

Appendix 5 - Glendale Secondary Plan

(Niagara-on-the Lake Final Draft Official Plan - December 18, 2018)

1. Introduction

Divided by the Queen Elizabeth Way, nestled beneath the Niagara Escarpment and surrounded by prime agricultural land, the community of Glendale has a vital role to play in enhancing and sustaining Niagara-on-the-Lake's economy, physical environment and quality of life. It contains the bulk of the Town's industrial employment lands; it can accommodate hospitality and other commercial uses that may not be compatible with the Town's older communities; and it is home to a major educational institution-Niagara College. Flowing through the area are two branches of six mile creek, with mature vegetation lining both. There are also stands of trees scattered across the north half of Glendale that enhance the natural setting. As a gateway, Glendale introduces visitors to Niagara-on-the-Lake and therefore must be planned and designed carefully to reinforce the established identity of the Town as a whole.

While development in Glendale needs to be sensitive to the rural context, it is the highway, the character of Niagara-on-the-Lake's other communities and Glendale's land-use role within the Town that will have the greatest influence on its future shape and identity as an Urban community. Glendale is a relatively new community with significant capacity to grow and evolve. By 2031, its residential population is expected to increase by more than 4,000, and about 800 new jobs are expected to be created. While anticipating these levels of growth, the land use structure and urban design policies of this plan are based on a vision of Glendale beyond 2031, fully built out.

The intent of this Secondary Plan is to ensure all future development and improvements in Glendale contribute to achieving a unified, holistic vision of a distinct, "walkable" community that attracts the highest order employment uses and establishes a remarkable gateway to the Town. As described in the Basis of this document, the major components of the long-term vision include:

- a business park distinguished by high-quality streetscapes and anchored by a cluster of prestige uses at its gateway;
- a hospitality precinct along York Road, where street-oriented hotels and other commercial uses offer a prelude to Old Town;
- institutional and office-campus side by side below the Niagara Escarpment;
- a diverse residential community on the south side of the QEW containing a mix of housing types;
- an inter-Regional, pedestrian-oriented retail destination oriented to a central street and integrated with residential, office and hospitality uses;
- a village centre where residential, retail, service and/or hospitality uses come together around a green space to establish a civic focal point and amenity for the community;
- a public realm distinguished by natural heritage features and pedestrian-friendly, tree-lined streets that link and complement the above places.

In addition to establishing planning principles and policies to guide the preparation and review of development proposals, this plan identifies a number of public initiatives required to successfully implement the plan. Many of these will be critical to facilitating and accommodating development and ensuring public and private investments are coordinated.

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2. Objectives and Principles

Planning principles provide a foundation for good urban design. The principles described and illustrated in this section are based on the opportunities for improvements in Glendale and on common principles demonstrated in traditional and successful urban environments of the types planned for Glendale, including business parks, residential neighbourhoods, campuses and commercial main streets. Old Town embodies these principles as well as any community in Ontario. They are consistent with the Town's objectives for Glendale, and they reflect the aspirations and priorities of the community members engaged in the preparation of this plan.

These principles will be used by the Town and the Region to direct the transformation of Glendale over the coming years. They are not ranked by importance. Depending on the area within Glendale and the nature of the proposed change, some will have more relevance than others. However, they all shall be considered when making any planning decisions for Glendale.

2.1 Place Making and Beauty

Establish an identity and sense of place for Glendale that is distinct yet true to the overall identity of the Town.

In each area within Glendale development shall have compatible built form and streetscape characteristics and contribute to a coherent, inviting place.

- Development shall have an architectural and landscape quality that is consistent with the quality of buildings and landscapes found in the Town's historic communities yet authentic and appropriate to Glendale's circumstances as a contemporary place and a gateway.
- Streetscapes, parks and open spaces shall be greened with trees and other landscaping. A consistent, high-quality approach to streetscape elements, including signs, light standards, and sidewalks and intersections, will be pursued.
- Buildings shall reflect Niagara-on-the-Lake's concern for and attention to the aesthetics of development, whether their design is contemporary or traditional. The architecture of hotels, restaurants and stores, as well as residential and institutional buildings, should respect the Town's historic character, employing brick, stone and/or wood or wood alternatives as dominant materials. Industrial, office and institutional buildings on main routes through Glendale shall be designed and built to a high standard.
- Attractive buildings, landscaped open spaces and the Niagara Escarpment shall dominate the views of Glendale from the QEW. Parking lots should be buffered by landscaping and divided by islands lined with trees. No industrial storage areas shall be visible from the QEW or main routes through Glendale.
- Development and the public realm shall be designed to encourage walking and cycling.

2.2 Diversity

Accommodate a diversity of employment uses and housing types

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- A full range of employment uses, from prestigious office buildings and research and development facilities to manufacturing plants and distribution centres, shall be accommodated and encouraged in Glendale.
- A variety of employment opportunities within a high quality built form setting shall be provided.
- Logistics centres and heavy machinery manufacturing are welcome uses, but outside storage will be restricted to less visible sites and regulated.
- The growth of Niagara College and new institutional uses are also encouraged.
- In appropriate locations, hospitality and retail uses that support other employment uses and tourism in the Town generally are encouraged.
- A variety of housing choices shall be provided in Glendale to accommodate all household types and individuals at all stages of life, including higher density forms that complement existing and planned housing.

