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PLANNING JUSTIFICATION AND IMPACT ANALYSIS REPORT

Proposed Official Plan and Zoning By-law Amendment to permit
Site Specific Townhouse development and, single-detached dwelling at

1317 York Road, Niagara-on-the-Lake, ON

March 2026
Quartek Reference Project #24086

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A. INTRODUCTION

Quartek Group Inc. (Quartek) was retained by Karamjit Singh Sunner (Owner) to prepare this Planning Justification and Impact Analysis Report for an application to amend the Zoning By-law to develop a five (5) unit townhouse development fronting Tanbark Road and one (1) single-detached dwelling unit fronting York Road. A draft plan of subdivision will be required for the six (6) lots.

A pre-consultation meeting took place on October 17th, 2024 to propose the facilitation of five (5) on-street townhouse dwelling units and one (1) single detached dwelling unit in the property. The town was generally supportive of the development and provided urban design comments to better align the proposal with the existing neighbourhood.

Due to the type of dwelling proposed, an Official Plan and Zoning Bylaw Amendments are required to accommodate the proposed development. Refer to the pre-consultation agreements found in Appendix A.

According to the Town and Regional requirements, in addition to the Planning Justification and Impact Analysis Report, the following technical studies and drawings were completed to support the proposed development and have been included with the applications:

- Conceptual Site Plan Layout (based on OLS)
- Floor Plan and Elevations
- Planning Justification Report
- Streetscape Study
- Archaeological Assessment
- Draft Zoning By-law and Official Plan Amendment and Schedule
- Draft Plan of Subdivision (with road widening)
- Functional Servicing Brief
- Stormwater Management Brief
- Urban Design Brief
- Arborist Report and Tree Protection Plan
- Landscape Plan and Planting Plan
- Site Renderings, plans & elevations
- Signed Tree Protection Declaration

The purpose of this Report is to describe the site and its surrounding land uses, outline the development proposal for residential intensification, summarize the relevant planning policies and regulations, outline the proposed Official Plan and Zoning Bylaw Amendments, Draft Plan of Subdivision and provide the justification and rationale for approval.



B. SITE CONTEXT

The subject lands are located on the south side of York Road, municipally referred as **1317 York Road**, and legally described as PT LOT 90, Niagara-on-the-Lake, ON.

The lands are currently occupied by one single-detached dwelling (to be demolished) in an oversized lot.

Official Plan Designation:

As per the Official Plan, the subject lands are designated **Low Density Residential** and are located within **Special Policy Area A-3 (St. Davids)** – subject lands are located under St. Davids established village area. A maximum residential net density of 6 units per acre (14 units per hectare) is imposed for lands designated Low density residential (Section 9.4.4).

Zoning Designation:

The subject lands are zoned as **Residential Zone (R1)** under the current zoning bylaw which only permits single-detached dwellings and secondary uses such as a home occupation.

Hence a Zoning Bylaw and Official Plan Amendment will be required to permit townhouse use and site-specific provisions for the proposed development.

The subject parcel falls within the **Niagara Escarpment Plan Area** and **Greenbelt Plan**. The subject lands are not mapped as having archaeological potential in the Niagara Official Plan (NOP) Schedule K; however, Regional staff still consider the lands to have archaeological potential based on their proximity to a registered archaeological site, and several historic features.

The lot occupies ±1712 square metres of area with roughly 49.7 metres of frontage along York Road. The Regional Municipality of Niagara requires a road widening of approximately 3.04m at its west and 2.28m at its east most side along York Road which reduces the developable area to 1546 sq.m.

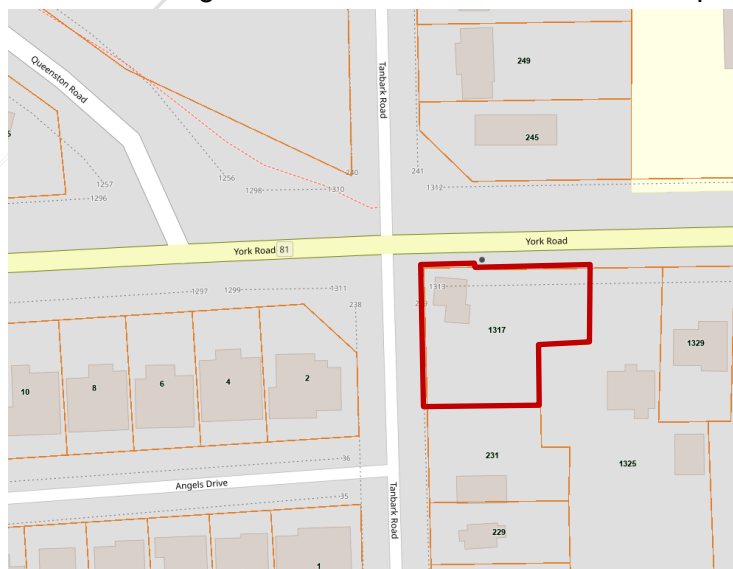


Figure 1: Subject Land (Source: Niagara Navigator)



Figure 2: Subject Lands Aerial View (Source: Niagara Navigator)



Figure 3: Street View of Subject Lands – York Road (Google Maps, September 2023)

B.1 Surrounding Land Uses

The following describes the surrounding land uses to the proposed development.

North: 245 Tanbark Road – Single family detached dwelling

East: 1325 York Road – Single family detached dwelling

South: 231 Tanbark Road – Single family detached dwelling

West: 2 Angels Drive – Single family detached dwelling



Figure 4: Surrounding Land Uses (Source: Niagara Navigator)

C. PROPOSED DEVELOPMENT

The development parcel will be separated into **five (5) different portions for townhouse development and (1) one single detached dwelling** with site specific zoning respectively, obtained through subdivision. The creation of the 5 additional lots will be facilitated through a Draft Plan of Subdivision. Draft Plan of Subdivision will convey the required road widening along York Road – 3.04m along west most side and 2.28m at it east most side are required to be established parallel to the existing road limit. The servicing, grading and streetscaping can be dealt with at the Final Subdivision Approval.

The subject lot is currently zoned as Residential 1 Zone (R1), reserved for single detached dwellings, accessory buildings, bed and breakfast establishment, cottage rental, group home, home occupation and public use. A rezoning is required to change the zoning to Site specific Residential Multiple 1 Zone (RM1) and Site-Specific R1 to permit the use as a townhouse development and single-detached dwelling respectively. The proposed development will require both R1 and RM1 Site Specific Provisions for the site.

After the proposed road widening, ± 1,546 square metres (0.15 hectares) of area remains as developable land. In subdividing the subject lands, each unit titleholder will assume sole ownership of all amenities within their newly created lot which will be accessed via a public road.



The proposed development will comprise of five (5) townhouse units and one (1) single detached unit.

Towards the south approximately 260 metres on the east side of Tanbark Road is Pinecroft Drive zoned Residential Multiple (RM1-21) with a townhouse development use. A 2-storey townhouse development was also recently approved in 308 Four Mile Creek Road which is just 700 metres away from the subject property, bordering at the core of St. Davids established neighborhood. Towards the south approximately 465 metres along Tanbark Road is Hickory Avenue which consists of townhouses and single -detached units zoned Residential Multiple (RM1-7) and Residential 1 (R1-7a) respectively.

Please refer to Schedule A-23 of the Town's Zoning Bylaw. The development offers a medium density development that will contribute to providing alternative residential density and housing types to the community.

The proposal at 1317 York Road will offer consistent unit sizes at approximately ± 100.00 square metres average in area with minimum 6.00 metres of frontage for interior lots, 8.0 metres for the end lot and 11 metre frontage for the exterior lot. The single-detached lot has a lot frontage of 15.9 metres.

Sufficient front setbacks have been provided considering the daylight triangle. Units offer a minimum of ± 9.0 m metres of rear yard depth for townhouses and 4.2m rear yard depth for the single detached dwelling. Considering the developable area, the proposed development offers a unit density of ± 15.78 units/acre (6 units/0.38 acres = 15.78 units/acre and 6 units/0.1546 hectares = 38.8 units per hectare) which exceed the permitted density requirement (medium density) as per current official plan designation for the property. Hence, an Official Plan Amendment is also required.

In addition to one exterior vehicular parking space and a rear yard built for privacy, the development offers amenities in terms of an attached garage. The garage area is included within the unit area calculations.

Refer to [Appendix A](#) for the conceptual site plan.

In addition to parking / road widening purposes, setbacks will be used to establish privacy and to consider the proposed single-detached dwelling within the property. The adjacent property to the west (2 Angels Drive) offers ± 5.0 metres of front yard setback from the front lot line and face of the townhouse dwelling.

The proposed development provides 4.5m exterior side yard setback after road widening thereby meeting the zoning requirement. Additionally, 3-metre storm sewer easement has been proposed towards the rear yard which can also be used as an access for the rear yards.

Two storey residential buildings are prevalent in the area especially towards the east side of the property in the established village area. In essence, while the proposed development offers a new housing type it will be provided in a manner that aligns and blends with the existing architectural character in St. Davids Neighborhood.



Figure 5 provides a transposed layout of the conceptual site plan and location of the proposed townhouse building in relation to the adjacent land uses.



Figure 5: Proposed Development and Abutting Land Uses – Townhouse and Single-detached Dwelling



Figure 6: Existing Surrounding – 245 Tanbark Road (North)

As shown on Figure 6, 245 Tanbark Road has a single detached dwelling set back ± 16 metres from the front lot line and is located North of the subject property. The dwelling occupies an oversized yard with a similar depth to the subject lands. Privacy towards this development won't be required as the adjacent properties have used trees for screening purposes – towards the west and north of the subject property.



Figure 7: Existing Surrounding – 2 Angels Drive

The property located at 2 Angels Road (Figure 7) has a single-detached dwelling set back ± 8 metres from the front lot line (Angels Drive). The dwelling is one storey in height and is set closer to Tanbark Road (corner lot). The dwelling unit is setback ± 4 metres from the side lot line along Tanbark Road and approximately 10 metres from Tanbark Road. Hence, the impacts are expected to be limited.



Figure 8: Existing Surrounding – 1325 York Road

As shown in Figure 8, 1325 York Road offer large rear yards measuring ± 60 metres of depth from the unit rear walls but offer secondary structures within a few metres of the rear lot line. The minimum rear yard depth proposed by the townhouse development is ± 9.0 metres which is compliant with the zoning requirement and thus there will be minimal impacts towards properties abutting the rear. Fences and landscaping will be used to create further privacy in the rear yard.

The following images provide an example of the prospective building elevation and rendering of the style, massing and shape of the building based on Urban Design Guidelines set out by the Town of Niagara-on-the-Lake – Village of St. Davids Urban Design Guidelines. The final details for the design including roof alignment, window placements, building colour palette, will be solidified during the subsequent draft plan of subdivision phase.



