height and are located along Valley Way and Drummond Road. These structures are set back further from the street than adjacent residential dwellings, reinforcing the area's low-density character and maintaining visual separation between land uses.</p>
<p>Surrounding land uses and building heights;</p>	<p>The surrounding land uses are predominantly low-density residential dwellings, including a mix of one-storey and two-storey homes. Some commercial and institutional uses are located near the Subject Lands. Parks and community sports fields are also situated to the east, and northeast of the Subject Lands. An aerial context map has been provided in Section 2.0 of this PJR.</p>
<p>Views and vistas to and from the site;</p>	<p>Views to and from the site are limited due to its location, bordered by single-detached residential lots to the north and south, Grace Gospel Church to the east, and the existing building at 6009 Valley Way to the west. As a result, no significant vistas are visible from the site.</p>

Opportunity	Response
Existing or planned landmarks or gateways;	<p>No landmarks or gateways are located in the immediate surrounding area of the Subject Lands.</p> <p>No gateways or landmarks are planned as part of the proposed development.</p>
Existing or planned transportation networks (including vehicular, cycling, pedestrian, transit, etc.);	<p>The surrounding roads are comprised of local and collector roads, and arterial roads. The roads directly adjacent to the Subject Lands are Shirley Avenue (local road), and Valley Way (collector road). Drummond Road is an arterial road (Regional Road) and connects with Falls Avenue (HWY 420).</p> <p>Two Niagara Region Transit bus routes exist along Valley Way and Portage Road.</p> <p>Trails and cycling networks are found nearby the Subject Lands, including:</p> <ul style="list-style-type: none"> • Portage Road, which is part of the Region’s Strategic Bicycle Network.
Linkages to public open spaces; and,	<p>The Subject Lands are located within proximity to different parks, including:</p> <ul style="list-style-type: none"> • WL Houck Park • Oakes Park • Shirley Park • Niagara Falls Lions Park • Balmoral Park <p>These parks are all located within 1 kilometre of the Subject Lands, with the closest being approximately 300 metres.</p>
Existing building(s) and/ or structure(s) (location on site, identification of heritage attributes, description of architectural style, massing, size, exterior materials,	<p>The primary building on the site is a former high school, which now accommodates a mix of community uses. In addition to the former high school, there are several smaller sheds on the property.</p>

Opportunity	Response
significance of the structure, and any existing walls or fences).	

6.3 Design Considerations

Tables 12 - 14 illustrate how the design principles have informed the site layout, built form and overall design. The analysis below addresses each design consideration outlined in the City's Urban Design Brief Terms of Reference.

6.3.1 Site design

Table 12 – Site Design

Design Considerations	Response
Identification if site is part of a landmark or gateway location;	The Subject Lands are not a landmark or a gateway location.
Demonstrate how the development concept takes into account distinctive local context and characteristics;	The medium-density, low-rise townhouse blocks are suitable for this neighbourhood, providing gentle intensification. The proposed development introduces a slightly denser form that remains compatible with the surrounding low-density residential area.
Transition of built form massing within the neighbourhood including future developments;	Building setbacks and height restrictions in the impending site-specific ZBA ensures adequate transition between existing built form and the proposed development. Further analysis located in Section 6.2.1.1 of this UDB.
Street and block pattern (permeability, connectivity) if applicable;	As a Two vehicular access points are provided from Shirley Avenue and Valley Way (via an access easement). These proposed driveways provide direct access to the dwellings and the interior parking area.

Design Considerations	Response
<p>Access to transit and active transportation;</p>	<p>Bus stops serviced by Niagara Region Transit exist along Valley Way, Portage Road, and Drummond Road.</p> <p>The Subject Lands are also located less than 2km from the Niagara Transit Morrison / Dorchester Hub, providing connections to St. Catharines, Welland, Port Colborne and Fort Erie.</p>
<p>Pedestrian network, including accessible design considerations;</p>	<p>Pedestrian sidewalks are located along the perimeter of the parking area, ensuring safe walkability throughout the site. Accessible parking spaces are also provided in accordance with By-law 2019-44.</p>
<p>Integration with streetscape elements (landscaping, furniture, public art, signage, lighting etc.);</p>	<p>These elements will be considered as needed during the detailed site plan control application stage.</p>
<p>Transition between the private and public realm, pedestrian circulation connections etc.;</p>	<p>Pedestrian connection is proposed between the development and the existing sidewalks on Shirley Avenue.</p>
<p>Show grading and ground floor elevation in relation to the street;</p>	<p>Grading plans will be submitted as part of the detailed site plan control application stage as needed.</p>
<p>Compatibility with on-site heritage attributes, or adjacent heritage attributes;</p>	<p>No heritage attributes exist on or adjacent to the Subject Lands.</p>
<p>Sustainable site and building design elements such as Low impact development, stormwater retention, energy efficiency measures, green energy or any green building technologies;</p>	<p>Sustainable site and building design elements will be addressed through detailed design and engineering at a later planning stage.</p>
<p>Provision for cycling facilities (e.g. access to indoor and outdoor bike parking);</p>	<p>Bicycle parking is anticipated to be accommodated within the individual</p>

Design Considerations	Response
	dwelling units. Centralized bicycle parking could also be explored at the detailed design stage.
Vehicular access and circulation;	Vehicular access is to be provided via driveways from Shirely Avenue and Valley Way. There is also internal circulation for vehicles around the parking lot.
Location of parking (surface or underground), driveways, ramps and/or drop-off areas;	Surface parking is centrally located towards the interior of the Site.
Location of servicing areas (loading, garbage, storage, delivery, utilities, etc.); and,	The location of these items will be established during the detailed site plan control stage.
Conceptual site lighting; and	Site lighting plans will be submitted with the detailed site plan control application stage. All lighting will be designed to prevent any trespass onto adjacent properties.
<p>Conceptual design of landscape areas, including:</p> <ul style="list-style-type: none"> ○ Planting areas ○ Private and shared amenity areas (if applicable) ○ Landscape elements (fencing, walls, landscape structures) ○ Areas used for landscape buffering, setbacks or screening ○ Integration with the streetscape (contribute to creating attractive and functional streetscapes), 	<p>Landscape plans will be submitted at the detailed site plan control application stage, anticipated to include soft and hard landscaping with tree planting along lot lines to enhance streetscape character, shade, and resident privacy.</p> <p>The conceptual plan however has been designed to provide sufficient landscaping area throughout the site, including within parking islands.</p>

