



July 26, 2023

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Port Colborne, ON L3K 3C8

**Re: Official Plan Amendment and Zoning By-Law Amendment Application for 135
Coronation Drive | Response to Public Meeting Comments**

Dear David,

Please accept this letter as supporting documentation for the Official Plan Amendment (“OPA”) and Zoning By-Law Amendment (“ZBA”) applications associated with the property municipally known as 135 Coronation Drive (“Subject Lands”) in the City of Port Colborne (“City”). NPG Planning Solutions Inc. is the planning consultant to Sobeys Capital Inc. (“Applicant”). The OPA and ZBA application for the Subject Lands was submitted on June 2, 2023, and subsequently, the Statutory Public Meeting took place on July 11, 2023.

This letter addresses the comments retrieved from the following sources, and separates comments by theme:

- Draft Statutory Public Meeting Minutes provided to NPG by the City, containing comments from Council and the public
- Public Meeting Agenda (addendum), containing written delegations from the public

Responses to Comments from the Statutory Public Meeting

COMMENT	RESPONSE
a. Parking	
<i>Concern that more parking will be required than is proposed. Concern that there is no visitor parking.</i>	The proposed parking rate of 1.25 spaces per unit complies with the City’s Comprehensive Zoning By-law 6575/30/18. There is no reduction proposed to the City’s minimum parking standards. The Zoning By-law does not contain a specific requirement for visitor parking beyond the



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COMMENT	RESPONSE
	required 1.25 spaces per unit. Specific visitor parking spaces may be delineated in the future.
b. Traffic	
<p><i>Concern expressed that the intersection of Coronation Drive and Highway 58 is at capacity. Difficulty making left-hand turns from Coronation Drive.</i></p>	<p>As noted at the Public Meeting, a Traffic Impact Study was not requested as part of the subject applications. The Province has indicated that a Traffic Impact Study will be required as part of a future Site Plan application to study the impacts on Highway 58.</p> <p>Notwithstanding this Provincial requirement, the applicant is amenable to the use of a Holding symbol in the implementing Zoning By-law, to require a Traffic Impact Study to the satisfaction of the Province and City. The use of the lands as outlined in the proposed Zoning By-law Amendment would be subject to the completion of the Traffic Impact Study and removal of the Holding symbol.</p>
c. Waste Collection	
<p><i>Concern regarding waste management and the Region's ability to provide waste collection services to the proposed development. Concern regarding the difficulty of enforcing property standards if waste is not adequately managed.</i></p>	<p>Niagara Region staff have reviewed the submitted site plan and acknowledge that the development is proposing to utilize in-ground Molok waste. The applicant has been advised that this method of waste storage is not eligible for Regional collection and waste collection for the subject property would be the responsibility of the owner through a private waste collection contractor. More details with regard to the waste collection will be provided at the Site Plan stage.</p>
d. Commercial Needs	
<p><i>Concern with the fact that the applicants are proposing a residential development adjacent to a commercial space, noting their belief that this proposal is subtracting from the City's already-low stock of commercial lands which are needed to keep up with</i></p>	<p>No comments have been received from the City which indicate concern regarding the stock of commercial lands. A Commercial Needs Assessment was not requested by the municipality for these applications.</p>

COMMENT	RESPONSE
<i>the amount of residential development in the City.</i>	
e. Reduction in Landscaped Area	
<i>Expressed concern regarding the reduction in the landscaped area across the street from her home due to the development, then noted that she does not believe the approval of the development would be fair to the existing community.</i>	<p>The proposal exceeds the minimum landscaped area requirement of 25%, standing at 26.5%, set out in the City's Comprehensive Zoning By-law 6575/30/18.</p> <p>Additionally, the proposed OPA introduces Urban Design Policies specifically tailored to the landscaping aspects of any prospective development on the Subject Lands. These policies are outlined below:</p> <p><i>b. At-grade parking should be screened by a combination of buildings and landscaping to minimize their visual appearance from the public realm;</i></p> <p><i>d. Appropriate landscape treatment should be considered along the property lines to improve the visual quality along the public roads and to provide suitable buffer with the adjacent uses to the north and west.</i></p>
f. Pedestrian Oriented Development	
Will there be upgrades to Coronation Drive such as sidewalks within the road allowance?	<p>The conceptual site plan submitted with the OPA and ZBA applications features pedestrian walkways that link to the street. These walkways are designed with the possibility of connecting to any future municipal sidewalks that the City might plan. Additionally, the proposed OPA introduces Urban Design Policies specifically tailored to pedestrian oriented development. These policies include:</p> <p><i>a. Stacked townhouse blocks located nearest to the lot lines and running parallel to them must be oriented towards the street;</i></p> <p><i>d. Appropriate landscape treatment should be considered along the property lines to improve the visual quality along the public roads and to</i></p>

COMMENT	RESPONSE
	<i>provide suitable buffer with the adjacent uses to the north and west.</i>
g. Stormwater Management	
Concern with drainage issues and collection of rainwater.	A functional servicing report and drainage plan will be prepared as part of the Site Plan Application.
h. Compatibility	
Existing surrounding neighbourhood consists of mainly low density residential, and the proposal is for stacked townhouses.	<p>Compatible does not mean “the same as.” In our opinion, this is a suitable location for the proposed use because the height, massing, scale and layout of the development is compatible with its surroundings.</p> <p>The proposed development does not contain individual driveways on Coronation Drive, reducing the impact of a development on dwellings on the south side of Coronation. Blocks B, C, and D are situated along Coronation Drive and have been designed to align with the orientation of neighbouring residences on the same street. This deliberate arrangement ensures that the overall design is in harmony with the surrounding environment.</p>
i. Secondary Access through 287 West Side Road	
Can a road access to the Subject Lands be provided through the adjacent commercial lands at 287 West Side Road.	No. The applicant is not the owner of 287 West Side Road; they are a tenant.

We trust the above is satisfactory. Should you require anything further or have any questions please do not hesitate to contact the undersigned.

Yours truly,



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Planning Justification Brief

Official Plan Amendment & Zoning By-law Amendment Applications

135 Coronation Drive
City of Port Colborne

For: Sobeys Capital Inc.

By: NPG Planning Solutions Inc.
4999 Victoria Avenue
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Date: May 2023

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1. Introduction

NPG Planning Solutions Inc. (“NPG”) are planning consultants to Sobeys Capital Inc., (“Owners”) of approximately 13,000 square metres (1.3 hectares) of land in the City of Port Colborne (“City”), municipally known as 135 Coronation Drive (“Subject Lands”).

NPG has been retained to provide professional planning advice on the proposed residential development consisting of 114 new dwelling units in six stacked townhouse dwellings on the Subject Lands.

Implementation of the proposed development will require an Official Plan Amendment (“OPA”) to redesignate the Subject Lands from Commercial Plaza to a Special Policy Area that permits stacked townhouse dwellings with site-specific urban design policies to guide the development of the Subject Lands. A Zoning By-law Amendment (“ZBA”) is also required to rezone the Subject Lands to a Site-Specific Fourth Density Residential (R4-XX) Zone under the City's Comprehensive Zoning By-law 6575/30/18 to permit stacked townhouse dwellings and to provide relief from minimum unit size per dwelling unit, minimum setback of balconies as well as the lower level terraces from the corner side lot line.

This Planning Justification Report (“PJR”) provides an analysis of the proposed development and evaluates the appropriateness of the Official Plan Amendment and the Zoning By-Law Amendment Applications when assessed against the applicable policy framework provided by the *Planning Act* the Provincial Policy Statement 2020 (“PPS”), the Growth Plan for the Greater Golden Horseshoe (“Growth Plan”), the Niagara Official Plan 2022 (“NOP”), and the City of Port Colborne Official Plan (“City OP”).

The proposed development represents good land use planning and the new housing supply it provides in Port Colborne is in the public interest. The proposal is also consistent with the PPS and conforms with the Growth Plan, the NOP, and the City OP. Therefore, NPG recommends the proposed OPA and ZBA be approved.

2. Description of Subject Lands and Surrounding Area

2.1 Description of Subject Lands

As shown on Figure 1 – Aerial Context Map, the Subject Lands are located west of West Side Road, also known as provincial Highway 58, and north of Coronation Drive. The Subject Lands have a frontage of approximately 82.3 metres on West Side Road/ Highway 58 and a total area of approximately 1.31 hectares.

At present, there is a driveway, connecting Coronation Drive to an existing asphalt area on the Subject Lands. The remainder of the Subject Lands are vacant and generally characterized by a flat terrain, with a subtle downward slope from east to west. There's some vegetation to the northwest of the Subject Lands and some trees can be found along the eastern and southeastern side of the property as shown in Photo 1. The following photos are from Google Street view. These photos show the current use and the existing conditions of the Subject Lands.



Photo 1: View from southeast corner of Subject Lands looking northwest. The fence indicated the approximate property boundary.



Photo 2: View of the Subject Lands from Coronation Drive looking north. The existing driveway can be seen on this photo.



Photo 3: View from southwest corner of the Subject Lands from Coronation Drive looking north with adjacent property at 91 Coronation Drive on the left.



Photo 4: View of the Subject Lands from Port Colborne Mall located at 287 West Side Road looking south.



Photo 5: View from the northeast corner of the Subject Lands (left) from West Side Road looking southwest with Port Colborne Mall on the right.

2.2 Description of Surrounding Areas

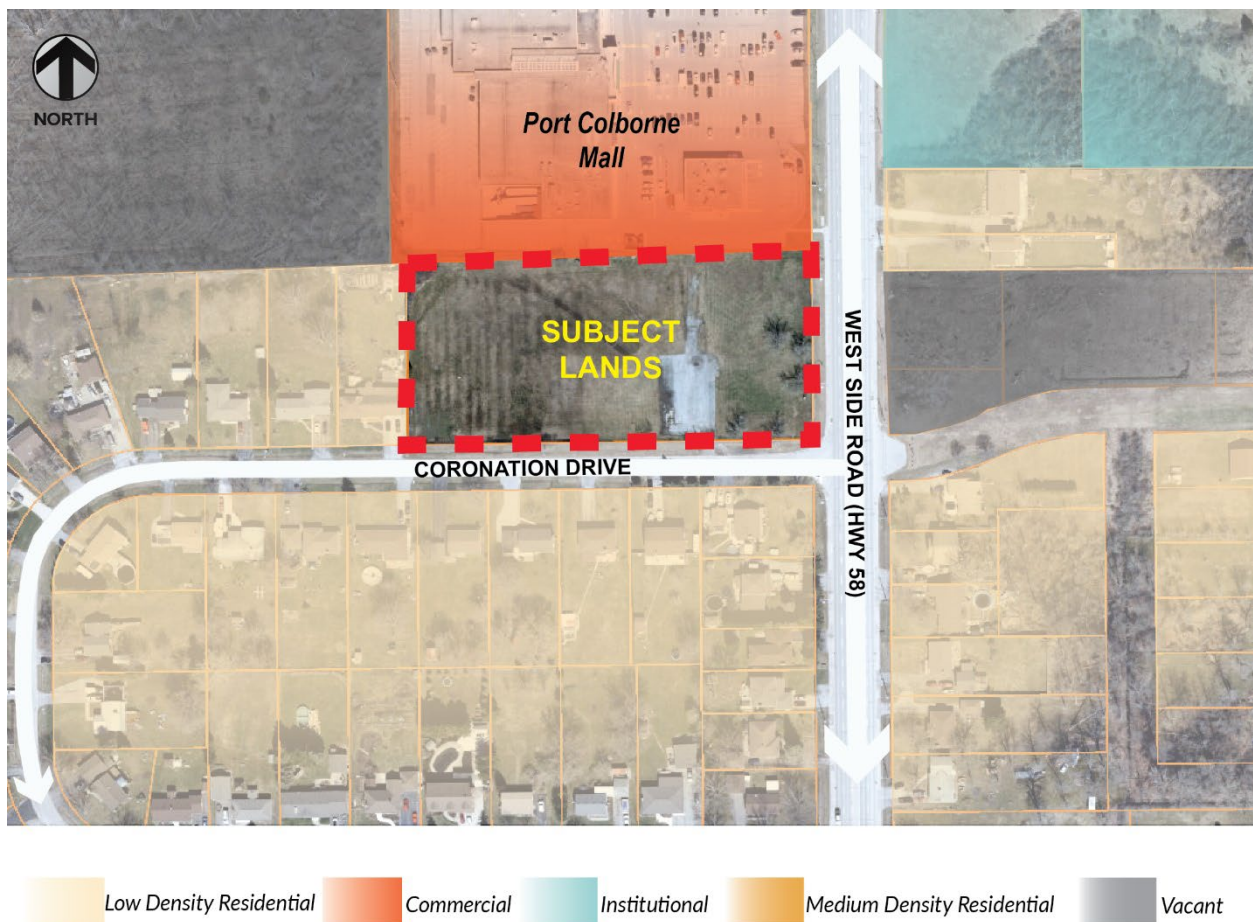


Figure 1 - Aerial Context Map

Existing uses surrounding the Subject Lands include the following:

- North:** Commercial (Port Colborne mall)
- South:** Residential (Low rise residential uses)
- East:** Residential (Low rise residential uses) and vacant lands
- West:** Residential (Low rise residential uses)

As outlined above, the surrounding uses consist of commercial and residential uses along with a few vacant land parcels to the east and northwest of the Subject Lands. The area to the west, south and southeast of the Subject Lands is characterized by low density residential uses. Lands to the north of the Subject Lands is occupied by the Port Colborne Mall which houses retail stores, restaurants, a gas station and a grocery store.

