

---

**2025 12 04**

# **Planning Justification Report & Urban Design Brief**

**475-481 Queenston Road, Niagara-on-the-lake**

**In support of Applications for:**

**Draft Plan of Subdivision, &  
Draft Plan of (Common Element) Condominium**

*Submitted on behalf of:  
Kenneth Ledwez & Dawn Ledwez*

# Table of Contents

***Introduction* ..... 3**

***Subject Lands* ..... 4**

***Proposed Development*..... 5**

***Ownership & Maintenance Structure* ..... 6**

***Planning Policy Framework* ..... 8**

***Planning Act (June 2025 consolidation)* .....8**

***Condominium Act 1998 (October 2023 consolidation)* .....9**

***Provincial Planning Statement (2024)* .....9**

***Official Plan, Niagara Region (May 2024 Consolidation)*.....10**

***Official Plan, Town of Niagara-on-the-Lake (2017 consolidation)* .....12**

***Glendale Secondary Plan, Town of Niagara-on-the-Lake (September 2, 2024)* .....13**

***Zoning By-law, Town of Niagara-on-the-lake (No. 2022-50)* .....15**

***Compatibility Between Industrial & Residential Facilities* ..... 15**

***Urban Design Brief* ..... 16**

***Conclusion*..... 18**

## Introduction

*Better Neighbourhoods Inc.* has been retained by Kenneth Homes Ltd. to prepare this *Planning Justification Report* for the property known locally as 475-481 Queenston Road in support of an application for Draft Plan of Subdivision.

The proposed development will create lots under a combination of *Draft Plan of Subdivision* and *Common Element Condominium*:

- Single Detached Residential (x 10)
- Common Element - Parkland (x 1)
- Public Street

### *Draft Plan of Subdivision*

The draft plan of subdivision would create 11 lots on a municipal street (Ledwez Court). Also shown are easements required for servicing. The street design is also shown and will be described later. Lots 1-10 will be for detached homes. Lot 11 is intended for a private park.

*Draft Plan of Condominium (CEC)* - Lot 11 will be owned in common by the 10 lot owners through the registration of a Common Element Condominium (CEC). The CEC will manage and maintain lot 11 as a private park and maintain the landscape buffer within lot 1 and 11 fronting Queenston Road through an easement.

On January 16, 2025, a *Pre-Consultation* meeting was held between the applicants, staff from the Town of Niagara-on-the-Lake, and Niagara Region Planning staff. Following this meeting, the proposed plan has been revised to incorporate a public road in place of a private road, as discussed with staff.

For the purposes of the Plan of Subdivision application under the Planning Act, the following supporting documents have been included:

- Planning Justification Report
- Archeological Assessment & Ministry Letter – Stage 1 & 2
- Environmental Site Assessment
- Servicing Report
- Signed Tree Protection Declaration Form
- Master Concept Plan
- Concept Plan
- Draft Plan of Subdivision
- Draft Plan of Condominium
- Preliminary Servicing Plan
- Preliminary Lot Grading & Drainage Plan
- Property Index Map & Parcel Registers

An existing dwelling at 481 Queenston Road is proposed to be maintained across the common lot boundary between Lot 10 and Lot 10A. Through consultation with staff, it was agreed that Lot 10 will be further severed into Lot 10A at a later stage using Part Lot Control, following the construction of Lot 1 (the owner's lot) and subsequent demolition of the existing dwelling. Lot 1 has also intentionally been

oversized to permit a future severance at a later date. However, that consideration is not a part of this application.

A Tree Inventory and Arborist Report will be provided as part of the conditions of subdivision approval.

## Subject Lands

Existing Conditions – Queenston Road is a character street with numerous detached dwellings on large, unserviced lots. #481 Queenston Road, is one such lot. #475 Queenston Road is vacant. (Figure 1 & 2)



Figure 1: Neighbourhood Site Context



Figure 2: Existing Site Conditions



Figure 3: Existing House



Figure 4: Existing Garage



Figure 5: Existing Barn

## Proposed Development

This one-hectare development will consist of 10 freehold custom detached homes on a municipal street. A small park in the middle of the circle will be owned by the 10 homeowners through a Common Element Condominium. The urban design will be enhanced through architectural controls. Some lots may include secondary units above detached garages.

The *Master Concept Plan (Figure 6)* illustrates the proposed development scheme for the lands and relies upon the *Draft Plan of Subdivision (Figure 7)* to create the public streets and private development blocks. Whereas the *Draft Plan of Common Element Condominium (CEC) (Figure 8)* establishes the common element private park & easements.



Figure 6: Master Concept Plan

## Ownership & Maintenance Structure

- Streets
  - The public streets, including all infrastructure within its right-of-way (ROW) will be owned by the Town.
  - Repair and replacement of all infrastructure would be the responsibility of the Town just as in any subdivision, subject to the required developer 'Maintenance Period' in the *Subdivision Agreement*.
    - Includes: concrete curbs, asphalt, streetlights, street trees, watermains, sanitary and storm sewers.
  - Snow clearing of the travelled carriageway will be the responsibility of the Town.
- Private Park & Easements
  - All *Common Elements* such as Private Park (Block 11), Easements across Lots 1 & 10 along Queenston Road would be privately held under communal ownership by the common element condominium corporation.
  - Repair, replacement & maintenance of all infrastructure would be the responsibility of the condominium corporation.
    - Includes concrete curbs, boulevard lawn cutting, landscape light fixtures, trees, landscaping, and gazebo.

