



Planning & Urban Design Rationale

**Part of Lots 1 to 8, 23 to 33,
and Part of Lane,
Registered Plan 271
City of Niagara Falls**

**Prepared For
Niagara Hospitality Resorts Inc.**

January 2026



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This Planning Rationale report has been prepared in support of Official Plan Amendment and Zoning By-law Amendment planning applications by Niagara Hospitality Resorts Inc. for a proposal on a property without municipal address, legally referred to as Part of Lots 1 to 8, 23 to 33, and Part of Lane, Registered Plan 271. The Applications would permit the subject site, currently occupied by a hydro corridor owned and operated by Hydro One Networks Inc., to also operate as a surface parking lot for the purpose of providing 347 off-site parking spaces to accommodate the requirements for the future Oakes Hotel redevelopment located on 6546 Fallsview Boulevard..



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Introduction

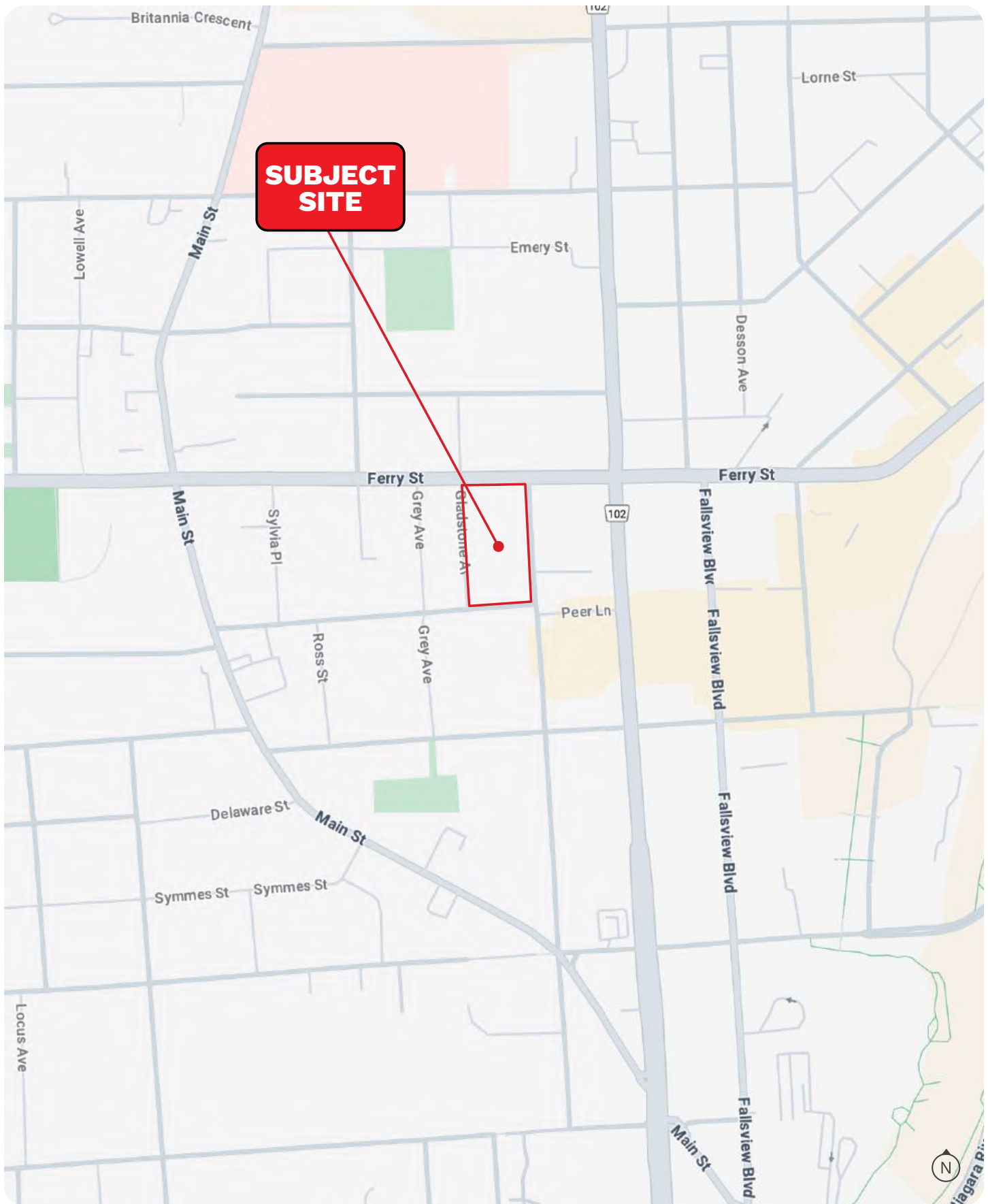


Figure 1 - Location Map

This Planning Rationale report has been prepared in support of Official Plan Amendment and Zoning By-law Amendment planning applications (the "Applications") by Niagara Hospitality Resorts Inc. for a proposal on a property without municipal address, legally referred to as Part of Lots 1 to 8, 23 to 33, and Part of Lane, Registered Plan 271. The property encompasses an entire city block bounded by Ferry Street, Allendale Avenue, Peer Street, and Gladstone Avenue in the City of Niagara Falls ("the subject site"). The Applications would permit the subject site, currently occupied by a hydro corridor owned and operated by Hydro One Networks Inc., to also operate as a surface parking lot for the purpose of providing 347 off-site parking spaces to accommodate the requirements for the future Oakes Hotel redevelopment located on 6546 Fallsview Boulevard. The proposed parking uses would supplement, not replace, the existing hydro corridor function of the lands through a lease agreement between Niagara Hospitality Resorts Inc. and the landowner, Hydro One Networks Inc.

The report is intended to satisfy the requirements for a Planning Justification Report in support of the Applications. This report concludes that the proposed surface parking lot development is appropriate and desirable from a land use planning perspective. The development would support the parking requirements for a major new hotel in Niagara Falls and expand parking options for existing hotel operations in the City, expanding and supporting the city's growing tourism and accommodation offerings.

The proposed development would provide off-site parking facilities that serve the parking requirements of the approved Oakes Hotel redevelopment located at 6546 Fallsview Avenue and provide additional parking flexibility for Niagara Hospitality Resorts Inc.'s existing hotel operations in Niagara Falls, including the Hilton Niagara Falls hotel, thereby making more efficient use of the subject site, which is limited in potential uses by the existing hydro corridor.

In our opinion, the proposed development is consistent with the Provincial Planning Statement (the "PPS") and conforms with the Niagara Region Official Plan (the "ROP"). It also furthers the overall policy directions of the Niagara Falls Official Plan (the "OP").

For the foregoing reasons, we are of the opinion that the proposed development is in the public interest and represents good planning. Accordingly, we recommend approval of the Official Plan Amendment and Zoning By-law Amendment applications.



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Site & Surroundings

2.1 Subject Site

The subject site is rectangular in shape with a low slope running from the southwest to northeast, with approximately 3 metres of elevation change across the property. The property is bounded by Ferry Street to the north, Allendale Avenue to the east, Peer Street to the south, and Gladstone Avenue to the west. It has an area of approximately 1.35 hectares and an average lot depth of approximately 171 metres with an average lot width of approximately 76 metres. The property currently forms part of a north-south hydro corridor operated by Hydro One, with two high voltage electrical towers located on the property, one on the northern portion of the site and the other to the southwest. There is also a small, paved area to the northwest of the site in very poor condition.