6.3.2 Built Form Massing

Table 13 – Built Form

Design Considerations	Response
Building siting	Buildings have been sited along the north, south and west property boundaries. Parking areas

Design Considerations	Response
	are located towards the centre of the site, hidden by view from public streetscape.
Building height(s) and massing;	The building heights are all proposed to be two and a half storeys in height (maximum roof height of 10 metres). The building massing is rectangular and elongated in form with a low-pitched hipped roof. The building height and massing ensures built form compatibility with the surrounding properties, especially when factored in other design aspects such as building setbacks and future landscaping.
Microclimate considerations for Pedestrian safety and comfort (i.e. Sun/shadow impacts, wind impacts, and proposed mitigation);	The proposed height is not expected to generate adverse microclimatic impacts on the site or on adjacent uses. Features that provide pedestrian comfort such as shelters or canopies could be explored at the detailed design stage.
Setbacks from adjacent properties and street;	<p>The townhouse blocks have various building setbacks ranging from 6.0 to 10.2 metres from adjacent properties. As mentioned, these setbacks are adequate at mitigating the proposed buildings' massing, accommodating amenity areas and incorporating future landscaping and screening devices along the lot lines with adjacent uses.</p> <p>The minimum setback from Shirley Avenue is 15.7 metres (from Block F). This is a significant setback that will minimize the proposal's visual impact on this public street.</p>
Building step-backs; and,	Given the low-rise form of the proposed development, building step-backs are not anticipated.
Floor plate shape and design.	The proposed floor plate is rectangular in form, consistent with the typical design of stacked townhouses in Niagara Falls.

6.3.3 Building and Architectural Design

Table 14 – Conceptualized Design

Design Considerations	Response
Enhancing corner locations;	This is not relevant as the Subject Lands are not a corner lot.
Roof Treatment;	The roof is expected to receive fiberglass shingles. Detailed roof treatment will be considered at the detailed design stage to be contextually appropriate.
Location of garage(s) and driveways;	The proposed development does not include individual garages or private driveways. Instead, communal parking is provided centrally on the Subject Lands. This will not impact the visual quality of the public realms.
Location of utilities and mechanical equipment;	This will be provided as part of the future site plan control application stage.
Location of windows and doors;	Doors are positioned along the front elevation of the townhouse blocks, while windows are located on both the front and rear elevations.
Architectural expression (how it responds to or reflects the local context);	The development introduces a higher-density form with an architectural expression that complements the scale and character of the surrounding neighbourhood.
Street wall and architectural treatment at grade level (i.e. podium design, animation, entrances, glazing);	The stacked townhouses feature a combination of raised and sunken entrances. The front elevations are articulated with glazing, incorporating both windows and sliding doors, while the rear elevations are defined exclusively by window openings.
Architectural style;	The architectural style is consistent with the character of stacked townhouses in Niagara Falls, employing simple massing, balanced proportions, and contemporary

Design Considerations	Response
	detailing that complement the surrounding residential context.
Architectural features and details;	The development reflects a conventional stacked townhouse design with practical massing and standard detailing. Front canopies introduce variation along the elevation, while glazing provides articulation through a mix of windows and sliding doors on the front façades.
Architectural treatment (Materials and colour palette);	The exterior façade incorporates a balanced mix of glazing, horizontal and vertical siding, and stone finishes accented with aluminum trim. The proposed colour palette combines blue with complementary shades of brown and tan, creating a cohesive and contemporary appearance.
Building lighting (i.e. safety, night-time illumination, etc.); and,	Building lighting will be addressed at the detailed site plan control stage and is anticipated to adequately illuminate the travelled areas while preventing spillover onto adjacent properties.
Building signage.	Given the residential nature of the development, no signage is contemplated other than standard unit numbering.

6.4 Conclusion & Recommendations

6.4.1 Recommendations

The following recommendations are provided to guide the detailed design of the proposed development to ensure the vision and design principles are realized and that the relevant urban design policies and guidelines are implemented.

- Site and Building Design:
 - Pedestrian connection should be provided from Shirley Avenue to all dwellings. Pedestrian walkways should also be provided throughout the parking area where possible;
 - Outdoor amenity areas should be considered and provided at appropriate locations;

- Maintain compatibility with surrounding context through appropriate massing, and scale; and
- Private balconies, terraces and porches should be considered and provided, especially where they do not cause privacy concerns for the adjacent properties.
- Landscaping:
 - At the future site plan control application stage, provide a cohesive landscape plan that integrates soft and hard landscaping to enhance streetscape character;
 - Proposed plants should be native species that are drought and salt resistant; and
 - Enhanced landscaping treatment, including the planting of trees and installation of fences, should be considered along lot lines to provide shade and enhance resident privacy.
- Lighting:
 - Design lighting to ensure safety and visibility across pedestrian walkways, parking areas and any common amenity or service areas;
 - Ensure no light spillover to adjacent properties and right-of-way; and
 - Integrate lighting with architectural features to highlight entrances and enhance nighttime character.
- Sustainability
 - Sustainable site and building design elements, including the following, should be explored and integrated into the development when possible:
 - Low-impact development measures such as permeable paving and stormwater management features; and
 - Common bicycle parking facility should be provided.

6.4.2 Conclusions

The proposed development on the Subject Lands reflects a thoughtful and integrated approach to urban design, aligning with the overarching intent of the applicable policies and guidelines outlined in the City's Official Plan and the Region's Model Urban Design Guidelines (MUDG).

A summary of the proposal's positive urban design merits is as follows:

- The proposal features a straightforward and efficient layout of internal streets and parking areas, designed to enhance pedestrian walkability and support smooth vehicular circulation.
- The proposed built form maintains compatibility with surrounding land uses by respecting existing building heights and setbacks. The modest increase in height

for the back-to-back townhouse units represents gentle intensification and remains appropriate within the low-rise residential context.