Figure 9: West view – Tanbark Road - Townhouses

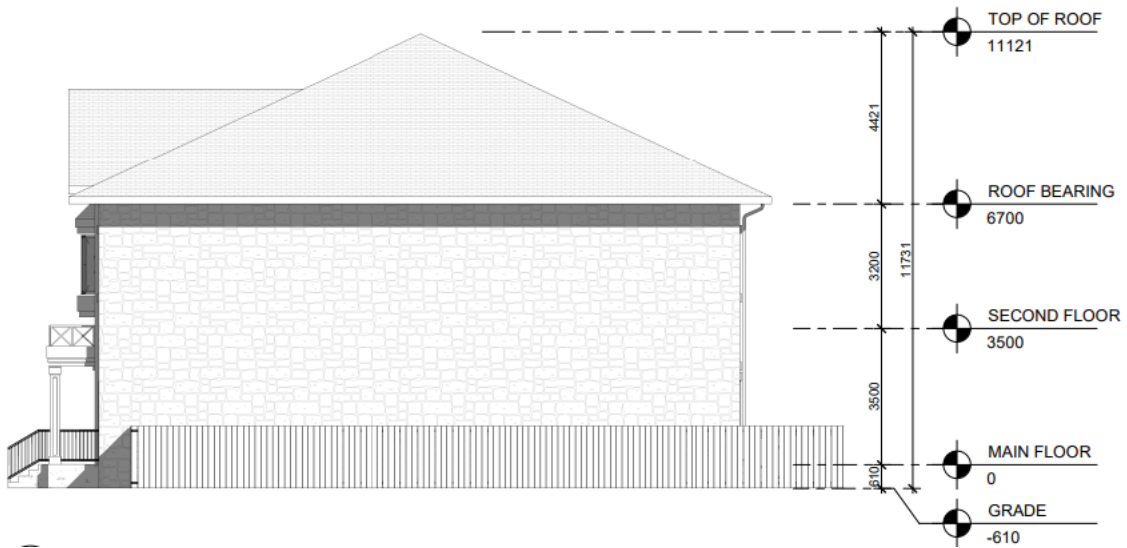


Figure 10: South view – Interior side yard end facing 231 Tanbark Road

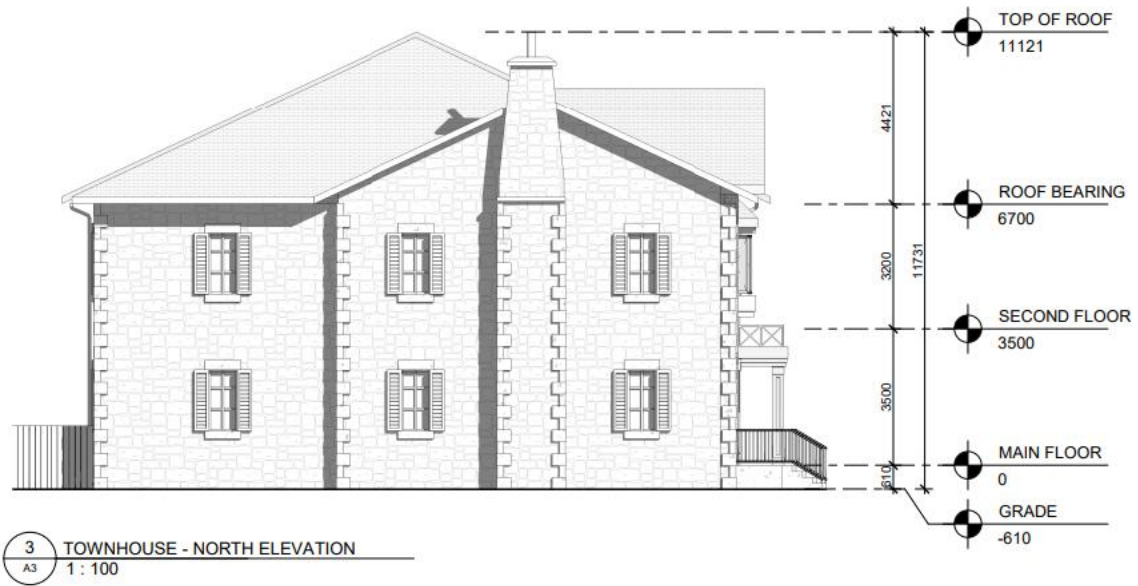


Figure 11: North view – Along York Road



Figure 12: East view – Towards 1325 York Road



D. PLANNING POLICY ANALYSIS

D.1 Planning Act, R.S.O. 1990, c.P.13

The Planning Act (November 2025 Office Consolidation) sets out the basis for land use planning in Ontario. The purpose of the Planning Act is to promote sustainable economic development in a healthy natural environment within the means provided and led by Provincial policy and to encourage cooperation and coordination among various interests, (Section 1.1).

Section 1.1

The purpose of this Act is to:

- a) to promote sustainable economic development in a healthy natural environment within the policy and by the means provided under this Act;
- b) to provide for a land use planning system led by provincial policy;
- c) to integrate matters of provincial interest in provincial and municipal planning decisions;
- d) to provide for planning processes that are fair by making them open, accessible, timely and efficient;
- e) to encourage co-operation and co-ordination among various interests;
- f) to recognize the decision-making authority and accountability of municipal councils in planning. 1994, c. 23, s. 4.

Section 2 The Planning Act addresses matters of Provincial interest and requires municipal Council to have regard to matters such as the protection of ecological systems and agricultural resources; conservation of significant architectural, cultural, historical, archaeological, or scientific interest; supply, efficient use and conservation of energy and water; adequate provision and efficient use of transportation, sewage, water services, and waste management systems; orderly development of safe and healthy communities; accessibility for persons with disabilities to all facilities, services; provision of a full range of housing, including affordable housing; protection of the financial well-being; and protection of public health and safety.

The Planning Act identifies matters of provincial interests that approval authorities shall have regard to:

- a) The protection of ecological systems, including natural areas, features and functions;
- b) The protection of the agricultural resources of the Province;
- c) The conservation and management of natural resources and the mineral resource base;
- d) The conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;
- e) The supply, efficient use and conservation of energy and water;
- f) The adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
- g) The minimization of waste;
- h) The orderly development of safe and healthy communities;
- h1) The accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;



- i) The adequate provision and distribution of educational, health, social, cultural and recreational facilities;
- j) The adequate provision of a full range of housing, including
- k) The adequate provision of employment opportunities;
- l) The protection of the financial and economic well-being of the Province and its municipalities;
- m) The co-ordination of planning activities of public bodies;
- n) The resolution of planning conflicts involving public and private interests;
- o) The protection of public health and safety;
- 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,
 - (ii) encourages a sense of place, and
 - (iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;
- s) The mitigation of greenhouse gas emissions and adaptation to a changing climate.

Section 21 (1) Except as hereinafter provided and except where the context requires otherwise, the provisions of this Act with respect to an official plan apply, with necessary modifications, to amendments thereto or the repeal thereof, and the council of a municipality that is within a planning area may initiate an amendment to or the repeal of any official plan that applies to the municipality, and section 17 applies to any such amendment or repeal. R.S.O. 1990, c. P.13, s. 21 (1); 2015, c. 26, s. 20 (1).

Section 34 of the Act permits a person or public body to request an amendment to a Zoning By-law subject to providing the prescribed information and material to the Council including public consultation is provided.

Section 50 (24) of the Act provides the criteria in considering the division of land such as the draft plan of subdivision for the proposed development.

Planning Act – Compliance:

The proposed development does not lead to compromise of conservation or agricultural lands and has been equipped with adequate services for sewage, water and waste management systems. The built form allows for a range of housing type, high quality, attractive and safe neighborhood. However, the proposed development will require an Official Plan and Zoning Bylaw Amendment to accommodate appropriate density and slight deficiency in setbacks, lot measurements and building height and use.

Having regard for the Planning Act, the Owner/Applicant has completed the necessary technical studies that evaluate the proposed infill residential development for an orderly and efficient use of available land within the urban settlement area boundaries. Furthermore, the application and required planning review fees for the requested amendments to the Official Plan and Zoning By-law seeking approval from the Town Council was provided.



D.2 Provincial Policy Statement

The existing Provincial Policy Statement (PPS, 2024) provides the policy foundation for regulating land uses in Ontario. The PPS supports intensification, redevelopment and the efficient use of land and existing planning infrastructure within urban areas. The policies attempt to focus growth within settlement areas and remove development from significant or sensitive areas which may pose a risk to public health and safety.

The PPS 2024 came into force from October 20, 2024, and, as of that date, replaced the primary provincial policy documents that govern land use planning in Ontario, being the Provincial Policy Statement, 2020 (PPS 2020) and A Place to Grow: Growth Plan for the Greater Golden Horseshoe (Growth Plan)

The policies applicable to the proposal have been considered to determine the appropriateness of the development in relation to PPS 2024.

2.1 Planning for People and Homes

4. To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:

- a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through lands which are designated and available for residential development; and
- b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned, including units in draft approved or registered plans.

6. Planning authorities should support the achievement of complete communities by:

- a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;
- b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and
- c) improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.

2.2 Housing

1. Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:

- a) establishing and implementing minimum targets for the provision of housing that is affordable to low- and moderate-income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs;
- b) permitting and facilitating:



1. all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and
 2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;
- c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and
- d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.

2.3 Settlement Areas and Settlement Area Boundary Expansions

2.3.1 General Policies for Settlement Areas

1. Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.
2. Land use patterns within settlement areas should be based on densities and a mix of land uses which:
 - a) efficiently use land and resources;
 - b) optimize existing and planned infrastructure and public service facilities;
 - c) support active transportation;
 - d) are transit-supportive, as appropriate; and
 - e) are freight-supportive.
3. 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 and prioritizing planning and investment in the necessary infrastructure and public service facilities.
4. Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions.
5. Planning authorities are encouraged to establish density targets for designated growth areas, based on local conditions. Large and fast-growing municipalities are encouraged to plan for a target of 50 residents and jobs per gross hectare in designated growth areas.
6. Planning authorities should establish and implement phasing policies, where appropriate, to ensure that development within designated growth areas is orderly and aligns with the timely provision of the infrastructure and public service facilities.

3.5 Land Use Compatibility

1. Major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures.
2. Where avoidance is not possible in accordance with policy 3.5.1, planning authorities shall protect the long-term viability of existing or planned industrial, manufacturing or other major facilities that



are vulnerable to encroachment by ensuring that the planning and development of proposed adjacent sensitive land uses is only permitted if potential adverse effects to the proposed sensitive land use are minimized and mitigated, and potential impacts to industrial, manufacturing or other major facilities are minimized and mitigated in accordance with provincial guidelines, standards and procedures.

3.6 Sewage, Water and Stormwater

1. Planning for sewage and water services shall:

- a) accommodate forecasted growth in a timely manner that promotes the efficient use and optimization of existing municipal sewage services and municipal water services and existing private communal sewage services and private communal water services;
- b) ensure that these services are provided in a manner that:
 1. can be sustained by the water resources upon which such services rely;
 2. is feasible and financially viable over their life cycle;
 3. protects human health and safety, and the natural environment, including the quality and quantity of water; and
 4. aligns with comprehensive municipal planning for these services, where applicable.
- c) promote water and energy conservation and efficiency;
- d) integrate servicing and land use considerations at all stages of the planning process;
- e) consider opportunities to allocate, and re-allocate if necessary, the unused system capacity of municipal water services and municipal sewage services to support efficient use of these services to meet current and projected needs for increased housing supply; and
- f) be in accordance with the servicing options outlined through policies 3.6.2, 3.6.3, 3.6.4 and 3.6.5.

2. Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. For clarity, municipal sewage services and municipal water services include both centralized servicing systems and decentralized servicing systems.

3. Where municipal sewage services and municipal water services are not available, planned or feasible, private communal sewage services and private communal water services are the preferred form of servicing for multi-unit/lot development to support protection of the environment and minimize potential risks to human health and safety.

4. Where municipal sewage services and municipal water services or private communal sewage services and private communal water services are not available, planned or feasible, individual onsite sewage services and individual on-site water services may be used provided that site conditions are suitable for the long-term provision of such services with no negative impacts. At the time of the official plan review or update, planning authorities should assess the long-term impacts of individual on-site sewage services and individual on-site water services on environmental health and the financial viability or feasibility of other forms of servicing set out in policies 3.6.2 and 3.6.3.

5. Partial services shall only be permitted in the following circumstances:



- a) where they are necessary to address failed individual on-site sewage services and individual on-site water services in existing development;
- b) within settlement areas, to allow for infilling and minor rounding out of existing development on partial services provided that site conditions are suitable for the long-term provision of such services with no negative impacts; or
- c) within rural settlement areas where new development will be serviced by individual on-site water services in combination with municipal sewage services or private communal sewage services.

7. Planning authorities may allow lot creation where there is confirmation of sufficient reserve sewage system capacity and reserve water system capacity.

8. Planning for stormwater management shall:

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

The PPS 2024 is very high level and supports efficient use of infrastructure, building of complete communities, and residential and economic development. The proposed development will contribute to the achievement of offering a new housing type within the settlement area. The proposed unit density of 38.8 units per hectare (6 units ÷ 0.15 hectares) is more than currently exists on the low-density residential lot. The current use is an underutilization of the residential lot. The maximum permitted medium residential density by the Official Plan is 12 units per acre (30 units per hectare). The ability to connect to existing water and sanitary sewers contributes to the viability of the development.

Provincial Planning Statement 2024 - Compliance

The requested amendments to the Zoning By-law and Official Plan to facilitate the proposed residential intensification development is consistent with the PPS by:

- Providing a new infill development located to contribute to the Town's achievement of density targets.
- Providing a housing mix that makes efficient use of the residential lot without creating adverse impacts on public health. Adds to the residential and architectural character of St.Davids.
- Providing connection to municipal services (e.g., water and sanitary).
- Contributing to the achievement of healthy and active communities by providing a development along a planned bike route.



D.3 Niagara Regional Official Plan

The Niagara Region's Official Plan (November 2022) was adopted by Regional Council in June 2022 and received the Ministry of Municipal Affairs and Housing approval in November 2022. The new Plan includes expansions to the urban settlement boundaries, enhanced policies, and new mapping of the natural environmental system, updated mapping and more concise text revisions to the policies.

Pursuant to the Planning Act, as of March 31, 2025, Niagara Region is an upper-tier municipality without planning responsibilities. The council of an upper-tier municipality, on conditions agreed upon with the council of a lower municipality, may provide advice and assistance to lower-tier municipalities in respect of planning matters generally.

The Plan is the framework used to guide land use and development in Niagara thereby influencing economic, environmental, and planning decisions until 2051 and beyond. The economy, cultural heritage and community health have on growth. The Plan manages growth by identifying what needs protection; where and how to grow; and which policy tools need to guide growth.

The Plan designates the subject lands as 'Delineated Built-Up Area'. Figure 13 illustrates the general location and the designation of the site.

