

The Corporation of the City of Port Colborne

By-law no. \_\_\_\_\_

Being a by-law to adopt amendment no. 17 to the  
Official Plan for the City of Port Colborne

Whereas it is deemed expedient to further amend the Official Plan, heretofore adopted by Council for the City of Port Colborne Planning Area;

Therefore the Council of The Corporation of the City of Port Colborne under Section 17(22) of the Planning Act, hereby enacts as follows:

1. That Official Plan Amendment No. 17 to the Official Plan for the City of Port Colborne Planning Area, consisting of the attached map and explanatory text is hereby adopted.
2. That this By-law shall come into force and take effect on the day of passing thereof.

Enacted and passed this \_\_ day of \_\_\_\_\_, 2024.

\_\_\_\_\_  
William C Steele  
Mayor

\_\_\_\_\_  
Charlotte Madden  
Clerk

**AMENDMENT NO. 17  
TO THE  
OFFICIAL PLAN  
FOR THE  
PORT COLBORNE PLANNING AREA**

**PREPARED BY:**

**CITY OF PORT COLBORNE  
DEPARTMENT OF PLANNING & DEVELOPMENT**

**Date: November 12,  
2024**

**AMENDMENT NO. 17 TO THE OFFICIAL PLAN  
FOR THE  
PORT COLBORNE PLANNING AREA**

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## **STATEMENT OF COMPONENTS**

### **PART A**

The Preamble does not constitute part of this Amendment.

### **PART B**

The Amendment, consisting of the following map, constitutes Amendment No. 17 to the Official Plan for the Port Colborne Planning Area.

Also attached is **PART C** – The Appendices, which do not constitute part of this Amendment. These appendices contain the background data, planning considerations and public involvement associated with this Amendment.

### **PART A - THE PREAMBLE**

#### **Purpose**

The purpose of Official Plan Amendment No. 17 is to amend the land use designation on Schedule A – City-Wide Land Use of the Port Colborne Official Plan and to implement land-use planning policies in order to facilitate the comprehensive development of the lands north of Barrick Road west of West Side Road (Highway 58) Stonebridge Village Subdivision.

A site-specific policy amendment is proposed to implement the land-use planning policies, including the proposed density.

#### **Location**

The lands affected by this amendment are legally described as Part of Lot 31, Concession 3, Geographic Township of Humberstone, City of Port Colborne, Regional Municipality of Niagara. The property does not have a municipal address.

#### **Basis**

Currently, the subject lands are designated Urban Residential. An application has been made to initiate amendments to the City of Port Colborne's Official Plan and Zoning By-law as they relate to these lands in order to permit development of the property.

It is intended to concurrently approve an Amendment to the City's Zoning By-law 6575/30/18, rezoning of the lands from the existing "RD – Residential Development" and "RD-65-H – Residential Development Site-Specific Holding" Zone to two (2) "Residential Second Density site-specific (R2-85 & R2-86)" Zones, "Residential Third Density site-specific (R3-87)" Zone, "Residential Fourth Density site-specific (R4-88)" Zone, and "Public and Park (P)" Zone.

The proposed development exceeds the permitted densities within the Official Plan, and The City required an enhanced Official Plan analysis to address the existing holding provision and previous settlement with the former owner and the City to ensure coordinated comprehensive planning is completed through the exercise to create a vision and associated policies for the comprehensive development of the land.

### **PART B - THE AMENDMENT**

All of this part of the document entitled **PART "B"** – "The Amendment" consisting of the following text and map designated Schedule "A" constitutes Amendment No. 17 to the Official Plan for the City of Port Colborne. The Official Plan of the City of Port Colborne is hereby amended as follows:

#### **Mapping Changes**

Lands shown on Schedule A are designated Urban Residential. The Urban Residential

designation is to remain, with site-specific policies to guide comprehensive development of the land.

The current designation of the lands will be further refined, including the location of the stormwater management facility, park, and medium and medium/high density residential areas.

### Site-Specific Policy Additions

#### 1. Introduction:

The purpose and establishment of policies herein are intended to guide the coordinated development of the lands north of Barrick Road, east of West Side Road (Highway 58) and promote an appropriate built form that achieves a community of high-quality public and private realms to create a sense of identity and support the creation of a complete community. Within the policy framework herein, the overarching design principles are to:

- To provide a variety of housing types to accommodate a range of household sizes and incomes by developing the community with innovative, compact urban forms that foster community interactions;
- Integrate a modified grid pattern of roads to maximize connectivity within the community;
- Incorporate a unique community that is easily identifiable, yet compatible with adjacent land uses;
- Protect and preserve existing environmental features from any negative impacts associated with new and adjacent development;
- Enable the coordination and design of road networks, land-uses and servicing requirements needed to establish a comprehensive vision for the community.

#### 2. Land Use:

The lands within the Enhanced Official Plan Amendment area are those that are intended to be used for Low, Medium and Medium/High Residential, Parkland and Open Space for a Stormwater Management Facility.