2.3 Mixed Uses

Mix uses in strategic locations to create civic focal points and encourage walking.

- To create identifiable places that promote economic activity and civic life, complementary land uses-hotels, retail, residential and office-should be intermingled and concentrated around central open spaces and along key streets.
- Mixed-use buildings with street-related commercial or public uses at grade are encouraged along York Road, west of Glendale Avenue, and the north-south segment of Taylor Road, north of Glendale Avenue.
- Streets and other civic spaces in mixed-use areas shall encourage walking to and within the area while providing places for meeting and gathering and reinforcing an urban identity.
- Residents, visitors, and Niagara College employees and students shall have access to basic commercial and recreational amenities within walking distance.

2.4 Street Walls

Bring buildings to the street to define the streetscape and support an active pedestrian environment.

- Buildings shall contribute to the creation of a street wall that frames the pedestrian environment and establishes a generally consistent edge to development.
- Build-to lines close to or at the property line will be established along main streets, in key places and to frame civic squares or parks.
- Appropriate maximum front yard setbacks will be established in employment and commercial areas.
- Buildings and their main entrances shall be oriented to and accessible from a public or private street or pedestrian mews.
- To provide for an inviting, comfortable pedestrian environment and enhance the image of Glendale, off-street parking shall be buffered from the street and located at the rear or side of buildings where possible.

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- Sight lines, day-light triangles to facilitate safety are required.

2.5 Conservation

Preserve and respect natural heritage features.

- The environmental integrity of existing creek and stream corridors shall be protected and enhanced.
- Existing woodlots should be preserved and be an amenity to the area.
- Existing water courses and areas of natural vegetation shall be integrated into site design and the overall character of Glendale.
- The Escarpment shall continue to be the predominant physical feature of Glendale. Development should not diminish views of the Escarpment from the QEW, Airport Road and Glendale Avenue as one approaches Glendale.
- Development should have a net positive impact on air, water and soil quality in Glendale.
- Permeable paving materials are encouraged wherever practical. Rows of trees and swales should be used to divide large surface parking areas.

2.6 Adaptability

Anticipate intensification and potential changes in use over time.

- New buildings, streets, driveways and parking areas on large sites shall be planned to allow for the orderly intensification of the site over time.
- Individual buildings should be designed to accommodate different tenancies and in some cases different land uses during their life span.

2.7 Built Form Variety

Use well-designed buildings to frame the public realm, reinforce the gateway and distinguish the Glendale skyline.

- Taller, landmark buildings will be permitted at strategic locations where they can help focus pedestrian- oriented commercial activity, contribute to place-making and enhance the skyline.
- Tall buildings shall be slender and articulated to lend interest to the skyline and distinguish the Glendale interchange.
- Long buildings shall be varied through architectural detailing and recesses to avoid uniform treatments along the length of the building façade.
- Corner buildings should address the intersection with special architectural massing or detail.
- While contributing to consistent and attractive streetscapes, buildings within neighbourhoods and commercial areas shall display architectural variety.

2.8 Walkable Streets

Build safe, attractive streets for pedestrians, cyclists, cars, trucks and transit.

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- Streets within residential, commercial and mixed-use areas should prioritize the movement and comfort of pedestrians over other modes.
- All major roads should have sidewalks on both sides and at least a single row of trees on both sides. All local roads should have sidewalks on at least one side.
- Corners, intersections and crosswalks should have a special treatment that enhances pedestrian comfort and safety. Other traffic calming measures should be considered in pedestrian- orientated commercial areas.
- The design of arterial and collector roads should include wide curb lanes or bike lanes to accommodate cyclists.
- Shared, interconnected rear laneways and drive aisles shall be encouraged where appropriate for the proposed use as a secondary movement system to reinforce the public boulevard as the place for people and activities.
- Provision should be made for on-street parking in all pedestrian-priority areas.
- In time, the super-elevated sections of York Road should be redesigned and reconstructed to have a crowned section and streetscape elements conducive to a pedestrian-friendly environment. Any consideration for the reconstruction of York Road shall be in accordance with Implementation Policy 7.5, York Road Streetscape Design, in this Plan.

2.9 Efficiency

Use land, infrastructure, energy and water efficiently.

- Reduce and consolidate access points to optimize the use of driveways and signalized intersections, to rationalize turning movements, and enhance pedestrian safety.
- Where feasible, common laneways serving parking, loading and service areas at the rear of buildings shall be provided.
- Interconnected systems of rear laneways and drive aisles across multiple properties shall be used where appropriate for the proposed use to rationalize access, movement and parking and reduce congestion on public roads.
- Shared parking facilities to maximize efficiency are encouraged.
- The incorporation of renewable energy sources, high-efficiency electrical and mechanical systems, water recycling and other "green" building features is encouraged.

3. **Land Use and Site Development**

Underlying the long-term vision for Glendale is a framework of land use and character precincts, as identified in Schedule F-1. The framework outlines the type and nature of proposed uses within the different areas of Glendale. The intent of defining land use and character precincts is to achieve a coherent and predictable pattern of development. By grouping compatible uses and separating incompatible ones, and prescribing a general character for each area, distinct places can be created. Minor changes to the boundaries of the land use and character precincts are permitted without amendment to this plan, at the discretion of the Director of Planning and Development.