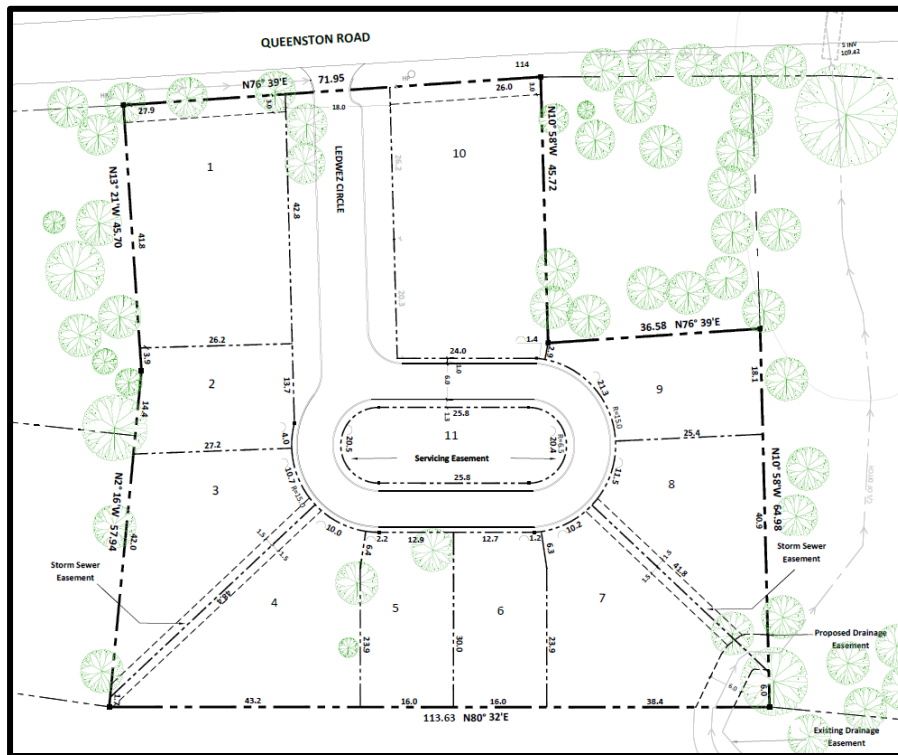


Figure 7: Draft Plan of Subdivision

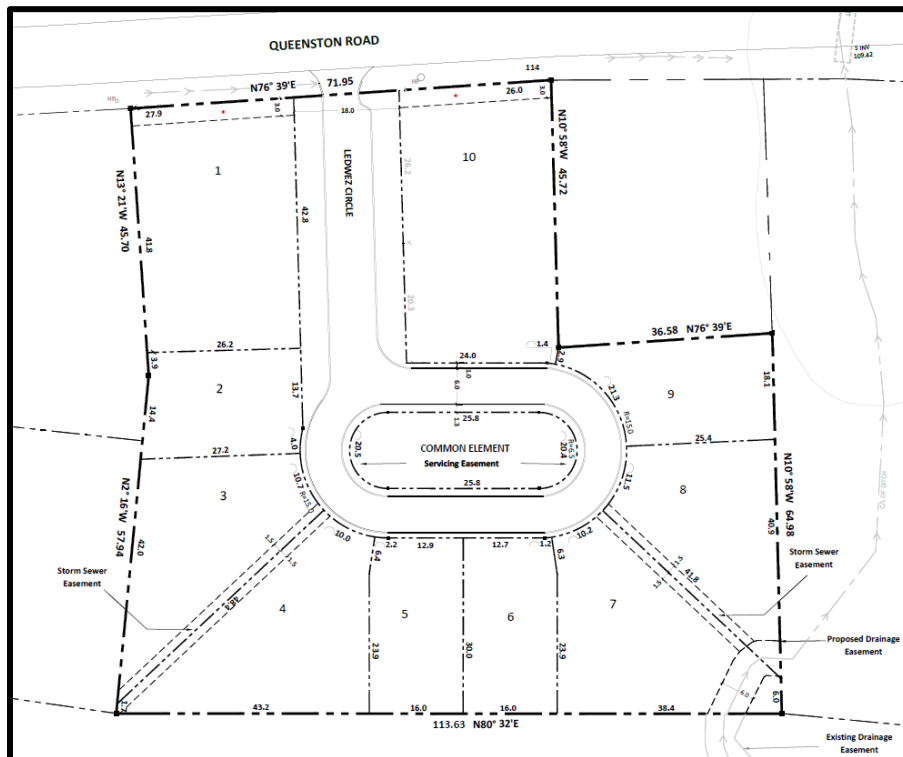


Figure 8: Draft Plan of Common Element Condominium

# Planning Policy Framework

## Planning Act (June 2025 consolidation)

The *Planning Act* promotes sustainable economic development in a healthy and natural environment within the means provided and led by Provincial policies to encourage cooperation and coordination among various interests, (subsection 1.1).