- The development introduces stacked townhouse units that meet both the Province's and the City's definition of affordability, thereby expanding housing options for a broader segment of the population.
- While detailed landscaping and site plan elements are yet to be finalized, the proposal anticipates the inclusion of amenity spaces, planting, and design features that will contribute to an attractive and cohesive streetscape.

7.0 Housing Impact Statement

The Housing Impact Statement provides anticipated prices for the proposed dwelling units. Furthermore, it identifies how the proposed development fits with Provincial, and City's definitions of "affordable".

7.1 Proposed Sale Price

The proposed development is contemplated as condominium ownership with the individual units being created by a future application. Sale prices are projected to range from \$399,000 to \$517,680, depending on unit type, as shown in **Table 15**. These figures are estimates and may vary with market conditions.

Table 15 – Market Rates

Unit Type	Unit Size (m ²)	Proposed Sale Price
Two-Bedroom	59.1 - 71.8	\$399,000 - \$517,680

7.2 Defining Affordable

The City OP builds on the Niagara Region's definition of "affordable" for the purposes of determining conformity and for establishing housing targets.

The PPS and the NOP delineate the criteria for defining "affordable" either based on average household incomes (income based) or market rates (market based). For affordable housing meant for individual ownership, rates must adhere to the more stringent affordability criterion between the following two categories, be it income based, or market based.

Income Based: housing for which the purchase price results in annual accommodation costs which do not exceed 30 per cent of gross annual household income for low- and moderate-income households; or

Market Based: housing for which the purchase price is at least 10 per cent below the average purchase price of a resale unit in the regional market area;

Income Based (Criteria #1)

The City of Niagara Falls Housing Strategy (January 2022) summarizes the average household income deciles in Niagara. The city has since adjusted this data for inflation from the 2021 Census, which is shown in **Table 16**:

Table 16 – Niagara’s Lowest Six Income Deciles

Income Level	Decile	Gross Annual Household Income in Niagara Region ¹	Affordable Ownership Rates ²
Low	1 st	Less than \$23,868	At or below \$124,200
Low	2 nd	\$23,869 to \$36,288	At or below \$188,784
Low	3 rd	\$36,289 to \$48,924	At or below \$254,664
Moderate	4 th	\$48,925 to \$64,800	At or below \$337,284
Moderate	5 th	\$64,801 to \$84,132	At or below \$438,660
Moderate	6 th	\$84,133 to \$103,572	At or below \$539,460

The anticipated selling price for each unit is projected to comply with the 5th and/or 6th income decile which meets the criteria for moderate-income households.

Market Based (Criteria #2)

Table 16 provides the average market sale price for townhouses in the regional market area citing data from the Canadian Real Estate Association. The PPS identifies that affordable market value rate should be at a minimum of 10% below that of the average market value rate in the regional market area.

Table 17 – CREA - Average Market Price in Niagara

Unit Type	Average Market Value Rate in Niagara Region ³	Affordable Market Value Rate in Niagara Region
Stacked Townhouse Unit	\$575,200 (Aug 2025)	\$ 517,680

¹ City of Niagara Falls Housing Strategy, January 2022

² City of Niagara Falls Housing Strategy, January 2022

³ <https://stats.crea.ca/en-CA/>

The anticipated selling price of all units is projected to comply with the affordable market value rate in the Niagara Region.

SUMMARY

Based on the provided analysis, it is anticipated that all of the proposed dwelling units, will fall within the valuation range deemed affordable according to both income-based and market-based affordability criteria for townhouse dwelling units in the Niagara Region.

However, it is important to restate that the proposed rates represent a range and may be subject to change depending on market conditions.

8.0 Proposed Official Plan Amendment

The OPA application is required to increase the permitted density on the Subject Lands to 92 units per hectare to allow for the proposed stacked townhouse development. Part 2, Policy 1.10.5(ii) of the City OP permits a maximum density of 75 units per hectare and provides that such development should be located on collector roads. For clarity, the proposed development would front onto Valley Way, a collector road, subject to the approval of the access easement by the Committee of Adjustment.

In detail, the following site-specific amendment to the City's OP is proposed:

Special Policy Area "YYX" applies to approximately 1.08 hectares of land located on the south side of Shirley Avenue north of Valley Way, west of Portage Road. Notwithstanding the policies contained in Part 2, Section 1, subsection 1.10.5(ii), this land may be developed for stacked townhouse dwellings with a maximum density of 92 units per hectare.

Part 4, Policy 2.6 of the City OP requires that Council shall consider the following matters when considering an amendment to the City OP:

POLICY & ANALYSIS

Table 18: Justification for Official Plan Amendment

Section	Criteria	Proposed Development
2.6.1	The conformity of the proposal to the general objectives of this Plan.	The proposed development would conform to the Growth Objectives as described in Section 5.4.1 of this PJR.
2.6.2	Suitability of the site or area for the proposed use, especially in relation to alternative sites or areas of the City or possible	The Subject Lands are vacant and underutilized, making them appropriate for residential development within the City's urban area. The proposed stacked

Section	Criteria	Proposed Development
	areas of intensification or redevelopment.	<p>townhouse blocks conform with the residential designation and provides intensification at a higher density than the surrounding neighbourhood. The proposed stacked townhouse dwelling typology at a maximum density of 92 units per hectare is appropriate at this location for the following reasons:</p> <ul style="list-style-type: none"> • Stacked townhouse dwellings is a ground-oriented residential typology that is ideal for infilling because of their low-rise and house-like built form. They also contribute to more housing diversity and affordability. • Furthermore, the size of the Subject Lands allows the increase in density to be mitigated by adequate building setbacks, ensuring compatibility with adjacent residential uses. • The proposed access from Valley Way (via an easement) provides the development with access from a collector road which is appropriate for higher density. • City Transportation Staff have confirmed that the anticipated traffic impacts can be accommodated without the need for external studies. • Municipal servicing is available and has been confirmed sufficient through supporting studies and third-party modelling.
2.6.3	Compatibility of the proposed use with adjacent land use designations and natural resources.	There are no known natural resources located on or adjacent to the Subject Lands. The Subject Lands are currently designated Residential in the City OP and the proposed residential