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Many of the policies below focus on built form, since the location, massing and articulation of buildings play a major role in defining the character of a place. The intent is to promote diversity, uniqueness and interest in the built environment by allowing a range of architectural expression and variation. With respect to the heights of buildings, as indicated on Schedule F-2, most new development in Glendale is not expected to exceed 5 storeys, and in many areas the height limit is 3 storeys. Buildings greater than 5 storeys are restricted to three strategic areas close to the highway interchange, where taller buildings will mark the gateway, contribute to a distinctive skyline and preserve the prominence of the Escarpment.

Environmental Conservation Areas that correspond to the branches of six mile creek are located between and buffer the land use precincts on the north side of the QEW. The boundaries of these areas, schematically represented on Schedule F-1 are based on the Niagara Peninsula Conservation Authority's regulation areas. The intention is to preserve the integrity of these areas and enhance their ecology while permitting trails and passive enjoyment.

3.1 General Policies

The following policies shall apply to all land use and character precincts within Glendale:

- (a) Site development and building design shall demonstrate best practices in sustainability. Development designed for LEED™ (Leadership in Energy & Environmental Design) certification, that is, which meets or exceeds the internationally recognized standard for sustainable buildings, shall be encouraged.
- (b) Stormwater management shall be incorporated into the planning and design of open spaces, buildings and paved areas. Stormwater retention ponds and other elements should contribute to a park-like setting and connect to other open space amenities.
- (c) Existing mature trees shall be preserved wherever possible. Niagara Region's Tree and Conservation By-law shall apply in Glendale, and development applications may be required to include a tree preservation plan.
- (d) Applications for development on lands within or adjacent to Environmental Conservation Areas shall include an environmental impact study stating that there will be no negative impact on the natural feature or its ecological function.
- (e) Buildings shall be oriented toward streets in order to clearly define the public realm and create a consistent street wall.
- (f) Main building entrances shall address and be accessible from a primary or secondary road.
- (g) All entrances to commercial-retail buildings shall be at-grade with and provide easy access to the public sidewalk.
- (h) Building signage shall be incorporated into and coordinated with the architecture of the building, and signs shall not dominate any one floor or the mechanical penthouse of a building. Stand-alone and directional signage on private lands shall be incorporated into the design of the landscape and pedestrian-scale in height. Pole-mounted signs shall be prohibited, subject to the provisions of section 7.11 of this Secondary Plan.
- (i) Shared driveways between two properties shall be encouraged.

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- (j) The provision of parking above the minimum zoning requirement generally shall be discouraged.
- (k) Parking facilities for bicycles shall be provided in all commercial developments.
- (l) Parking lots shall be well landscaped and lit to provide safe, comfortable walking environments and minimize energy waste. The use of permeable materials for parking surfaces shall be considered.
- (m) Building heights shall be governed by Schedule F-2. The upper limit of the height ranges represents the maximum permitted height in storeys, and the lower limit represents the preferred minimum height of buildings in storeys. Buildings lower than the minimum may be permitted through a zoning by-law amendment and site plan approval and without amendment to this plan. However, where the preferred minimum height is two or three storeys, the perceived mass of lower buildings at the front shall reflect the preferred minimum height.
- (n) On all buildings, mechanical penthouses, antennae, vents and chimneys shall be screened from view or incorporated into the design of the roof.
- (o) An environmental site assessment and record of site conditions may be required prior to approval of residential, institutional or other sensitive land uses on former agricultural or industrial lands.
- (p) Applications for development of sensitive uses adjacent to the QEW, Regional Roads and industrial uses shall have regard for provincial and Regional policies and guidelines regarding land use compatibility and may be required to include a noise impact study addressing appropriate separation distances and/or noise mitigation measures.

3.2 Queenston Road Community

The land uses and character of development in the Queenston Road community are not anticipated to change significantly. The existing residential uses and their rural qualities provide an appropriate transition between the existing and planned employment uses to the south and the agricultural lands to the north. In addition to the policies in Section 3.1, the following shall also apply to this precinct:

- (a) The following uses are permitted in the Queenston Road community:
 - Detached dwelling
 - Accessory dwelling unit within a detached house or separate structure, such as a garage or carriage house
 - Public or institutional use.
- (b) Notwithstanding 3.2(a), where vacant land at the rear of an existing residential property allows and has access to a public road, semi-detached and attached dwelling units may be permitted.
- (c) Development along Queenston Road shall have a generous setback from the road and neighbouring structures.

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3.3 Prestige Employment Areas

Prestige Employment Areas occupy a significant portion of the land in Glendale and most are highly visible from major roads; therefore, the quality of development on these land will play a large role in defining the image and character of the community.

The conversion of Prestige Employment Areas to non-employment uses, including stand-alone major retail uses and residential uses, shall only be considered through a comprehensive municipal land use review.