Figure 2 highlights community amenities and active transportation facilities within a 500 and 1,000-metre radii of the Subject Lands.

Within a 500-metre radius (equivalent to a six-minute walk) is a diverse mix of land uses including restaurants, commercial and retail services, school (Oakwood Public School), a child care centre as well as recreational facilities such as the Westdale Park and Harry Dayboll Oakwood Park. Beyond the 500-metre radius and within the 1,000-metre radius (equivalent to a three-minute bike trip) are additional amenities complementary to residential use, such as parks, grocery and retail stores, and institutional uses, including churches and schools.

Additionally, the Subject Lands are serviced by the Niagara Region's On-Demand transit service (NRT OnDemand), providing door-to-door transit and convenient access to amenities within the Town and convenient access to nearby grocery stores, retail shops, schools, parks and other institutional uses in the vicinity of the Subject Lands. Furthermore, as shown on Figure 2, the 'Port Colborne Link' transit service, connecting Downtown Welland, Welland County General Hospital with Downtown Port Colborne, has a 'flag stop' area conveniently located within walking distance to the Subject Lands. Within 'flag stop' areas, passengers are able to board the bus by waving to the driver as the bus approaches.

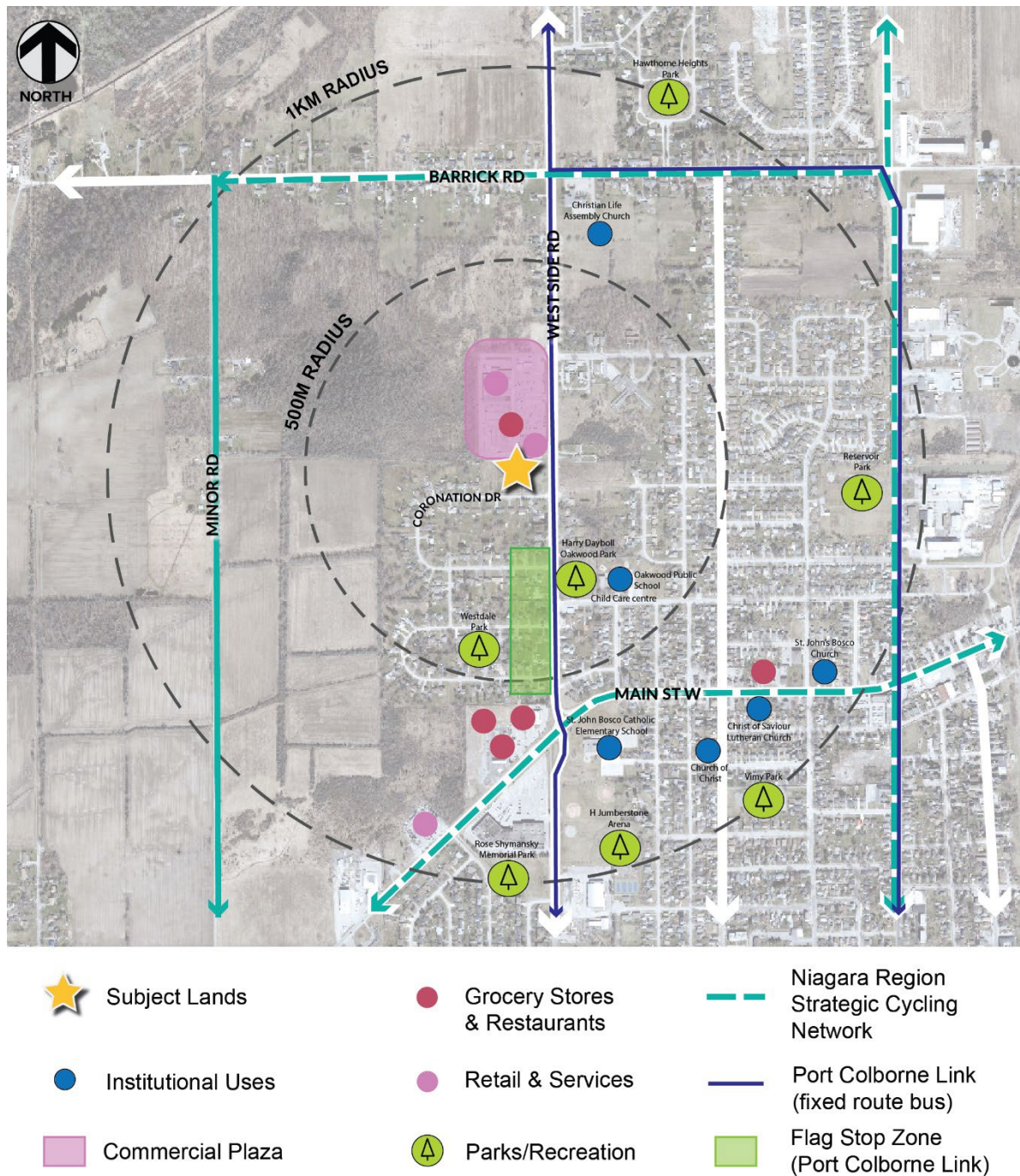


Figure 2- Community amenities map

3. Proposed Development

3.1 Description of the Proposed Development

As shown on Appendix A – Conceptual Site Plan, the proposed development consists of six stacked townhouse dwellings, labelled Blocks A to F, with a total of 114 dwelling units on the Subject Lands. Most of the proposed buildings are oriented towards adjacent public streets and provide strong visual interests along West Side Road and Coronation Drive. In detail, Blocks B, C and D are oriented towards Coronation Drive, while blocks A and F will have principal entrances facing the internal pedestrian walkways. Lastly, Block E will face West Side Road. All six (6) stacked townhouse dwellings are proposed to be three storeys and approximately 10.2 metres in height.

As West Side Road is a provincial highway, Blocks D, E and F have provided a minimum setback of 14 metres from this highway, except for the canopies on the eastern elevations of Blocks D and F that are set back approximately 13.5 metres away from this right-of-way. The Ministry of Transportation (“MTO”) has confirmed in writing that they have no objection to the location of the proposed buildings and canopies. Correspondence regarding the same can be found in Appendix F of this report.

Vehicular access to the site is provided through two driveways from Coronation Drive, which is a local road. The development will provide 143 parking spaces at a rate of 1.25 spaces per unit. Surface parking for the residential units is located in the interior of the proposed development and screened from both West Side Road, Coronation Drive and adjacent residential lands to the west by buildings.

The proposed development will also feature pedestrian walkways to the existing municipal sidewalks. The area immediately to the west of Block E is proposed as an outdoor amenity area for future residents.

3.2 Pre- Consultation Meeting Summary

A pre-consultation meeting with the City was held on February 24th, 2022, during which the City identified items that will be required for the Official Plan and Zoning By-law Amendment Application. The below table identifies the required items and their inclusion as part of the application submission:

No.	Reports, Studies, Plans	Note
1	Planning Justification Report (PJR)	Submitted with Application
2	Conceptual Site Plan	Submitted with Application
3	Noise Feasibility Study	Submitted with Application
4	Draft Official Plan Amendment	Submitted as part of this PJR
5	Draft Zoning By-law Amendment	Submitted as part of this PJR

4. Supporting Studies Review

4.1 Conceptual Site Plan and Renderings

Organica Studio Inc. has prepared the Conceptual Site Plan and Renderings in support of the applications. The Conceptual Site Plan illustrates the proposed layout, including building location, parking area, landscaping elements, pedestrian pathways and other relevant features. The Renderings offer preliminary visual representation of the proposed development for the Subject Lands, for reference only. Detailed designs of the buildings are subject to changes at the Site Plan Application stage.

4.2 Noise Feasibility Study

A Noise Feasibility Study was conducted by HGC Engineering to support the proposed development. The results of the study indicate that the proposed development is feasible with provided some noise control measures are incorporated. These measures include providing central air conditioning for Blocks D, E and F as these blocks face West Side Road. Additionally, forced air ventilation systems with ductwork sized for future installation of central air conditioning is recommended for Block C. Upgraded building constructions are required for the façades facing West Side Road. These recommendations will be addressed in detail at the Site Plan Application stage.

5. Planning Policies

As previously noted, the purpose of this PJR is to evaluate the appropriateness of advancing applications for an OPA and ZBA in the context of the *Planning Act*, the PPS, the Growth Plan, the NOP, and the City OP. The following subsections provide discussion and analysis of these documents in relation to the proposed development.

5.1 Planning Act

Section 2 of the *Planning Act* identifies matters of provincial interest for which Council shall have regard for in carrying out its responsibilities under the *Planning Act*. Included in these matters are:

POLICY

- (h) the orderly development of safe and healthy communities;*
- (j) the adequate provision of a full range of housing, including affordable housing;*
- (p) the appropriate location of growth and development;*
- (q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;*
- (r) the promotion of built form that,*
 - (i) is well-designed,*

ANALYSIS

The Subject Lands are at an appropriate location for growth and development as the lands are within settlement area and in proximity to a wide range of complementary uses including a commercial plaza, schools, churches, grocery stores, retail spaces, restaurants, and parks. This proposal makes efficient use of an under-utilized land parcel through intensification at an appropriate location. Moreover, a noise feasibility study was conducted to evaluate the suitability of the proposed development in relation to the commercial plaza to the north. The study concludes that the proposed development is feasible with appropriate noise control measures.

Additionally, the proposal contributes to the provision of a full range of housing by facilitating a stacked townhouse development in the City where single detached dwellings are the predominant housing typology.

The proposed development is also compact, well-designed and pedestrian-oriented for the following reasons:

- Stacked townhouse dwelling is a denser housing form compared to other types of ground-oriented residential development;
- Buildings are oriented to the public streets to provide visual interest and eyes on the street;

- Curb cuts are limited as no individual driveways or front-facing garages are proposed;
- Parking is provided in a common surface parking area that is screened by buildings;
- The proposed buildings and amenity area are well connected to the public sidewalks via private pedestrian walkways.

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.

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.

Consistency and conformity with Provincial, Regional and Town policies are discussed in-depth in the subsequent sections of this report. Subject to the analysis provided in the following sections of this report, the Application is considered to comply with the provisions of the Planning Act.

5.2 Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS) provides overall policy direction on matters of provincial interest related to land use planning and land development within the Province of Ontario. The PPS supports improved land use planning and contributes to more efficient and cost-effective development patterns, which protects the financial and natural resources of the province, as well as public health and safety, while preserving and maintaining the natural environment.

5.2.1 Managing and directing land use

POLICY

1.1.3.1 *Settlement areas shall be the focus of growth and development.*

1.1.3.2 *Land use patterns within settlement areas shall be based on densities and a mix of land uses which:*

a) efficiently use land and resources;

b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;

e) support active transportation;

f) are transit-supportive, where transit is planned, exists or may be developed;

Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.

ANALYSIS

The Subject Lands are located within Settlement Areas as defined in the PPS. A high-density residential development in the form of 114 stacked townhouse dwelling units is proposed on the Subject Lands where infrastructure and public facilities are available. As such, the proposal efficiently uses urban lands which are underutilized relative to their planned highest and best use.

The Subject Lands are serviced by both fixed-route (Port Colborne Link) and on-demand transit services. Residential intensification on the Subject Lands will optimize the use of these services.