Section	Criteria	Proposed Development
		<p>use is contemplated by this Plan. Moreover, the proposed stacked townhouse dwellings at a maximum density of 92 units per hectare is compatible with existing residential uses abutting the Subject Lands and will maintain the surrounding low-rise residential built-form, ensuring that any potential impacts are minimized. The compatibility of the proposed development has been discussed throughout this report and summarized in Section 5.5 of this PJR.</p>
<p>2.6.4</p>	<p>The need for and market feasibility of the proposed use.</p>	<p>Section 5.4.4 of the PJR discusses how the proposed development is needed to contribute to the City's intensification targets and provide for a variety of housing forms and tenures to meet the goals and policies in the City OP. There is a demonstrated need for a range of housing options including affordable housing in the city.</p> <p>The applications will enable the development of 99 new housing units in the City of Niagara Falls, supporting the City's annual growth target of 674 new units.</p>
<p>2.6.5</p>	<p>The extent to which the existing areas of the City designated for the proposed use are developed or are available for development</p>	<p>The Subject Lands are designated Residential in the City OP, which contemplates stacked townhouse dwellings. The proposed development will implement the use that the lands have been designated for.</p>
<p>2.6.6</p>	<p>The availability of adequate municipal services and facilities for the proposed use and its impact on the transportation</p>	<p>Municipal services are available to support the proposed development, as confirmed by the infrastructure modelling study completed by GEI.</p>

Section	Criteria	Proposed Development
	system, community facilities and natural environment.	<p>This study assessed the proposed flow rates included in the FSB prepared by Hallex against the capacity of the existing wastewater infrastructure. Summaries of the individual reports are provided in Sections 4.5 and 4.8 of this PJR.</p> <p>There are no significant impacts anticipated to the community facilities, the natural environment or the transportation system. Transportation Staff from the City of Niagara Falls confirmed in writing that a Transportation Impact Study was not required in support of the proposed development.</p>
2.6.7	The financial implications of the proposed development.	No direct financial implications are anticipated except for an increase in land assessment and tax revenue. The proposed development does not require any upgrade to the existing municipal infrastructure.
2.6.8	The protection of specialty crop land as defined in the Provincial Policy Statement from development.	This policy is not applicable. The Subject Lands are not specialty crop lands.
2.6.9	Any applicable cross-jurisdictional issues such as, but not limited to servicing, transportation, watersheds and natural areas.	There are no-cross jurisdictional issues.
2.6.10	Compliance with a Comprehensive Review prepared by the City when considering the conversion of employment areas including an area of employment, to another land use category, except where the conversion is proposed within an area identified as a	This policy does not apply, as the Subject Lands are located outside designated employment areas.

Section	Criteria	Proposed Development
	Community Improvement Plan Area in this Plan in which case a Comprehensive Review as defined by the Provincial Places to Grow Growth Plan has been initiated or adopted by the City.	

The proposed OPA meets the above criteria for considering an OPA. A draft OPA is provided in **Appendix D**.

9.0 Proposed Zoning By-law Amendment

The Subject Lands are presently zoned Institutional (I Zone) in accordance with Zoning By-law No. 79-200. The ZBA proposes to rezone the Subject Lands to a Residential Apartment 5C Density (R5C) Zone, incorporating site-specific regulations to facilitate the proposed development.

The site-specific zoning regulations pertain to the following:

- Minimum Lot Frontage
- Minimum Rear Yard Depth
- Parking Requirements
- Aisle Width

Table 18 outlines a comparison between the zoning requirements of the R5C zone and other applicable zoning regulations and the proposed development standards. A draft ZBA is included in **Appendix E** for reference.

Table 19: Compliance with Residential Mixed (R3) Zone in Zoning By-law No. 79-200

REGULATION	R5C ZONE REQUIREMENT (metres ⁽²⁾)	PROPOSED (metres ⁽²⁾)	COMPLIANCE
Permitted Uses	a) Apartment b) Stacked Townhouses	Stacked Townhouses	Yes
Minimum Lot Area	100 m ² for each dwelling unit	110 m ² for each dwelling unit	Yes
Minimum Lot Frontage	30 metres	20 metres	NO
Minimum Front Yard Depth	7.5 metres (24.61 ft.)	15.7 metres	Yes
Minimum Rear Yard Depth	10 metres	6.5 metres	NO
Minimum Interior Side Yard Width	one-half the height of the building (Required = 10 m / 2 = 5 m)	6.0 metres	Yes
Minimum Exterior Side Yard Width	7.5 metres (24.61 ft.) plus any applicable distance specified in section 4.27.1	N/A	-
Maximum Lot Coverage	30%	22.5%	Yes

REGULATION	R5C ZONE REQUIREMENT (metres ⁽²⁾)	PROPOSED (metres ⁽²⁾)	COMPLIANCE
Maximum Height of a Building or Structure	19.0 metres	10 metres	Yes
Number of apartment dwellings on one lot	One only	-	-
Parking and access requirements	1.4 Parking Spaces per unit = '139' Parking Spaces	1.1 Parking Spaces per unit = 110 Parking Spaces	NO
Minimum landscaped open space	40% of the Lot Area	42.1%	Yes
Section 4: General Provisions			
Parking Areas (Section 4.19)	<u>Table 2 Surface Parking Area</u>		Yes
	Parking Stall Dimensions: 2.75 metres (min) x 6 metres	Parking Stall Dimensions: 2.75 m (min) x 6.0 m	
	Aisle width: 6.9 metres	Aisle width: 6.0 m	NO
Road Allowance Requirements (Section 4.27)	Valley Way between: Drummond Road and Queen Street = 11.5 metres	12 metres (existing)	Yes
Minimum Amenity Space	Minimum amenity area of 20m ² per dwelling unit shall be provided. Required: 1,980 m ²	Private Units L0 Units = 7.05 m ² L1 Units = 2.92-3.77 m ² L2 Units = 2.96-2.99 m ² Green Space 30.7 m ² per dwelling unit	Yes
By-law Number 2019-44			
Minimum number of Designated Parking Spaces to be reserved for Patrons with Disabilities	1 + 3% of the total number of parking spaces, rounding up to the nearest whole number 110 x (0.03 + 1) = 4.3 Parking Spaces = 5 Designated Parking Spaces.	5 Accessible Parking Spaces	Yes
Accessible Parking Stall Dimensions	Dimensions: 3.9 metres (min) x 6.0 metres	3.9 metres x 6.0 metres	Yes
	Marked with appropriate white pavement markings (Lines and handicapped symbol located on hard surface).		
	Each designated parking space shall have access aisle (can be shared between designated parking spaces) which is:	Each designated parking space includes an access aisle which meets the noted requirements.	Yes

REGULATION	R5C ZONE REQUIREMENT (metres ⁽²⁾)	PROPOSED (metres ⁽²⁾)	COMPLIANCE
	a) Minimum Width of 1.5 metres b) Extend full length of designated parking space. c) Be marked with diagonal lines where surface is asphalt, concrete or some other hard surface.		