Prestige Employment Areas are intended to accommodate a wide range of office and industrial uses occupying sites and buildings that demonstrate design excellence. In addition to the policies in Section 3.1, the following shall also apply to Prestige Employment Areas:

- (a) The following uses are permitted in prestige Employment Areas
 - corporate or other business office
 - research and development facility
 - manufacturing and assembly
 - information processing
 - goods distribution and warehousing
 - enclosed technical or commercial school
- (b) In addition to the above permitted uses, one hotel with a maximum of 120 rooms is permitted in the Prestige Employment Area south of the QEW, as a component of an office campus.
- (c) In addition to the above permitted uses, restaurants and convenience retail stores are permitted on the ground floor of a multi-storey office building.
- (d) In addition to the above permitted uses, automotive gas and service stations are permitted on sites fronting York Road in Prestige Employment Areas, provided such uses are not located on a corner lot where two public roads meet. Gas pumps and other automotive service areas shall be located at the rear of a building fronting York Road.
- (e) Generally, front setbacks In Prestige Employment Areas shall be 6-9 metres. To establish a consistent urban streetscape edge along York Road, buildings generally shall be built to a line parallel to and 6 metres from the front property line. Along Airport Road, where a more rural streetscape character is appropriate, front setbacks shall be 9-12 metres.
- (f) Parking areas shall be generally located at the side or rear of buildings. On properties fronting Airport Road and York Road east of Airport Road, parking shall not be permitted between the front of a building facing the road and the right-of-way.
- (g) Front yards shall be landscaped and paved areas shall not occupy more than 50% of the front yard.
- (h) Development in the Prestige Employment Area south of the QEW shall be planned to create a campus-like environment. Buildings shall front an internal street while presenting an attractive façade to the QEW.

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- (i) A minimum of 20% of the area of a site in a Prestige Employment Area shall be landscaped.
- (j) Outside storage, including parking areas for tractor trailers, generally shall be prohibited in Prestige Employment Areas. On properties fronting York Road east of Townline Road, outside storage areas may be permitted provided such areas are located entirely behind a building, are screened and do not occupy more than 15% of the lot area. Materials to be stored shall not exceed three (3) metres in height.
- (k) Loading docks for a distribution or warehouse facility shall be located at the rear of the building or within an internal loading area screened from public view. Loading docks for other uses shall be located at the rear of the building.
- (l) Servicing and garbage areas shall be screened and located at the rear of buildings, and shall not be visible from the QEW. Servicing and garbage areas enclosed within the building shall be encouraged.
- (m) In addition to the above policies 3.3(a)-(k) and the policies of 3.1, zoning and site planning shall be guided by the following. Exceptions to the following guidelines are permitted without amendment to this plan provided the exceptions satisfy the principles and objectives for Glendale.
 - i) Lot widths along York Road and Airport Road should be a minimum of 50 metres. Along secondary roads, lot widths should be a minimum of 30 metres. Lots should have a minimum depth of 60 metres. Building coverage should not exceed 50% of the lot area.
 - ii) Front yards on York Road and Airport Road should be well landscaped, with a row of deciduous trees along the front edge mirroring a single row within the right-of-way, generally spaced 8-10 metres apart. In all Prestige Employment Areas, fences should be prohibited within the area between the building and the street.
 - iii) Side yard setbacks should be a minimum of 3 metres for interior side yards and generally 6 metres for an exterior side yard. Along York Road, buildings on corner sites should be built to a line 6 metres from the side lot line.
 - iv) Buildings should occupy a minimum of 40% of the lot width.
 - v) Buildings on York Road or facing the QEW should have a minimum height of two (2) storeys.
 - vi) Buildings at the corner of two streets should address the corner with special architectural massing or detail. Buildings near the intersection of York Road and Townline Road should have a minimum height of four (4) storeys to reinforce the sense of a business park gateway.
 - vii) High-quality exterior cladding materials, such as glass, steel, metal paneling and masonry, should be used on the of buildings fronting York Road and the QEW. Pre-cast paneling and exterior insulated finishing systems generally shall be discouraged on these façades. At least 50% of a façade's surface area should be glazed.
 - viii) Naturalized landscape areas are encouraged, provided appropriate landscape management practices are followed.

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- ix) Structured parking should be located at the rear of buildings and screened from view from primary streets.
- x) Where structures face a secondary street, high- quality exterior cladding materials should be used. Where a site abuts a residential property, a minimum 2-metre-high landscaped buffer, consisting of tightly-planted coniferous hedge material, should be provided.

3.4 Industrial Park Areas

The Industrial Park Areas are located in a less publicly visible area of Glendale and therefore are an appropriate location for industrial uses whose operations may have adverse visual impacts.

The conversion of Industrial Park Areas to Non-Employment Uses, including stand-alone major retail uses and residential uses, shall only be considered through a comprehensive municipal land use review.

The following uses are permitted in Industrial Park Areas:

- research and development facility
 - manufacturing and assembly
 - fabrication
 - information processing
 - goods distribution and warehousing
 - industrial and transportation servicing and maintenance facility
 - construction and agricultural equipment sales and rental facility
-
- (a) In addition to the above permitted uses, a business office that supports an industrial operation on the same site is permitted.
 - (b) Buildings shall have a consistent setback from a public road, generally not greater than twenty-four (24) metres.
 - (c) Parking areas shall be encouraged at the side or rear of buildings. Parking between the front wall of a building and the public right-of-way shall be limited to two tiers. Landscaped areas shall be used to provide a buffer between parking areas and buildings and between parking areas and the street.
 - (d) A minimum of 10% of the area of a site in the industrial park shall be landscaped.
 - (e) Outside storage is permitted in Industrial Park Areas provided it is located behind a building, is screened from public view and does not occupy more than 30% of the lot area. Materials to be stored shall not exceed five (5) metres in height.
 - (f) Loading areas shall be located at the side or rear of a building. Garbage areas shall be screened and located at the rear of buildings. Servicing and garbage areas enclosed within the building shall be encouraged.
 - (g) In addition to the above policies 3.4(a)-(g) and the policies of 3.1, zoning and site planning shall be guided by the following. Exceptions to the following guidelines are permitted without amendment to this plan provided the exceptions satisfy the principles and objectives for Glendale.