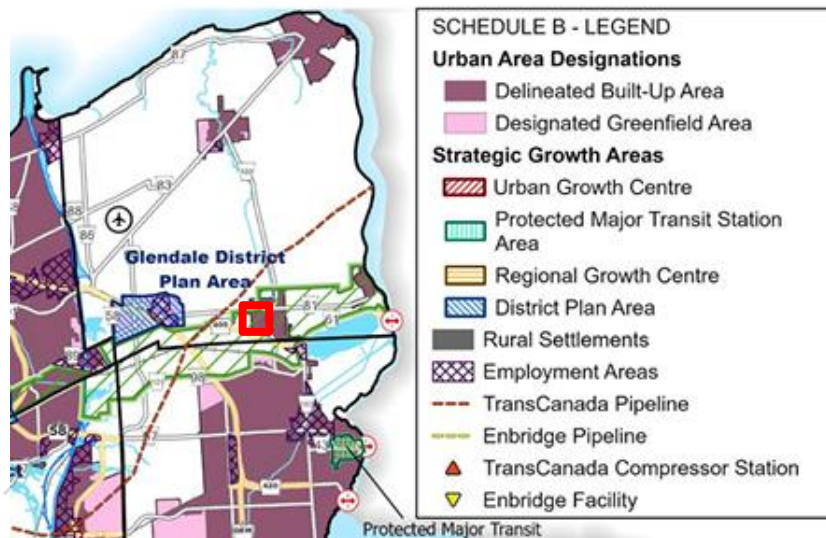


Figure 13: Niagara Regional Official Plan Designation – Delineated Built-up Area

Chapter 2: Growing Region

Chapter 2 outlines the regional aspirations for growth, in terms of people and jobs. Section 2.2 directs growth, stating that most development should occur in urban areas, where municipal water and wastewater services exist, and a range of transportation options can be provided.



Section 2.2

The objectives of this section are as follows:

- a. manage growth within urban areas;
- b. accommodate growth through strategic intensification and higher densities;
- c. protect and enhance the character of rural settlements;
- d. plan for the orderly implementation of infrastructure and public service facilities; and ensure settlement area expansions support Regional forecasts and growth management objectives; and
- e. promote transit-supportive development to increase transit usage, decrease greenhouse gas emissions, and support the overall health of the community.

Objective 2.2.1.1 states that development in urban areas shall support:

- The intensification targets specified in Table 2-2 of the NROP (50%)
- 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
- A diverse range and mix of housing types, unit sizes, and densities to accommodate current and future market-based and affordable housing needs
- Opportunities for intensification, including infill development
- Opportunities for the integration of gentle density, and a mix and range of housing options that considers the character of established residential neighbourhoods
- Development of a mix of residential built forms in appropriate locations, to ensure compatibility with established residential areas
- Orderly development in accordance with the availability and provision of infrastructure and public service facilities

Policy 2.2.2.10 defers to local official plans, secondary plans, and zoning by-laws for the implementation of local intensification strategies. Local standards will:

- Support the achievement of complete communities, permit and facilitate a compact built form and all of forms of intensification throughout the built-up area, and avoid or mitigate risks to public health and safety.
- Other major opportunities for intensification such as infill and redevelopment
- The timing and efficient provision of Regional and Local municipal water and wastewater systems/services.

Chapter 5: Connected Region

The Regional Official Plan aims to connect communities through multimodal transportation networks as well as infrastructure planning. Location of development is imperative to achieving complete communities and efficiently utilizing existing services. The subject lands being located within the delineated built-up area will optimally utilize existing watermains and sanitary services. The development will front onto Tanbark and York Roads with direct vehicular access. Additionally, active transportation is provided through sidewalks and a planned bike route which create close connection to the businesses, services and facilities of the St. Davids area.



The objectives of this section are as follows:

- a. coordinate transportation systems planning, land use planning, and strategic investments in infrastructure;
- b. support a connected and convenient public transit network throughout the region through the establishment of a Regional Transit Commission;
- c. enhance transit services to provide increased connectivity throughout the region;
- d. create and enhance interconnected active transportation systems;
- e. support the implementation of complete streets, with consideration for varying priorities and objectives at Regional and local levels;
- f. ensure Regional roads accommodate future growth and support diverse forms of transportation; and
- g. provide the safe and efficient movement of goods to support the regional economy.

Niagara Regional Official Plan 2022 - Compliance

The proposed development is intended to provide additional housing units as an alternative to the predominant single detached dwelling units offering housing diversity at a density suitable for the site. The additional units will contribute residential intensification, enhancement of architectural character and to the viability of the immediate commercial services along St. Davids established village area. For these reasons, the proposed development is considered to conform to the policies of the Regional Official Plan.

D.4 Greenbelt Plan 2017

Lands within Niagara Escarpment Plan Area

The requirements of the NEP, established under the Niagara Escarpment Planning and Development Act, continue to apply and the Protected Countryside policies do not apply, with the exception of Section 3.3.

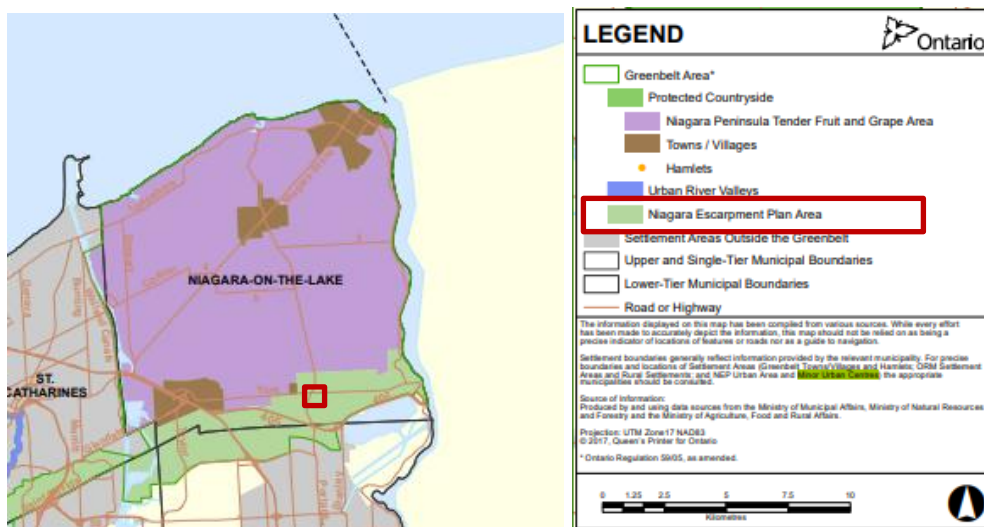


Figure 14: Greenbelt Plan 2017 – Niagara Escarpment Plan Area



Niagara Escarpment Planning and Development Act

Section 2 The purpose of this Act is to provide for the maintenance of the Niagara Escarpment and land in its vicinity substantially as a continuous natural environment, and to ensure only such development occurs as is compatible with that natural environment.

Section 8 The objectives of the Niagara Escarpment Plan are, and the objectives to be sought in the consideration of amendments to the Plan shall be, in the Niagara Escarpment Planning Area,

- a) to protect unique ecologic and historic areas;
- b) to maintain and enhance the quality and character of natural streams and water supplies;
- c) to provide adequate opportunities for outdoor recreation;
- d) to maintain and enhance the open landscape character of the Niagara Escarpment in so far as possible, by such means as compatible farming or forestry and by preserving the natural scenery;
- e) to ensure that all new development is compatible with the purpose of this Act as expressed in section 2;
- f) to provide for adequate public access to the Niagara Escarpment; and
- g) to support municipalities within the Niagara Escarpment Planning Area in their exercise of the planning functions conferred upon them by the *Planning Act*.

Greenbelt Plan 2017 - Compliance

The proposed development ensures that the development is compatible with the natural environment. The landscape design prioritizes native trees that will require less maintenance and contributes to the existing language of St.Davids Neighborhood.

D.5 Niagara Escarpment Plan 2017

The purpose of this Plan is to provide for the maintenance of the Niagara Escarpment and land in its vicinity substantially as a continuous natural environment, and to ensure only such development occurs as is compatible with that natural environment.

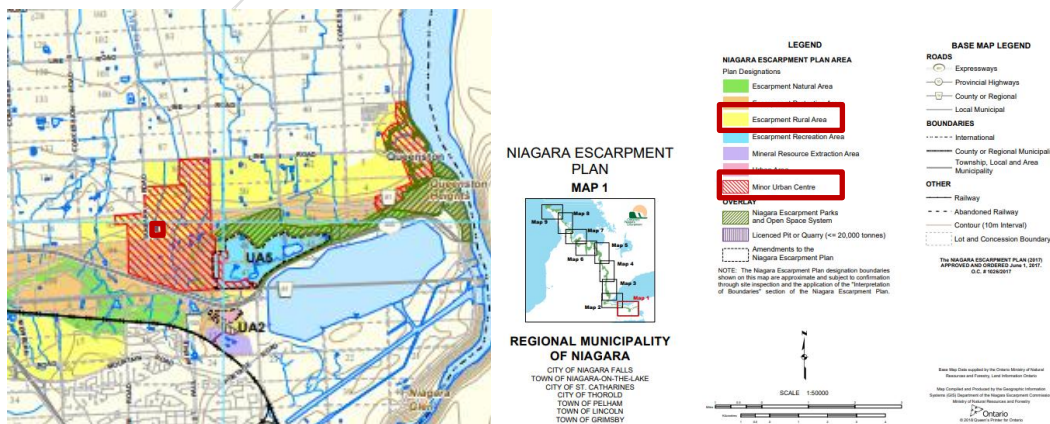


Figure 15: Niagara Escarpment Plan – Minor Urban Centre and Escarpment Rural Area – Map 1



1.5 Escarpment Rural Area

Escarpment Rural Areas are an essential component of the Escarpment corridor, including portions of the Escarpment and lands in its vicinity. They provide a buffer to the more ecologically sensitive areas of the Escarpment.

Objective:

1. To maintain the scenic resources of lands in the vicinity of the Escarpment and the open landscape character of the Escarpment.
2. To conserve cultural heritage resources, including features of interest to First Nation and Métis communities.
3. To encourage forest management and recreation.
4. To provide for compatible rural land uses.
5. To encourage agriculture and protect agricultural lands and prime agricultural areas.
6. To provide a buffer for ecologically sensitive areas of the Escarpment.
7. To provide for the consideration of new Mineral Resource Extraction Areas which can be accommodated by an amendment to this Plan.

1.5.4 Lot Creation

New lots may be created, subject to conformity with the provisions of this section, the applicable policies in Part 2, Development Criteria, and official plans and, where applicable, zoning by-laws that are not in conflict with the Niagara Escarpment Plan.

1.6 Minor Urban Centre – St. Davids

Objective:

1. To recognize, maintain and enhance existing rural settlements or provide concentration points for development and growth in rural areas.
2. To ensure that cumulatively the existing Minor Urban Centres and any associated development and growth can be accommodated and serviced in a manner that would be environmentally sustainable over the long term.
3. To promote the co-location of compatible public services to address local community needs in convenient locations that are accessible by walking, cycling and public transit, where available.
4. To conserve cultural heritage resources, including features of interest to First Nation and Métis communities.
5. To ensure that new development is compatible with the identity and traditional character of Minor Urban Centres.
6. To direct the growth of villages, hamlets, and settlement areas away from Escarpment Natural Areas and Escarpment Protection Areas into Escarpment Rural Areas in a logical manner with the least possible environmental and agricultural disruption.
7. To ensure that any growth will be in accordance with a municipal official plan and/or secondary plan that is not in conflict with the Niagara Escarpment Plan.

1.6.5 Lot Creation

Subject to Part 2, the Development Criteria, the range of permitted uses and the creation of new lots in a Minor Urban Centre will be those in an approved official plan and/or secondary plan not in conflict



with the Niagara Escarpment Plan, subject to the Development and Growth Objectives of this designation.

1.6.8 Development and Growth Objectives

Section 1.6.8.6 The development and growth is minor only and relative to the size and capacity of the settlement to absorb new growth. The proposed development ensures to maintain the community character.

Section 1.6.8.9 Growth and development in Minor Urban Centres shall be compatible with and provide for:

- a) the protection of natural heritage features and functions;
- b) the protection of hydrologic features and functions;
- c) the protection of agricultural lands, including prime agricultural areas;
- d) the conservation of cultural heritage resources, including features of interest to First Nation and Métis communities;
- e) considerations for reductions in greenhouse gas emissions and improved resilience to the impacts of a changing climate;
- f) sustainable use of water resources for ecological and servicing needs; and
- g) compliance with the targets, criteria and recommendations of applicable water, wastewater and stormwater master plans, approved watershed planning and/or subwatershed plan in land use planning.

Niagara Escarpment Plan - Compliance

The property is outside of the Niagara Escarpment Commission (NEC)'s area of Development Control and therefore a Development Permit from the NEC is not required. The Escarpment environment shall be protected, restored and where possible enhanced for the long-term having regard to single, multiple or successive development that have occurred or are likely to occur.