Minimum Lot Frontage

Required: 30 metres

Proposed: 20 metres

The intent of lot frontage is typically to establish a consistent streetscape along a public road and to ensure the lands have adequate access to public streets. In this case, the site fronts onto Shirley Avenue, a local road with a 20-metre right-of-way, from which a private driveway will be extended as part of the proposed development. The proposed easement will also establish access right for the proposed development to Valley Way.

Given the unique configuration and location of the site, the frontage serves a different function—not to frame a public streetscape, but to facilitate access to the internal private road network. Landscaping elements for this private driveway will be addressed through the detailed site plan control application stage, to ensure the streetscape character on Shirley Avenue is not impacted. The proposed lot frontage is also adequate at accommodating proposed service connections for the future development.

As such, the requested relief for minimum lot frontage is supportable.

Minimum Rear Yard Depth

Required: The greater of half the building height or 10 metres, plus any additional distance per Section 4.27.1.

Proposed: 6.5 metres

The minimum required rear yard depth is 10 metres, with no additional distance required under Section 4.27.1. The proposed rear yard depth for Block C is 6.5 metres, measured from the nearest part of the block to the rear lot line. Although this exceeds the “half the building height” threshold, it falls short of the 10-metre minimum and therefore does not meet the requirement.

As the rear lot line is angled towards the stacked townhouse blocks, the rear yard depth varies, increasing progressively from a minimum of 6.5 metres to a maximum of 8.5 metres. The proposed rear yard, which measures a minimum of 6.5 metres at its

shallowest point, still provides adequate functional depth to accommodate the intended use as a privacy yard. Additionally, the adjacent dwellings along Valley Way are situated at least 25 metres from the shared rear lot line, mitigating any concerns related to proximity or overlook. Moreover, landscaping treatment including trees and fences will be proposed along the rear lot line to further protect the privacy of both the existing and future residents.

As such, the requested relief for minimum rear yard depth is supportable.

Minimum Required Parking Spaces

Required: 139 spaces (1.40 parking spaces per unit)

Proposed: 110 spaces (1.10 parking spaces per unit)

The proposed parking reduction is considered appropriate for the following reasons:

- The Subject Lands are well-served by public transit and active transportation infrastructure, which significantly reduces reliance on personal vehicles.
- The proposed development is also within walking distance from a number of commercial, institutional and recreational uses as shown in Figure 2. This allows residents and visitors to conveniently access daily needs, services, and leisure activities on foot.
- Transportation Staff indicated that a technical study with the goal of modernizing the multi-residential parking rates in the City's zoning by-law had been finalized and the preliminary recommendation for stacked townhouses is 1.10 parking space per dwelling unit. The City plans to bring forth the updated rates for Council approval and inclusion in the Zoning By-law. Accordingly, Transportation Staff supports the parking rate of 1.10 parking spaces per dwelling unit without having to submit a parking study.

Minimum Aisle Width

Required: 6.9 metres

Proposed: 6.0 metres

The proposed zoning amendment seeks to reduce the required 6.9-metre parking aisles to 6.0 metres in the surface parking area of the Subject Lands.

A 6.0-metre drive aisle meets the minimum requirement of a fire route and is of sufficient width to facilitate vehicle turning movement including maneuvering in and out of parking spaces. The proposed width and depth of the parking spaces meet the minimum requirements of the City's Zoning By-law. In addition, the proposed aisle width of 6 metres is consistent with the zoning requirements in other comparable municipalities such as St. Catharines, Brantford, and Cambridge.

In conclusion, the requested relief for minimum rear yard depth is supportable.

10.0 Summary and Conclusion

It is our opinion the proposed development represents good land use planning, is the public interest and should be approved for the following reasons:

- The proposed OPA and ZBA have regard for matters of provincial interest;
- The proposed development is consistent with the Provincial Planning Statement and conforms to the Niagara Official Plan;
- The proposed OPA and ZBA will facilitate affordable housing, supporting the Niagara Region and the City of Niagara Falls in achieving their housing targets.
- The proposed development will diversify the local housing stock by introducing stacked townhouses in an area predominantly dominated by single-detached dwellings.
- The proposed development will facilitate intensification of an underutilized parcel of land, accommodating a modest increase in density while remaining compatible with the surrounding residential context.
- Located within the built-up area of Niagara Falls, the Subject Lands have access to and will optimize existing infrastructure.
- The proposed OPA and ZBA will facilitate affordable housing, which will assist the Niagara Region, and the City of Niagara Falls achieve their affordable housing targets.