The land is currently used for utility purposes by Hydro One, the landowner. The applicant, Niagara Hospitality Resorts Inc., proposes to lease the lands through a secured lease from Hydro One Networks Inc. to permit the proposed parking uses on the lands. This lease is similar in function to other parking leases from Hydro One Networks in the City of Niagara Falls, proposed through the Provincial Secondary Land Use Program ("PSLUP") which Hydro One operates on its hydro corridors throughout the Province of Ontario. Upon obtaining the necessary approvals to permit the proposed off-site parking use on the lands, Hydro One will be engaged through the PSLUP for the development of the land to secure the lease and enable Niagara Hospitality Resorts Inc. to construct and operate the lot.

The site is well served by major roads, including direct access to Ferry Street, which is Niagara Regional Road 20 to Stanley Road, east of which Ferry Street becomes a City owned road further east that connects to the Clifton Hill tourist area by way of Victoria Avenue. The site is in proximity to Fallsview Boulevard, connecting by Ferry Street, which extends south to the Oakes Hotel site.

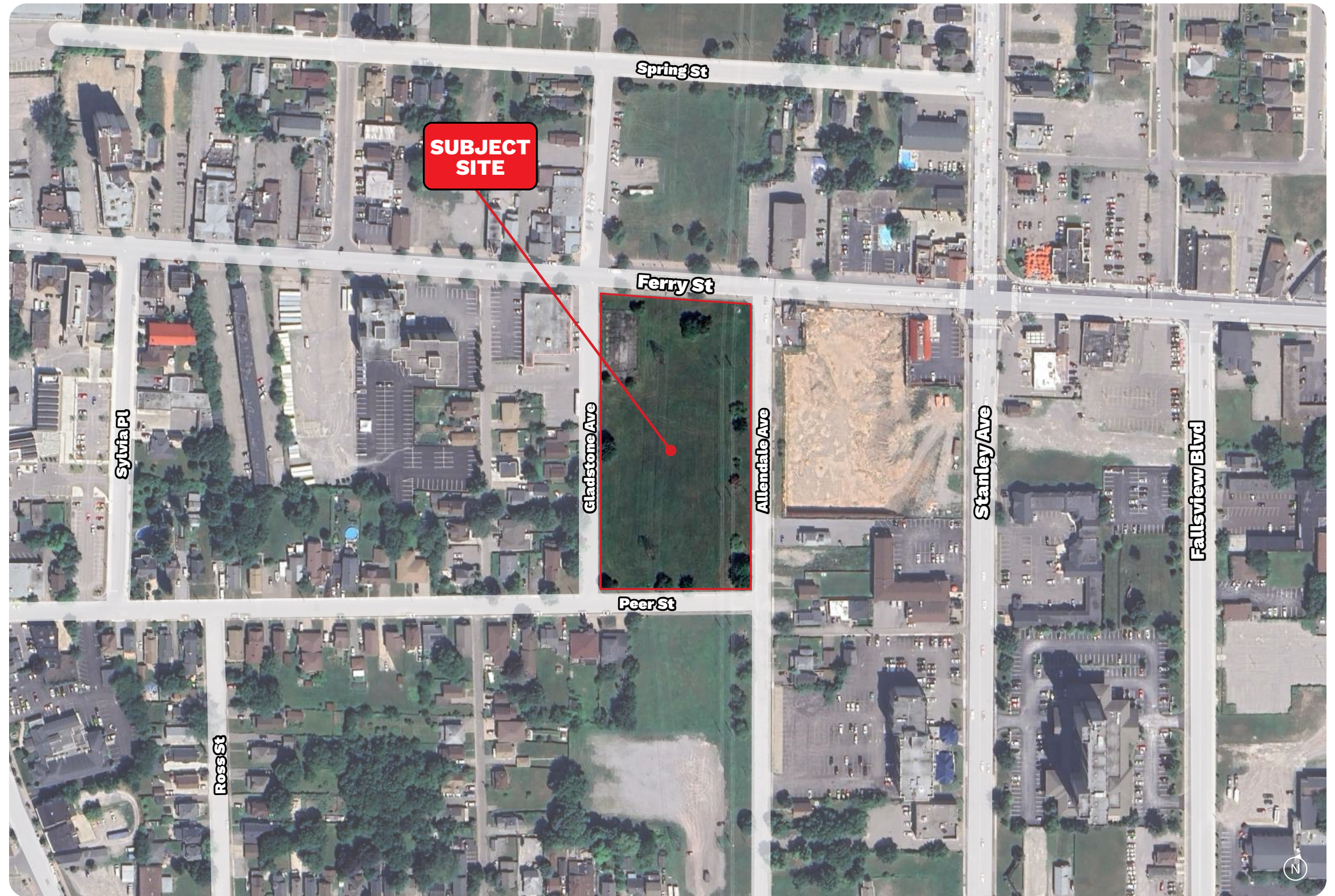


Figure 2 - Aerial Photo - Site Context

2.2 Area Context

The subject site is located within an area comprised of a mix of low-density single detached residential units along residential streets and low rise retail, restaurants and hospitality uses along Ferry Street to north of the site, including a number of motels and inns. To the **north** of the site is an extension of the high voltage electrical hydro corridor with a tower immediately north of Ferry Street. The 3-storey Mamma's Inn is located to the northeast and the 2-storey Portage Bakery and Barone Deli to the northwest of the site.

To the **south** of the site the high voltage electrical hydro corridor continues beyond Peer Street along side low density residential units. Lands to the **west** of the site across Gladstone Avenue are also comprised of a mix of low density residential uses and commercial uses, with a one-storey Dollar Tree retail building located on the southwest corner of Ferry Street and Gladstone Avenue. The retail building is surrounded by surface parking with no landscape buffering from Gladstone Avenue.

Two single-detached dwellings face the subject site across Gladstone Avenue south of the Dollar Tree, as well as the rear yards of two further dwellings and the side yard of a dwelling on the corner of Gladstone Avenue and Peel Street.

To the **east** of the site across Allendale Avenue, a 1-storey restaurant is located on the southeast corner of Ferry Street and Allendale Avenue. South of the restaurant is an excavated pit, that extends to Stanley Avenue further east, excavated for a future mixed use development which has been approved for the construction of 3 buildings of up to 30 storeys with hotel, residential, and commercial uses (5526 Ferry Street). At the northeast corner of Allendale Avenue and Peer Lane, just south of 5526 Ferry Street, there are three single family units and a vacant lot.

Several sites along the hydro utility corridor, both to the north (i.e. North St. and Kitchener St.) and south of the site (Dunn St. and Main St.), have existing surface parking areas within the corridor.

2.3 Transportation Context

Ferry Street north of the site is a Regional Road and is identified as an Arterial Road with a 23.2 metre right-of-way, and Allendale Avenue is identified as a Collector Road on Schedule C - Major Roads Plan of the City of Niagara Falls Official Plan (see **Figure 3**), with a 23-metre right-of-way. Peer Street and Gladstone Avenue are both identified as Local Roads. Ferry Street currently features a right-of-way of approximately 20 metres, meaning that a road widening of approximately 1.55 metres would traditionally be required along this frontage. Additionally, Regional Staff have identified the need for two 6x6 metre daylight triangles on the corners of Gladstone Avenue and Allendale Avenue with Ferry Street. Due to the land ownership of the subject parcel falling under a utility corporation and the nature of the proposed land lease, the applicant is unable to process the dedication of any road widening as a part of this application.



Figure 3 - Official Plan Map 5 - Major Roads Plan

Part 3, Policy 1.5.18.4 of the Official Plan states that Arterial Roads are designed to accommodate large volumes of traffic between major land use areas in City. While Policy 1.5.18.5 identifies that Collector Roads are intended to accommodate moderate to high volumes of medium distance traffic between Arterial Roads and Local Roads. In comparison Local Roads are intended to provide access to abutting properties and carry traffic predominantly of a local nature as per Policy 1.5.18.6.