The predominant use of the land will be for residential purposes and subject to the following;

- The subject lands shall achieve a minimum density of 50 persons and jobs per hectare in accordance with Provincial, Regional, and Local policies for Greenfield density;
- The minimum number of units shall not be less than 350;
- Promotion of live/work building and professional home occupational uses. Provisions for home occupational uses shall be defined in the implementing Zoning By-law;
- Allowing for accessory dwelling units in accordance with Provincial mandates are to be permitted as-of-right, as long as the zoning provisions for accessory dwelling units and structures are adhered to;
- A mix of housing types are to be included in the Plan area to ensure a variety of housing units are available for all incomes;
- Adequate standards for the proposed dwellings shall be established in the Zoning By-law; and
- The subdivision proposal shall be designed to achieve a variety of visual aesthetics including complete streets and urban design features.

#### **2.1. Medium Density Residential**

##### *Permitted Uses*

- All single-detached dwelling;
- Semi-detached dwellings and duplexes;
- Triplexes;

- All forms of townhouse units including, but not limited to street townhouses and back-to-back street townhouse;
- Live/work townhouse dwellings;
- Accessory apartments/secondary suites;
- Accessory buildings and structures related to the primary residential dwelling unit where permitted;
- Home occupations;

#### *Development Policies*

- Medium Density Residential uses may have up to an overall density of 70 units per net hectare;
- Lands within this designation shall incorporate a similar lotting pattern to address compatibility with the adjacent existing uses;
- A variety of lot and dwelling sizes shall be provided in an effort to provide a range in affordability for this residential form;
- Medium Density Residential shall be located adjacent to West Side Road and internally within the site and shall gain access via the local road network;
- The maximum building height shall generally not exceed 11-metres, unless on-site conditions restrict below grade construction or described otherwise through the Zoning By-law Amendment;
- Medium Density Residential dwellings shall be permitted to include accessory dwellings provided all requirements of the zoning by-law can be met.

### **2.2. Medium/High Density Residential**

#### *Permitted Uses*

- Semi-detached dwellings;
- All forms of townhouse units including, but not limited to street townhouses and back-to-back street townhouse;
- Stacked townhouse dwellings; *and*
- Low to mid-rise apartment dwellings.

#### *Development Policies*

- Medium/High Density Residential uses shall be developed at an overall density ranging from 80 units per hectare to 150 units per hectare;
- The maximum building height will not exceed 6-storeys;
- All development within the high-density residential designation shall be subject to Site Plan Control.

### **2.3. Open Space**

- Public Parkland is to be obtained through the parkland dedication provisions of the Planning Act and will be within 5-minutes walking distance of all residents;
- The Public Park shall have substantial frontage on the abutting sidewalk and shall be developed generally consistent with the Urban Design Guidelines described later in this Plan;
- Convenient access for pedestrians shall be provided, and integration with pedestrian and bicycle path systems will be encouraged;
- The Public Park should form part of the broader Greenlands System comprised of watercourses, stormwater management facilities, hydro corridors, protected woodlands and school grounds;

### **3. Policies for the Public Realm:**

The public realm is comprised of public roads and their associated spaces and amenities, open spaces and stormwater management facilities.

#### **3.1. Streetscape**

Streetscape elements are considered elements of detail design that enhance character and functionality of space. Elements include pedestrian and active transportation facilities, street furniture, street trees and lighting.

- Deciduous trees are to line the streets. Tree species should be planted to form a continuous canopy at maturity;
- Street trees should include a variety of native, broad leaf species with a straight trunk in accordance with City standards;
- Height and style of lighting should be consistent with the hierarchy of the road, and lighting design should accommodate both pedestrian and vehicular movement and visibility;
- Sidewalks are to be provided at a minimum on one side of the public right-of-way's and on laneways where feasible.

### 3.2. Roads

Development in this area will accommodate a street network made up of a 'collector neighbourhood main street', local roads and laneways. In order to ensure maximum efficiency, connectivity, and mobility within the community, pedestrians, cyclists, and vehicular movement should function as an integrated network. The general guidelines for the road designs include;

- Provide clear, safe and efficient access to open space features;
- Ensure pedestrian access throughout the community;
- Create sense of comfort and promote walking and cycling;
- Allow for on-street parking to accommodate a complete street approach.

#### 3.2.1. Collector Neighbourhood Main Street (Street 'E')

Street 'E' is to be identified as a 'Collector Neighbourhood Main Street.' This street will have a special treatment and will provide an important connection from Barrick Road through the Plan area north. This Main Street shall be particularly attractive for pedestrians and cyclists. The following guidelines shall apply;

- Shall have a maximum right-of-way width of 20.0 metres;
- Sidewalks shall be provided on both sides of the street at a minimum width of 1.8 metres each;
- Enhanced landscaping and lighting shall be provided with curb-side parking along both sides of the street;
- Lay-by parking to be permitted due to rear laneways and to provide additional visitor parking.