Planning Act Sections
<p><i>Section 2 of the Planning Act</i> outlines matters of provincial interest, including: protecting ecological systems; conserving significant cultural, historical, and architectural features; promoting efficient use of energy, water, and services; minimizing waste; ensuring safe, healthy, and orderly communities; providing a range of housing including affordable units; supporting economic well-being; resolving planning conflicts; protecting public health and safety; guiding appropriate growth and development; encouraging sustainable, transit- and pedestrian-oriented development; and promoting well-designed built form with high-quality, safe, accessible, and attractive public spaces.</p>
<p><i>Section 51(17) of the Planning Act</i> outlines the information and materials required to support a draft plan of subdivision, including property boundaries, lot layout, intended uses, existing and proposed roads, adjacent lands, natural and built features, servicing, soil conditions, and any restrictions on the lands. The accompanying draft plan of subdivision and supporting materials collectively address these requirements.</p>
<p><i>Section 51(24) of the Planning Act</i> sets out the criteria for assessing draft plans of subdivision, focusing on matters such as provincial interests, timing and public interest, conformity with Official Plans, land suitability, affordable housing, lot and road design, restrictions, conservation, servicing, parkland, energy efficiency, and site plan control.</p>

The proposed development does not impact any ecologically sensitive natural heritage features and that has been confirmed by the NPCA. The subdivision will be serviced through available municipal infrastructure along Queenston Road, with extensions from Townline Road. The plan provides single detached residential housing typology as is governed by the Provincial & local policies, but also includes opportunity for secondary apartments above garages, and emphasizes high-quality urban design that frames the public realm in a compact and efficient manner. Overall, the proposed development is supportive of the objectives outlined under Section 2 of the Planning Act.

The proposed subdivision is not premature given the availability of municipal services, public service facilities, and the pressing housing demand in southern Ontario. The subject lands are within the Glendale Secondary Plan Area and the urban boundary, the lands are designated for residential use and there are no environmental or cultural heritage constraints.

The plan of subdivision appropriately considers lot configuration, road layout, and servicing. The design proposes a minor court servicing 10 single-detached homes, with lot sizes capable of accommodating secondary suites to provide flexible and modest housing options. 2-3 curbside visitor parking spaces along with on-site parking have been provided. The proposed lotting promotes the efficient use of land and services, and detailed matters of grading, landscaping, and stormwater management will be addressed through site plan control. No construction will proceed until the Town and the owner’s civil engineers confirm the lands can be fully serviced and/or phased appropriately. The plan also demonstrates regard

for provincial interests, good land use planning, and compatibility with surrounding development.

Overall, the proposed application has appropriate regard for sections 2, 51(17) & 51(24) of the *Planning Act* and support logical, more environmentally responsible urban growth that respects the surrounding neighbourhood.

**Condominium Act 1998 (October 2023 consolidation)**

The proposed Draft plan of Common Element Condominium (CEC) speaks to the applicable sections under 8(1) & section 141 under the condominium Act 1998.

**Provincial Planning Statement (2024)**

The Provincial Planning Statement (PPS) provides policy direction on matters of provincial interest and sets the policy foundation for regulating land use development province-wide, helping achieve the provincial goal of meeting the needs of a fast-growing province while enhancing quality of life for all Ontarians. Decisions affecting planning matters shall be consistent with the policies of the PPS.

PPS Sections
<i>Section 2.1.6 (Planning for People and Homes)</i> states that planning authorities should support the achievement of complete communities by ensuring a diverse mix of land uses and housing, improving accessibility, and supporting social equity and overall quality of life for all residents.
<i>Section 2.2.1 (Housing)</i> establishes criteria to ensure a range of housing types and densities that meet current and future needs, support affordable housing, encourage intensification, efficient land use, and transit- and active transportation-friendly development.
<i>Section 2.3.1.1 (Settlement Areas and Settlement Area Boundary Expansion)</i> states that settlement areas shall be the focus of growth and development
<i>Section 2.3.1.4</i> states, in part, that planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options
<i>Section 3.1.1 (Infrastructure and Facilities)</i> states that infrastructure and public service facilities shall be provided in an efficient manner while accommodating projected needs.
<i>Section 3.6.1 (Sewage, Water and Stormwater)</i> states, in part, that planning for sewage and water services shall accommodate forecasted growth in a timely manner that promotes the efficient use and optimization of existing municipal sewage services and municipal water services.
<i>Section 3.6.8</i> states, in part, that planning for stormwater management shall be integrated with planning for sewage and water services and ensure that systems are optimized, retrofitted as appropriate, feasible and financially viable over their full life cycle.

The proposed development accommodates custom detached homes that can also address the need of multigenerational families with the potential for secondary units above garages. These secondary units would represent suitable candidates for less expensive housing and would allow for flexibility for some residents to age in place. Additionally, the proposal provides dedicated recreational open space through the private park. These elements work to create a more complete and desirable neighborhood with increased quality of life for residents and creates a unique “sense of place.”

At a density of approximately 10 units per hectare, the proposal represents appropriate residential intensification compared to the existing large-lot pattern along Queenston Road. This compact form makes more efficient use of urban land, services, and infrastructure. Preliminary lot grading, drainage, and servicing plans confirm the site’s functional capacity to accommodate the development. Municipal water, sanitary, and stormwater systems will be integrated to optimize servicing, manage runoff effectively, and maintain proper drainage and infiltration. Appropriate zoning standards and design guidelines will ensure compatibility with the surrounding neighbourhood while maintaining adequate separation, servicing, and overall livability.