The site is in proximity to several transit routes, including the WeGO WeGo Bus service Blue Line a block to the east along Stanley Avenue – which runs in a loop to serve many destinations, including the Oakes Hotel site to the southeast (see **Figure 4**). However, there is no WeGo stop adjacent to the site.



Figure 4 - WeGo Transit Map

In addition, the subject site is served by Niagara Region Transit Route 104, which provides service between the Main and Ferry Hub and the Bus Terminal near Whirlpool Bridge, running along Ferry Street and Victoria Avenue (see **Figure 5**).

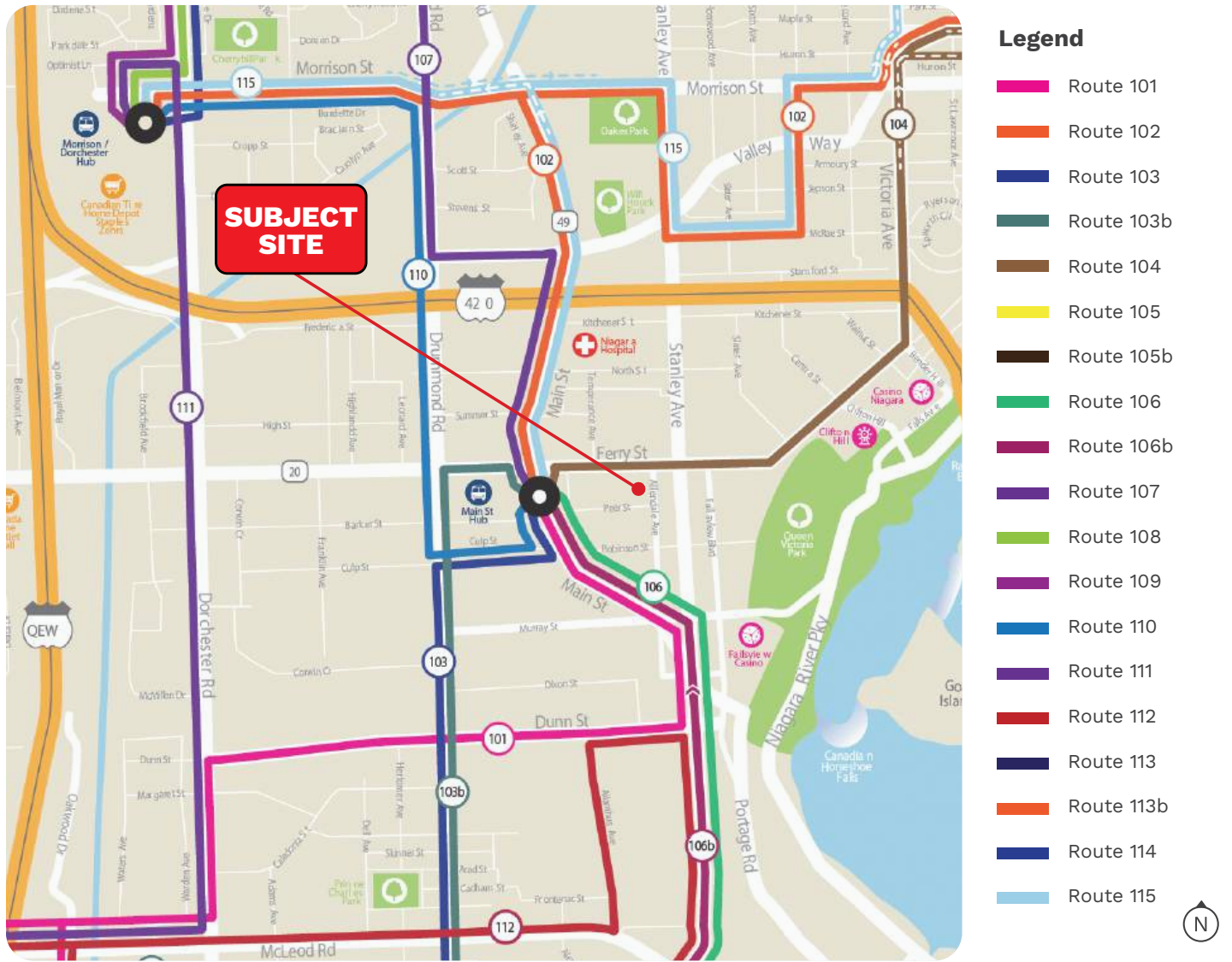


Figure 5 - Niagara Region Transit Map



3

Proposal

3.1 Proposed Surface Parking Lot

The proposal is to allow for the development of a surface parking lot on the entire site, for the purpose of accommodating required parking for the future Oakes Hotel redevelopment located on 6546 Fallsview Boulevard.

The site is within the hydro utility corridor, where two high voltage electrical transmission towers are located. The proposal would provide an additional 347 parking spaces to accommodate a portion of the required parking rate for the proposed hotel redevelopment. It would shift a portion the provision of parking from the approved parking structure within the Resort Commercial area associated with the approved hotel at 6503 Stanley Avenue to lands with limited development potential along the hydro utility corridor, reducing the cost and mass of the proposed parking structure and better supporting the financial suitability of the hotel redevelopment.

Access to the parking area would be from Allendale Avenue, minimizing travel distance to the Oakes Hotel and focusing traffic to collector, not local, streets. The site will also include a 6 metre soft landscape buffer which will surround the property to buffer the proposed parking from the adjacent public realm on all four street frontages. Soft landscaping will also surround each of the two high voltage electric towers within the site to provide minimum buffers from the parking areas to the towers. An access route is also required to be kept free and clear to the two hydro towers for Hydro One maintenance vehicles.

A total of 346 parking spaces are proposed, including tandem spaces. The proposed lot is anticipated to operate through a valet function from the proposed hotel, enabling tandem parking to be utilized during peak operation periods.