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- i) Lots should have a minimum width of 30 metres. Building coverage should not exceed 50% of the lot area.
- ii) Front yards should be well landscaped. Fences should be prohibited within the area between the building and the street.
- iii) Side yard setbacks should be a minimum of 3 metres for interior side yards and generally 6 metres for an exterior side yard.
- iv) Buildings should occupy a minimum of 40% of the lot width.
- v) Naturalized landscape areas are encouraged, provided appropriate landscape management practices are followed.

3.5 Hospitality Precinct

The hospitality precinct is intended to become a focal area for hotels, restaurants and other commercial uses catering to the travelling public and business community in Glendale and supporting tourism elsewhere in the Town. With such uses located in well-designed buildings oriented to a pedestrian- friendly York Road, the precinct will develop a village character and distinguish itself from other highway commercial areas along the QEW. In addition to the policies below, zoning and site planning in the hospitality precinct should be guided by the Urban Design concept plan shown in Figure 1. It is recognized that Figure 1 is a concept and that a different arrangement of buildings, open space, road design, accesses and parking areas may be considered.

(a) The following uses are permitted in the hospitality precinct:

- hotel
- convention centre
- restaurant
- retail store
- medical or other professional office
- corporate or other business office
- financial institution

- (b) Restaurants and retail stores shall be located on the ground floor of a multi-storey building
- (c) To facilitate the establishment of a pedestrian-friendly environment and discourage the idling of automobiles, drive-through establishments shall not be permitted.
- (d) To define a consistent street wall on York Road and encourage walking, buildings shall be located at or close to the front property line and have a minimum height of two (2) storeys. Mixed-use buildings shall be encouraged.
- (e) All commercial uses shall have an identifiable entrance on York Road, flush with the public sidewalk. Corner buildings generally shall have entrances at the corner.
- (f) Buildings fronting York Road shall have an elevation based on the planned urban cross-section of York Road.
- (g) Parking shall not be permitted between the edge of the public right-of-way and the building face.

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- (h) Loading, garbage storage and other service areas shall be located at the rear of the building and screened from public view.
- (i) Interconnected systems of rear laneways and drive aisles across adjoining properties shall be encouraged.
- (j) Any structured parking required shall be located at the rear of buildings and screened from view from York Road. Parking structures should appear as buildings, with high-quality exterior cladding materials.
- (k) Generally lots shall have a minimum width of 30 metres.
- (l) Generally building heights shall be 2-5 storeys, and a minimum height of 3 storeys shall be encouraged. As identified on Schedule F-2, a building of up to 12 storeys shall be permitted at the rear of the property south of York Road and east of Airport Road, where a taller building will help to mark the interchange and not overshadow York Road. To ensure a tall building in this location distinguishes the gateway and minimizes impacts on long views, the portion of the building above the fifth (5) storey shall be slender, with a floorplate width that does not exceed 22 metres and a length-to-width ratio of 3:2 or less.
- (m) In addition to the above policies 3.5(a)-(1) and the policies of 3.1, site planning and architecture for buildings greater than three (3) storeys on York Road shall be guided by the following. Exceptions to the following guidelines, illustrated in Figure 2, are permitted without amendment to this plan provided the exceptions satisfy the principles and objectives for Glendale.
 - i) The massing and design of 4-5 storey buildings should reflect a lined series of buildings, in which "connector" building segments, 6-15 metres long, are recessed 0.5-1.5 metres from the front wall at regular intervals along the street frontage. Corner building segments should generally occupy 25-30 metres of frontage while mid-block building segments should generally occupy 15-20 metres of the street frontage to assert the prominence of the corner unit.
 - ii) Buildings should have a distinct base, middle and top or cornice. The building base should be one storey and have a floor-to-ceiling height of 5 metres and glazing across at least 60% of the front. The top of the building base should be marked with a cornice feature 0.6-1.0 metres in height, which may be used for storefront signage mounted as a marquee. The building middle extends from the building base cornice to the top of the fifth (5) storey. It should exhibit a distinctive and regular pattern of vertical relief or articulation along the street frontage. The use of brick is encouraged; stucco, wood or vinyl siding and vibrant-coloured glazing are not appropriate. The articulation of windows should vary along the building mid-section, and the use of divided windows and top and bottom lintels is encouraged. Except within recessed segments, projected balconies are discouraged. The building top should consist of a distinctive roof feature or 0.6-1.0 metres cornice element. Gabled roofs, windowed gables and other distinctive roof features are appropriate.