The lands are designated for residential use within the Glendale Secondary Plan, are fully serviceable, and present no natural heritage, agricultural, or cultural heritage constraints. Overall, the proposal reflects an efficient, well-planned form of intensification that enhances housing diversity, and aligns with PPS objectives for complete, sustainable, and well-serviced communities.

**Official Plan, Niagara Region (May 2024 Consolidation)**

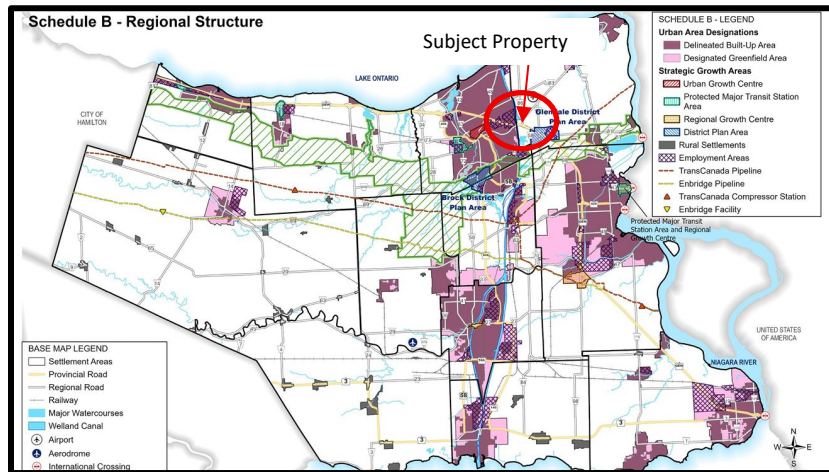


Figure 9: Schedule B – Regional Structure

As the upper-tier planning authority, Niagara Region is concerned with the broad interests of balancing the physical and economic growth of urban areas with the conservation of the natural environment. The Regional Official Plan, adopted by Regional Council on June 23, 2022, and approved by the Ministry of Municipal Affairs and Housing on November 4, 2022, outlines the long-term strategic policy planning framework for managing growth in the Region.

Niagara Region - Official Plan Sections
<p><i>Section 2 (Growing Region)</i> – establishes the policy framework for the accommodation of the Region’s projected population and employment growth. A majority of growth is to occur within urban areas, where water and wastewater systems exist or are planned, and a range of transportation options can be provided. Urban areas are broken down into built-up areas, designated greenfield areas, and strategic growth areas.</p>
<p><i>Section 2.2.1.1 (Managing Urban Growth)</i> – states that development in urban areas must integrate land use and infrastructure planning to create complete communities through compact built forms, diverse housing options, transit-supportive development, and sustainable design that minimizes land</p>

consumption while supporting climate change mitigation.
<i>Section 2.3.1.1 (Provide a Mix of Housing Options)</i> – states 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.
<i>Section 2.3.1.4 (Provide a Mix of Housing Options)</i> – states, in part, that new residential development and residential intensification are encouraged to be planned and designed to mitigate and adapt to the impacts of climate change by: facilitating compact built form; [...]
<i>Section 5.2.5 (Stormwater Management)</i> - states all new development in settlement areas must be provided with separate storm drainage systems or connections.
<i>Section 6.1.3 (Glendale District Plan)</i> - establishes the vision and objectives for the Glendale District, stating, in part, the goals to transform the Glendale settlement area into a vibrant and complete community for people of all ages, lifestyles, and abilities; encourage a mix of uses and built form within its urban districts; that the district shall promote a range and mix of housing in terms of built form and affordability; promote sustainability and resiliency through development and redevelopment; support all modes of mobility through a safe, comfortable and connected transportation network; protect and enhance natural features and agricultural areas; and encourage a high quality public and private realm through strong urban design direction
<i>Section 6.2 (Urban Design)</i> – states among others, strategic intensification areas shall be designed to be pedestrian-oriented, the public realm shall be enhanced through urban design, and safe, attractive complete streets.
<i>Section 6.2.1.1 (Excellence in Urban Design)</i> – states excellence and innovation shall be promoted in architecture, landscape architecture, site planning, streetscape design, and overall community design to ensure built environments are attractive, walkable, accessible, diverse, and functional.
<i>Section 6.4.2.1 (Archaeological)</i> – states development and site alteration shall not be permitted on areas of archaeological potential unless significant resources have been conserved or the land has been investigated and cleared or mitigated following clearance from the Province.

The subject lands are within ‘Designated Greenfield Area’ and lie within the ‘Glendale District Plan Area’ according to Schedule B-Regional Structure of the Regional Official Plan and the Region has also identified Queenston Road as part of the ‘Strategic Cycling Network’, according to Schedule J2 of the Regional Official Plan.

Although the site lies within the settlement boundary, its setting retains a rural character making it primarily car-accessible, with no transit service and very limited active transportation connections. While bicycle lanes exist along the shoulders of Queenston Road, they function more as recreational routes than viable commuter links given the distance to amenities, the lack of pedestrian sidewalks, and the posted 50 km/hr speed limit, which makes cycling and walking uncomfortable. Despite these constraints, the proposal emphasizes high-quality urban design that is sensitive to its rural context. A minor dead-end court is planned to service 10 lots, with low traffic volumes complemented by design features such as a central parkette, street trees, pedestrian-scale lighting, and on-street visitor parking with bump-outs to calm traffic and enhance safety. As demonstrated in the Master Concept Plan (Figure 6), the development vision supports a compact built form, human-scaled streets, and integrated landscaping, to be advanced through the requested site-specific zoning and associated development applications.