5.2.2 Housing

POLICY

1.4.3 *Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:*

b) permitting and facilitating:

1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and

2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;

c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;

- d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;*
- e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and*
- f) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety*

ANALYSIS

The proposed development facilitates residential intensification in a land-efficient manner by way of 114 stacked townhouse dwelling units, at a density of 87.3 units per hectare. The proposed stacked townhouse dwelling units will provide new housing supply that contributes to the diversification of housing options available in Port Colborne. As a form of multiple-unit housing, the proposed stacked townhouse dwelling units are expected to have lower price points when compared to ground-oriented housing types, such as single detached and semi-detached dwellings.

As previously noted, residential intensification at this location supports transit and is expected to utilize the existing municipal infrastructure.

5.2.3 Infrastructure and Transportation Systems

POLICY

- 1.6.2.2** *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. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.*

ANALYSIS

The proposed development is anticipated to make use of the existing infrastructure. A detailed Functional Servicing Report and Stormwater Management Report will be prepared at the Site Plan Application stage.

POLICY

- 1.6.7.4** *A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.*

ANALYSIS

Because of the Subject Lands' strategic location, the proposed residential development thereon is anticipated to reduce the length and number of vehicular trips made to access services, retail, institutional and recreational uses which are in the immediate vicinity. The diverse mix of land uses surrounding the Subject Lands enables future residents to complete their trips on foot or other active alternatives such as cycling and transit. As such, the proposal is consistent with Policy 1.6.7.4 of the PPS that encourages land use patterns and development densities to reduce car usage and support active transportation.

SUMMARY

The proposed development is within a settlement area and will increase housing supply and widen the range of housing options which will contribute to meeting the housing needs of the current and future residents. The development is appropriately located where municipal services and infrastructure are available. Based on the foregoing, the proposed development is consistent with the PPS.

5.3 Growth Plan for Greater Golden Horseshoe (Office Consolidation 2020)

The Growth Plan supports the achievement of complete communities that are compact and transit supportive and make efficient use of investments in infrastructure and public service facilities. The Growth Plan also prioritizes intensification in Built-up Areas where existing municipal services and infrastructure are available. The proposed development is located within the delineated Built-Up Area in Port Colborne where the Growth Plan envisions accommodating intensification and more compact, higher-density forms of housing.

The policies of the Growth Plan relevant to the proposed development are reviewed below.

5.3.1 Guiding Principles

POLICY

Section 1.2.1 sets out the Guiding Principles of the Growth Plan, and the policies relevant to the development are listed below.

- *Support the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime.*
- *Prioritize intensification and higher densities in strategic growth areas to make efficient use of land and infrastructure and support transit viability.*
- *Support a range and mix of housing options, including second units and affordable housing, to serve all sizes, incomes, and ages of households.*

ANALYSIS

The proposed development supports the achievement of a complete community by providing a compact housing development on a vacant parcel of serviced land close to public parks, schools, grocery stores and local businesses. The proposed residential intensification will be supported by the existing fixed-route transit service as well as the new on-demand transit. The proposal will contribute towards diversifying both the range and mix of housing options in the area to better serve a variety of households by size, income and age/stage of life.

5.3.2 Managing Growth

POLICY

2.2.1.2 *Forecasted growth to the horizon of this Plan will be allocated based on the following:*

c) within settlement areas, growth will be focused in:

i. delineated built-up areas;

ii. strategic growth areas;

iv. areas with existing or planned public service facilities;

2.2.1.4 *Applying the policies of this Plan will support the achievement of complete communities that:*

a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;

b) improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;

c) provide a diverse range and mix of housing options, including second units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;

f) mitigate and adapt to climate change impacts, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability;

2.2.2.1 *By the time the next municipal comprehensive review is approved and in effect, and for each year thereafter, the applicable minimum intensification target is as follows:*

a) A minimum of 50 per cent of all residential development occurring annually within each of the Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will be within the delineated built-up area; and

2.2.2.3 *All municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will:*

c) encourage intensification generally throughout the delineated builtup area;

ANALYSIS

The proposed development is within the Delineated Built-up Area where the Growth Plan directs growth should be focused (Policy 2.2.1.2.c).

The proposal conforms to Policy 2.2.1.4 and supports the achievement of complete communities by:

- Intensifying residential use at a location that will enable more people to live close to restaurants, grocery stores, services, recreational options as well as institutional uses such as schools and churches;
- Introducing a new compact housing form that contributes to a wider range and mix of housing options within the community; and

The proposal conforms to 2.2.2.1 a) and 2.2.2.3 c) by providing an opportunity for intensification within a delineated built-up area and contributing towards the minimum intensification target of 50%.

5.3.3 Housing

POLICY

2.2.6.2 *Notwithstanding policy 1.4.1 of the PPS, 2014, in implementing policy 2.2.6.1, municipalities will support the achievement of complete communities by:*

c) considering the range and mix of housing options and densities of the existing housing stock; and

d) planning to diversify their overall housing stock across the municipality.

2.2.6.3 *To support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.*

ANALYSIS

The proposed development will provide 114 stacked townhouse dwelling units of various sizes. This conforms to policies 2.2.6.2 and 2.2.6.3 as the proposal will increase the range of housing options found in the area in terms of typology and density. As previously stated, stacked townhouse dwelling is a more compact form of multi-unit housing that reduces

housing costs and will contribute to meeting housing needs of current and future residents.

SUMMARY

The proposed development is in the Delineated Built-up Area and supports the achievement of complete communities, increases housing options, and will contribute to meeting the minimum intensification targets for the City of Port Colborne. Additionally, the proposed development will utilize the existing municipal services and transportation network, while adopting a compact built form to make efficient use of the land. Based on the preceding, the proposed development conforms to the Growth Plan.

5.4 Niagara Official Plan (2022) (NOP)

The NOP is a long-range document that guides the physical, economic, and social development of Niagara Region. It contains objectives, policies and mapping to ensure most new development to accommodate future growth in Niagara Region is directed to Built-up Areas.

The designation of the Subject Lands in relevant schedules of the Niagara Official Plan are shown below.

Schedule	Designation of Subject Lands
Schedule B – Regional Structure	Delineated Built-Up Area
Schedule C1 – Natural Environment System Overlay and Provincial Natural Heritage System	Not part of the natural environment system
Schedule J1 - Transportation Infrastructure	West Side Road (Highway 58) is a Provincial Road
Schedule J2 - Strategic Cycling Network	Strategic Cycling Network on Main Street West (approximately 560 metres from the Subject Lands)

5.4.1 Regional Structure and Housing

POLICY

2.2 *The objectives of this section are as follows:*

b. accommodate growth through strategic intensification and higher densities;

e. promote transit-supportive development to increase transit usage, decrease greenhouse gas emissions, and support the overall health of the community.

2.2.1.1 *Development in urban areas will integrate land use planning and infrastructure planning to responsibly manage forecasted growth and to support:*

- a. the intensification targets in Table 2-2 and density targets outlined in this Plan;*

Table 2-2: Niagara Region Minimum Residential Intensification Targets by Local Area Municipality 2021-2051

Municipality	Units	Rate
Fort Erie	3,680	50%
Grimsby	4,500	98%
Lincoln	8,895	90%
Niagara Falls	10,100	50%
Niagara-on-the-Lake	1,150	25%
Pelham	1,030	25%
Port Colborne	690	30%
St. Catharines	18,780	95%
Thorold	1,610	25%
Wainfleet	0	0%
Welland	10,440	75%
West Lincoln	1,130	13%
Niagara Region	62,005	60%

- b. 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;*
- c. a diverse range and mix of housing types, unit sizes, and densities to accommodate current and future market-based and affordable housing needs.*
- e. 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;*
- h. opportunities for the integration of gentle density, and a mix and range of housing options that considers the character of established residential neighbourhoods;*

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; and*

ANALYSIS

The NOP directs that growth be accommodated through strategic intensification and higher densities. The proposed development provides a higher density housing option

within the City's existing urban area with employment, retail options, services, recreation/institutional uses, and other amenities located nearby. Moreover, the proposal will introduce a compact development on underutilized lands which will effectively minimize land consumption and optimize existing municipal infrastructure.

A minimum residential intensification target rate of 30% has been established for the City of Port Colborne by the NOP. The proposed development, as a residential intensification project, contributes to achieving this target. Moreover, it will provide a new housing typology in the form of stacked townhouse dwellings that will widen the range of housing options available to serve a wider range of households in terms of size, income level, and stage of life. Overall, the proposed development will support the creation of a complete community in the area and contribute to meeting diverse housing needs.

5.4.2 Healthy Communities

POLICY

6.3 *The objectives of this section are as follows:*

a. plan healthy and safe communities that provide high quality of life

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;

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

ANALYSIS

The Subject Lands are within walking distance to various commercial and recreational uses. Moreover, the proposed development incorporates well connected walkways which encourages residents to walk to nearby commercial and recreational uses. This prevents sedentary lifestyle and contributes to healthier communities. Moreover, noise control measures will be considered at the site plan stage which will minimize noise pollution, contributing to healthier living as reduced noise levels promote better sleep and overall mental wellbeing.

In addition, the proposal will not only augment the housing supply but also provide more choices suitable for households at different stages of life and income levels. Given that the current surrounding community consists mainly of low-density residential properties, the proposed stacked townhouse development presents an opportunity for individuals seeking to downsize, enabling them to age in place within the same community.

Lastly, The proposal features an outdoor amenity space within the Subject Lands which will allow residents to engage in physical activity, foster social cohesion, and support mental health.

SUMMARY

The proposed development is located within an area identified for long-term growth that can be serviced through municipal infrastructure. At 87.3 units per hectare the development will be compact, efficiently use land, and contribute to meeting the Region's target intensification rate for the City. The proposed development will provide an attractive street wall along both roads and add eyes-on-the-street to enhance the safety and attractiveness of the adjacent public realm, where active transportation facilities such as municipal sidewalks and on-demand transit are available and/or planned.

Based on the foregoing, the proposed development conforms to the NOP.

5.5 City of Port Colborne Official Plan (City OP)

The City of Port Colborne Official Plan (City OP) provides a comprehensive 20-year vision for the future of the municipality. The Official Plan identifies and addresses matter that influences the growth and development of the City with respect to economic development, community improvement, conservation of natural and natural heritage resources, parks and open space requirements and expectations for water and wastewater servicing. The following table identifies the Subject Lands' designations under the City's OP Schedules (Appendix C – City of Port Colborne Official Plan Schedules).

Schedule	Designation of Subject Lands
Schedule A – City-Wide Land Use	Commercial Plaza, within Urban Area boundary
Schedule A1 - Greenfields	Built Boundary
Schedule B - Natural Heritage	No natural heritage features
Schedule D - Transportation	West Side Road (Highway 58) is a Provincial Road; Coronation Drive is a Local Road

5.5.1 Purpose of the Plan and Growth Management Strategy

POLICY

1.2 Purpose of the Plan

- ii) Taking advantage of compact building design, where appropriate;*
- iv) Creating a range of housing opportunities and choices;*
- v) Creating walkable neighbourhoods;*
- vi) Fostering distinctive, attractive communities with a strong sense of place*

2.2 Growth Management Strategy

The City of Port Colborne's Growth Management Strategy shall:

- b) Direct growth in a strategic manner.*
- c) Direct urban growth to lands that fall within the designated Urban Area Boundary, which is serviced by municipal water and sanitary services.*
- e) Support infill and intensification, subject to the applicable policies, in the following designations: i) Urban Residential*
- f) Support compact and transit supportive development within the built boundary and on designated greenfield lands.*

ANALYSIS

The Subject Lands are within the City's Urban Area Boundary as shown in Schedule A of the City OP (Appendix C – City of Port Colborne Official Plan Schedules).

The proposed infill development is on lands within the urban areas where municipal water and sanitary services are available. A compact, high density residential development on the Subject Lands will increase the range of housing options in Port Colborne and support the immediate area becoming more walkable and transit-supportive by encouraging a larger number of people to walk or take transit to their desired destinations within the community.

Additionally, urban design policies are proposed as part of the OPA to foster a strong sense of place for the future development on the Subject Lands.