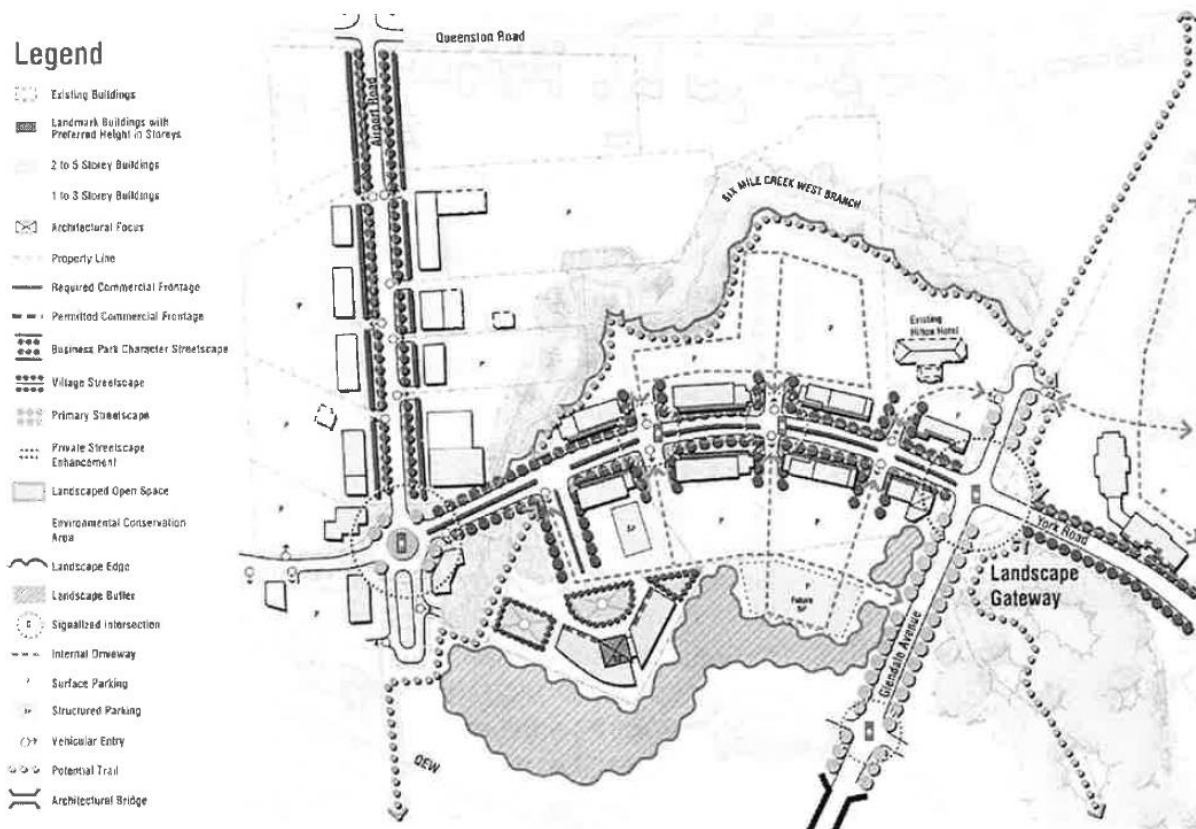
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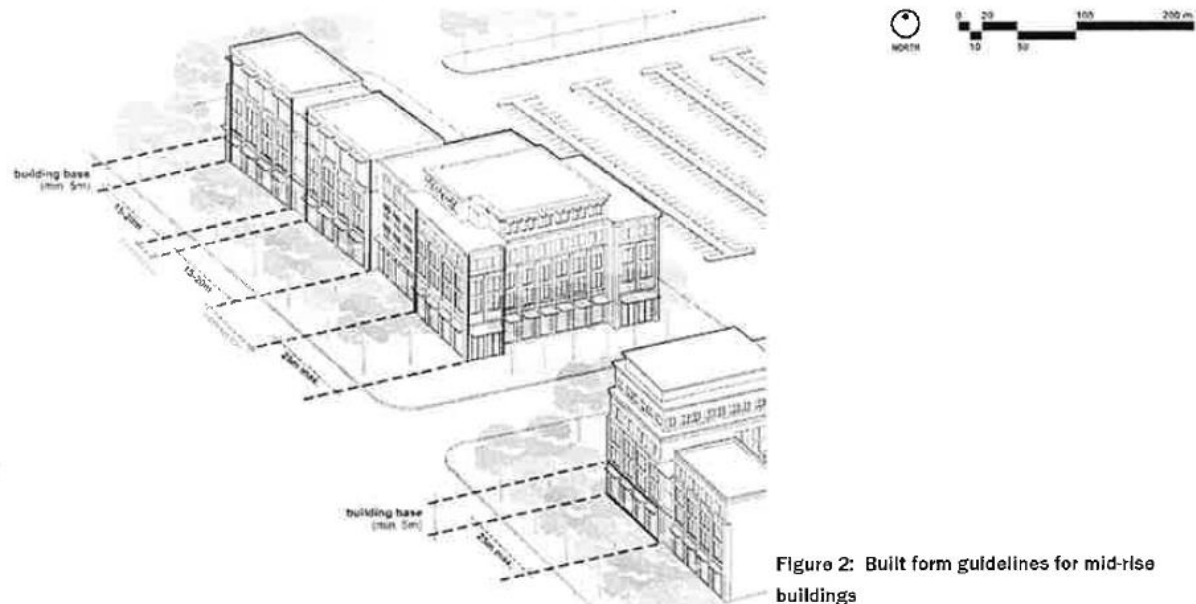
- (o) Buildings shall be clad in high-quality materials consistent with the materials predominantly used in the Town's historic communities, including masonry, wood and glass.
- (p) Development shall mitigate adverse impacts from lights or overlook on residential properties to the north. Lighting for parking areas shall be oriented away from residential properties and designed to minimize light pollution. Black-out curtains or shades must be used in rear-facing windows. Landscape buffers consisting of a continuous row of coniferous trees and/or fence shall be provided at the rear of properties.
- (q) Prior to approval, applications for development in the hospitality precinct shall be subject to an urban design and architectural review process.