A drainage ditch currently traverses the subject lands from southeast to northeast, representing the natural pre-development flow route. However, this former watercourse will be intercepted by storm

sewers upstream, and the NPCA has confirmed that it no longer constitutes a watercourse requiring their oversight. Post-development, storm drainage will continue to follow the existing flow direction, with increased runoff managed through storage within the piping system and/or infiltration trenches in the swales. A Functional Servicing Report (FSR) and Stormwater Management (SWM) design will be prepared to ensure appropriate quality and quantity controls are in place to support the proposed development. The preliminary servicing plan & servicing brief outlines the storm runoff drainage strategy for storm drainage connections through the proposed development.

A Stage 1-2 Archaeological Assessment was completed by Detritus Consulting Ltd. in 2022. No archaeological resources were uncovered during this investigation, and no further archaeological analysis is recommended.

In summary, the proposed development has regard for the matters of Regional interest outlined by the policies of this Plan, it supports the Region’s growth management, housing, urban design, transportation, financial well-being, and municipal servicing objectives. Also, the proposal does not pose any adverse impacts to the existing community, natural heritage, or cultural heritage features, and conforms to the Regional Official Plan.

**Official Plan, Town of Niagara-on-the-Lake (2017 consolidation)**

The Town’s Official Plan serves as the guiding document that articulates policies relating to the physical growth of Niagara-on-the-Lake, among a wide variety of other social, economic and environmental concerns. The Town recognizes its urban *settlement area* boundaries are fixed due to Lake Ontario, the Niagara Escarpment and *Greenbelt Plan*, and therefore *intensification* will form a more significant role in the Town’s future. The subject lands are identified on Schedule I-5 as a ‘Built-Up Area’ within the Glendale Urban Area.

<b>NOTL - Official Plan Sections</b>
<i>Section 6A - 2.4 (Built-up Area and Built Boundary)</i> – Defines all growth and development occurring within the Built-up Area as intensification, counting towards the achievement of the Town's intensification target
<i>Section 6A - 3.2 (Growth Management Objectives)</i> – Establishes the objectives of the Town’s growth strategy which include, in part, to: accommodate all future urban growth within the present-day urban boundary; direct urban growth and development to the Town's existing Urban Areas; optimize existing infrastructure to provide for efficient use of infrastructure; and to develop compact, complete communities that include a diverse mix of land uses, a range of local employment opportunities and housing types, high quality public open spaces, and easy access to local stores and services via automobile and active transportation and provide active transportation-friendly structures and amenities.
<i>Section 6A - 4.1 (General Intensification Policy)</i> – states, in part, the Town’s support for intensification and infilling within appropriate areas throughout the Built-Up Area in accordance with Land Use Compatibility, urban design and other applicable land use compatibility criteria of the Official Plan
<i>Section 6A - 4.3 (Intensification Strategy)</i> – establishes the Town’s intensification targets, stating, in part, in regard to intensification in the built-up area that; the Town plans to accommodate 15% of its forecasted intensification development within the Built-up Area between 2015 and 2031; the predominant built form for intensification and redevelopment within the residential areas of the Built-

up Area will be single detached, semi-detached and townhomes and low rise apartment buildings[...]; and the Town will ensure that intensification and redevelopment is consistent with the heritage and character of the Built-up Area
<i>Section 6A - 4.6 (Land Use Compatibility)</i> – establishes the Town’s Land Use Compatibility Policies, stating, in part, that intensification development within the Built-up Area should be compatible with surrounding existing and planned land uses and that intensification should be consistent with the existing and/or planned built form, natural heritage areas, densities, height, and massing of the surrounding neighbourhood; that it shall be compatible and have regard to street and block patterns, lot frontages lot area, depth, building setbacks, privacy and over view, lot grading and drainage, parking, and servicing; and that development proposals will demonstrate compatibility and integration with surrounding land uses by ensuring that an effective transition in built form is provided between areas of different development densities and scale [...]
<i>Section 18.5 (Archeological Planning)</i> – establishes the Town’s conditions and requirements relating to archeological planning

Overall, the proposal aligns with the Town and Regional Official Plan objectives for complete, well-serviced, and sustainable communities, balancing growth, urban design, and environmental protection.

**Glendale Secondary Plan, Town of Niagara-on-the-Lake (September 2, 2024) – (Under Appeal)**

The subject lands fall within the Glendale Secondary Plan Area, whose policies relating to growth and development are governed by the new Glendale Secondary Plan, passed and adopted as an amendment to the Official Plan on January 28, 2025. Within the Glendale Secondary Plan, the subject lands are designated ‘Existing Residential Designation’ on Schedule 1.