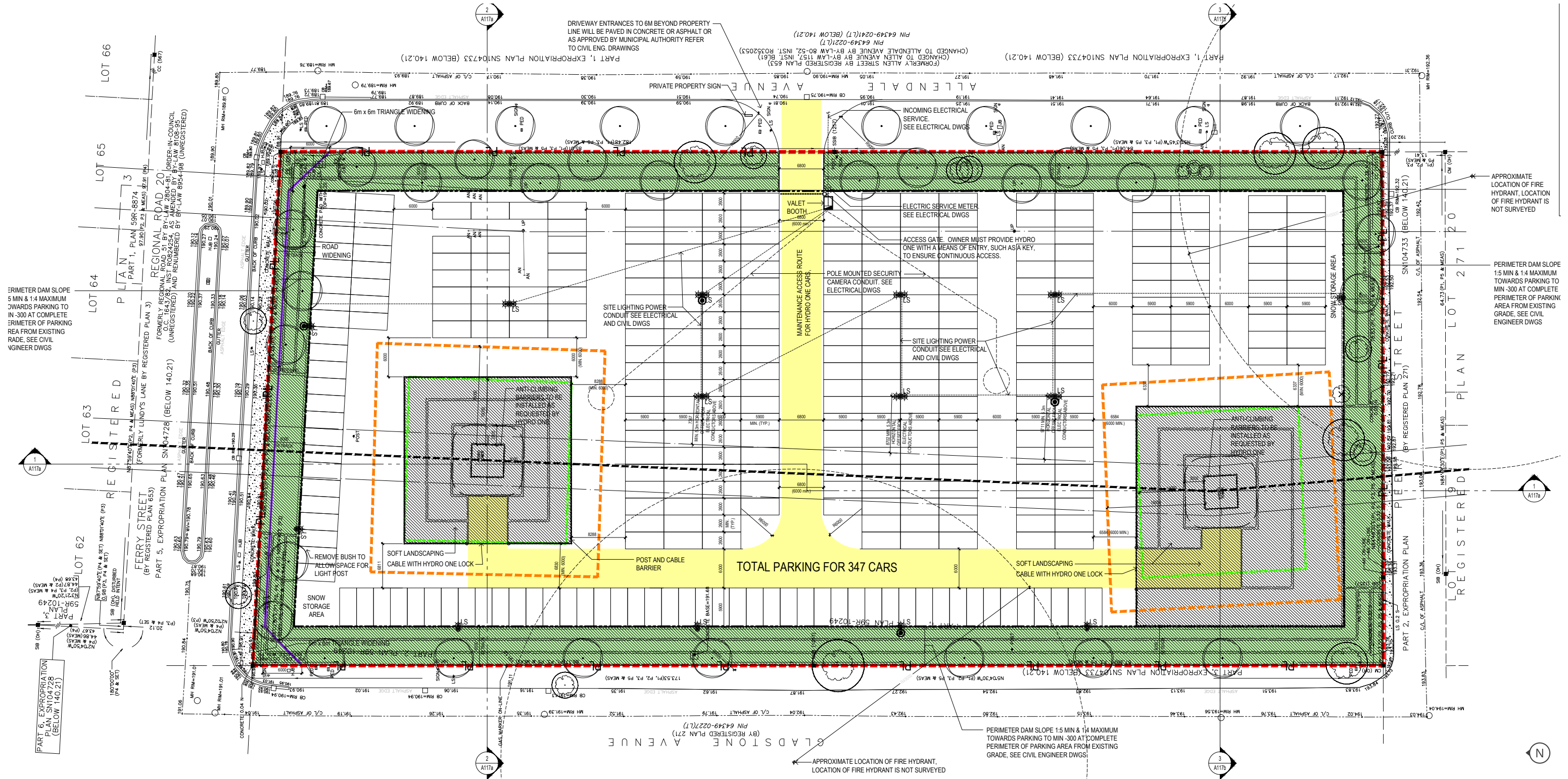


Figure 6 - Site Plan (Stanford Downey architects inc.)

3.2 Required Approvals

The proposed off-site parking area is a permitted use pursuant to the Tourist Commercial designation in the Official Plan. However, an Official Plan Amendment is required in order to permit the parking area development on a portion of the site, the southwest quadrant, that is currently designated as Residential.

An accompanying Zoning By-law Amendment is required to permit the use for the same portion of lands currently within the Residential designation and to simplify the zoning on the site, bringing the entire site into the Tourist Commercial Zone.

EMBASSY
SUITES

4

Policy & Regulatory Context



4.1 Overview

As set out below, it is our opinion that the proposed off-site parking area is generally in keeping with the policy framework applicable to the site and the wider objectives and directions of the applicable policy context. The proposed development is consistent with the Provincial Planning Statement and conforms with the Niagara Region Official Plan.

4.2 Provincial Planning Statement (2024)

On October 20, 2024, a new PPS (2024) came into effect. This PPS provides policy direction on matters of provincial interest related to land use planning and development. It sets the policy foundation for regulating the development and use of land province-wide. The PPS supersedes the A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019) and the previous Provincial Policy Statement (2020).

Chapter 1 of the PPS (Role of the Provincial Planning Statement) acknowledges that the official plan as the most important vehicle for implementation of the Provincial Planning Statement and for achieving comprehensive, integrated and long-term planning (Chapter 1, Role of the Provincial Planning Statement).

Policy 2.1.6.a of the PPS states that Planning authorities should support the achievement of complete communities by accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses, recreation, parks and open space, and other uses to meet long-term needs.

Policy 2.3.1.2.a and 2.1.3.2.b of the PPS states that land use patterns within settlement areas should be based on densities and a mix of land uses which efficiently use land and resources and optimize existing and planned infrastructure and public service facilities, among other matters.

In policy 3.3.3, the PPS directs that planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified.

For the reasons set out in section 5 of this report, it is our opinion that the proposal and, in particular the requested Official Plan Amendment and Zoning By-law Amendment, are consistent with the 2024 PPS, especially the policies promoting the efficient use of land and resources.

4.3 Niagara Region Official Plan

The ROP outlines policies for the physical, economic, and social development to the year 2051 within Niagara Region. Policies are related to growth management, protection of the natural environment, resources and agricultural land, and the provision of infrastructure.

On June 23, 2022, Regional Council adopted the new ROP, which was approved, with modifications, by the Ministry of Municipal Affairs and Housing on November 4, 2022.

On March 31, 2025, through changes to the *Planning Act*, the MMAH identified Niagara Region as an "upper-tier municipality without planning responsibilities". As a result, the ROP is no longer an official plan for Niagara Region. Instead, it has been deemed an official plan of each of the lower-tier municipalities in Niagara, until it is revoked or amended by the respective municipality.

As such, the ROP continues to be in-force policy but has transferred its administration to the City of Niagara Falls. It is anticipated that the policies of the plan will eventually be integrated in the City of Niagara Falls Official Plan.

The new ROP is the Region of Niagara's long-term, strategic policy planning framework for managing growth, and the policies of the plan will guide land use and development in Niagara until 2051 and beyond.

The subject site is located within the "Delineated Built-Up Area" as identified on Schedule B of the ROP and within a "Settlement Area" on Schedule A. It is also located within the 'Niagara Economic Zone' as identified in Schedule G of the Official Plan.

Policy 2.2.1.1 provides that development in urban areas will integrate land use planning and infrastructure planning to responsibly manage forecasted growth, to support 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, and to support the creation of complete communities.

Policy 5.2.6.2 provides that the joint use of rights-of-way and corridors is encouraged wherever feasible for various facilities in order to lessen the impact on the environment of uncoordinated alignments of various single purpose authorities; and to avoid land use and development conflicts associated with such rights of-way and alignments.

For reasons set out in section 5 of this report, it is our opinion that the proposed development conforms with the new ROP.