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Note: Plans for future development may vary from concepts shown.



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3.6 Mixed Use Destination Area (Special Study Area)

The mixed use Destination Area is intended to become a major inter-Regional shopping and entertainment destination, complementing the Town's other visitor attractions. It is also intended to make Glendale a more complete community by providing amenities for residents, workers and students and integrating a mix of land uses over time. Development in the mixed use Destination Area will need to be responsive to current trends in retail development. The area has been identified as a Special Study Area to recognize this and allow the arrangement of land uses, configuration of streets, open spaces and parking, and the form of buildings to be determined when a development proposal is submitted. Nevertheless, the following general policies shall guide detailed planning in the area.

(a) The following uses are permitted in the mixed use Destination Area:

- retail store
- cinema
- restaurant
- personal or business service
- medical or other professional office
- financial institution
- apartment and live/work dwellings
- places of entertainment and amusement
- health or fitness facility
- micro-brewery
- enclosed commercial school

- (b) Mixed use buildings containing retail or service uses on the ground floor and residential and office uses on upper floors shall be encouraged, though it is recognized that they may not be achieved in the early phases of development.
- (c) Exceptions to Policies 3.1(b), (e), (f), (g), (h) and (m) may be permitted in the Mixed Use Destination Area without amendment to this plan.
- (d) Development shall be pedestrian-friendly. Buildings shall be oriented to streets or other open spaces. The pedestrian realm shall be generous, interconnected and designed to a high standard. The arrangement and width of streets shall encourage walking.
- (e) To facilitate the establishment of a pedestrian-friendly environment and discourage the idling of automobiles, drive-through establishments shall not be permitted.
- (f) The movement network and initial phases of development shall facilitate intensification over time.
- (g) Parking generally shall be located at the rear or side of buildings.
- (h) Large parking areas shall be divided by landscape strips planted with trees. Landscaped berms shall buffer parking areas from the south service road to obscure views of the parking areas from the QEW.
- (i) Along the south side of the mixed use Destination Area, development shall provide an appropriate built form transition to the Niagara-on-the-Green residential

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community, implemented in conjunction with Section 3.9(e) of this plan. Large parking lots and service areas generally shall be screened or buffered by development.

- (j) Loading, servicing and garbage areas shall generally be located at the rear of buildings and screened from public view.
- (k) Buildings shall be clad in high-quality materials consistent with the materials predominantly used in the Town's historic communities, including masonry, wood, wood-like materials and glass.
- (l) Above-ground parking structures shall be designed to appear as fenestrated buildings with a regular pattern of openings and materials that are compatible in type and quality with those of surrounding buildings.
- (m) Prior to approval, applications for development in the Mixed Use Destination Area Centre shall be subject to an Urban Design and architectural review process.
- (n) The boundaries of the Mixed Use Destination Area may be modified without amendment of this plan, provided the population and Urban design objectives for the Niagara-on-the-Green residential community and the Village Centre are satisfied.

3.7 Village Centre

The Village Centre is intended to accommodate over time a mix of uses and provide a focal point for commercial and social activities for residents, workers, students and visitors in Glendale. It includes the White Oaks Resort and Spa on a large and prominent site bounded by the QEW, Glendale Avenue and Taylor Road. Council recognizes the importance of White Oaks to the economy of the Town and encourages further development of its site that enhances the identity, vitality and character of Glendale. The portion of the Village Centre west of Taylor Road has been identified as a Special Study Area to recognize that the configuration of land uses, streets and open spaces in this area will be determined in conjunction with future plans for the mixed use Destination area and Niagara-on-the-Green community to the west.

Development in the Village Centre should be oriented to pedestrian-friendly streets, including Taylor Road, and potentially a publicly accessible urban square or village green.

- (a) The following uses shall be permitted in the Village Centre:

- hotel
- convention centre
- recreation facilities
- restaurants
- retail stores
- medical or other professional office
- corporate or other business office
- apartment and live/work dwellings
- educational facility
- day care centre

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- place of worship
- (b) Housing designed for students of Niagara College is encouraged in the Village Centre.
- (c) The ground floors of future buildings fronting Taylor Road shall be occupied by retail, restaurant, hotel or other commercial service uses.
- (d) On the west side of Taylor Road, buildings shall address and have main entrances on a street or open spaces, forming an urban edge. Parking shall not be located between the front of buildings and the street.
- (e) Loading, servicing and garbage areas generally shall be located at the rear of buildings and screened from public view.
- (f) Buildings shall be clad in high-quality materials consistent with the materials predominantly used in the Town's historic communities, including masonry, wood, wood-like materials and clear glass. To maintain the visual prominence of the Niagara Escarpment, highly reflective or glaring materials such as mirror glass and non-neutral coloured glass shall not be permitted. Exceptions may be made for vertical additions to existing buildings already incorporating such glass.
- (g) Above-ground parking structures shall be designed to appear as fenestrated buildings with a regular pattern of openings and materials that are compatible in type and quality with those of surrounding buildings.
- (h) In addition to the above policies 3.7(a)-(f) and the policies of 3.1, site planning and architecture for buildings greater than three (3) storeys fronting Taylor Road and the village green shall be guided by the following. Exceptions to the following guidelines are permitted without amendment to this plan provided the exceptions satisfy the principles and objectives for Glendale.
 - i) The massing and design of mid-rise buildings should reflect a lined series of buildings, in which "connector" building segments, 6-15 metres long, are recessed 1.5-3.0 metres from the mandatory build-to line at regular intervals along the street frontage. Corner building segments should generally occupy 25-30 metres of frontage while mid-block building segments should generally occupy 15-20 metres of the street frontage to assert the prominence of the corner unit.
 - ii) Buildings should have a distinct base, middle and top or cornice. The building base should be 1-2 storeys and have a floor-to-ceiling height on the ground floor of 5 metres and glazing across at least 60% of the front. The top of the building base should be marked with a cornice feature 0.6-1.0 metres in height, which may be used for storefront signage mounted as a marquee. The building middle extends from the building base cornice to the top of the fifth storey. It should exhibit a distinctive and regular pattern of vertical relief or articulation along the street frontage. The use of brick is encouraged; stucco, wood or vinyl siding and vibrant-coloured glazing are not appropriate. The articulation of windows should vary along the building mid-section, and the use of divided windows and top and bottom lintels is encouraged. Except within recessed segments, projected balconies are