The proposed development falls within the minor urban centre and the proposed development enhances the traditional character of the neighborhood architecturally and existing landscape.

D.6 Model Urban Design Guidelines for the Niagara Region

Guiding Principles

1. New development will enhance the unique character of Niagara's communities by:
 - Supporting and complementing the scale of existing built-forms and landscapes while also providing appropriate density.
 - Integrating community streets and trails with existing networks.
 - Promoting placemaking that deepens a respectful relationship with Niagara's Indigenous communities and equity-deserving groups.
 - Creating sustainable developments for a holistic approach to climate change and community well-being.



2. Walkable, bikeable, transit-oriented communities will support a healthy Niagara by:
 - Locating pedestrian boulevards, dedicated cycling routes, and multi-use trails to connect neighbourhoods with vibrant main streets and employment areas.
 - Creating universally accessible connections throughout public and private spaces.
 - Promoting a high-quality public realm that provides options for active transportation to support healthy living, activation of streets, and enjoyment of the unique qualities of Niagara's communities.
 - Reflecting the cultural diversity of the region in streets, parks and open spaces through public art, high-quality architecture, and landscape installations.

3. Development of urban areas will help protect and preserve agricultural land and natural resources by:
 - Ensuring appropriate transitions through built-form and landscaped buffers along fringe lands to protect important agricultural and natural resources.
 - Promoting publicly accessible and vibrant waterfronts.
 - Protecting and enhancing the Niagara Escarpment as a UNESCO World Heritage Biosphere.
 - Encourage the design of developments to feature views and vistas to agricultural or natural areas unique to Niagara, reinforcing a sense of place.

4. Development and open spaces will be sustainable and resilient by:
 - Creating sustainable development models that will promote best practices in buildings, site design, and landscaped open spaces.
 - Encouraging passive building design through site and building orientation to maximize sunlight access, mitigate heat island and wind effects.
 - Protecting and strengthening Niagara's system of parks and open spaces as important community assets.
 - Increasing Niagara's tree canopy to promote a green streetscape and a sustainable, comfortable public realm.
 - Fostering innovation in design and development by integrating green energy generation, water conservation, grey water usage, and drought tolerant planting.

5. Compact built form will optimize use of land and resources by:
 - Designing and locating buildings to protect and celebrate Niagara's unique natural setting and the Niagara escarpment for future generations.
 - Providing well-scaled and appropriate intensification based on place-specific characteristics of each area.
 - Designing human-scaled and varied built form that transitions well to adjacent lands and properties.
 - Balancing density and ensuring that people have access to ample amenity spaces, sunlight, views and privacy to nurture human health and well-being.



6. A mix of uses will support vibrant and complete communities by:

- Providing options for living and working in close proximity.
- Supporting local amenities and community uses on main streets as an additional way of activating core areas throughout the day.
- Creating public realm improvements along streets, parklands and waterfronts which will enhance Niagara's thriving tourism sector

7. A range of housing opportunities will support affordability by:

- Blocks should offer varied housing options through form and unit type, including physically accessibility.
- Providing varied housing options to ensure people have a diversity of housing types available at all stages of life.
- Creating a mix of housing options that will offer greater affordability throughout the region and within urban centres.

Neighbourhood Design Guidelines:

New neighbourhoods should be designed in a manner that supports a mix of housing types and the efficient use of land. Housing should be well balanced with access to parks, open spaces, recreational trails, and sidewalks.

- a. Provide community members of all ages access and opportunities to connect with and enjoy the natural environment and accessibility to high quality green spaces. Wherever possible, provide residents with access to parks and open space within a ten-minute walk.
- b. Encourage residential and employment uses near designations such as parks, walking paths, trails, and waterfront recreation areas to foster physical activity and enjoyment of the natural environment.
- c. Future growth and development should be planned and constructed to preserve important natural heritage system features, while also providing access to educational and recreation activities through a network of parks, trails, and public spaces.
- d. Neighbourhood design and development should support adequate densities and a range of complementary uses. Transit facilities should be convenient to use and situated at key destinations, where pedestrian activity is high.
- e. Promote greater land use efficiency by siting increased density close to transit facilities and within mixed-use centres to support transit and pedestrian mobility choices. Higher residential densities, mixed uses, retail, and employment opportunities should have access to higher order transit from neighbourhood centres.
- f. Neighbourhood design and land use designations should consider impacts on community health especially for vulnerable populations (e.g. children and seniors) when located adjacent to high traffic, trucking and highway corridors. The design of the community should reduce exposure to noise that can introduce or aggravate stress-related health outcomes.
- g. Community design should promote alternative modes of travel, such as walking, bicycling and public transit can be promoted through the design of high-quality, complete streets. Alternative modes of travel can help reduce automobile congestion, pollution and improve public health.



- h. Development and intensification should occur within existing urban areas to reduce pressure on natural features, open spaces, rural and agricultural lands.

Model Urban Design Guidelines for the Niagara Region - Compliance

Consistent with the Model Urban Design Guidelines itemized above, the proposed development will provide a use that is complimentary to the existing density while offering an alternative housing type than is currently available. The development will be divided into smaller blocks and will maintain appropriate setbacks to ensure that community identity is maintained in the design process.

The proposed building scale, height and built form increases the use of the underutilized residential lot while blending with the existing neighbourhood by maintaining the same building height, architectural character and appropriate landscape design. Frontage along a public road with access to pedestrian walkways and a proposed bike lane will ensure that a variety of transportation options are offered for the achievement of a complete community and an active street frontage. Native trees have been proposed on a sustainability point of view and to contribute to the existing landscape fabric in St.Davids neighborhood. Given the subject property is right where the gateway feature for St.Davids has been proposed, the proposed façade design contributes to the character of St.Davids.

D.7 Town of Niagara-on-the-Lake Official Plan

The Town of Niagara-on-the-Lake Official Plan (2017 Office Consolidation) aims at accomplishing a balance between the needs of the agricultural area and those of the urban area so as to reduce, as much as possible, land use conflicts. (Section 1)

The Town of Niagara-on-the-Lake consists of five urban communities, Virgil, St. Davids, Queenston, Glendale and the Old Town of Niagara, all in an agricultural setting. (Section 1)

Section 6.32.3 – Special Policy Area A-3 (St. Davids)

The Official Plan recognizes the community of St. Davids as a Special Policy Area – A-3. The boundaries of the Special Policy Area are shown on Schedule D to this Plan.

Schedule D, the Land Use Plan, identifies the distribution of permitted land uses within the St. Davids Special Policy Area.

It is the intent of this Plan that the future evolution and physical development of the St. Davids community shall be directed by the policies of this Plan and, as applicable, the specific policies of this Section (**Refer to Schedule D1 – Established Village Area**).

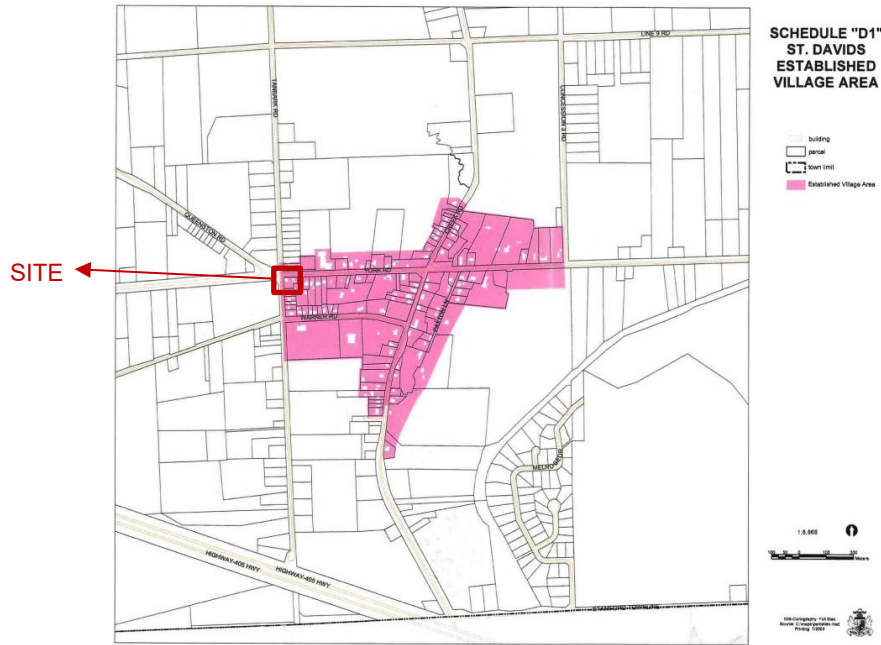


Figure 16: St. Davids Established Village Area – Schedule D

B. Policies

Land Use - Established Village Area

The St. Davids Established Village Area shown on **Schedule D1** to this Plan is recognized as such by virtue of its origins as the historic village centred on the intersection of York Road and Four Mile Creek Road.

The Area is anchored by the edge of the historic lotting pattern to the north, the intersection of York Road and Concession 3 Road to the east, the intersections of Tanbark Road with Warner Road and York Road to the west, and the site of the original mill to the south. St. Davids is recognized as one of the founding settlements in Niagara-on-the-Lake, Niagara Region, and the Province of Ontario.

The unique style and ambience of St. Davids is established by its historic buildings, streetscapes, and sense of rural spaciousness that characterize the village.

General Development Policies for St. Davids	
Policy	Compliance
1. Where appropriate the scale, massing, and design of any new development shall be compatible with the character of adjacent development and support the characteristics of the Village. All new street-related development should enhance the streetscape;	<p>The neighborhood comprises of pre-dominantly 2-storey single-detached dwellings, bungalow towns and 2-storey townhouses recently approved within 600 metre radius from the core village area (York Road at Four-mile Creek Road).</p> <p>The proposed development in the subject property maintains a similar building height and contributes to mix of housing types which is already prevalent in the neighborhood.</p> <p>However, considering its location within the Established Village Area architectural elements</p>



	<p>are designed in a way to reflect the character of St. Davids neighborhood. The streetscape has been enhanced by proposing a new sidewalk that is bordered by human scaled native trees that add to the character of St. Davids while maintain CPTED Principles.</p>
<p>2. New development shall be designed, where appropriate to preserve and enhance the streetscape in terms of such elements as building setback, façade design, and façade density.</p>	<p>The landscape, boulevard and sidewalk treatments are relative to other streetscape treatments within the village as per the and complies with the requirements of the NEC.</p> <p>The proposed landscape design prioritizes scale, balance, variety, focus, unity and rhythm through its design within the subject property and on a neighborhood context.</p> <p>The proposed native trees are tolerant of urban conditions and are proposed to also complement the building facade inspired from Italianate, Georgian and Victorian elements prevalent in existing dwellings within the established village area thereby meeting the intent of the St. Davids Urban Design Guidelines (Schedule D1). This helps create a seamless design. Based on comments received from the Region the building material guideline have also been met in full. The proposed development also maintains similar front yard setbacks as surrounding uses while also maintaining continuity of the sidewalk for safe access to school and nearby uses.</p>
<p>3. New development shall respect established building lines and significant landscape features;</p>	<p>Being a corner lot, the proposed development does an excellent job of creating active street frontage along both York Road and Tanbark Road maintaining the façade continuity through the intersection without compromising on native landscape design. This creates a street wall, especially at corner sites also aligning with the intent of the St. Davids Urban Design Guidelines.</p> <p>The design proposed design prioritizes a coexisting environment for both landscape and the built form while maintaining a town image with buildings placed within the minimum setbacks established by the Town’s Zoning Bylaw.</p>
<p>4. Access to new buildings that have a direct relation to the street shall be arranged in</p>	<p>The driveways from the proposed development front onto Tanbark Road except for the single - detached dwelling fronting onto York Road.</p>



<p>relation to, and designed to facilitate, street-oriented pedestrian movement;</p>	<p>The proposed sidewalk maintains existing sidewalk continuity along York Road and Tanbark Road facilitating a walkable and safe neighborhood for its pedestrians. The conscious landscape and architectural treatment also create visual interest for the users reflecting the character of the established village.</p>
<p>6. Proposals for infill development shall be designed to be sensitive to the attributes of adjacent properties in terms of such elements as scale, massing, building separations, and landscaped open space;</p>	<p>The proposed development is consistent with the building height which is pre-dominantly a 2-storey development.</p> <p>The proposed development contributes to the mix of housing type available in the neighborhood and provides sufficient landscape open space satisfying the zoning requirement.</p>
<p>7. Signage, lighting, and landscaping treatments shall be compatible with the character of adjacent properties and the Village in general.</p>	<p>The landscape design aligns with the St. Davids urban design guidelines and comments provided by the Region and the NEC.</p> <p>Symmetrical Streetscape has been proposed as per St. David’s Urban Design Guidelines with native trees being proposed. The proposal separates the 5 driveways with landscape areas allowing residents to landscape their driveways independently and allow for snow storage.</p> <p>Site lighting plan is not a requirement for this planning application.</p> <p>The subject property is in the gateway area for St. Davids established neighborhood. The façade design of the proposed development (Townhouses) adds to the gateway design thereby contributing to the character of the neighborhood.</p>

Low-Density Residential:

This designation is located along York Road and portions of the Niagara River Parkway and consists of a range of housing styles with a variety of setbacks and typically generous lot widths. Development in this designation is generally newer than that within the historic core of the Village, and the majority of the properties back onto either agricultural lands or the Niagara Escarpment Natural Area. Access is provided either directly from the Niagara River Parkway or via a service road paralleling the parkway. The intent of policies outlined below is to respect the existing residential pattern, varied lot sizes and generous frontages within this designation.