5.5.2 Strategic Planning Policies

POLICY

2.4.2.1 a) New housing development should:

- i) Be located in the urban area to make use of existing infrastructure and facilities;*
- ii) Be accessible to medical facilities, shopping and any future public transportation system;*
- iii) Be close to or be developed with on-site parks and open space;*
- v) Use housing forms suitable for an aging population such as at-grade housing or medium density apartment buildings;*
- vi) Provide for a range of smaller lots and homes suitable to smaller households; and*

vii) Be close to or be developed with social and recreational facilities

2.4.3 *a) The majority of the Municipality's intensification will be accommodated within the Urban Area where the development is compatible with the surrounding uses*

2.4.3.1 *a) The Municipality will plan to achieve an intensification target of 15%.*

b) Intensification will be measured on an annual basis and will include all new housing units created within the Built-up area.

2.4.3.2 *a) Infill and intensification sites should match the pre-established building character of adjacent buildings.*

b) Where no existing or consistent character is established, infill and intensification development should be consistent with the applicable Design Guideline Policies of this Plan.

c) Where appropriate, the design of the development should provide linkages and connections to existing and proposed pedestrian and bicycle networks.

ANALYSIS

The proposal conforms to Section 2.4.2.1 as its is located in an Urban Area and will utilize existing infrastructure and facilities. It is also in proximity to commercial uses, existing transit service, and public parks. The proposed stacked townhouse dwellings, similar to apartment buildings, is a form of housing suitable for seniors and empty nesters who are looking to downsize and still live in the neighbourhood. The proposal also caters to a variety of households, including smaller households as stacked townhouse dwelling units are generally smaller than their single detached or semi-detached counterparts. Moreover, the Subject Lands are in proximity to various parks as shown in Figure 2.

Additionally, as identified in Section 2.4.3 and 2.4.3.1, the City encourages intensification throughout the Built-up area where the Subject Lands are located. The intensification project proposed on the Subject Lands will utilize current infrastructure and contributing to the municipality's goal of achieving a 15% intensification target.

Section 2.4.3.2 b) applies to the Subject Lands as they are surrounded by a variety of buildings with varied built form and character such as the commercial plaza to the north, the low-density residential housing form to the south and west. The applicable design guideline policies of the City OP will be analyzed in Section 5.5.3 of this report. Lastly, as identified in Section 2.4.3.2 c), the proposed development provides pedestrian walkways that link directly to municipal sidewalks to provide linkages.

5.5.3 Urban Residential

Implementation of the proposed development will require an Official Plan Amendment ("OPA") to redesignate the Subject Lands from Commercial Plaza to Special Policy Area

to permit stacked townhouse dwellings. Section 6 of this report will evaluate the appropriateness of the proposed redesignation of the Subject Lands to Urban Residential. As the proposed residential development will be achieving a density of 87.3 units per hectare, it is appropriate to assess the applications against the policies under Section 3.2.1 c) High Density Residential as well as the design guidelines under Section 3.2.3.1 of the City OP.

POLICY AND ANALYSIS

3.2.1 c) High Density Residential will:

POLICY	ANALYSIS
i) <i>Be developed as apartment buildings ranging in density from 70 to 100 units per net hectare;</i>	<p>The residential use on the Subject Lands is proposed to be stacked townhouse dwellings instead of apartment buildings in order to improve compatibility with the low-rise residential uses to the west and south. As a form of ground-oriented housing, stacked townhouse dwellings are closer in built-form to other ground-oriented typologies such as single detached, semi-detached and townhouse dwellings.</p> <p>Moreover, the proposed stacked townhouse development still achieves a density of 87.3 units per hectare which falls within the permitted density range for High Density Residential.</p>
ii) <i>Have frontage on an arterial or collector road;</i>	<p>The Subject Lands have frontage on West Side Road/ Highway 58 which is a provincial highway and Coronation Drive which is a local road. The proposed development provides two (2) vehicular accesses from Coronation Drive to comply with MTO's request.</p>
iii) <i>Have commercial or ground-oriented residential uses on the main floor;</i>	<p>As noted, the proposal is for a stacked townhouse development. Each vertical stack will be split into four levels, consisting of one unit that is below grade and two upper-level units. Nonetheless, all units are proposed to be ground-oriented with separate accesses to the pedestrian walkways. Additionally, the lower-level terraces and balconies provide eyes-on-the-street benefits to the neighbourhood. The intent of this policy is still achieved with the proposed design.</p>
v) <i>Be oriented on the site to minimize shadows on adjacent low and medium density residential development;</i>	<p>The property is a corner lot, abutting West Side Road to the east and Coronation Drive to the south. Only the immediately adjacent residential developments are assessed for potential shadowing impacts caused by the proposed development.</p>

POLICY	ANALYSIS
	<p><u>Impacts on residential use to the south</u> The majority of shadowing is anticipated to occur generally towards the northern side of the development due to the known movement of the sun across the sky. The proposal is not anticipated to generate adverse shadowing over the residential uses to the south.</p> <p><u>Impact on the residential use to the west</u> For the dwelling to the west, Block B is located at a distance of approximately 14.1 metres from the westerly lot line. As Block B is only proposed to be approximately 10 metres, this substantial side yard setback ensures the proposed development does not create significant shadowing impacts on the dwellings to the west.</p>
<i>v) Be encouraged to be developed in proximity to public transit and active transportation routes; and</i>	The proposed development is at a location where on-demand transit and fixed-route transit services are available.
<i>vi) Be subject to Site Plan Control;</i>	The proposed development is subject to site plan control, where additional details such as landscaping and servicing will be provided.

Section 3.2.3.3 b) provides design guidelines for townhouses and multiple-unit developments.

POLICY

3.2.3.3 b) Townhouses and multiple-unit housing should:

- i) Be aligned parallel to the street from which the principal entrance should be visible and accessible;*
- ii) Consider overall form, massing and proportions and the rhythm of major repetitive building elements and roof designs to create a street façade that is composed of a consistent and attractive variety of building elements; and*
- iii) Be consistent with the placement and character of the surrounding built form where an infill development.*

ANALYSIS

The proposal conforms to section 3.2.3.3 i) and ii) because of the following reasons:

- Blocks B, C, D and E are aligned parallel to the adjoining public roads, thereby framing the streets and providing direct access to principal entrances from these streets.
- As shown in Figures 3 and 4 below, the overall massing and rhythm proposed for each of the blocks is similar and will create a consistent street façade.
- Each unit will have independent access from the established grade, providing a convenient connection to the interior vehicular and bike parking area as well as municipal sidewalks.

In accordance with section 3.2.3.3 iii) the proposal achieves consistency with the placement and character of the surrounding built form as the proposed stacked townhouse dwellings are planned to be 10.2 metres in height, comparable to the maximum height of 11 metres that is permitted as of right for the surrounding low-rise residential properties. Without the proposed OPA and ZBA, a development on the Subject Lands that conforms to the existing Commercial Plaza designation and complies with the Commercial Plaza zone regulations will uncertainly be less compatible with the surrounding low-rise residential developments. Moreover, Blocks B, C, and D are situated along Coronation Drive and have been designed to align with the orientation of neighboring residences on the same street. This deliberate arrangement ensures that the overall design is in harmony with the surrounding environment.

Additional details regarding building elements and roof designs that will further enhance the consistency of the proposed development with the surrounding built form will be finalized at the Site Plan Application stage.



Figure 3 - Proposed development from Coronation Drive looking north



Figure 4 - Proposed development from West Side Road (Highway 58) looking south-west

SUMMARY

The proposed development will provide 114 dwelling units in a stacked townhouse form, which will contribute to meeting Port Colborne's intensification target and provide a relatively new housing choice in a location appropriate for higher density housing. The proposal will optimize the use of the Subject Lands while being compatible with neighbouring land uses. Stacked townhouse dwellings represent a compact and affordable housing form compared to other prevalent housing typologies in the City. The proposal also makes efficient use of existing community facilities, public transit, recreational facilities, and schools; optimizes existing infrastructure and supports nearby retail and commercial services.

Based on the foregoing, the proposed development conforms to the City of Port Colborne Official Plan, subject to approval of the official plan amendment required to redesignate the Subject Lands to Special Policy Area to permit stacked townhouse dwellings on Schedule A – City Wise Land Use.

6. Proposed Official Plan Amendment

The Subject Lands are currently designated as Commercial Plaza under on Schedule A – City Wide Land Use. The applicant is proposing to amend the Official Plan to facilitate the proposed development. The specific changes to the Official Plan are as follows:

1. Redesignate the lands from Commercial Plaza to a Special Policy Area that permits stacked townhouse dwellings.
2. Provide the following site-specific policies:
 - a. Notwithstanding Policy 3.2.1 of the Official Plan for the City of Port Colborne, the land may be developed for stacked townhouse dwellings ranging in density from 70 to 100 units per hectare.
 - b. Stacked townhouse blocks located nearest to the lot lines and running parallel to them must be oriented towards the street;
 - c. At-grade parking should be screened by a combination of buildings and landscaping to minimize their visual appearance from the public realm;
 - d. Principal entrances of blocks oriented towards the street should be accessible and visible from the street and connected to public sidewalks;
 - e. Appropriate landscape treatment should be considered along the property lines to improve the visual quality along the public roads and to provide suitable buffer with the adjacent uses to the north and west.

The Official Plan Amendment can be supported for the following reasons:

- The proposed amendment facilitates the development of new housing in the City. As mentioned, stacked townhouse dwellings help diversify the housing stock and meet the needs of households across the income spectrum and stages of life.
- The Subject Lands are immediately adjacent to lands designated Urban Residential to the west and south and there are no land use compatibility issues with the commercial plaza to the north as concluded by the Noise report.
- The high-density residential development at this location provides an appropriate transition between the Commercial Plaza use to the north and the low-density residential development to the west and south of the Subject Lands.
- As the Subject Lands are still undeveloped, there appears to be no demand for more commercial development at this location. The area is already well served by the existing commercial plaza to the north.
- The proposed urban design policies above help ensure the future development will be compatible with the surrounding uses, contribute to an attractive private-public interface and conform with the City OP.

- The proposed OPA will facilitate residential intensification that contributes to the City meeting its intensification target.
- The proposed designation is well suited for the location of the Subject Lands as it is surrounded by a diverse mix of land uses complementary to residential development, including restaurants, grocery store, schools and parks.
- The proposed development addresses the matters of provincial interest stated in the Planning Act as demonstrated in section 5.1 of this report. In particular, the proposed development contributes to the adequate provision of housing.
- The proposed OPA is consistent with the Provincial Policy Statement and conforms with A Place to Grow (Growth Plan for the Greater Golden Horseshoe), and the Niagara Official Plan.
- The proposal implements the policies of the City of Port Colborne Official Plan in that the proposal provides for a higher density residential use adjacent to West Side Road, promoting active transportation and complete communities.

The text of the Official Plan Amendment is found in Appendix E – Draft Official Plan Amendment to this report.

7. Proposed Zoning By-law Amendment

The proposed development is located on lands that are zoned as Commercial Plaza (CP) in accordance with Comprehensive Zoning By-law 6575/30/18 (see Figure 5 below).

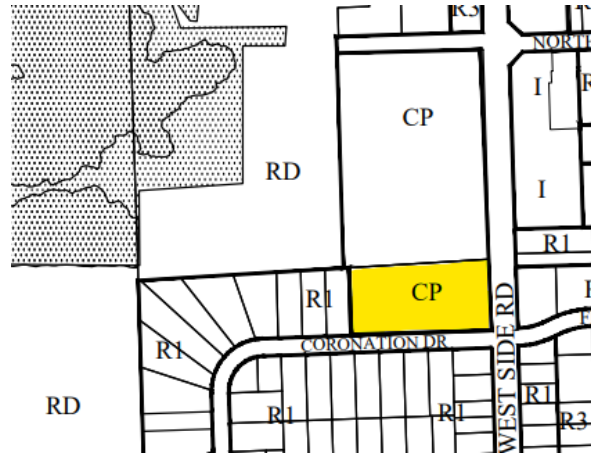


Figure 5 – Zoning of the Subject Lands (Subject Lands indicated in yellow)

A Zoning By-law Amendment is required to rezone the Subject Lands to a Site-Specific Fourth Density Residential Zone (R4-XX) to facilitate the proposed development. The table below assesses the proposed development against the R4 zone regulations and other relevant provisions under the City's Comprehensive Zoning By-law 6575/30/18 and identifies where site-specific relief is needed.