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11.0 Appendices

Appendix A – Conceptual Site Plan

Appendix B – Niagara Official Plan Schedules

Appendix C – Niagara Falls Official Plan Schedules

Appendix D – Draft OPA and Schedule

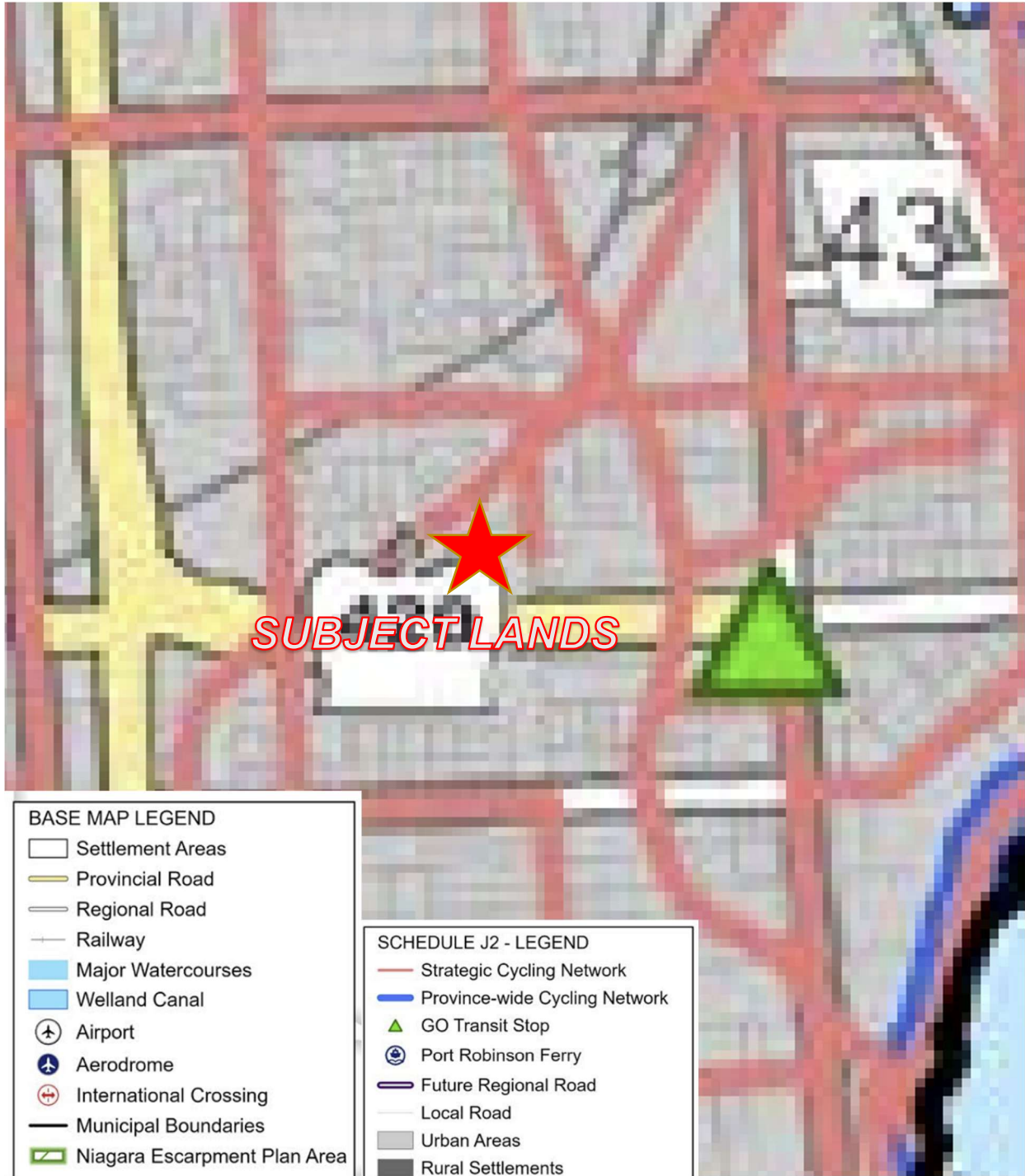
Appendix E – Draft ZBA and Schedule

Appendix B – Niagara Official Plan Schedules

Schedule B

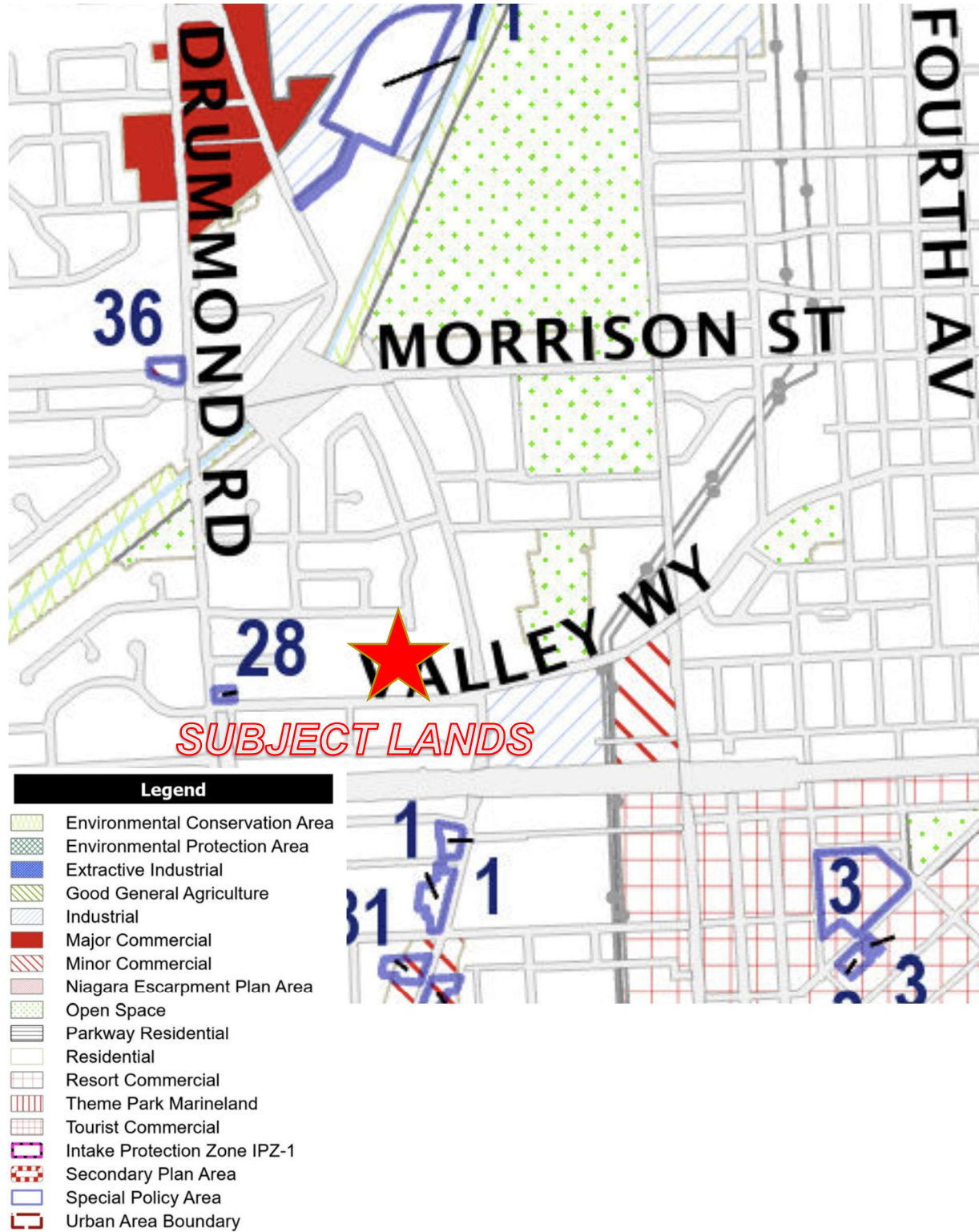


Schedule J2

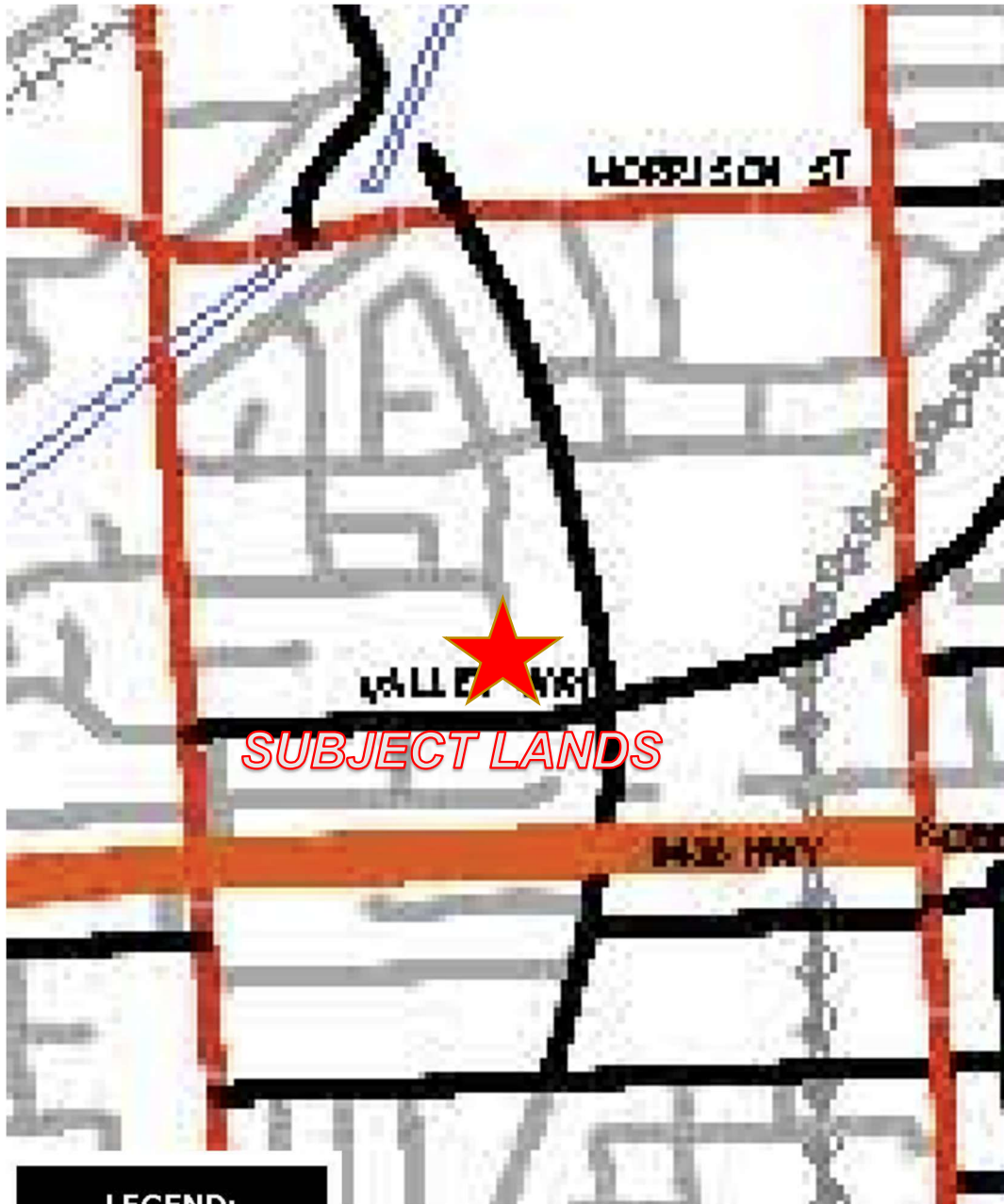


Appendix C – Niagara Falls Official Plan Schedules

Schedule A – Land Use Plan



Schedule C – Roads



LEGEND:	
	ARTERIAL ROADS
	COLLECTOR ROADS
	HIGHWAY
	SCENIC ROADS
	LOCAL ROADS

OFFICIAL PLAN AMENDMENT NO. XXX

PART 2 – BODY OF THE AMENDMENT

All of this part of the document entitled PART 2 – BODY OF THE AMENDMENT, consisting of the following text and attached map, constitute Amendment No. [XXX] to the Official Plan of the City of Niagara Falls.

DETAILS OF THE AMENDMENT

The Official Plan of the City of Niagara Falls is hereby amended as follows:

1. MAP CHANGE

The lands shown as “Special Policy Area “YY” on the map attached hereto, entitled “Map 1 to Amendment No. [XXX]”, shall be identified as Special Policy Area “YY” on Schedule “A” to the Official Plan.

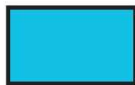
2. TEXT CHANGE

- a. PART 2, SECTION 13 – SPECIAL POLICY AREAS, is hereby amended by adding the following subsection:

[XXX] SPECIAL POLICY AREA “YY”

Special Policy Area “YY” applies to approximately 1.08 hectares of land located on the south side of Shirley Avenue north of Valley Way, west of Portage Road. Notwithstanding the policies contained in Part 2, Section 1, subsection 1.10.5(ii), this land may be developed for stacked townhouse dwellings with a maximum density of 92 units per hectare.