Residential Land Use

1. Low density residential land uses and building types are recognized as the predominant permitted housing type intended in the St. Davids Special Policy Area. A mix of low-density building types shall be encouraged.
2. Low density residential projects may be developed to a maximum 6 units per acre net density as provided for in the residential density policies of this Plan.
3. Medium density residential projects are recognized as a minor housing type. Medium density residential projects may be developed to a maximum 12 units per acre net density as provided for in the residential development policies of this Plan.
4. Medium density building types shall be limited to townhouses, triplexes, fourplex and quadplex dwellings, senior citizen housing projects and nursing homes. Medium density building types may be considered in accordance with the following:
 - (a) Medium density projects shall be designed in such a way as to be compatible with adjacent low-density buildings and areas;
 - (b) Medium density projects shall provide adequate outdoor amenity areas including functional common open areas and private open space areas with suitable landscaping;
 - (c) Medium density projects shall provide sufficient on-site parking for each dwelling and visitor accommodation.
5. Medium density projects shall be located:
 - (a) Where it can be demonstrated that the project will be compatible with adjacent development in terms of intensity of use, building design, and architectural treatment;
 - (b) Adjacent to or in close proximity to commercial areas for the purpose of serving the needs of residents, supporting the viability of the commercial area, and establishing consistency with the land use intensity of the commercial area;
 - (c) Where the project has direct access to a public street without drawing traffic through low density areas;
 - (d) Where adequate municipal services are available and can be provided without disruption through reconstruction of existing lines. Such reconstruction shall be discouraged by the Municipality. It shall be the responsibility of the proponent to establish the availability of capacity and demonstrate that adequate services are available.

Housing Diversity

1. Council recognizes the importance to the St. Davids community of providing adequate affordable housing for all residents of St. Davids and encourages the development of an appropriate mix of housing types to meet the needs, preferences, and lifestyles of all residents.

Urban Design

1. The Town intends to adopt urban design guidelines to ensure that the unique historic character of St. Davids is preserved and extended through careful design consideration of built form, open space, and streetscapes.



- All development, redevelopment, and infill in St. Davids shall be designed in a manner consistent with urban design guidelines adopted by Council.

Also refer to **Appendix 4 – St. Davids Secondary Plan** and Urban Design Brief prepared by Quartek Group for detailed information on how the proposed development to preserve and maintain the architectural character of St. Davids Neighborhood.

According to Schedule D – Official Plan - Land Use Plan, the subject land is designated as **Low-Density Residential** land use.

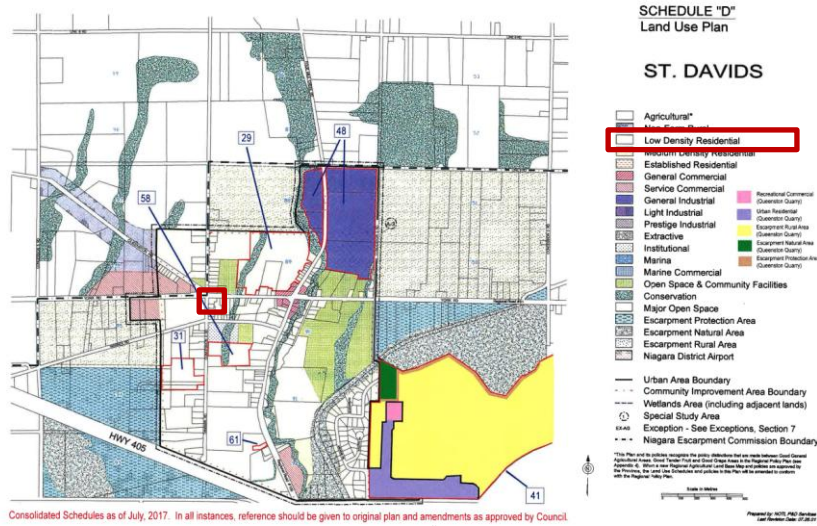


Figure 17: Town of Niagara-on-the-Lake Land Use Plan (Schedule D) – Low Density Residential

Section 9 – Residential

Section 9.3 Land Use Designations

Section 9.3.1 – Low Density Residential

Low-Density Residential land permits a range of housing types including single detached dwellings, duplexes, semi-detached dwellings.

Secondary Uses include:

Uses permitted with a Main Use:

- roomers and boarders
- bed and breakfasts
- accessory apartments
- group homes
- home occupations
- accessory buildings and structures

Uses permitted independent of a Main Use:

- Minor open space and community facilities subject to Section 15 of this Plan;
- Medium density residential uses subject to; the relevant policies of Section 9, and a site specific amendment to the Zoning By-law.



Accessory apartments, rooming and boarding houses, and the residential mix of single family semi-detached and duplex dwellings may be placed in separate zoning categories and limited in the Zoning By-law to locations and densities deemed appropriate by Town Council. The density of the development for Low residential areas shall not exceed 6 units per acre (14 units per hectare) residential net density.

Section 9.3.2 – Medium Density Residential

The proposed development involves Townhouses which fall under medium density residential. Following uses are permitted in the Medium Density Residential Designation:

Main Uses:

Multi-unit Residential housing such as townhouses, apartments, nursing homes, and mobile home parks.

Secondary Uses:

Uses permitted with a Main Use:

- roomers and boarders
- bed and breakfasts
- accessory apartments
- group homes
- home occupations
- accessory buildings and structures

Uses permitted independent of a Main Use:

- Minor open space and community facilities subject to Section 15 of this Plan;
- Low Density Residential uses

Town of Niagara on the Lake Official Plan - Compliance

The unique style and ambience of St. Davids is established by its historic buildings, streetscapes, and sense of rural spaciousness and are maintained in the proposed design with the help of urban design guidelines established by the Town.

The development provides for the efficient future growth with the help of diverse housing types proposed within the urban area boundary and contributes to more commercial opportunities in the area being a walkable neighborhood with immediate access to restaurants, schools and convenience stores within 5 mins walk (450m) to the core neighborhood. This reduces reliance on vehicles.

The maximum permitted density as per the policies of this plan for medium density residential uses is 12 units per acre (30 units per hectare), and the proposed development exceeds the requirement by having a density of 15.7 units per acre (6 units/ 0.1546 ha = 38.8 units per hectare).

Hence, an **Official Plan Amendment** will be required for the Townhouses to permit the proposed site-specific medium density in the subject property.



D.8 Town of Niagara-on-the-Lake Zoning By-law 4316-09

According to **Schedule A-23**, of the Town’s Zoning By-law 4316-09 (2016), the subject lands are zoned as **Residential 1 – R1 Zone**. Figure 9 shows the location of the lands.

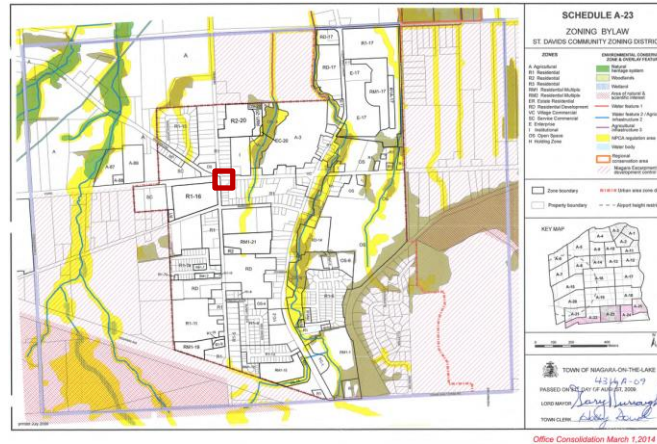


Figure 18: Zoning By-law Schedule A-23 – Town of Niagara-on-the-Lake

The existing zoning for the subject property - **Residential 1 – R1 Zone** is intended for single detached dwellings, home occupations and their accessory uses, thus the zoning does not permit use of the subject lands for a townhouse development.

Town of Niagara on the Lake Zoning - Compliance

The existing zoning designation doesn’t permit the use of Townhouse development in the subject property.

To make appropriate use of subject land that has been underutilized for years, the development is seeking a Zoning Bylaw Amendment to rezone the lands to Site-Specific Residential Multiple 1 – RM1 Zone to permit the townhouse dwelling use and Site-Specific Residential 1 R1 Zoning to permit single-detached dwelling with slight deficiency in setbacks, height and lot measurements.

Also considering the large, underutilized lots prevalent in the neighborhood with predominant single detached use, the opportunity to provide a compact built form and housing mix while respecting existing architectural and landscape/open space character of St. Davids was identified. Given its location on a highly accessible neighborhood this also allows for reduced reliance on vehicles.

Table 1 and **Table 2** provides the zoning provisions for the RM1 zone and the requested amendments to facilitate the proposed street townhouse development. These calculations considered the 3.0 metres of depth from the front lot line (York Road) to be used for road widening and 6m x 6m daylight triangle along the intersection (York Road at Tanbark Road).

Hence, a **Zoning Bylaw Amendment** will be required to permit site-specific provisions pertaining to lot measurements, building height, setbacks in the subject property.



**Table 1 – Section 9.4 – Site specific Residential Multiple 1 Zone (RM1)
Regulations for Street Townhouses**

Zone Regulations	Required	Proposed
Minimum Lot Frontage	Interior Lot – 6.2m Exterior Lot – 10.0m	<u>Interior Lot – 6.0 metres</u> Exterior Lot – 11.2 metres
Minimum Lot Area	Interior Lot – 230 SQ.M Exterior Lot – 300 SQ.M	<u>Interior Lot – 201 sq.m</u> Exterior Lot – 369 sq.m
Maximum Lot coverage	45%	Townhouses – 42% (518 SQ.M – including covered porch)
Minimum Landscaped Open Space	25%	48.7% (605 SQ.M)
Minimum Front Yard setback to the front face of the dwelling	4.5m	5.3 metres (covered steps) 7.5 metres (garage)
Maximum front yard setback	6.0m	5.4 metres (steps) and <u>7.7 metres (to the garage)</u>
Minimum Front Yard Setback to garage face.	7.5m	7.5 metres
Maximum width of garage face	3.5m	<u>3.9 metres</u>
Minimum Interior side yard setback	1.5 m (5 ft) for end units, except for end units having a height 5.0 m (16.4 ft) or greater, then 1.8 m (5.9 ft) shall be provided, except that where no attached garage is provided, the minimum side yard shall be 3.0 m (9.84 ft). No interior side yard is required between the common vertical wall dividing one unit from another.	2.0 metres
Minimum exterior side yard setback	4.5m except where an entrance to an attached garage faces an exterior side yard, the minimum exterior side yard for the garage shall be 6m.	4.5 metres
Minimum rear yard setback	7.5m, except for units having a height 8.0m or greater, then 9.0m shall be provided.	9.0 metres
Minimum dwelling floor area	80 sq.m	99 – 112 sq.m
Maximum building height	10m	<u>11.1 metres</u>
Minimum accessory building yards setback	0.5m	N/A
Minimum accessory building exterior side yard setback	4.5m	N/A



Zone Regulations	Required	Proposed
Minimum setback of uncovered, unenclosed or covered patio or deck form	0.6m	N/A
Minimum Parking Required	2 space / unit	2 spaces / unit (tandem)

**Table 2 – Section 9.1 – Site-Specific Residential 1 Zone (R1)
Regulations for Single-Detached Dwelling**

Zone Regulations	Required	Proposed
Minimum Lot Frontage	18.0m	<u>15.9 metres</u>
Minimum Lot Area	668 sq.m	<u>306 sq.m</u>
Maximum Lot coverage	33%	<u>39% (120 SQ.M)</u>
Minimum Landscaped Open Space	30%	53% (161.5 SQ.M)
Minimum Front Yard setback	6.0m	<u>4 metres</u>
Maximum front yard setback	7.5m	4.0 metres
Minimum Front Yard Setback to garage face.	8.5m	<u>5.5 metres</u>
Maximum width of garage face	7.5m	4.3 metres
Minimum Interior side yard setback i) except where there is no attached garage, the minimum side yard on one side shall be:	1.5m and 3.0m	1.8 metres
Minimum exterior side yard setback	4.5m	N/A
Minimum rear yard setback	7.5m	<u>4.2 metres</u>
Minimum dwelling floor area	125 sq.m	<u>120 sq.m</u>
Maximum building height	10m	<u>11.1 metres</u>
Minimum accessory building yards setback	1.5m	N/A
Minimum accessory building exterior side yard setback	4.5m	N/A
Minimum Parking Required	2 space / unit	2 spaces / unit (tandem)

While the lands directly adjacent to the subject lands are zoned as Residential 1 Zone (R1), there is precedent of similar zoning for multi-residential dwellings (RM1) directly along Tanbark Road towards the south at Pinecroft Drive and Hickory Avenue. Recently, a townhouse development with 15 units on 308 Four Mile Creek Road was approved by the Council with Draft Condominium Application being voted on during council's Feb 24 meeting.