REGULATION	REQUIREMENT	PROPOSED	COMPLIANCE
Permitted Uses	e) Dwelling, Townhouse Block; f) Dwelling, Townhouse Street; g) Apartment Buildings;	Stacked Townhouse Dwelling	No
Minimum Lot Frontage	18 metres	82.3 metres	Yes
Minimum Lot Area per unit	125 square metres per unit	13,065/ 114= 114.6 square metres per unit	No
Minimum Front Yard	9 metres	14 metres	Yes
Minimum Interior Side Yard	3 metres	6.3 metres	Yes
Minimum Corner Side Yard	7.5 metres	7.5 metres	Yes

REGULATION	REQUIREMENT	PROPOSED	COMPLIANCE
Minimum Rear Yard	6 metres	11.8 metres	Yes
Maximum Lot Coverage	40%	19.2%	Yes
Maximum Height	20 metres	10.2 metres	Yes
Minimum Landscaped Area	25%	26.5% ¹ (without the 14-m MTO setback), 35.9% (with the 14-m setback)	Yes
Minimum Floor Area for a Unit	50 square metres	60 square metres	Yes
Sight Triangle (2.13.1)	6 m x 6 m	6 m x 6 m	Yes
Encroachment of Uncovered Stairs (2.19.1)	Permitted in all yards and should be setback 0.5 metres from lot line	Located 5.36 metres from the corner side lot line	Yes
Minimum Balcony Setback (2.19.1)	7.5 metres from Corner Side Lot Line	6.4 metres	No
Minimum Lower-Level Terrace Setback (2.19.2 a))	7.5 metres from Corner Side Lot Line	4.5 metres	No
Parking Spaces (3.1.1)	1.25/ unit for apartment	1.25/ unit for apartment (143 spaces in total)	Yes
Parking Space Dimensions (3.2)	Standard Parking Space: 2.6 X 5.2 m Two (2) Accessible Spaces Side by Side: 2.6 X 5.2 m with 2.6 m common space between accessible spaces	Standard Parking Space: 2.6 X 5.2 m Two (2) Accessible Spaces Side by Side: 2.6 X 5.2 m with 2.6 m common space between accessible spaces	Yes
Accessible Parking Spaces (3.3)	6 spaces	6 spaces	Yes

REGULATION	REQUIREMENT	PROPOSED	COMPLIANCE
Ingress and Egress Standards (3.7)	Driveway width = 7.5 metres	Ingress and Egress driveway width = 7.5 metres	Yes
Bicycle Parking (3.13.1)	16 spaces	16 spaces	Yes

7.1 Permitted Uses

Required: Uses permitted in the R4 Zone

Proposed: Stacked Townhouse Dwellings, defined as a building containing five or more dwelling units, each of which has an independent entrance and does not include another dwelling type defined herein.

The proposed housing form of stacked townhouses is technically an apartment building as defined by City's Zoning By-law. This proposed amendment is to provide additional clarity. A definition of "stacked townhouse dwellings" is also introduced in this Zoning By-law Amendment.

7.2 Minimum Lot Area per unit

Required: 125 square metres per unit

Proposed: 114 square metres per unit

With a land area of approximately 1.3 hectares and 114 units, a minimum lot area of 114 square metres per unit is being proposed, which represents a minor reduction of 11 square metres from the required overall lot area per unit. The overall site design has been optimized to efficiently utilize the land while maintaining compatibility with the surrounding uses. The slight decrease in lot area per unit is not anticipated to have any negative impacts on the proposed development or the surrounding uses.

7.3 Minimum Balcony Setback

Required: 7.5 metres from Corner Side Lot Line

Proposed: 6.4 metres from Corner Side Lot Line

The Zoning By-law 6575/30/18 defines balconies as platforms which are subject to provision 2.19.1, requiring such structures to have a minimum setback equivalent to the required corner side yard. The reduced corner side yard setback for balconies of block B, C and D is not expected to cause any adverse impacts and is supportable due to the following reasons:

- By extending the balconies into the corner side yard, residents can benefit from improved views and increased exposure to natural light;
- The balconies will contribute to the visual appeal of the building's façade;
- Provides 'eyes on the street' for Coronation Drive and increases the overall neighbourhood safety.

7.4 Minimum Lower-Level Terrace Setback

Required: 7.5 metres from Corner Side Lot Line

Proposed: 4.5 metres from Corner Side Lot Line

The proposed lower-level terraces are considered enclosed platform structures under the Zoning By-law 6575/30/18 and are subject to provision 2.19.2 which requires such structures to be deemed part of the building and to meet all required yards. The proposed encroachment of the lower-level terraces into the corner side yard is not expected to result in any adverse effects. This is because the encroachment occurs below ground level and will not be visible from the street, thus eliminating any potential visual impacts along Coronation Drive. Consequently, there are no concerns regarding the streetscape or the overall aesthetic appeal of the area.

Additionally, blocks B, C and D adhere to a consistent 7.5 metre setback for their main building front wall.

8. Summary of Planning Opinion

The proposed development of 114 residential dwellings will provide an opportunity for additional housing while making efficient use of the Subject Lands and maintaining compatibility with the surrounding uses.

It is our professional opinion that the proposed Zoning By-law Amendment and Official Plan Amendment represent good land use planning, are in the public interest, and should be approved for the following reasons:

1. The proposed development addresses matters of provincial interests as outlined in the *Planning Act*, is consistent with the PPS and conforms to the Growth Plan, the NOP, and the City OP;
2. The proposal facilitates compact residential intensification within the Built-Up Area where growth is directed;
3. The proposal will make efficient use of existing transit services and municipal infrastructure;
4. The proposed development is compatible with the surrounding land uses and contributes to an improvement of the adjacent public realms;
5. The proposed development augments the housing supply in Port Colborne, contributes to the diversification of housing options in the City to meet the needs of households at different stages of life and income levels;
6. The proposed development is appropriately located in an area that has a wide range of complementary land uses including commercial, recreational and institutional uses;

Report prepared by:

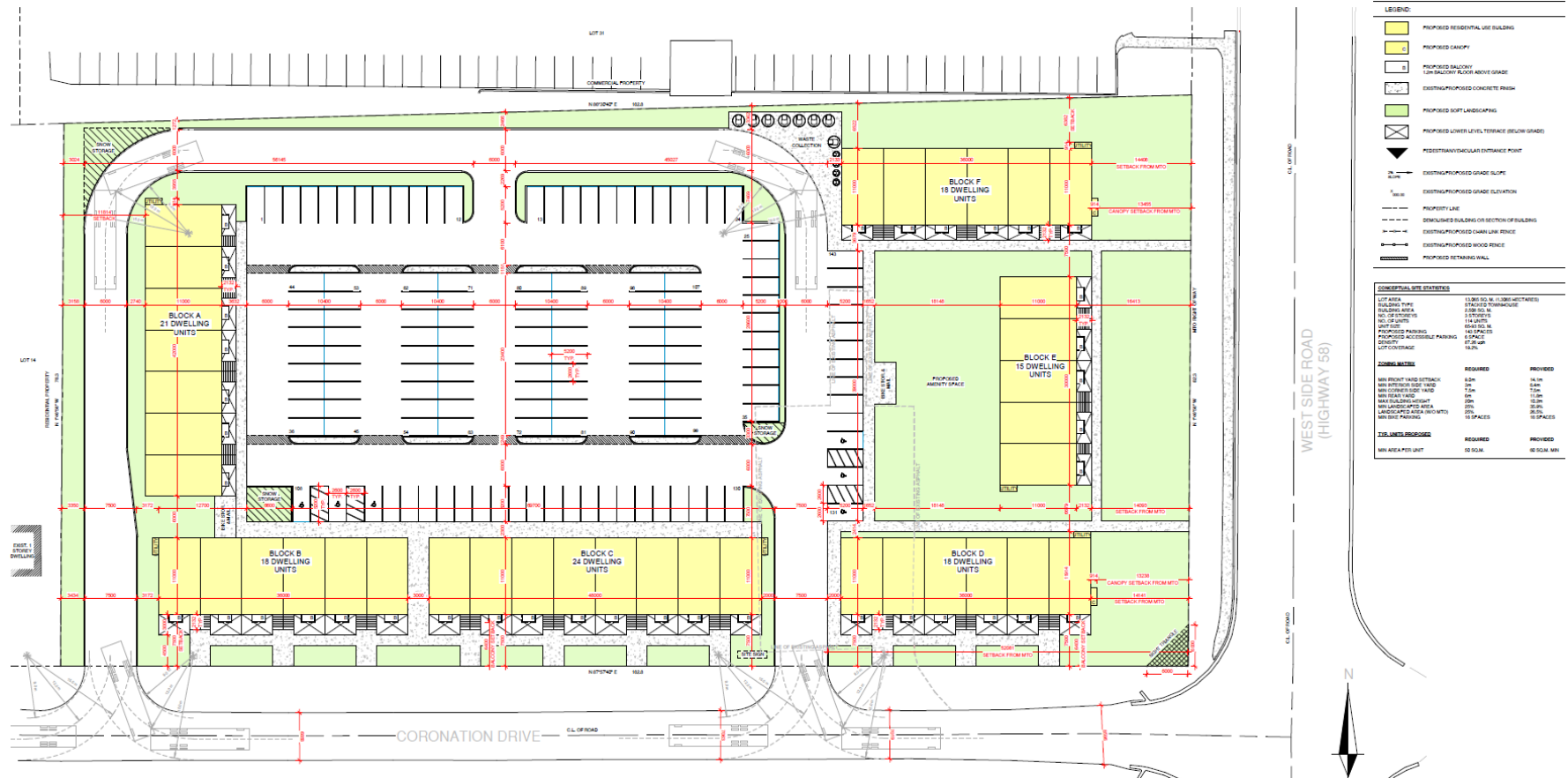
Asawari Modak, MPlan
Planner
NPG Planning Solutions Inc.

Report reviewed by:

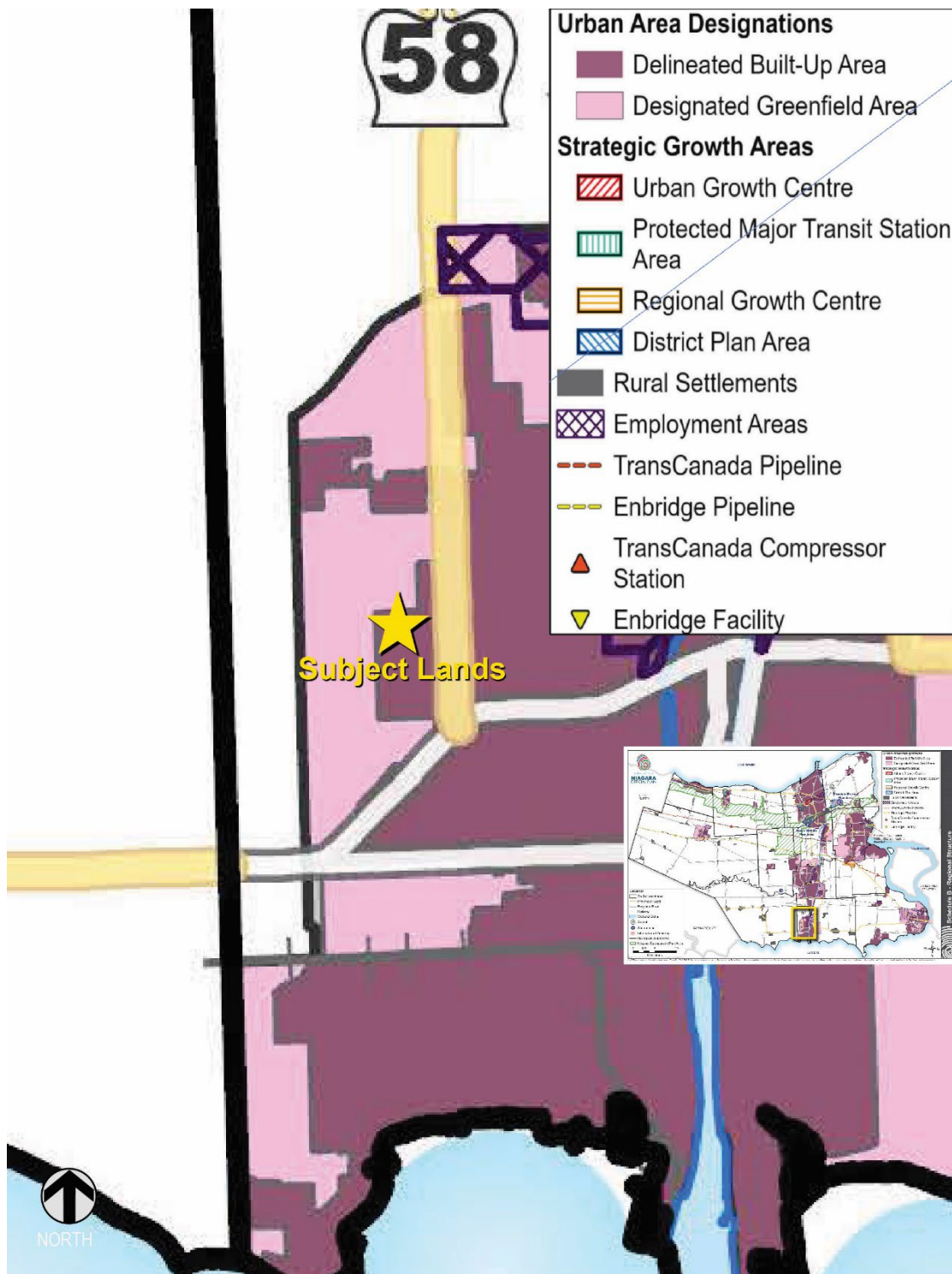
Jeremy Tran, MCIP, RPP, MPlan
Senior Planner and Urban Designer
NPG Planning Solutions Inc.