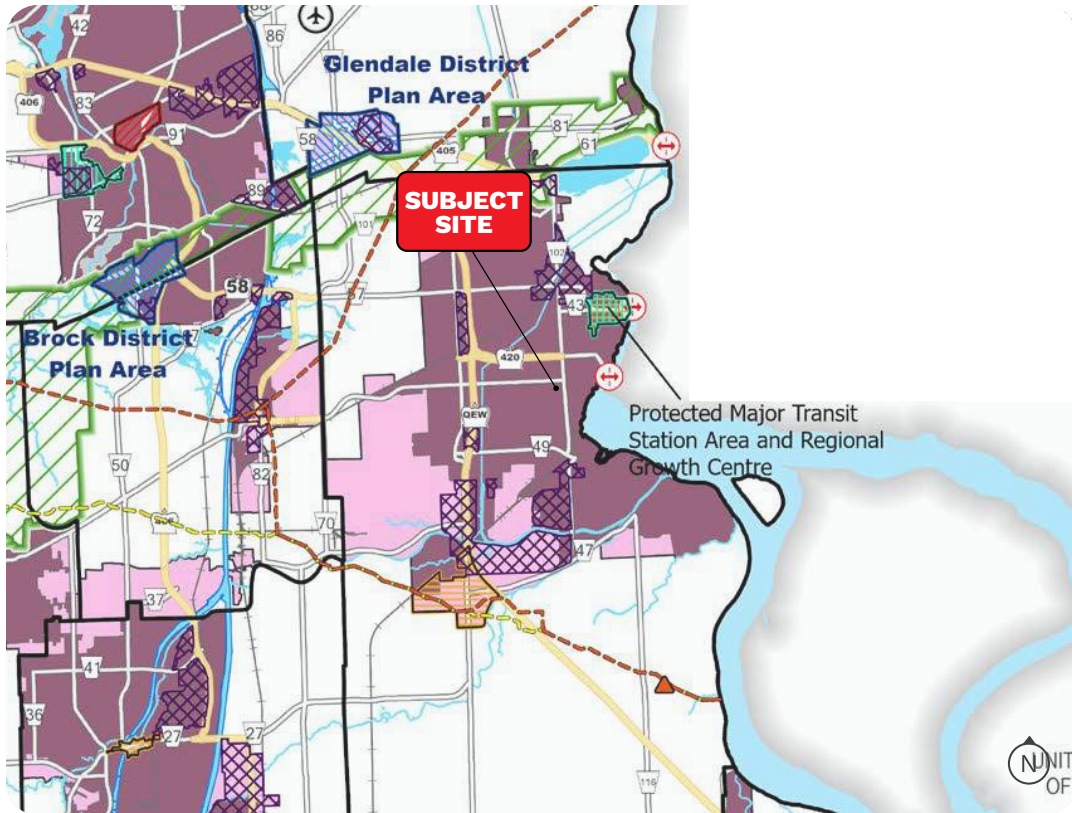


Figure 8 - Niagara Region Official Plan Schedule B



Figure 7 - Niagara Region Official Plan Schedule A

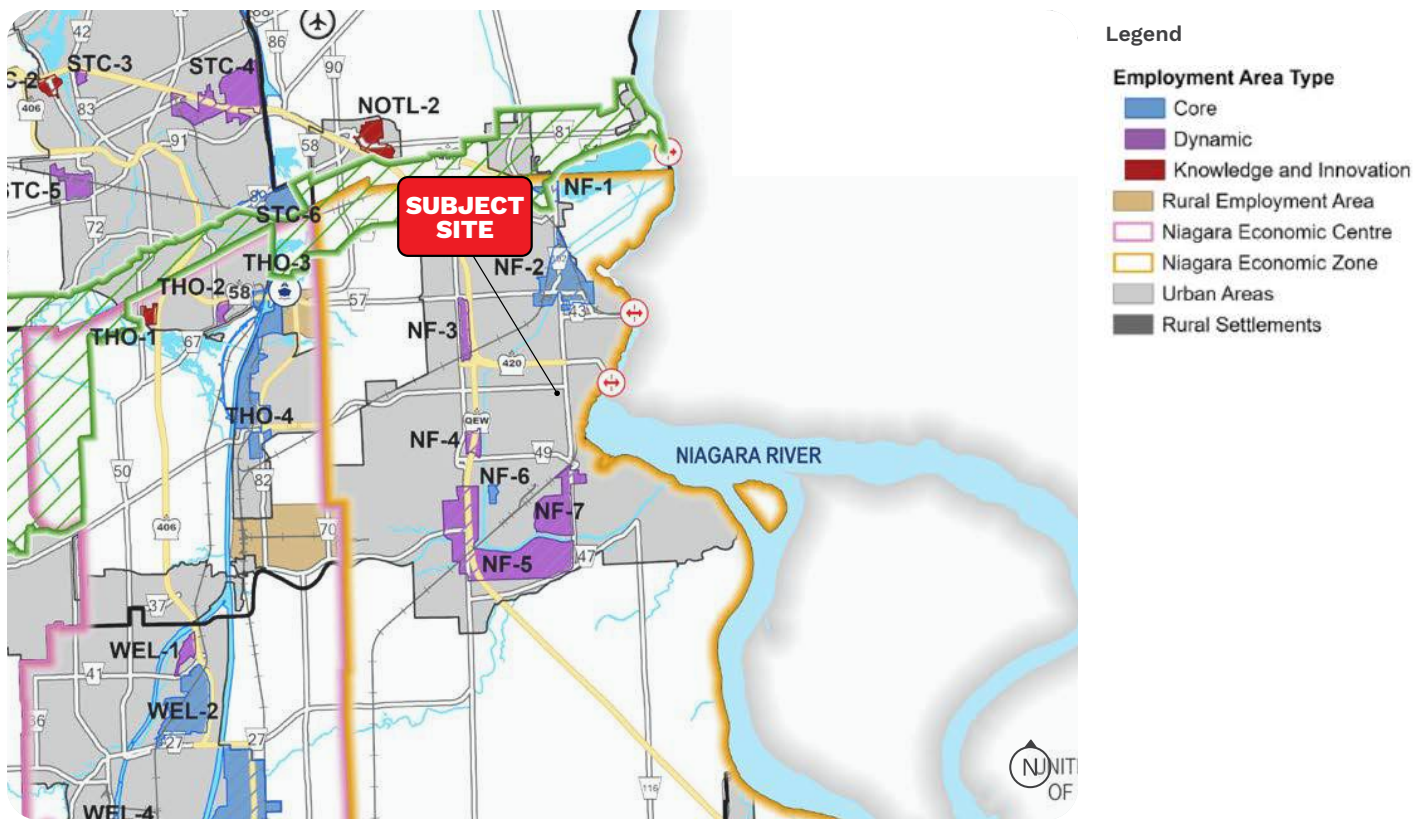


Figure 9 - Niagara Region Official Plan Schedule G

4.4 City of Niagara Falls Official Plan

The City of Niagara Falls Official Plan (the "OP") was approved on October 6, 1993 by the Ministry of Municipal Affairs and has been amended numerous times since then. The OP is intended to guide growth and development to the year 2031. The OP is a planning policy document with a 20-year vision, outlining long-term objectives and policies of the City with respect to the growth and development of urban lands, the protection of agricultural lands and the conservation of natural heritage areas, and the provision of necessary infrastructure. At the time of writing this report the City has begun the process of developing a new OP with an outlook to 2051 that will ultimately conform with the new ROP and Provincial policies.

The subject lands are located within the Built-Up Area of the City and the Drummondville Node as identified on Schedule A-2 - Urban Structure Plan of the OP and form part of the City's "Urban Area" (see Figure 10).

The growth objectives of the OP are set out in Part 1, Section 2 and include directing growth to the Urban Area, protecting Natural Heritage Areas, supporting increased densities where appropriate, ensuring the efficient use of infrastructure, and protecting prime employment lands for the long-term supply of employment in the Tourist Commercial and Industrial designations. As provided for in Table 1 – Forecast of Households, Population and Employment, a total of 53,640 jobs and 106,800 people across 42,740 households are to be accommodated in Niagara Falls by 2031 (a significant increase from 45,690 jobs, 89,100 people, and 34,070 households in 2011).

Most of the subject site is designated "Tourist Commercial" on Schedule A - Future Land Use (see Figure 11), with the southwest portion of the site designated as Residential.