Based on the adjacent zoning & development at Pinecroft Drive (Townhouses) and Hickory Avenue (Townhouses and Single-detached Use), the re-zoning of the subject lands at 1317 York Road is compatible with the neighbourhood. While offering a new housing type at a similar scale as the



existing dwellings, the proposal presents an opportunity for redevelopment that will maintain the community vision and character of St. Davids.

As displayed in Table 1, the development is largely consistent and require site specific zoning provisions for the proposed Townhouses (RM-1 Zoning) and single detached dwelling (R1 Zoning) on site.

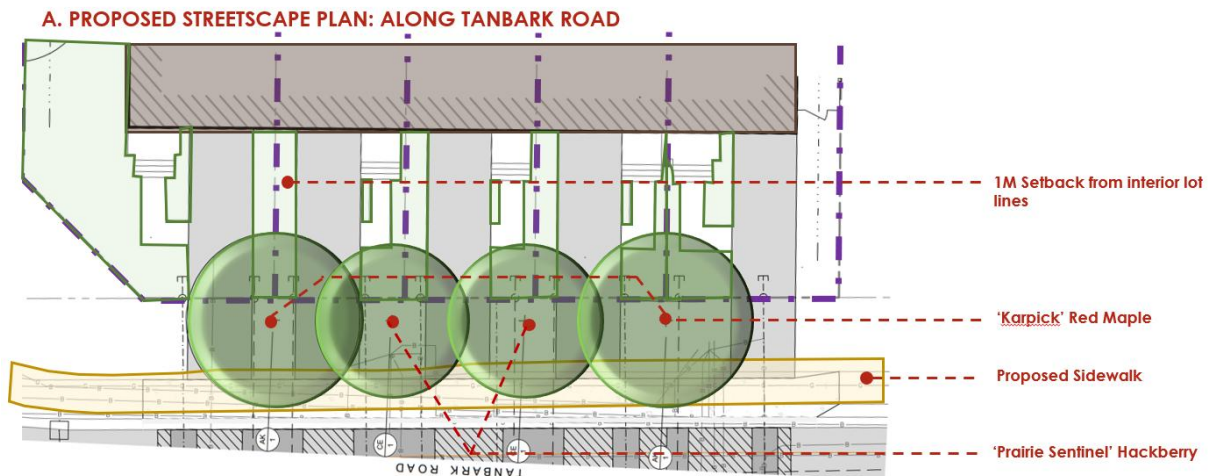
E. STREETScape ANALYSIS

Unique Street Character

- a) Vary the length of streets and blocks.
A variety of streets and blocks that are occasionally offset, single loaded or curved will enhance one's orientation and enjoyment of the area.
- b) Provide a variety of setbacks.
Opportunities to provide a variety of street setbacks will create visual interest and a sense of informality.

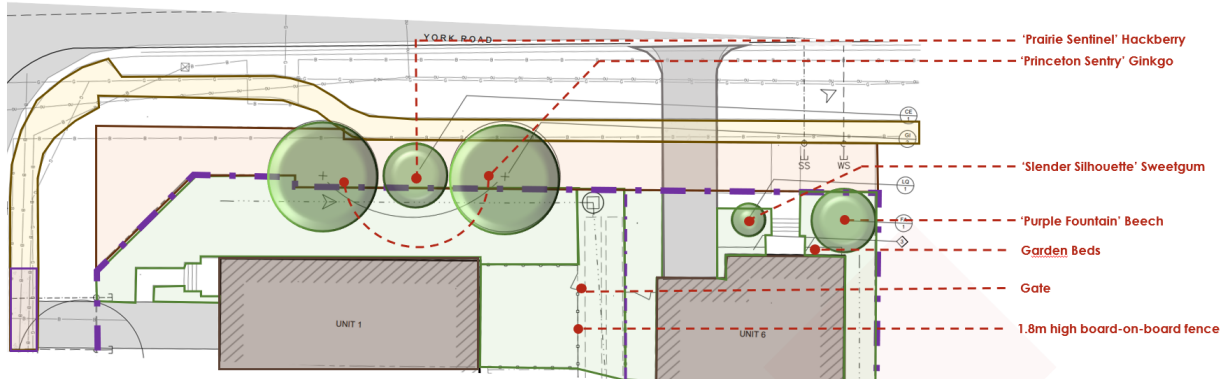
- Street Trees

- Native street trees should be planted throughout the Village, along York and Four Mile Creek Roads, Tanbark and Warner Roads, as well as along all streets in new communities.
- Only native species that are tolerant of urban conditions, salt, poor soil, and uneven irrigation, should be planted. Good examples are Silver Maple, Red Maple, Red Oak, and White Oak.





B. PROPOSED STREETScape PLAN: ALONG YORK ROAD



Streetscape Analysis - Compliance

To make appropriate use of subject land and add to the architectural character of St.Davids, the landscape design has been curated to

Proposed landscape design benefits:

- Include native trees
- Successfully grow in that environment
- Doesn't not interfere with traffic and view
- And thrive through all seasons of the year.
- Contribute to active street frontage.
- Human scale design
- CPTED Principles

Proposed Trees:

- AK – 'Karpick' Red Maple – (8m wide spread)
- CE – 'Prairie Sentinel' Hackberry
- FA – 'Purple Fountain' Beech – (4m wide spread)
- LQ – 'Slender Silhouette' Sweetgum – (3m wide spread)
- GI – 'Princeton Sentry' Ginkgo

The landscape design was reviewed with both the Region and the Town staff. It is to be noted that the Region's tree planting list is currently being revised however the proposed trees on site have been considered acceptable along both York Road and Tanbark Road.



F. PLANNING IMPACT ANALYSIS

Having regard to the potential impacts from the proposed development, the planning exercise of determining the appropriate scale and location of the townhouse dwelling considered the following:

- Achieving a harmonious design at a higher density that is compatible and can be easily integrated with the surrounding area and not expected to adversely impact on other residential uses.
- Ensuring there sufficient parking on-site.
- Maintaining appropriate setbacks and providing landscaped screening to limit the potential impacts towards adjacent uses.
- Proximity to commercial and institutional uses, etc. reducing reliance on cars and public transit.
- Proximity to school encourages public to live nearby to ensure ease and safety access and enjoy the unique and rich history of the St. Davids neighborhood.
- Providing a scale and high that is comparable to the existing adjacent dwellings.
- Achieving a front façade that is aligned with the community identity and does not detract from the public realm.
- Providing a different housing type at a compact built form that is similar to the existing adjacent dwellings.
- Providing an infill development that makes more efficient use of residential land
- Developing in a location that can conveniently access nearby commercial and retail service facilities by vehicular and active modes of transportation.

F.1 Policy Conformance

In conformity with the Provincial Policy Statement, the subject lands are located within the urban area boundary limits of the Town, which majority of the lands have the designation for a higher density for residential development. The development will be connected to the community through the use of existing infrastructure, and the opportunity to utilize multi-modal transportation networks. The proposed development represents an excellent opportunity for residential infill and intensification consistent with applicable planning policies.

In conformity with the Regional Official Plan policies, the proposed residential development will contribute towards achieving the alternative housing type at a higher density than currently exists. The development will contribute to the Regional intensification targets while directing development to established urban areas. The multi-modal connection to the development and the proximity to local services/business will contribute to the achievement of complete communities.

The proposed development contributes to the vision of intensifying while respecting community value. Design of the proposal considered the neighbourhood character in providing similar height, and scale throughout development. Overall, the development is consistent with the Plan's intent of achieving an increased residential density in an orderly fashion, giving preference to existing road networks, sidewalks, infrastructure, housing composition and facilitating the development through an Official Plan and Zoning Bylaw Amendment. The development will require an overall site-specific zoning regulation for the lands.



Zoning Deficiencies:

Minimum Lot Area:

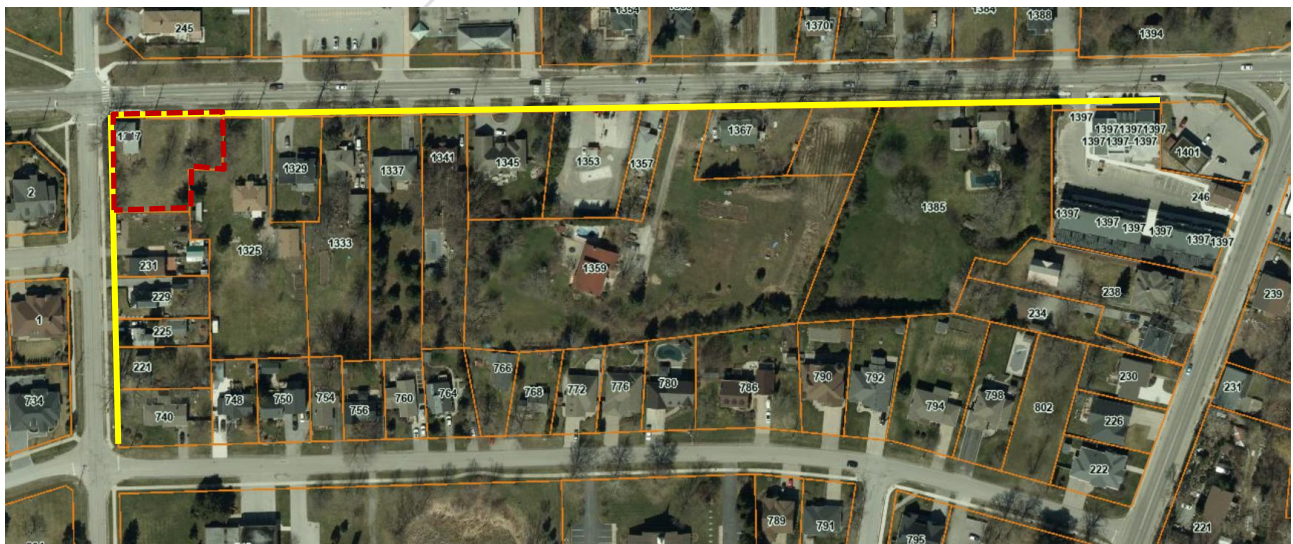
The minimum lot area has been deficient in order to make efficient use of land. The neighborhood is said to have oversized lots that have been underutilized. Hence, based on proposed zoning, appropriate number of units with functional layouts have been proposed as part of residential intensification.



Minimum Lot Frontage:

The proposed townhouse development provides a lot frontage of 6.0 metres for the interior lots which is considered only a slight deficiency of 0.2 metres from what is required. The exterior lot and the corner interior lot meet the minimum lot frontage requirements. However, the design also maintains 4.5 metre exterior side yard setback from York Road.

Removal of one unit could potentially address the issue but leads to an oversized lot which is not considered an efficient planning solution. The single-detached dwelling provides 15.9 metres frontage along York Road. Though this is only a slight deficiency from what the R1 zoning requires, 1357 York Road has a lot frontage of just 12.0 metres. It is to be noted that there are no other dwellings fronting onto York Road within the subject property.





Maximum Front Yard Setback:

The existing front yard setbacks are varied in properties along Tanbark Road ranging from 5.5 metres to 11.5 metres whereas the setback provided along tanbark road range between 5.3 metres and 7.7 metres based on the zoning definition for setback measurements. Providing a greater front yard setback evenly is also advantageous being a corner lot. This provides clearer view from Tanbark Road and York Road for safe access. Providing greater front yard setback will not affect the adjacent property as the subject property provides a 3m wide easement that also acts as a side yard setback and the building in the adjacent property is located farther away from the common property line providing them with additional privacy. The proposed single detached dwelling is also slightly deficient but still doesn't cause privacy concerns for the property opposite the subject property. The front yard setback is similar to 1367 and 1385 York Road, and the deficiency is caused due to road widening. Hence, the setback generally meets the intent of zoning. It is to be noted that 740 Tanbark Road also maintains a 11 m exterior side yard setback and 8.0m front yard setback along Warner Road respectively.



Lot Coverage:

The proposed lot coverage is 39% for the single-detached dwelling in effort to make efficient use of land compared to oversized unused lots in the vicinity. The townhouses fall within the maximum permitted lot coverage requirement (proposed 42%). Residential intensification is encouraged in the neighborhood, and the proposed development adds to the architectural character of St. Davids Established Neighborhood with only slight increase in lot coverage than what is permitted within zoning provisions. This also compensates to underutilized lots along York Road.