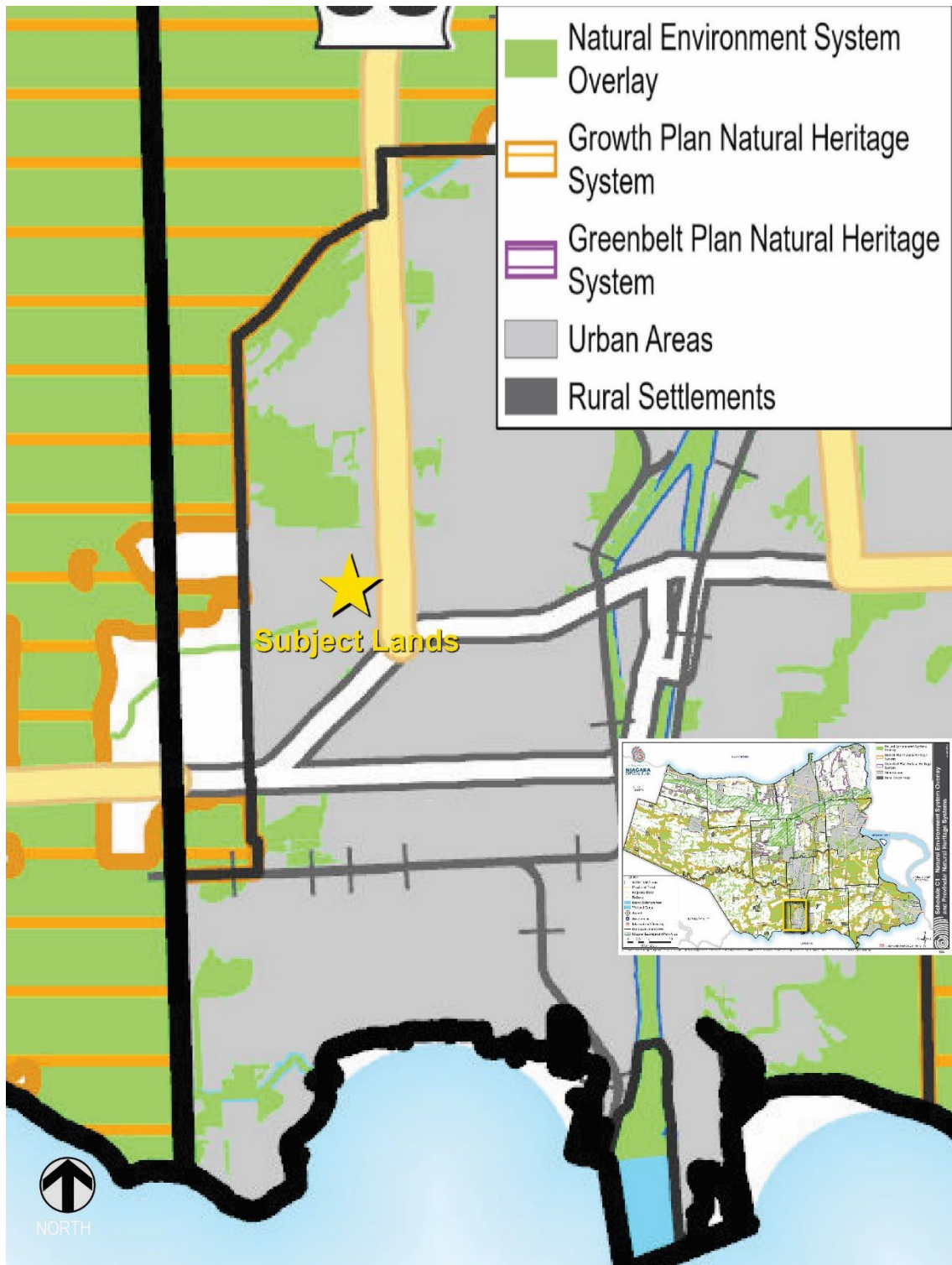
9. Appendices

Appendix A: Conceptual Site Plan

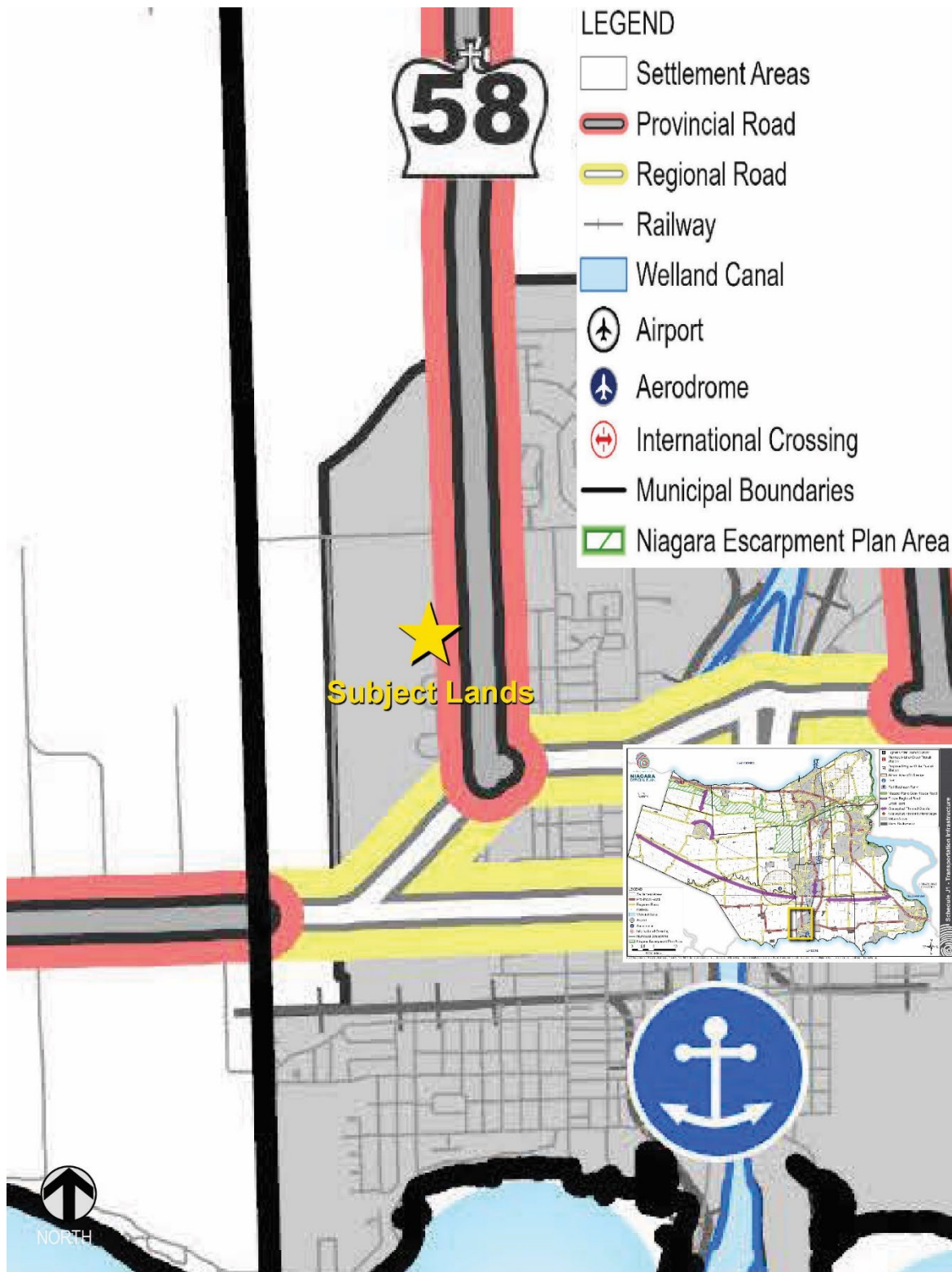


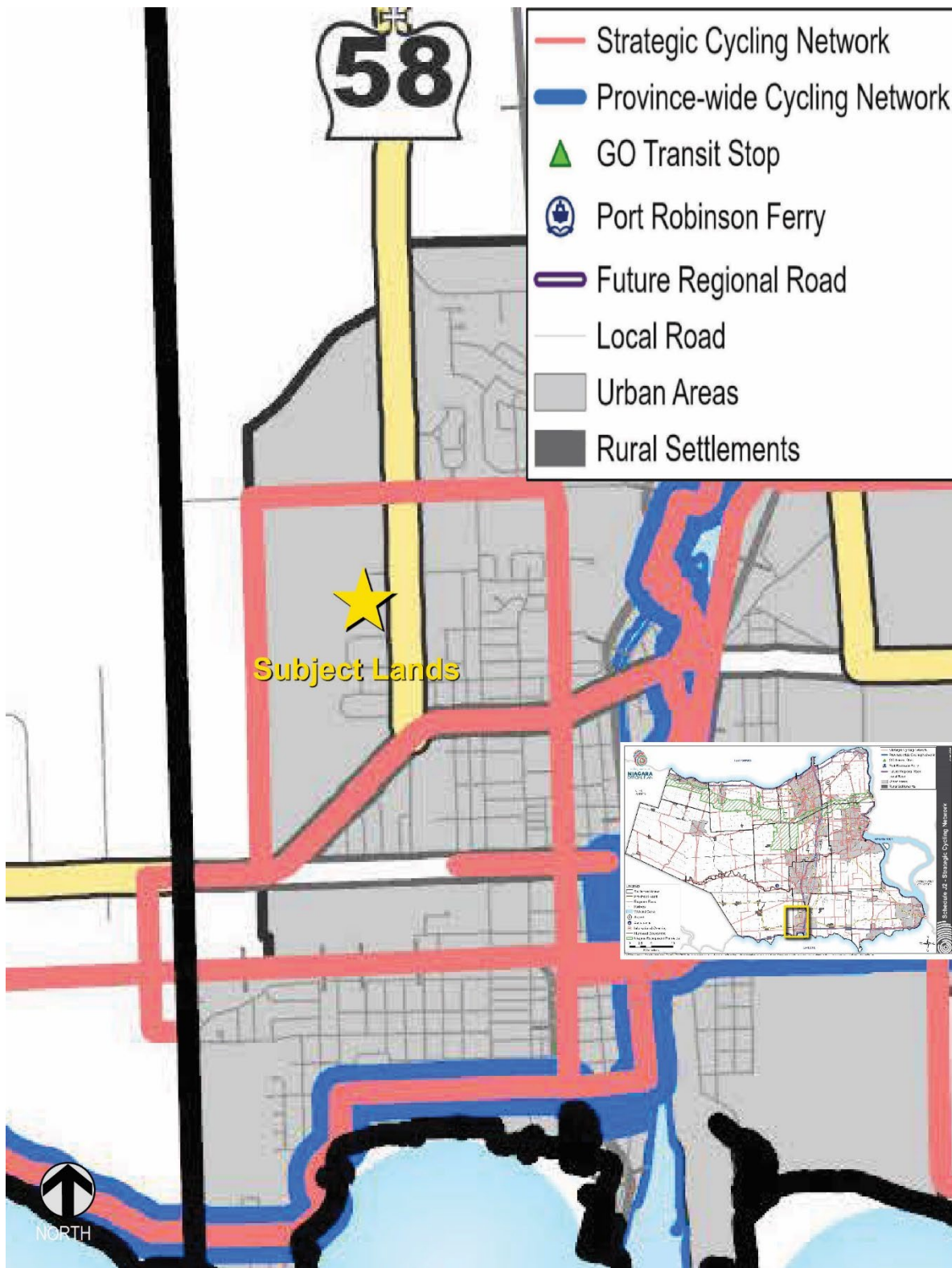
Appendix B: Niagara Official Plan Schedules