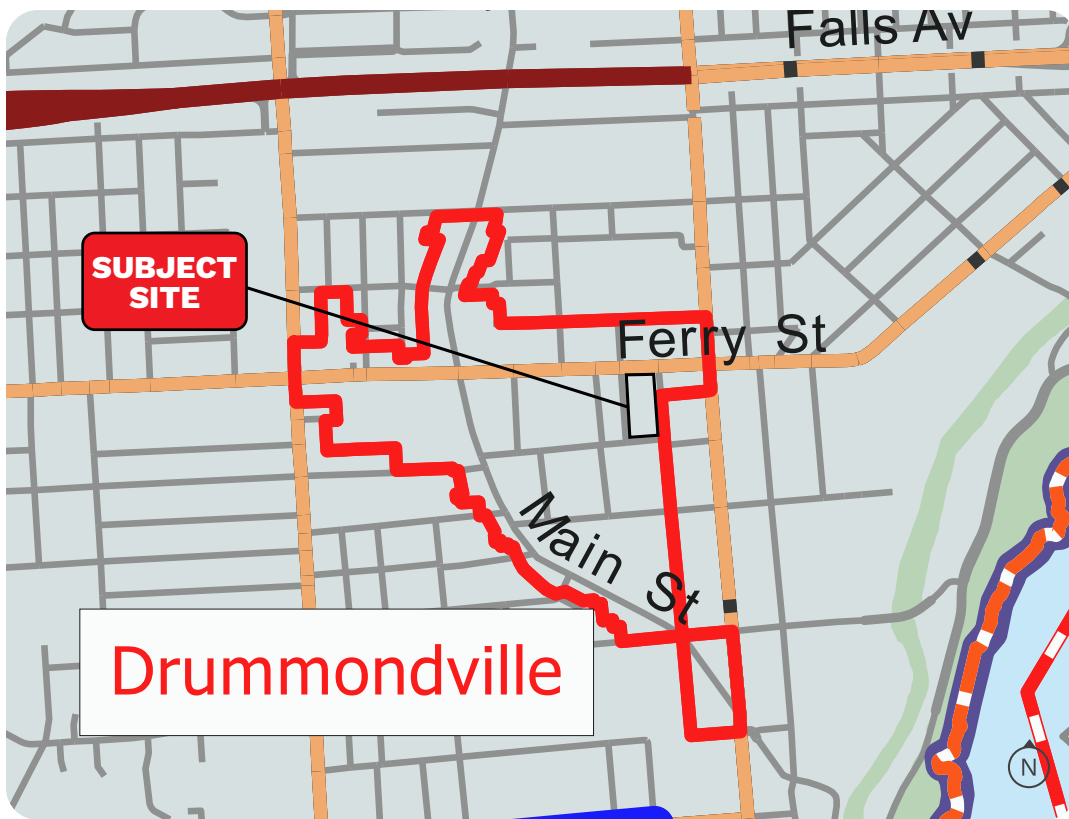


Figure 10 - City of Niagara Official Plan Schedule A-2

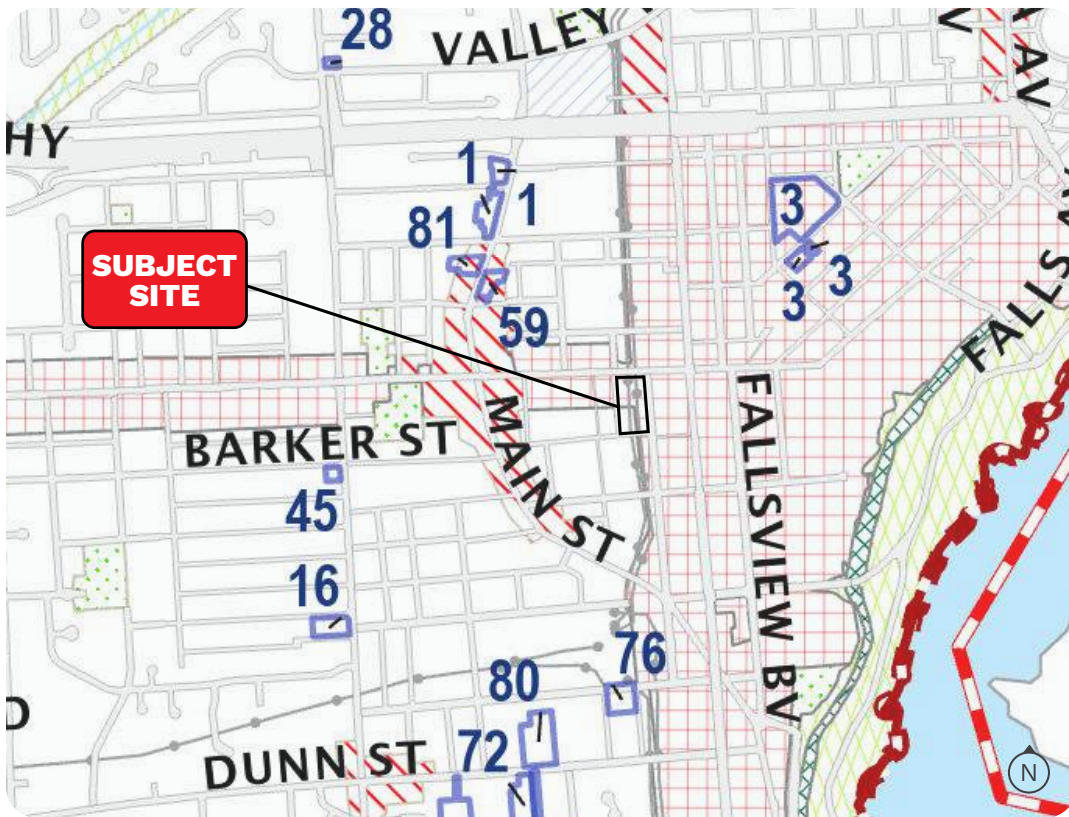


Figure 11 - City of Niagara Official Plan Schedule A-2

Residential Designation Policies

The policies of Part 2, Section 1 are intended to guide the development and redevelopment of Residential lands shown on Schedule "A" of this Plan. where the predominant use of land in areas designated Residential shall be for dwelling units of all types catering to a wide range of households.

The Official Plan states that various amenity features will be incorporated within developments to ensure pleasant living conditions and a high quality of life. While housing represents the main component within this land use designation, other compatible land uses serving area residents which contribute to and enhance the surrounding residential environment will be encouraged and permitted in order to achieve a complete community.

Policy 1.10.1 requires that 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.

Tourist Commercial Designation Policies

Part 2, Section 4 provides policy direction for lands designated Tourist Commercial. As set out in that section, the overall emphasis of the strategy is to improve the physical setting of the Tourist Area, creating a world-class tourist destination which fosters increased visitor spending, lengthens visitor stays and extends the tourist season.

The policy objectives include ensuring future development builds upon and complements existing good tourism development and respects the built and natural heritage of the Tourist Area, to establish Tourist Districts which complement and support each other, and to ensure that tourism development does not adversely affect the quality of life enjoyed in residential neighborhoods.

Policy 4.1.4 recognizes that the tourism and accommodation sector is a major source of employment for residents of the City and the Region.

Parking Policies in Tourist Commercial Designation

Section 4.5 states that an integrated visitor circulation system needs to be established in order for the local business community to realize the full benefits of tourism. Such a system should be designed to accommodate large numbers of visitors who have parked their cars for the day to explore the City as pedestrians. In this regard, while the subject site is located just outside the area identified as being subject to Policy 4.5.2.3 on Figure 5 - Parking (see **Figure 12**), the proposed parking use would support a new hotel use located within the area.



Figure 12 - City of Niagara Official Plan Figure 5

Policy 4.5.2.3 provides that:

“While it is the intent of this Plan to ensure that adequate off-street parking is provided for all development, consideration may be given to the elimination of parking requirements for non-accommodation uses within the area shown on Figure 5. Exemption from parking requirements shall be implemented through an amendment to the Zoning By-law.”