<b>Glendale Secondary Plan – NOTL Policies</b>
<i>Section 2.2.a 9 (Fundamental Principles)</i> outlines the fundamental principles guiding the Plan’s vision, emphasizing the creation of a healthy, sustainable, and well-designed community. It promotes compact, mixed-use development with diverse housing, integrated transportation options, environmental protection, climate responsiveness, economic flexibility, and investment in local infrastructure and community focal points.
<i>Section 3.1 (Population and Employment Growth)</i> speaks to the projected growth in Glendale, estimating that by 2051 the population could reach approximately 14,000 and employment could increase to around 9,200 jobs, reflecting significant urban expansion and economic development within the area.
<i>Section 4.1(c)(iii) (Housing Affordability)</i> encourages the Town to use flexible zoning and alternative development standards to support a variety of innovative and affordable housing types, including secondary units, tiny homes, cohousing, communal housing, and life-lease models.
<i>Section 4.3.(b) (Urban Design)</i> emphasizes that all development in Glendale must be compatible with the surrounding community. Compatibility is evaluated based on the use, height, massing, orientation, and landscape of nearby properties; provision and quality of on-site amenity spaces; and streetscape patterns such as block lengths, setbacks, and building separations. The policies highlight the importance of achieving smooth transitions between different building types, heights, and land uses through thoughtful planning and design.
<i>Section 4.3.(d) (Urban Design)</i> focuses on designing Glendale’s development to support safety and active transportation through Crime Prevention Through Environmental Design (CPTED) principles. Key

considerations include providing appropriately scaled and positioned lighting, maintaining clear sight lines, using landscaping that avoids creating blind spots, installing adequate fencing, providing clear signage, and ensuring streetscape and building designs promote natural surveillance (“eyes on the street”) for pedestrians, cyclists, and vehicles.

*Section 4.4 (Compatible Development)* through its parts defines compatible development as new development that, while not necessarily identical to existing buildings, enhances the community and coexists without causing undue adverse impacts. It emphasizes evaluating use, height, massing, orientation, and landscape characteristics, with careful transitions between different forms achieved through measures like setbacks, stepbacks, and landscaping. All proposals must also align with the Town’s Urban Design Guidelines to ensure compatibility.

*Section 6.1.1 (Existing Residential Designation-Intent)* states the intent of the Existing Residential designation to recognize existing low-rise neighborhoods and estate style lots within Glendale and ensure the conversation their existing housing stock and character

*Section 6.1.2 (Existing Residential Designation-Permitted Uses)* establishes the permitted uses within the Existing Residential designation which includes, among others, single-detached dwellings, semi-detached dwellings, duplex dwellings, multi-plex dwellings and all forms of townhouses; and Additional residential units.

*Section 6.3 (General Development Policies)* sets out that Existing Residential areas encourage sensitive infill on vacant or underutilized parcels, provided the development is compatible with the neighborhood’s character. New development must complement adjacent properties in scale, height, massing, design, lot patterns, setbacks, and landscape features, while also promoting efficient use of municipal infrastructure, parkland, and public service facilities.

The proposed development conforms with the land use policies of the Glendale Secondary Plan while respecting and aligning with the existing low-rise character and form of the surrounding area, representing sensitive and efficient infill development. While the proposed subdivision is denser than the immediately surrounding neighbourhood, it does not achieve this density in a way that is disruptive in character or scale to nearby existing properties. Properties along Queenston Road are predominantly one-to two-storey, detached dwellings. Accordingly, the proposed housing consists of detached two-storey bungalow-style dwellings similar in massing, scale, and style to existing nearby homes, even when the land use designation permits denser typologies such as townhouses and multiplexes. The smaller lot sizes of the proposed development are not anticipated to feel significantly out of character in the surrounding neighbourhood, especially given that the largest of the proposed lots, Lots 1 and 10, are those fronting Queenston Road and will act as a visual buffer between the streetscape and the rest of the development. Further, the custom design of each home will contribute to preserving the visual character of the neighbourhood, better integrating with their surroundings than many typical modern homogenized greenfield subdivision designs.

Overall, we are of the opinion the requested development applications conform to the general intent and purpose of the Town’s Official Plan, upholds the public interest, represents good land use planning and context sensitive *intensification* with qualified streetscape & urban design benefits.

## Zoning By-law, Town of Niagara-on-the-lake (No. 2022-50)

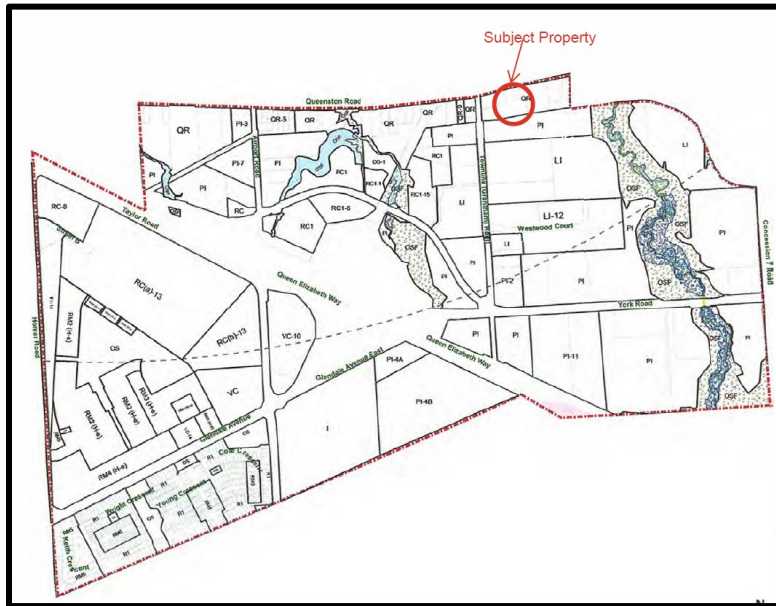


Figure 10: Glendale Community Zoning District

The property is zoned Queenston Road Residential (QR), which permits:

- Single-detached dwellings with a minimum frontage of 15 m and a minimum lot area of 475 m<sup>2</sup> & restricted setbacks.
- Secondary dwelling units are also permitted with restrictions.
- Minor variances will be required for lots 4 and 7. These two lots are large pie shaped lots where all other aspects of the zoning by-law can be accommodated.

Overall, we are of the opinion that the requested site-specific zoning relief conforms to the general purpose and intent of the Zoning By-law, will pose no adverse impacts, and represents good, context-sensitive land use planning.

## Compatibility Between Industrial & Residential Facilities

The land immediately south is zoned Prestige Industrial (PI) (Figure 10) within a recently approved but unbuilt Plan of Subdivision. No buildings have been constructed, no specific industrial uses have been established, and no Environmental Compliance Approvals have been issued. In the absence of an existing or proposed industrial facility, there are no identifiable stationary sources capable of generating noise, dust, odour, or other emissions, and therefore no measurable adverse effects to assess.

Guideline D-6 (Sections 4.1 and 4.6) and NPC-300 (Part C and Section C2.3 – Noise from Stationary Sources) both require detailed compatibility and noise studies only where a specific industrial facility “is proposed” or already exists. When abutting industrial lands remain vacant and unbuilt, the Ministry has consistently accepted that compatibility can be secured through conditions of draft plan approval rather than speculative technical studies.

Accordingly, the proposed subdivision provides a landscaped buffer along the south limit of Lots 4–7,

and draft plan conditions can appropriately include warning clauses in agreements of purchase and sale and the condominium declaration noting the abutting industrial zoning and the potential for future lawful industrial activity. This approach is fully consistent with Sections 4.1 and 4.6 of Guideline D-6, Part C of NPC-300, and represents good planning practice accepted across Ontario, ensuring residential amenities are protected without imposing premature or unnecessary mitigation costs on the proposed subdivision.

## Urban Design Brief

The Glendale Urban Design Guidelines provide a framework to ensure new development is well-designed, pedestrian-oriented, and context-sensitive, supporting a complete and sustainable community. They emphasize designs that respect local character, integrate with the natural and built environment, and contribute to a strong sense of place.

The streetscape and urban design goals for the proposed development consist of a multi-pronged approach that will integrate the design and implementation measures outlined below in support of urban design policies. The vision prioritizes the human scale, respects and improves upon the prevailing built environment, supports timeless and culturally established building design principles, and contributes positively towards its own unique “sense-of-place.”

### 1. Community Design

While the Glendale guidelines generally encourage a high level of connectivity through a grid or modified grid street network, the rural character and existing constraints of the site limit opportunities to fully achieve this intent. In this case, a short dead-end court was necessary, but its design minimizes the drawbacks of cul-de-sac patterns by integrating a central parkette that serves as both a visual focal point and a gathering space, encouraging community interaction. Homes with porches fronting onto Ledwez Court enhance safety by providing “eyes on the street,” while on-street visitor parking with curb bump-outs introduces natural traffic calming and a more pedestrian-friendly environment.

Although daily destinations such as schools, transit, and services are not within immediate walking distance due to the site’s rural setting, the internal layout supports Glendale’s urban design goals by emphasizing compact built form, human-scaled streets, and landscaped amenities. Larger lots at the edges act as buffers to Queenston Road, reinforcing compatibility with the existing residential fabric. Collectively, these measures provide a community design that balances the guidelines’ intent with the site-specific realities, achieving a connected, safe, and attractive neighbourhood despite constraints.

### 2. Streetscape Elements

- a) **Sidewalk Clearway** – There are no existing sidewalks along Queenston Road. Within the proposed Ledwez Court, pedestrian movement is facilitated via a human-scaled court with a central parkette, promoting walking within the site. Full sidewalk continuity is not provided externally due to the rural and industrial context, but internal pedestrian connections are safe and accessible.
- b) **Street Trees and Planting** – Boulevard landscaping along the court, including evenly spaced street trees, enhances visual character and creates a welcoming environment. A central parkette with potential gazebo provides a community focal point, while a steel fence with brick wall along Queenston Road improves safety and “eyes on the street.” Tree species and placement follow

principles of resilience, diversity, and long-term urban tolerance.