Rear yard setback – Single detached dwelling:

The proposed single detached dwelling currently has a 4.2 metre rear yard setback whereas 7.5 metre setback is required. The proposed building doesn't directly abut a building towards the rear. Hence, the privacy is maintained thereby meeting the general intent of the zoning. The building face is still farther away from the rear yard of the neighboring property (1325 York Road) hence the privacy is maintained.

F.2 Compatibility with Adjacent Land Use

The need for a balanced approach in the assessment of intensification is required, understanding that there is potential for competing objectives that need to be evaluated accordingly. In this regard, the height and scale of the proposed development is mostly consistent with the adjacent single-detached dwellings while offering a different housing type and scale. The proposed setbacks aim to mitigate any potential privacy impacts to the townhouse rear yards abutting adjacent properties.

The community emphasizes comprehensive developments, offering a full range of housing types, services and connections to accommodate people and families at varying stages of life. The layout is compatible with the intents of a complete community, offering higher density development with linkages to nearby businesses areas and community facilities through vehicular roads, pedestrian walkways and proposed bike lanes. Furthermore, the development will support the long-term goals of the street by facilitating a road widening.

While townhouses are considered a new housing type within the near vicinity, the housing type can be considered to align with the future plans for the neighbourhood due to the large vacant property to the north that has been re-zoned for multi-residential development. Overall, the proposed development will contribute to development within the urban boundary and thus will help the Town in achieving sustainable housing objectives whilst maintaining the character of St. Davids.

Considering a wider area of the neighborhood. It is also evident that the proposed townhouses are context sensitive and blend with the existing typology available in the neighborhood. The proposed



development prioritizes to also add on to the architectural character of St. Davids along with providing a mix housing type for the established neighborhood. Townhouses are a desirable option given the walkability of the neighborhood to commercial and institutional uses and supports car free living for immediate needs.

Density:

Maximum Permitted Density – 12 units per acre (30 units per hectare)

Proposed Density – 15.8 units per acre (38.8 units per hectare)

F.3 Traffic and Access

The proposed development will offer street townhouses, with direct frontage and vehicular access along Tanbark Road. Tanbark Road is a local road, and the traffic generated by the creation of five (5) additional residential lots is expected to be localized.

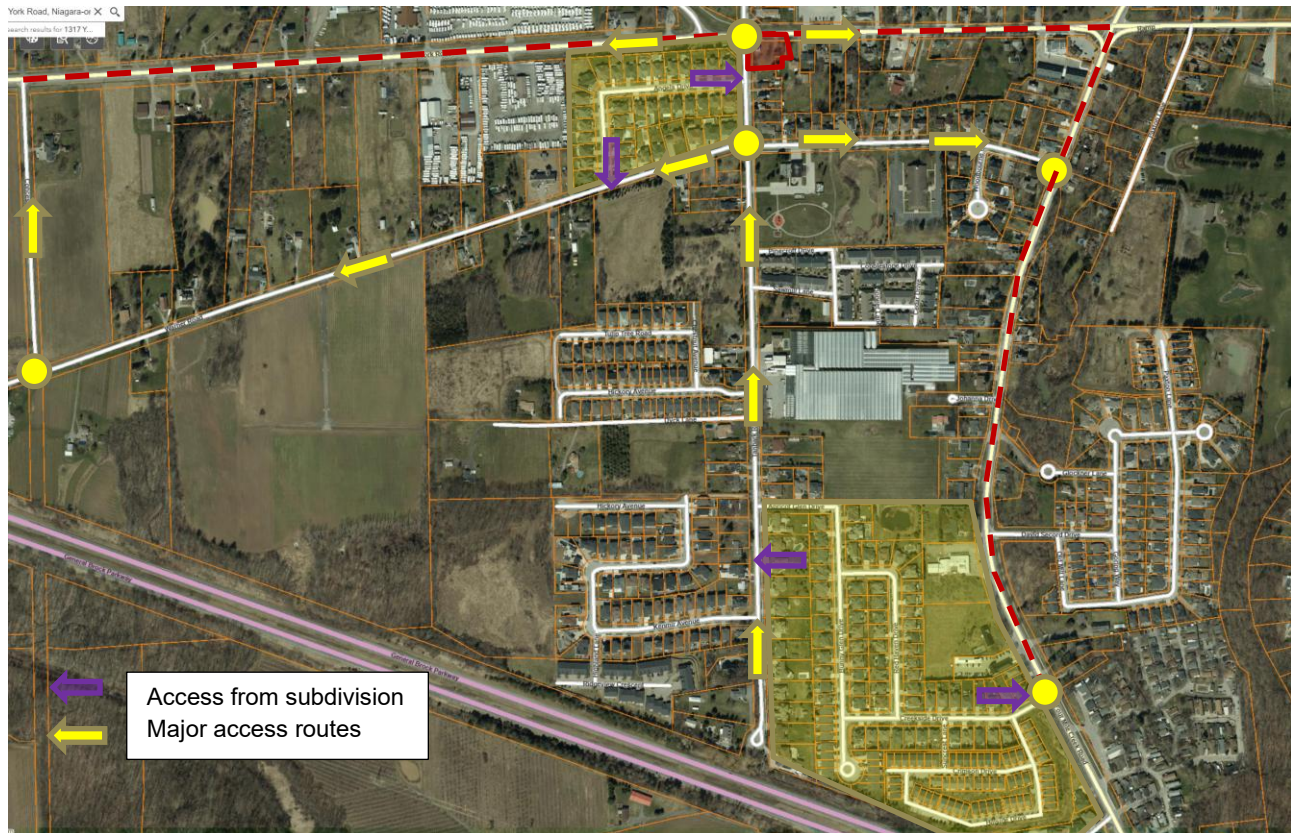
The proposed single detached dwelling has a frontage along York Road. Both Tanbark Road and York Road offers pedestrian sidewalks to link the community and the close proximity of commercial and institutional uses along York Road reduces the reliance for its users on vehicles and encourages walkability.

Additionally, York Road has been identified as part of the regional cycling network. If the cycling route is currently not established and identified with signage, it is the intent of the Region to make provisions for doing so when an appropriate opportunity arises. Hence, the subject land is an ideal location to propose the use to intensify residential use and reduce reliance on vehicles.

At the pre-consultation meeting in October 2024, the Region indicated that a road widening be established with approximately 3.04 metres at its west most side and 2.28 metres at its east most side along York Road. Further to the future road widening, the Town as part of NOP requirements requires a daylight triangle of 6 metres x 6 metres at the corner of York Road and Tanbark Road. This has been incorporated as part of site design.

To maintain the safety of students going to St.Davids public school, it was a cautious decision to front the proposed townhouses along Tanbark Road. Being a corner lot right at the intersection, we do not anticipate speeding issues caused by the added population. A new sidewalk has also been proposed to connect to the existing sidewalk ensuring safety of its users.

On a neighborhood perspective (especially along Tanbark Road South), the residents have multiple access routes to connect to the regional roads (York Road and Four Mile Creek Road). The traffic is not entirely concentrated on Tanbark Road, and the proposed density is not said to cause negative impact on traffic along Tanbark Road. York Road at Tanbark Road is a signaled intersection and it would be a natural decision for the current residents along Tanbark Road south to take Warner Road that connects to both York Road and Four-mile creek road. The image below illustrates multiple routes available for the southern portion of Tanbark Road to connect to regional roads.



F.4 Municipal Site Servicing

Water Supply:

The Town of Niagara-on-the-Lake's water system is supplied by the DeCew Water Treatment Plant. The system is interconnected with the Niagara Falls water system. The supply area is divided into 11 pressure zones. Based on Niagara Region's 2021 Water and Wastewater Master Servicing Plan Update, the existing peak hour minimum pressure at the development site ranges from 415-550 kpa (60-80 psi).

There is an existing 250mmØ PVC watermain located in Tanbark Road, and an existing 200mmØ PVC watermain located in York Road, along the west and north limits (respectively) of the subject property. There is a Regional 400mmØ ductile iron watermain on York Road as well.

The property is currently serviced with one (1) 19mmØ copper water service, connected to the 200mmØ York Road watermain, but the location of this service is unknown. This existing water service is to be properly decommissioned at the main.

Water supply for the townhouse block will be taken from the 250mmØ Tanbark Road watermain. A 25mmØ Type 'K' soft copper water connection will be installed for each unit, as well as for the single detached dwelling. For the single detached dwelling, water supply will be taken from the 200mmØ York Road watermain.



Fire Hydrant:

The existing fire hydrant on the NE corner of the York Road and Tanbark Road intersection will provide adequate fire protection for this development based on the following: the hose-path distance to farthest principal entrance (i.e. the front door of the southernmost unit) would be significantly less than 90 m, so the OBC maximum distance of 45 m from hydrant to truck and 45 m from truck to principal entrance would be satisfied. Please refer to the Functional Servicing Report prepared by Quartek for more information.

Sanitary Sewerage:

There is an existing 200mmØ PVC sanitary sewer located in Tanbark Road, and an existing 250mmØ PVC sanitary sewer located in York Road, along the west and north limits (respectively) of the subject property.

The property is currently serviced with one (1) 100mmØ PVC sanitary service, connected to the Tanbark Road sanitary sewer. This existing sanitary service is to be properly decommissioned.

Each new townhouse unit will be serviced through individual 135mmØ PVC sanitary laterals connected to the 200mmØ sanitary sewer in Tanbark Road. The single detached dwelling will also be serviced through a 135mmØ PVC sanitary lead, but it will be connected to the 250mmØ sanitary sewer in York Road.

Further details of the site servicing are provided under a separate cover titled “Functional Servicing Report” prepared by Quartek Group.

Drainage and Site Grading:

The subject property’s current drainage system is overland, with no pronounced/functioning swales, and much of the property is grass area. Topographical data shows the land has minimal slopes that aim towards both bounding roads, but the majority of the property drains northeast. Existing elevations of the property vary from ±122.30 to ±123.70. Stormwater eventually reaches the existing curb & gutter on either York or Tanbark Road, to ultimately be conveyed by the respective storm sewer. There is an existing 600mmØ concrete storm sewer located on the west side of Tanbark Road and a 300mmØ concrete storm sewer on the south side of York Road, east of the property.

The proposed site grading design will ensure positive drainage away from the buildings and neighbouring properties to the east and south. Side and rear yard swales will convey the majority of the site’s runoff to on-site collection points.

See Stormwater Management Report included under separate cover.



F.5 Garbage Waste Collection

The proposed development is able to accommodate Regional waste collection at the curbside along Tanbark Road (Townhouse) and York Road (Single Detached Dwelling).

F.6 Natural Heritage and Environmental Considerations

Town and Provincial criteria consider the property to exhibit low potential for archaeological discovery. The property is located in the Region's Core Natural Heritage System (Niagara Escarpment Plan Area). The property is outside of the Niagara Escarpment Commission (NEC)'s area of Development Control and therefore a Development Permit from the NEC is not required. However, a Stage 1 Archaeological Assessment was required.

The Stage 1 background research prepared by Detritus Group indicated that the Study Area exhibited moderate to high potential for the identification and recovery of archaeological resources. Included as part of the background research was a review of recent and historic aerial imagery of the Study Area (Niagara Region, 2025). As of 1934, both York and Tanbark Roads were in use, but the majority of the area was being used as agricultural fields. The house in the northwestern corner of the Study Area was present, although it is mostly obscured by trees. No other homes are visible on the neighbouring properties.

Residential development began slowly in the area by the 1950s and intensified in the early 2000s. The Study Area remains the same until the present day, although at one point a small barn existed in the southwestern corner. This research also included the consultation of the Niagara Region Archaeological Management Plan (Niagara Region, 2024), which indicated that the Study Area is located within an area of archaeological potential. Therefore, a Stage 2 assessment was recommended for the Study Area.

Given the results of the Stage 2 investigation and the identification and documentation of no archaeological resources, no further archaeological assessment of the Study Area has been recommended.



G. SUMMARY AND CONCLUSIONS

The proposed development represents an appropriate land use for the following reasons:

1. It conforms to the policies for intensification and the efficient use of land and existing infrastructure within the urban area, as well as policies for encouraging infill residential development that provides an alternative housing as contained in the Provincial Policy Statement, Niagara Region Official Plan, and the Town's Official Plan.
2. The proposed development will assist the Town to reach their density intensification target and offering higher density housing within an Urban Area with close proximity to school and commercial uses thereby reducing reliance on vehicles and accommodating active transportation.
3. The proposed development will diversify the housing stock and will utilizing setbacks and design principles to conform to the neighbourhood identity.
4. The proposed development will contribute to the achievement of a multi-modal community by providing a road widening for vehicles.
5. The proposed development can efficiently connect to the existing infrastructure (water, sanitary and storm sewers) thereby contributing to environmental sustainability.
6. The proposed development will implement the principles of urban design in the St. Davids Neighborhood and represents good land use planning by maintaining the community architectural character.