Policy 4.5.3 notes that, with the emphasis on improving the public realm, it is important that parking facilities be designed in an aesthetically pleasing manner. The following design strategies will be adopted:

- as parking areas are highly visible and tend to detract from the pedestrian environment, active uses other than parking are encouraged at the street level;
- where surface parking is provided, it shall be screened from the public street by appropriate setbacks and landscaping;
- where structured parking is provided, publicly-accessible uses should be incorporated at grade level to enhance the street environment (alternatively, setbacks and landscaping shall be provided to visually screen the parking structure); and
- parking lots and structures shall be designed in accordance with the City’s Design Criteria for Parking Areas.

4.5 Zoning By-law 79-200

In accordance with Zoning By-law 79-200, the subject site is zoned Tourist Commercial (TC) for eastern half of the site, General Commercial (GC) for the northwestern quadrant, and Residential 2 (R2) zone for the south west quadrant of the parcel (see **Figure 13**).

Pursuant to Section 8.6, the underlying TC zone, which of the three zones applies to the most of the site, permits hotels, motels, restaurants, convention centres, and a wide range of entertainment, retail and service commercial uses. A parking lot is also a permitted use.

Similarly, pursuant to Section 8.2, the GC zone permits the hotels, motels, restaurants, retail stores, and a variety of other commercial uses. A parking lot is also permitted.

The R2 zone in Section in 7.7 of the by-law, which applies to the southwest quadrant of the subject site, permits a range of low-density residential uses including single detached, semi-detached, and duplex residential as well as accessory buildings. A parking lot is not permitted. As such, an amendment to the zoning by-law is required to permit the proposed development.

Zoning By-law 2025-002

Zoning By-law 2025-002 was approved by Niagara Falls City Council on January 14, 2025, approving the construction of two new 58-storey mixed use hotel, residential, and commercial towers at 6546 Fallsview Avenue and a 7-storey parking garage structure at 6503-6519 Stanley Avenue. This by-law serves to implement the council approval of the Oakes Hotel development. The By-law requires 261 of the required parking spaces for the two hotel towers to be located on-site, with the remainder being permitted to be located within the parking structure at 6503-6519 Stanley Avenue.

As the proposed parking lot would provide 346 parking spaces to offset a portion of the required parking for the approved development, By-law 2025-002 is proposed to be amended to permit off-site parking requirements for the hotel development on both the 6503-6519 Stanley Avenue site and the subject site.

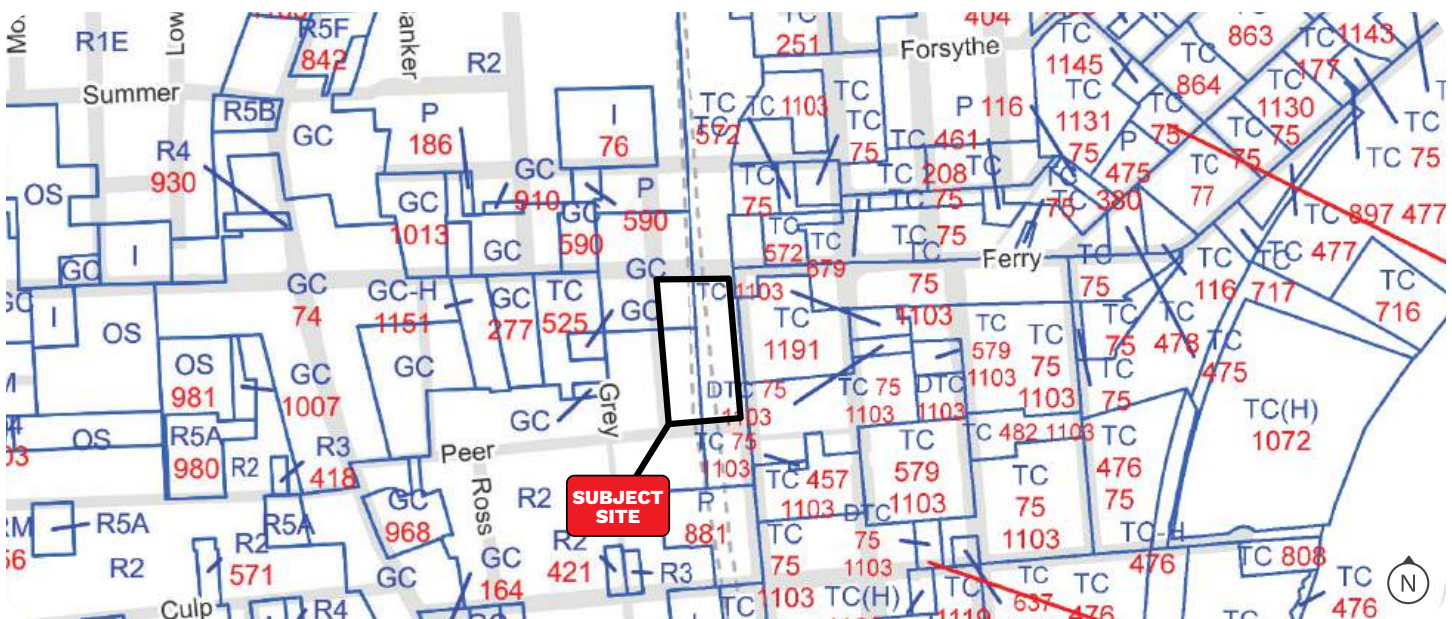


Figure 13 - Niagara Region Official Plan Schedule A-2

A photograph of two women in a professional setting, possibly a meeting or collaborative work environment. They are looking at a document or screen. The image is overlaid with a semi-transparent blue filter. A large white circle containing the number '5' is positioned on the left side of the image.

5

Planning & Urban Design Analysis

5.1 Land Use

The proposed parking lot is within a parcel of land that permits the use in both the City's Official Plan and the Zoning by-law, particularly where the Tourist Commercial designation applies in the OP. However, a portion of the site is designated Residential and is zoned accordingly, which would not permit the proposed surface parking lot use.

Given that the parking lot is within a utility corridor with high voltage electrical transmission towers, any redevelopment of the site is restricted and residential uses are not practical for the portion of the site which is designated and zoned for such uses. Therefore, it is our opinion that the proposed redesignation and rezoning of the residential portion of the subject site is an appropriate response which will better serve to achieve the objectives of Provincial, Regional, and Municipal policy, all of which direct for the optimization of land uses and densities in urban areas supported by existing infrastructure. The proposed parking lot would be an appropriate and desirable use of the subject site given the existing operational utility uses and which would improve the utilization of the lands in a manner which supports the continued operation of the hydro corridor along the property and supporting higher density uses in proximity (the Oakes Hotel redevelopment). By permitting off-site parking on the subject site for the Oakes hotel, the wider goals of the official plan to support the tourism industry and create an attractive public realm in the wider Tourist Commercial district would be supported. The proposal is compatible with the current hydro corridor use on the parcel which limits the ability to construct enclosed structures of significant scale and optimizes the site's potential without impacting the existing utility operations that serve the community and the electrical needs of the wider region and province.

The proposal supports the redevelopment of the Oakes Hotel property (6546 Fallsview Boulevard) by accommodating a portion of its parking requirements offsite. This ensures that the hotel's parking requirements are met and reduces the cost, size and scale requirements for the approved structured parking garage at 6503-6519 Stanely Avenue, improving the financial feasibility of the Oakes Hotel redevelopment and better supporting the parking needs of the wider Tourist Commercial district. The subject site is an appropriate location for surface parking uses given it's construction limitations with the overhead hydro corridor and which otherwise have no further development potential.