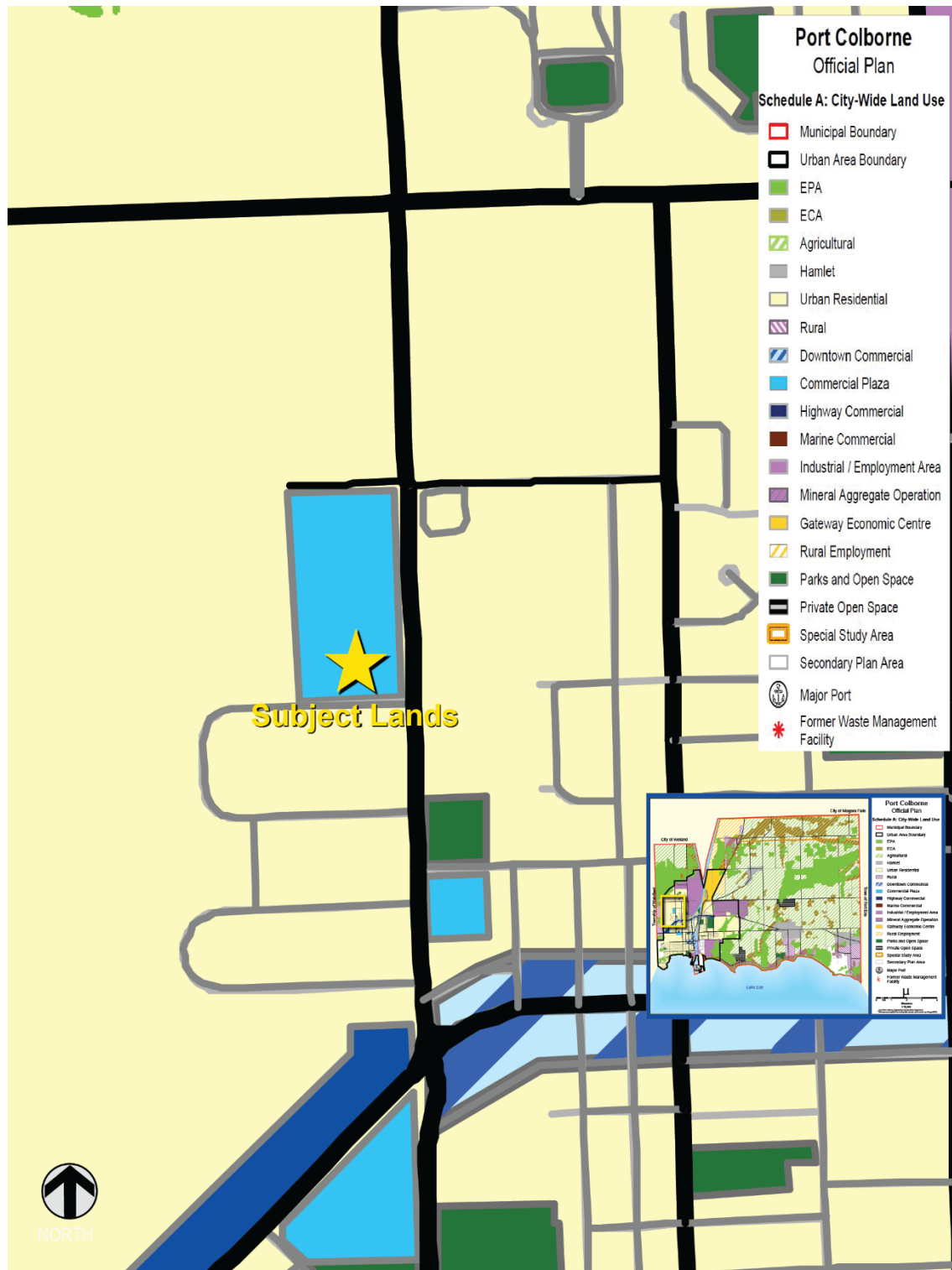


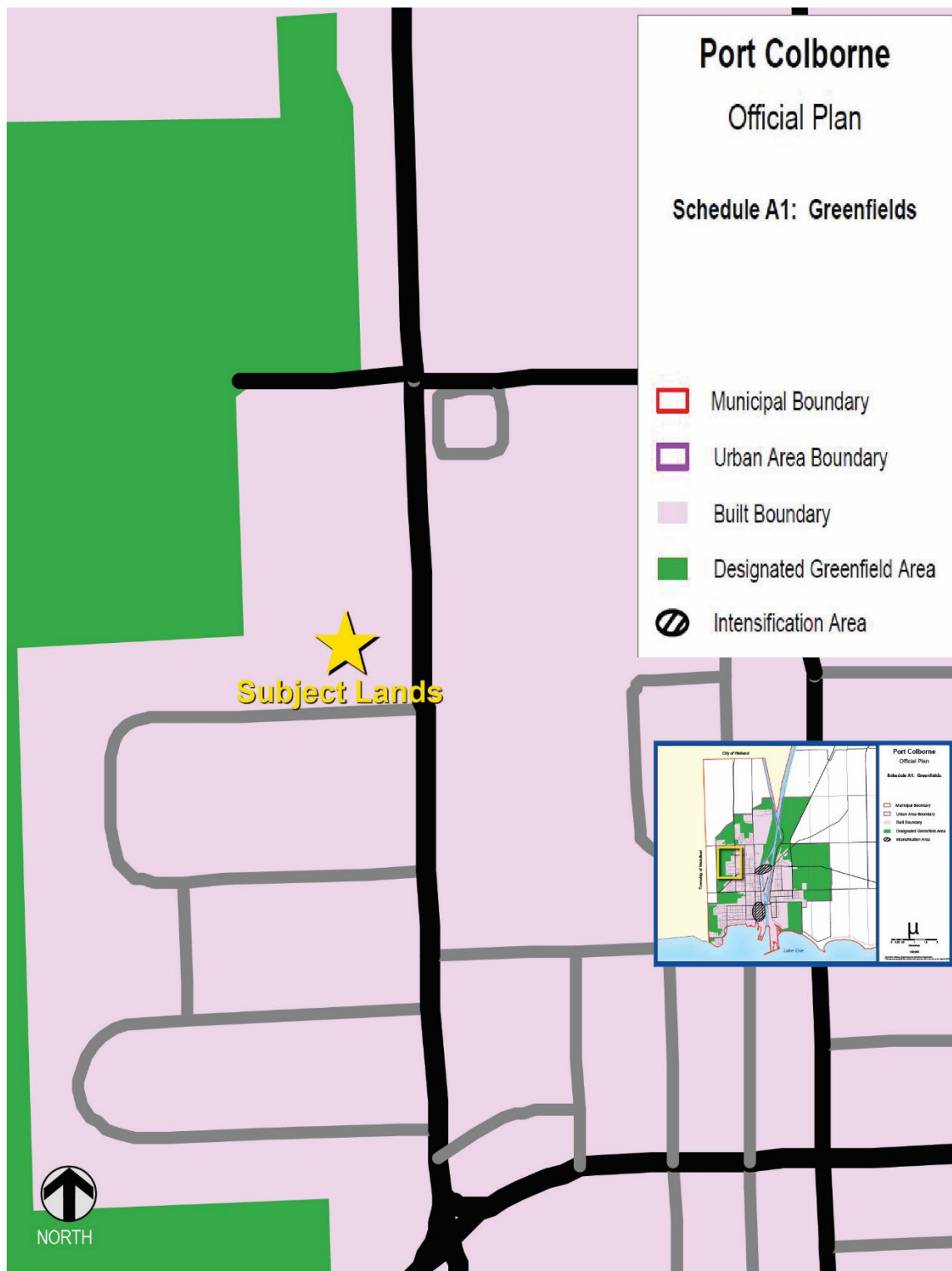
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Appendix C: City of Port Colborne Schedules







Appendix D: Draft Zoning By-law Amendment

By-law No. _____

Page 1

The Corporation of the City of Port Colborne

By-law no. _____

Being a by-law to amend Zoning By-law 6575/30/18 for the lands legally known as LTS 8-13 PL 820; S/T RO139541 in the City of Port Colborne, Regional Municipality of Niagara, municipally known as 135 Coronation Drive, and

Whereas By-law 6575/30/18 is a by-law of The Corporation of the City of Port Colborne restricting the use of land and the location and use of buildings and structures; and

Whereas, the Council of The Corporation of the City of Port Colborne desires to amend the said by-law.

Now therefore, and pursuant to the provisions of Section 34 of the Planning Act, R.S.O. 1990, The Corporation of the City of Port Colborne enacts as follows:

1. This amendment shall apply to those lands described on Schedule “A” attached to and forming part of this by-law.
2. That the Zoning Map referenced as Schedule “A8” forming part of By-law 6575/30/18 is hereby amended by changing those lands described on Schedule A from Commercial Plaza (CP) to R4-XX, being a special provision of the Fourth Density Residential (R4) zone.
3. That Section 37 entitled “Special Provisions” of Zoning By-law 6575/30/18, is hereby further amended by adding the following:

Residential Fourth Density Zone - R4-XX

Notwithstanding the provisions of section 8.7 of the Zoning By-law 6575/30/18, following regulations shall apply:

- | | |
|-------------------|--|
| a) Permitted uses | Stacked townhouse dwellings;
and
Uses permitted in the R4 zone |
|-------------------|--|

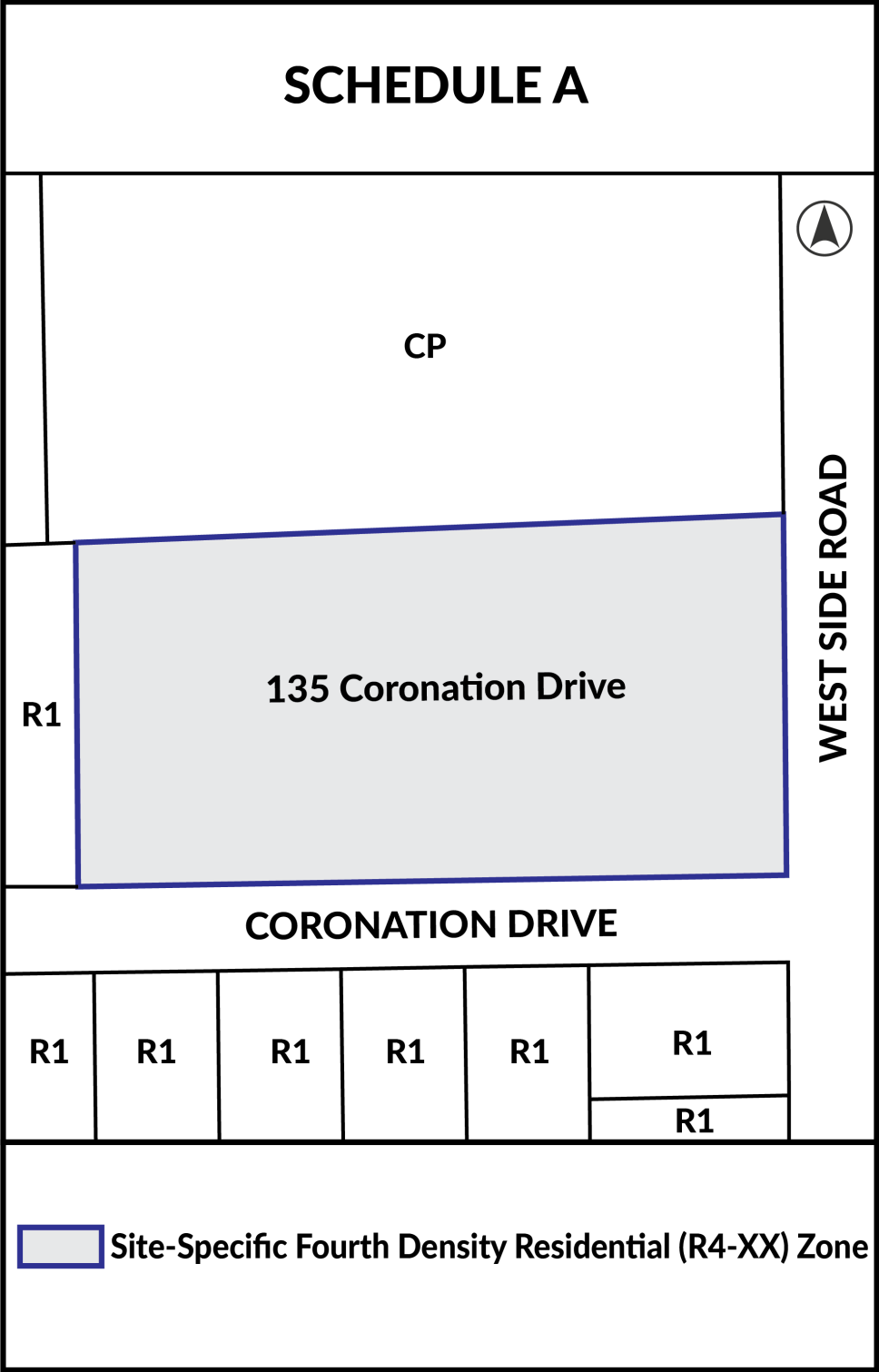
- b) Minimum lot area per dwelling unit 114 m²
 - c) Minimum setback of balconies 6.4 metres
 from the corner side lot line
 - d) Minimum setback of lower-level 4.5 metres
 terraces from the corner side
 lot line
 - e) The balance of the regulations under section 8.7
4. That Section 38 entitled "Definitions" of Zoning By-law 6575/30/18, is hereby further amended by adding the following:
- Dwelling, Townhouse, Stacked:** means a building containing five or more dwelling units, each of which has an independent entrance and does not include another dwelling type defined herein.
5. That this by-law shall come into force and take effect on the day that it is passed by Council, subject to the provisions of the Planning Act.
6. The City Clerk is hereby authorized and directed to proceed with the giving notice of the passing of this by-law, in accordance with the Planning Act