MAP 1 TO OFFICIAL PLAN AMENDMENT



Special Policy Area "YY"

Appendix E – Draft Zoning By-law and Schedule

CITY OF NIAGARA FALLS

By-law No. 2024-XXX

A BY-LAW TO AMEND BY-LAW NO. 79-200, TO REZONE THE LANDS TO RESIDENTIAL APARTMENT 5C DENSITY (R5C-XX) SITE SPECIFIC ZONE (AM-2022-XX).

THE COUNCIL OF THE CORPORATION OF THE CITY OF NIAGARA FALLS ENACTS AS FOLLOWS:

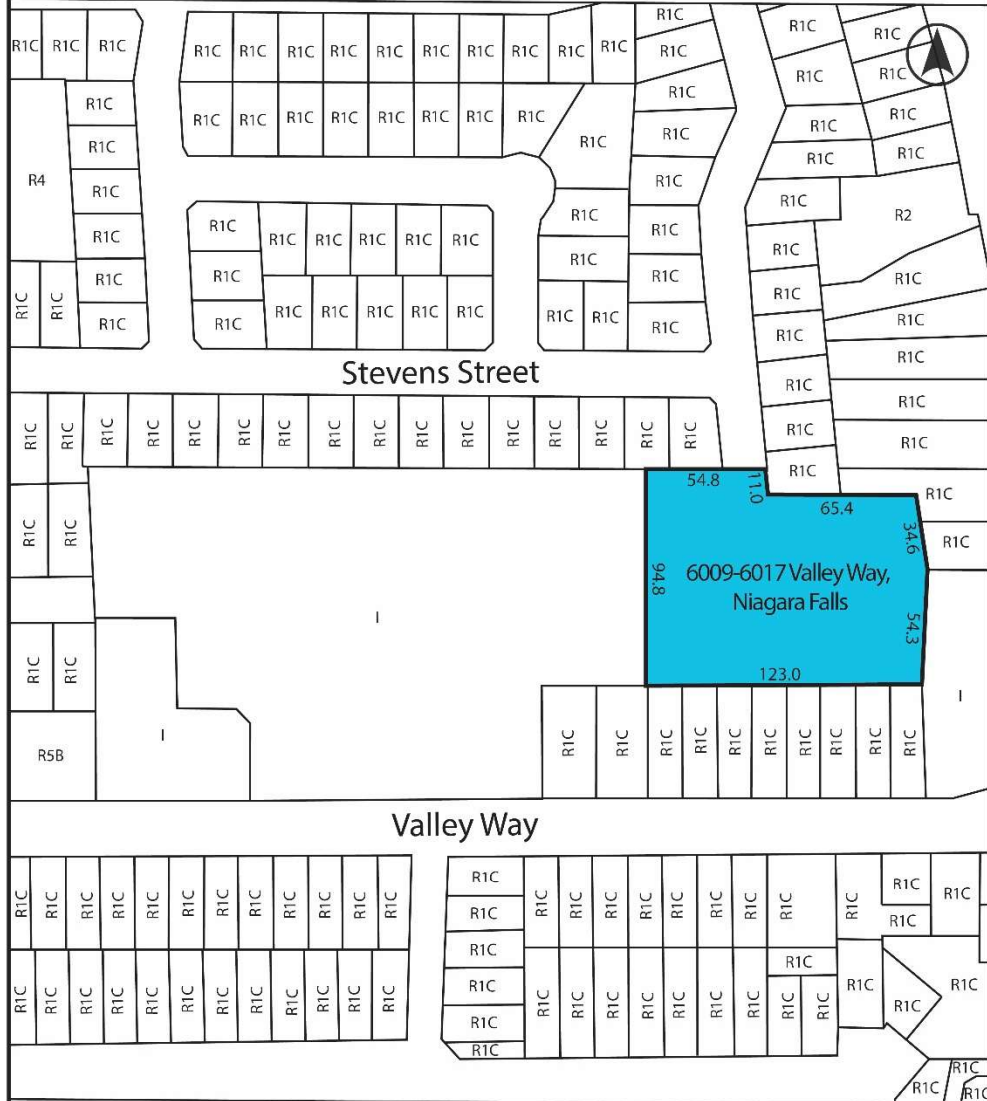
1. The Lands that are the subject of and affected by the provisions of this by-law are described in Schedule 1 of this by-law and shall be referred to in this by-law as the “Lands”. Schedule 1 is a part of this by-law.
2. The purpose of this by-law is to change the zoning of the Lands identified in Schedule 1 from “Institutional” to “Residential Apartment 5C Density Zone (R5C-XX) with Site-Specific conditions”.
3. The purpose of this by-law is to amend the provisions of By-law No. 79-200, to permit the use of the Lands in a manner that would otherwise be prohibited by this by-law. In the case of any conflict between a specific provision of this by-law and any existing provision of By-law No. 79-200, the provisions of this by-law are to prevail.
4. Notwithstanding any provision of By-law No. 79-200 to the contrary, the following uses and regulations shall be the permitted uses and regulations governing the permitted uses on and of the Lands.
5. The permitted uses shall be the uses permitted in the R5C zone.
6. The regulations governing the permitted uses shall be:
 - a) Minimum Lot Frontage 20 metres
 - b) Minimum Rear Yard Depth 6.5 metres
 - c) Minimum required Parking Spaces 1.10 Parking Spaces per Dwelling Unit
 - d) Minimum Aisle Width 6.0 metres
7. All other applicable regulations set out in By-law No. 79-200 shall continue to apply to govern the permitted uses on the Lands, with all necessary changes in detail.

**Read a First, Second and Third time; passed, signed and sealed in open Council
this ____ day of _____, 202X.**

.....
WILLIAM G. MATSON, CITY CLERK

.....
JAMES M. DIODATI, MAYOR

SCHEDULE 1 TO ZONING BY-LAW AMENDMENT



**Site Specific - Residential Apartment 5C
Density Zone (R5C-XX Zone)**