Prepared By:

A handwritten signature in black ink, appearing to read 'Zamima Khan', with a horizontal line underneath.

Zamima Khan
Intern Urban Planner – Quartek Group

A handwritten signature in black ink, appearing to read 'P. Leigh Whyte', with a horizontal line underneath.

Leigh Whyte MCIP, RPP, AICP
Senior Planner

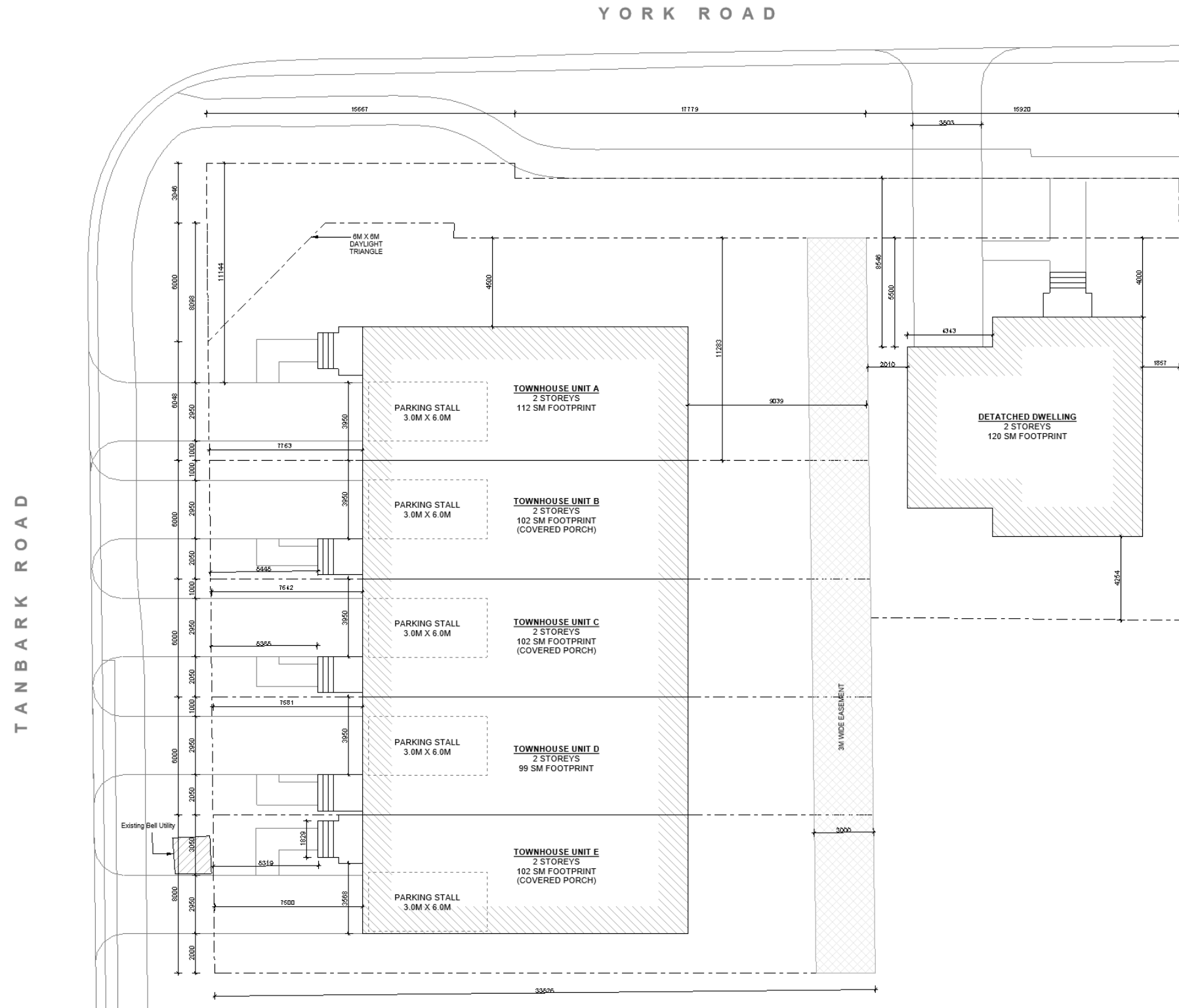


H. REFERENCES

1. Planning Act, R.S.O. 1990, c. P.13, Ministry of Municipal Affairs and Ministry of Housing
2. Provincial Policy Statement, Ministry of Municipal Affairs and Ministry of Housing (2024) – effective from October 20, 2024.
3. Niagara Regional Official Plan (2022)
4. Greenbelt Plan 2017
5. Niagara Escarpment Plan 2017
6. Urban Design Guidelines, Niagara Region (2005)
7. Town of Niagara-on-the-Lake Official Plan (2017)
8. St. David’s Secondary Plan – By law 4316-09 (2018)
9. Town of Niagara on the Lake Zoning By-law 4316-09 (2016)



APPENDIX A – CONCEPTUAL SITE PLAN





APPENDIX B DRAFT ZONING BY-LAW AMENDMENT

THE CORPORATION OF THE TOWN OF NIAGARA-ON-THE-LAKE

BY-LAW NO. 4316XX – 18
(PT LOT 90 1317 York Road)

A BY-LAW TO AMEND BY-LAW NO. 4316-09, AS AMENDED, ENTITLED
A BY-LAW TO REGULATE THE USE OF LANDS AND THE ERECTION, USE, BULK, HEIGHT,
LOCATION, AND SPACING OF BUILDINGS AND STRUCTURES WITHIN THE TOWN OF
NIAGARA-ON-THE-LAKE.

WHEREAS the Town of Niagara-on-the-Lake Council is empowered to enact this By-law by
virtue of the provisions of Section 34 of the Planning Act, R.S.O. 1990, c.P.13, as amended;

NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE TOWN
OF NIAGARA-ON-THE-LAKE enacts as follows:

1. Schedule “A-23” of By-law 4316-09, as amended, is further amended by
changing the zoning of the subject lands identified on Map A (attached to and forming part of this
By-law) from “Residential 1 – R1 Zone” to site-specific “Residential Multiple (RM1) and site-specific
Residential 1 (R1) Zone”.
2. That Subsection 9.13.___ is added to Section 10 of the Town of Niagara-on-the-Lake
Zoning By-law 4316-09:

In lieu of the provisions of the “Residential Multiple (RM1) Zone” the following provisions shall be
permitted on those lands shown on Map A attached hereto:

Minimum Lot Area - Interior Lot – 201 sq.m (2163.5 sqft)

- Minimum Lot Frontage – Interior Lot – 6.0 metres
- Maximum Front Yard Setback – 7.7 metres to garage (25.2 feet) – Uncovered porch
- Building Height – 11.1 metres (36.4 feet)
- Overall Maximum Lot Coverage – 42%
 - Townhouses (individual lot coverage):
 - Unit A – 30.3%
 - Unit B and C – 50.7%
 - Unit D – 49.2%
 - Unit E – 38%
- Maximum width of garage – 3.95 metres (12.9 feet)

In lieu of the provisions of the “Residential 1 (R1) Zone” the following provisions shall be
permitted on those lands shown on Map A attached hereto:



- Minimum Lot Area – 306 sq.m (3293 square feet)
- Minimum Lot Frontage – 15.9 metres (52.1 feet)
- Minimum Front Yard Setback – 4 metres (13.1 feet)
- Minimum Front Yard Setback to the Garage Face – 5.5 metres (18.0 feet)
- Building Height – 11.1 metres (36.4 feet)
- Minimum Rear Yard Setback – 4.2 metres (13.7 feet)
- Minimum Dwelling Floor Area – 120 SQ.M
- Maximum Lot Coverage – 39% - 120 sq.m (1291 square feet)
 - Single Detached
 - Unit F – 39%

3. That this By-law shall become effective upon final approval of the related Amendment to the Niagara-on-the-Lake Official Plan.

4. That the effective date of this By-law shall be the date of final passage thereof.

READ A FIRST, SECOND AND THIRD TIME THIS _____ DAY OF _____, 2025.

LORD MAYOR GARY ZALEPA

TOWN CLERK GRANT BIVOL



APPENDIX C DRAFT OFFICIAL PLAN AMENDMENT

**THE CORPORATION OF THE TOWN OF NIAGARA-ON-THE-LAKE
BY-LAW NO. ##### - 24**

Official Plan Amendment No. ##

PT LOT 90, Niagara-on-the-Lake (East of Tanbark Road, South of York Road)

A BY-LAW PURSUANT TO SECTION 17 OF THE ONTARIO PLANNING ACT TO AMEND THE
TOWN OF NIAGARA-ON-THE-LAKE OFFICIAL PLAN.

WHEREAS the Town of Niagara-on-the-Lake Council is empowered to enact this By-law by
virtue of the provisions of Section 17 of the Planning Act, R.S.O. 1990, c.P.13, as amended.

NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE TOWN OF NIAGARA-
ON-THE-LAKE enacts as follows:

1. Amendment No. ## to the Official Plan for the Town of Niagara-on-the-Lake consisting of
the attached designation and schedule is hereby adopted.

To amend the Official Plan Designation from Low-Density Residential to **Site-Specific Medium
Density Residential** to permit the development of 5 townhouses and 1 single detached dwelling
on **1317 York Road, NOTL, ON.**

Proposed density – 38.8 units per hectare.

2. Amendment No. ## to the Official Plan for the Town of Niagara-on-the-Lake is exempt
from the approval of the Regional Municipality of Niagara and will come into force and
take effect on the day of the final passing thereof.

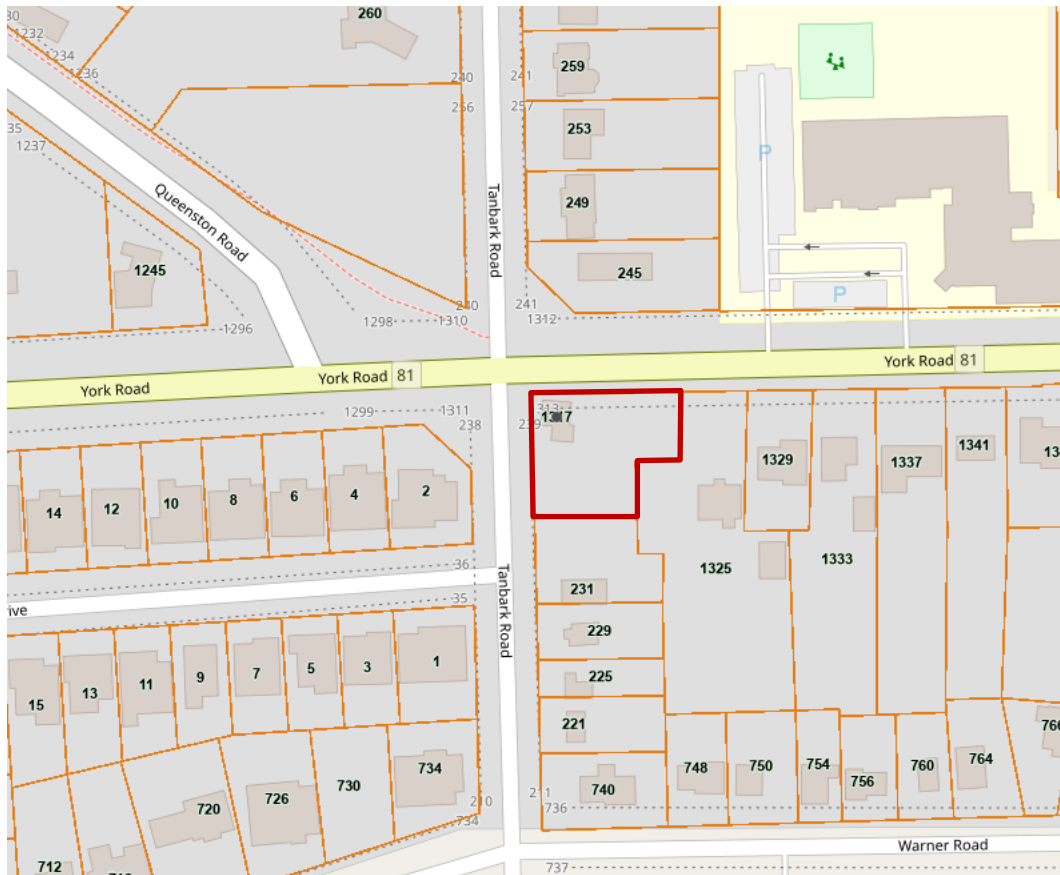
READ A FIRST, SECOND AND THIRD TIME THIS ## DAY OF _____, 2025.

LORD MAYOR GARY ZALEPA

TOWN CLERK GRANT BIVOL



Schedule – Official Plan Amendment:



LEGEND



Subject Land - Change Low Density Residential to
Site-specific Medium Density Residential