#### 3.2.2. Local Urban Streets (Streets 'A', 'B', 'C', 'D')

Local Urban Streets are quiet residential streets on which the majority of medium density residential uses are found. The following guidelines shall apply;

- Local Streets, other than the Local Greenway, shall have a right-of-way width between 18.0 metres and 20.0 metres;
- A 1.5 metre sidewalk shall be provided on one side of the street;
- Deciduous boulevard trees shall be provided where feasible along the street;

#### 3.2.3. Laneways (Laneway 'A', 'B', 'C', 'D')

Laneways provide access to private driveways. Where laneways are used, the following general design requirements shall be considered;

- Laneways shall have a right-of-way width of between 10 metres and 12 metres;
- Are to be designed to accommodate vehicular access to the rear of the units on the Collector Main Street, or allow for units to independently front the laneways.

#### 4. Policies for the Private Realm:

The private realm is comprised of the built form developments and their relationship to each other, open spaces and roads.

##### 4.1. *Blocks and Lots*

Development block configuration should demonstrate the following standards;

- Developable lands shall be subdivided into a series of development blocks, defined by a highly interconnected grid, or modified system of public roads and lanes;
- The size and configuration of each development block will:
  - Be appropriate to its intended use;
  - Facilitate and promote active transportation; and
  - Provide a sufficient number and, where appropriate, range of building lots to achieve cost effective and efficient development pattern;
- Development blocks shall be configured to ensure visual diversity and to avoid long and monotonous blocks;
- Each development lot or block must have frontage on a public road or laneway.

##### 4.2. *Built Form*

- Building form and siting shall minimize the impacts of noise, wind and shadows on adjacent properties;
- New development will be compatible with adjacent and neighbouring development by ensuring that the siting and massing of new buildings does not result in undue adverse impacts on adjacent properties particularly in regard to adequate privacy conditions for residential buildings and their outdoor amenity area;
- Land use compatibility between scales of buildings shall be achieved through appropriate siting, design and landscape treatment;
- A variety of architectural elements such as entry porches, dormers, material detailing will be employed to create a distinctive character for each block.

##### 4.3. *Building Relationship to Roads and Open Space*

- Buildings shall be street-front oriented and provide direct street access for pedestrians;
- Buildings and site design should be used to reduce or minimize the incidence of crime through the implementation of Crime Prevention Through Environmental Design (CPTED) principles including natural surveillance, natural access control, territorial reinforcement and space assessment;
- To reinforce the road, land and block pattern, the following measures will be employed:
  - Siting and massing of buildings will provide a varying relationship;
  - Buildings located adjacent to, or at the edge of parks and open spaces will provide opportunities for overlook into the open space.

##### 4.4. *Variety of Housing Types*

- Notwithstanding Section 4.2, a variety of built form and residential densities are to be promoted and appropriately integrated into the design.

##### 4.4.1. *Single-Detached Dwellings & Semi-Detached Dwellings*

- Where appropriate, varied setbacks are encouraged to provide an interesting street edge;
- To foster a stronger sense of connectivity, select dwellings will feature front steps leading directly to the sidewalk;
- Select single-detached dwellings are to have parking allocated to the rear of the property, utilizing laneways to optimize space and minimize visual clutter along the streets;
- A variety of dwelling elevations are to be considered to generate visual diversity

and interest;

- Colour selections should avoid duplication amongst adjacent units.

#### 4.4.2. Townhouses

- The siting, massing and façade design of townhouse units are to be coordinated on a block-by-block basis;
- The townhouses are to reinforce common characteristics while including variation for differentiation and aesthetic interest;
- Variety in the design of roofs is required to break up the massing of townhouse blocks;
- The massing and built form of townhouse units adjacent to single/semi-detached dwellings is to be complementary to those dwellings through height and architectural elements to promote visual integration;
- Townhouses shall be oriented toward the street with front doors and windows facing the street;
- Where garages are provided in the front yard, they should be paired to allow for more substantial front yard green space.

#### 4.4.3. Apartment

- A variety of exterior cladding materials are to be considered to compliment the surrounding architecture;
- A great amount of fenestration is to be incorporated to encourage strong visual connections between the dwellings and public realm;
- The apartment building and the surrounding landscaping shall be designed to help define the street edge and engage the public realm;

### **IMPLEMENTATION AND INTERPRETATION**

The implementation and interpretation of this amendment shall be in accordance with the respective policies of the Port Colborne Official Plan and an amendment to the City Zoning By-law to rezone the subject lands.

### **PART C – THE APPENDICES**

The following appendices do not constitute part of Amendment No. 17 but are included as information to support the Amendment.

APPENDIX I – Draft Minutes of the Public Meeting on August 6, 2024

APPENDIX II – Planning & Development Report 2024-211