Further, several site along the hydro utility corridor, both to the north (North Street and Kitchener Street) and south of the site (Dunn Street and Main Street), have existing surface parking areas within the corridor. As such, the proposed use would not be out of character for the area and would continue an existing land use trend whereby the hydro corridor is utilized for off-site parking for nearby hotel and commercial uses.

The proposed parking lot use further complies with the policies of the Official Plan and regulations of the Zoning By-law in its design, with a 6-metre landscaped buffer surrounding it to buffer the use from the adjacent public realm and uses on the opposite side of the four street frontages. This landscape buffer will improve the hydro corridor's interaction with the adjacent public realm and support the wider policies of the Official Plan to create an attractive Tourist Commercial district.

5.2 Transportation

The proposed use has a generally acceptable relationship to nearby low-rise residential uses given that it is buffered on all sides by adjacent public streets and a 6-metre landscape buffer with extensive plantings, ensuring that the proposed parking lot is appropriately separated from these sensitive uses and minimizing any visual or noise impacts which may arise from the operation of the lot. Given the street adjacency and proposed landscaped buffer, the proposed parking lot would be a minimum of 21 metres away from the nearest residential uses on the west side of Gladstone Avenue. Further, the applicant intends to operate the proposed parking lot as an "overflow" lot given that the approved parking structure, at 6503-6516 Stanley Avenue, will be closer to the Oakes hotel.

The proposed parking lot, while not proposing any independent land use or significant structures beyond a small attendant booth, would be supportive of intensification and economic development within the Niagara Falls Tourist Commercial District, a key direction of provincial, regional, and local policies. The lot would provide 347 parking spaces for the approved Oakes Hotel redevelopment supporting the construction of a significant new hotel, residential, and commercial development which supports policy directions for the optimization of land, intensification, and building at transit-supportive densities.

Additionally, we note that the proposed redesignation and zoning by-law amendment would simplify the Official Plan designation and zoning by-law to apply a consistent designation and zone across the entire city block, which consists of a single parcel and would better reflect the natural lot fabric and existing land use character of the area.

A Transportation Impact Study (TIS) dated January 16, 2026 has been prepared by Arcadis to analyze the impact that the proposed parking lot may have on the surrounding transportation network. The TIS also examines the proposed parking supply and the appropriateness of the proposed functional circulation for vehicular traffic.

The Study provides the following conclusions:

Traffic Operations Analysis

Based on the analysis presented in this study, the proposed development is expected to generate 239 vehicle trips during both the Weekday PM and Saturday PM peak hour (133 inbound trips and 106 outbound trips). These vehicles trips are to be a part of the valet services the Oakes Hote development is looking to provide with a designated route in place through the study area.

Based on the comparison of 2033 Future Background and 2033 Future Total Conditions, the traffic generated by the proposed development is expected to have certain impacts on traffic movements at the study area intersections during the Weekday PM and Saturday PM peak hours.

To mitigate and improve critical movements at the signalized intersections within the study area, signal timing adjustments were considered and evaluated. Implementing these changes results in improvements to some critical operations at the signalized intersections during both the Weekday PM and Saturday PM peak hours, compared to the unmitigated conditions.

Many critical movements still remain after applying signal timing changes to the 2033 Future Background Conditions. Many of these critical movements are not a result of the proposed parking lot as shown in Table 5-2. The background developments and annual growth have inflated volumes to create congested conditions with significant delays at some of these signalized intersections.

Mitigative measures are considered for the Allendale Avenue / Commercial Access & Ferry Street intersection during both the Weekday PM and Saturday PM peak hours in the 2033 Future Total Conditions, specifically focusing on northbound and southbound movements. Although the LOS is "F", the traffic volumes indicate that traffic conditions remain manageable. This suggests that the intersection performs under critical thresholds despite the poor LOS rating.

Parking Analysis

The parking analysis assesses whether the proposed parking supply will adequately meet the anticipated demand for the Oakes Hotel development. The study considers the requirements set by the City of Niagara Falls Zoning By-law 79-200 and examines the integration of multiple parking facilities:

- The **Transportation Impact Study - 6546 Fallsview Boulevard, Niagara Falls** (April 17, 2024) proposes a contemplated off-site structured parking facility at 6519 Stanley Avenue, offering approximately 1,047 spaces and featuring amenities such as guest check-in and a dedicated shuttle to the hotel site.
- An additional 347 valet parking spaces at the Hydro Corridor parking lot are intended to reduce demand on the Stanley Avenue facility.
- All proposed parking locations including the Oakes Hotel, Hydro Corridor, and Stanley Avenue form a coordinated parking strategy to satisfy municipal requirements.

This evolving strategy will be finalized in alignment with Zoning By-law 79-200 to ensure compliance. Adjustments may occur if alternative solutions are found to meet the City's minimum parking standards.

TDM considerations include facilitating bicycle tourism by providing bicycle rental options for guests as well as associated secure bicycle parking. These measures can encourage guests to utilize sustainable transportation options – rather than the automobile – to explore the broader Niagara region.

5.3 Servicing & Stormwater

A Stormwater Management Brief dated January 19, 2026 has been prepared by Arik Engineering to demonstrate the stormwater management strategy for the proposed parking lot. As no on site services are proposed, no analysis of sanitary and water servicing is provided.

The brief provides that the proposed parking lot would drain from southwest to northeast towards the intersection of Ferry Street and Allendale Avenue. The proposed grading has been designed to follow the existing drainage pattern. It has been proposed to provide gravel with 50mm clear stone to match post-development runoff coefficient to pre-development conditions, also the provided storage is well above the required storage, therefore, the proposed development will not impact the existing storm drainage pattern.

The gravel parking area has been proposed in replacement of the grass area to promote runoff to infiltrate into the ground similar to the existing grass area. The proposed gravel area infiltration system has been designed based on the required volume.

Total on-site storage volume is indicated as being 1,069.42m³, exceeding the required volume of 49.4m³ during a 5-year storm event.

The report also notes that the existing drainage pattern from the subject site will remain undisturbed, however, additional runoff will be captured into the proposed 50mm clear stone and ultimately infiltrate into the ground.



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Conclusion

The proposed development of the subject site for a new parking lot in support of the redevelopment Oakes Hotel property (6546 Fallsview Boulevard) will, in our opinion, appropriately intensify the land use of the subject site while recognizing it's limited ability to redevelop for the uses permitted in the existing Official Plan and Zoning By-law and support the development of desirable, appropriate development elsewhere within the Tourist Commercial district. The proposed parking lot would enable intensification as directed by the PPS, ROP, and OP, would better optimize the use of the subject site given the restrictions with the hydro corridor, allow for the construction of a new, more attractive surface parking area on the subject site with appropriate landscaped buffers from the adjacent public realm and nearby uses, and would not conflict with and would ensure continued use of the north-south hydro corridor across the subject site for Hydro One's needs, supporting the continued use and operation of critical electrical infrastructure.

In our opinion, the proposal is consistent with the PPS and conforms with the ROP by making efficient use of land and infrastructure and contributing to economic and tourism development, which generate new jobs in the hospitality industry.

For the reasons set out in this report, it is our opinion that the proposed Official Plan Amendment, that would extend the permission for surface parking use to a part of the subject site would meet the general intent of the City's Official Plan. The proposed use would optimize the limited development potential for the hydro utility corridor in which it is located. It would also support the Oakes Hotel Redevelopment on 6456 Fallsview Boulevard in meeting its parking requirements and providing additional hospitality options and economic benefits to the City.

For all of the foregoing reasons, it is our opinion that the proposed development in its entirety represents good planning and urban design and, accordingly, we recommend approval of the requested Official Plan and Zoning By-law Amendments.