That this by-law shall come into force and take effect on the day that it is passed by Council, subject to the provisions of the *Planning Act*.

Enacted and passed this day of , 2023.

William C Steele
Mayor

Charlotte Madden
Acting City Clerk



Appendix E: Draft Official Plan Amendment

THE CORPORATION OF THE CITY OF PORT COLBORNE

BY-LAW NO XXX/XX/23

**BEING A BY-LAW TO ADOPT AMENDMENT NO. XX 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;

NOW THEREFORE the Council of the Corporation of the City of Port Colborne pursuant to Section 17(22) of *The Planning Act, R.S.O. 1990*, enacts as follows:

1. That the Official Plan Amendment No. XX to the Official Plan for the City of Port Colborne Planning Area consisting of the attached explanatory text and mapping is hereby adopted.
2. That this By-law shall come into force and take effect on the date upon which it is finally passed.

**READ A FIRST, SECOND AND THIRD TIME AND FINALLY PASSED THIS XXTH
DAT OF [MONTH] 2023.**

William C Steele, MAYOR

Charlotte Madden, CLERK

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

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Introductory Statement

Details of the Amendment

Implementation & Interpretation

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

THE STATEMENT OF COMPONENTS

PART A

The Preamble which does not constitute part of this Amendment.

PART B

The Amendment, consisting of the following text and Schedule “A”, constitutes Amendment No. XX to the Official Plan for the Port Colborne Planning Area.

PART A – THE PREAMBLE

Purpose

The purpose of this amendment is to amend land use designations on Schedule A – City-Wide Land Use of the Port Colborne Official Plan in order to facilitate the development of the subject lands, shown on the attached Schedule, as stacked townhouse dwellings.

Location

The lands affected by this amendment are legally described as LTS 8-13 PL 820; S/T RO139541 in the City of Port Colborne, Regional Municipality of Niagara, municipally known as 135 Coronation Drive. A detailed map of the subject lands is attached as Schedule “A” to this Official Plan Amendment No. XX

Basis

Currently, the subject lands are designated “Commercial Plaza”. 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 facilitate the development of 114 residential stacked townhouse dwelling units. The proposed density is 87.3 units per hectare.

The proposed development provides an opportunity for residential intensification at a location that is serviced by existing services and infrastructure. The subject lands are surrounded by residential, commercial and institutional land uses making them a highly suitable location for the proposed intensification.

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 “CP- Commercial Plaza” zone to “R4-XX – Site-specific Fourth Density Residential Zone”.

The proposal is consistent/conforms with:

- The Provincial Policy Statement (2020) by promoting growth within a settlement area;
- A Place To Grow (2020) by contributing to the minimum intensification targets and utilizing existing municipal services;
- Niagara Official Plan through the promotion of growth in urban areas; and
- Port Colborne Official Plan by introducing residential uses at an appropriate location, while meeting the City’s intensification target and promoting growth within the Built-Up Area.

PART B – THE AMENDMENT

INTRODUCTORY STATEMENT

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. XX to the Official Plan for the City of Port Colborne.

The Official Plan for the Port Colborne Planning Area is hereby amended as follows:

Lands shown on Schedule A are redesignated from Commercial Plaza to Special Policy Area and permitted to be developed for stacked townhouse dwellings at a density range of 70 to 100 units per hectare.

DETAILS OF THE AMENDMENT

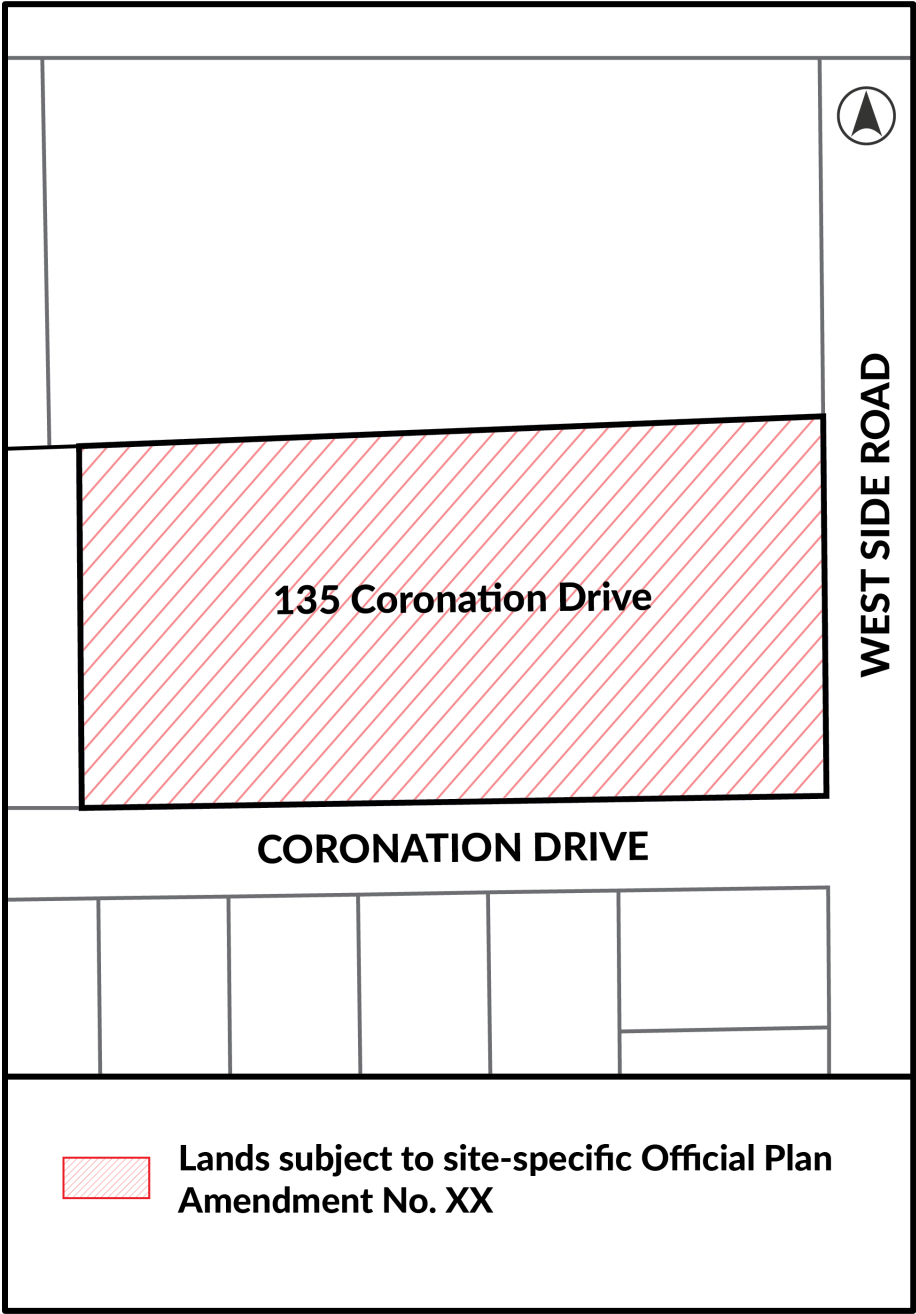
The following changes are made to the Official Plan and Schedule A - City Wide Land Use of the Official Plan for the Port Colborne Planning Area:

1. That lands shown on "Schedule A to Official Plan Amendment No. XX", shall be re-designated from Commercial Plaza to Special Policy Area and shall be identified on Schedule A City Wide Land Use Map of the Official Plan for the Port Colborne Planning Area.
2. Notwithstanding Policy 3.2.1 of the Official Plan for the City of Port Colborne, the lands may be developed for stacked townhouse dwellings ranging in density from 70 to 100 units per hectare, subject to the following:
 - a. Stacked townhouse blocks located nearest to the lot lines and running parallel to them must be oriented towards the street;
 - b. At-grade parking should be screened by a combination of buildings and landscaping to minimize their visual appearance from the public realm;
 - c. Principal entrances of blocks oriented towards the street should be accessible and visible from the street and connected to public sidewalks;
 - d. Appropriate landscape treatment should be considered along the property lines to improve the visual quality along the public roads and to provide suitable buffer with the adjacent uses to the north and west.

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.

SCHEDULE A



Appendix F: Correspondence with MTO regarding canopies

From: [Nunes, Paul \(MTO\)](#)
To: [Asawari Modak](#)
Cc: [David Schulz](#); [Jeremy Tran](#)
Subject: RE: 135 Coronation Drive
Date: May 1, 2023 9:48:04 AM
Attachments: [image002.png](#)
[image003.png](#)
[image001.png](#)

Hi Asawari,

Re: Proposed multi-block residential stacked townhouse development
135 Coronation Drive, Port Colborne, ON. (Hwy 58)

The MTO would have no objection to the proposed canopy and architectural framing encroaching into the 14 setback, as indicated in your preliminary image,.

Thanks,

Paul Nunes | Senior Project Manager (West)

Highway Corridor Management Section | Central Operations | Ontario Ministry of Transportation

159 Sir William Hearst Avenue, 7th Floor, Toronto, ON. M3M 0B7

Telephone: 416-270-3108 | Email: paul.nunes@ontario.ca



From: Asawari Modak <amodak@npgsolutions.ca>
Sent: April 27, 2023 11:14 AM
To: Nunes, Paul (MTO) <Paul.Nunes@ontario.ca>
Cc: David Schulz <David.Schulz@portcolborne.ca>; Jeremy Tran <jtran@npgsolutions.ca>
Subject: 135 Coronation Drive

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Hi Paul, good morning,

My name is Asawari, planner with NPG and I'm working on the proposed OPA and ZBA application for 135 Coronation Drive.

I have a question about the proposed development at 135 Coronation Drive and wanted to touch base with you. We received your comments after the pre-consultation held on February 24, 2022, and have included them for your reference.

Our architecture team is interested in incorporating a canopy and architectural framing for the end units that face the highway to enhance their visual appeal from that side. These features would project onto the 14-meter setback mandated by the MTO. Based on the pre-consultation notes, it seems that you are open to including non-essential elements like these within the 14-meter setback. I am sharing a

preliminary image below for your consideration. Let me know if you see any problems with the proposed canopy and architectural framing.



Asawari Modak, MPlan

Planner

M 403 918 9984 **E** amodak@npgsolutions.ca



Our offices:

To our valued clients and industry partners: We are now working in a hybrid office format at full capacity in both our Niagara Falls and Hamilton offices. Our landline (905) 321-6743 is available and all NPG team members are available via our individual cell phones. If you are having trouble reaching us, please email Dianne Rintjema @ drintjema@npgsolutions.ca. Thank you for working with NPG.