- c) **Street Furniture** - Seating and informal gathering opportunities are incorporated in the parkette. Bicycle racks and other street furniture are not required due to the small-scale, low pedestrian volume, but all elements are designed not to obstruct circulation.
- d) **Street Lighting** – A highway streetlight will be added to the entrance of Ledwez court from Queenston Road. Decorative pedestrian scale street lighting will be included along Ledwez court.
- e) **Pedestrian Crossing** – There are no existing pedestrian crossings on Queenston Road, and the surrounding industrial area limits the practicality of connections. Internal circulation within Ledwez Court prioritizes safe pedestrian movement with visibility from street-facing porches.
- f) **Utilities** – Servicing within the proposed development is designed efficiently as part of an infill/intensification strategy. By consolidating utility connections for the 10 lots and integrating them with underground or coordinated placements, the development minimizes infrastructure duplication and maximizes use of existing municipal services. This approach supports long-term operational efficiency, reduces maintenance costs, and preserves space for street trees and landscaped boulevards, reinforcing the high-quality streetscape and sustainable urban design objectives.
- g) **Traffic Calming** - Curb bump-outs at the entrance to Ledwez Court, combined with limited traffic volumes and the dead-end court design, provide natural traffic calming and enhance pedestrian safety.
- h) **Transit supportive system** – No existing transit services are available on Queenston Road. The design focuses on safe pedestrian and cycling environments internally, while acknowledging external limitations.
- i) **Signage & wayfinding** – Given the small scale of the subdivision, wayfinding is not required. Signage may be provided at the entrance to identify the street and support orientation.

### 3. Streets

As a designated Character Street, Queenston Road serves as a transition between urban and rural areas. It currently features a rural cross-section with paved shoulders functioning as bike lanes. The proposed development respects this context by maintaining the existing access arrangements, integrating landscaped boulevards where appropriate, and supporting the rural-to-urban transition while enhancing safety and streetscape quality along the Queenston Road frontage.

The proposed Ledwez Court will function as a Local Street, providing a low-traffic, community-oriented environment that prioritizes safety and social interaction. An 18 m right-of-way is proposed, with on-street visitor parking on one side and curb bump-outs for traffic calming. While sidewalks are not included, the court is designed to be pedestrian-friendly, with human-scaled streets, porches facing the street, and a central parkette that promotes “eyes on the street” and safe movement for all users.

### 4. Park Design – Ledwez Court Parkette

The central parkette provides a safe, attractive, and accessible communal space for residents. It is designed with CPTED principles, pedestrian-scale lighting, soft and hard landscaping, seating, and multi-seasonal comfort. Plantings enhance visual interest, microclimate, and ecological benefits, while the park remains visible from surrounding homes to promote natural surveillance and a strong sense of community.

### 5. Private Realm

- a) **Residential Areas** - The proposed custom detached homes are designed to enhance the private realm by creating pedestrian-friendly streetscapes with active frontages, varied building forms, and compatible massing. All dwellings face the street and parkette, providing safe, human-scaled environments. Setbacks, grading, and landscaping are carefully considered to integrate with adjacent properties, while mid-block connections and varied elevations ensure visual interest, a diverse housing mix, and seamless transitions within the neighbourhood.
- b) **Building Design** - The dwelling units will create a distinct sense of place while respecting established architectural principles. Design controls will ensure the new homes integrate harmoniously with the surrounding neighbourhood, maintaining consistency in height, massing, and transitions between units. Street-facing façades will be articulated with features such as projections, bay windows, balconies, and porches to enhance visual interest and support a human-scale streetscape. Front entrances are prominent and functional, and high-quality materials will be applied to all publicly visible elevations, ensuring both aesthetic appeal and alignment with Glendale’s design standards.
- c) **Garages & Driveways** - Front garages are recessed, integrated with the main building, and limited in size to reduce streetscape impact. Double garages use two single doors with masonry separation. Detached garages are located in rear or side yards, aligning with Glendale’s design guidelines.

## Conclusion

In summary, the proposed development consists of the following land uses established under a combination *Draft Plan of Subdivision* and *Common Element Condominium*:

- 10 Single Detached Residential lots
- A Private Parkette
- Public street

This development represents a low-rise density intensification, supporting multi-generational housing opportunities by including opportunities for secondary dwelling units. The proposal makes efficient use of existing infrastructure, avoids unnecessary outward expansion, and introduces development that is compatible with surrounding land uses. It also ensures stormwater management is appropriately addressed and avoids negative impacts to natural heritage features as confirmed through review by the NPCA.

The design prioritizes a human-scaled environment, safe and attractive street, with an intention of having architectural controls in place to maintain and enhance neighbourhood character. The project balances the delivery of much-needed housing with protection of privacy, provision of usable rear yard amenity areas, and integration of landscaping and open space to foster social interaction and a sense of community.

Overall, the proposed Draft Plan of Subdivision and Common Element Condominium represents good planning because it:

1. Conforms to Provincial, Regional, and local policy directions while avoiding policy conflicts.
2. Provides a desirable built form in terms of orientation, scale, height, and urban design.
3. Contributes to addressing the housing shortage while reinforcing neighbourhood character and supporting local businesses, institutions, and facilities.

4. Promotes a safe, pedestrian-first public street with traffic calming measures.
5. Provides opportunities for community-building through open space and landscape features.
6. Ensures there are no anticipated adverse impacts to the natural environment, drainage, or cultural heritage resources.

In our opinion, the proposal achieves compatibility, sustainability, and efficiency, while contributing positively to the Town's housing supply and neighbourhood character, constituting good land use planning in the public interest.



Swati Chambyal,  
Project Manager-Urban Designer  
Better Neighbourhoods Inc.



Dan Romanko, MCIP, RPP, CNU-A  
Managing Partner – Urban Designer  
Better Neighbourhoods Inc.