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- discouraged. The building top should consist of a distinctive roof feature or 0.6-1.0 metres cornice element. Gabled roofs, windowed gables and other distinctive roof features are appropriate.
- iii) On 6-8 storey buildings, the 1-3 additional storeys, plus a roof treatment, will comprise the building top. Except at corners, all additional storeys above the fifth floor should be set back 3 metres from the building edge. The use of projected balconies is permitted on these upper storeys and a distinctive roof or canopy feature is encouraged to complete the building. At corners, the sixth floor may be projected directly up and will be considered an extension of the building mid-section and should be completed with a building top or cornice. The seventh and eighth floors at the corner pavilions should be set back 1.5 metres from the building edge, and the top floor completed with a roof feature or cornice.
- (i) With regard to the White Oaks site, in addition to the above policies, the following shall apply:
- i) To ensure individual phases of development on the site are coordinated with one another and together support the Village Centre concept for the area, development shall be guided by a master plan for the site that includes an intended phasing plan, prepared to the satisfaction of the Town. The master plan shall identify all existing and proposed buildings, open spaces, driveways and parking areas and parking garages.
 - ii) To support the creation of an active, pedestrian- oriented public realm and frame the Village Centre park, the master plan shall be encouraged to include buildings of 3-5 storeys fronting Taylor Road. Alternatively or in addition, landscaped open space shall be provided.
 - iii) The master plan shall include a building fronting a publicly-accessible plaza at the intersection of Glendale Avenue and Taylor Road. The precise location, size and dimensions of the plaza shall be determined through the site plan review process but generally should have a minimum depth of 35 metres. Any streetscaping enhancements that may be permitted to be located within the public right of way should be designed to integrate with the adjoining private realm to provide for a consistent and unified streetscape appearance and shall be subject to the approval of the Town and the Niagara Region.
 - iv) Notwithstanding the height limit of 16 storeys for buildings in the centre of the site, as identified in Schedule F-2, one building in this area may be permitted a maximum height of 20 storeys without amendment to this plan, subject to the approval of council at the time of rezoning and site plan review.
 - v) To provide an appropriate transition to lower buildings on surrounding properties, portions of buildings above eight storeys shall be set back a minimum of 30 metres from Taylor Road and a minimum of 60 metres from the southern-most point of the site.

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- vi) To maintain the visual prominence of the Niagara Escarpment and establish a distinctive skyline for Glendale, tower elements above the fifth storey of a building shall be slender, with a floor plate width that does not exceed 22 metres and a length-to-width ratio of 3:2 or less. There shall be a minimum separation distance of 15 metres between tower elements. Separate tower elements shall be designed to achieve a coherent and harmonious paired built form relationship through the use of similar building materials, fenestration and architectural expression.
 - vii) To establish landmarks and a distinctive skyline for Glendale, the tops of buildings greater than eight storeys, which includes the roof and may include the top floors and mechanical penthouse, shall have a form and architectural treatment that is distinct from other elements of the building.
 - viii) Buildings up to 8 storeys shall be located at or close to the street edge, and taller buildings shall be located internal to the site.
 - ix) Balconies shall be permitted provided they are recessed and do not project beyond the outer wall of the building.
 - x) Vehicular access to the site from Glendale Road, which may provide a private road connection to Taylor Road, will be subject to further study through the development of a comprehensive transportation strategy for Glendale.
- (j) Prior to approval, applications for development in the Village Centre will be subject to an urban design and architectural review process.

3.8 Institutional Campus

The area designated institutional campus is occupied by the Niagara-on-the-Lake campus of Niagara College, an important institution and asset to the Town. The College is encouraged to prepare and periodically update, in consultation with the Town, a physical master plan of the site indicating the location and form of future development. The Town acknowledges that as the College grows and evolves, any such plan is subject to change.

- (a) The following uses shall be permitted in the institutional campus:
- College or university
 - enclosed technical or commercial school
 - research facility
 - student housing
 - day care centre
 - winery
 - accessory retail of products developed in College programs
 - other ancillary uses to a College or University
- (b) In addition to the above uses, small-scale commercial uses catering to the daily needs of students and employees, such as restaurants and a book store, shall be permitted.
- (c) Niagara College is encouraged to provide additional student housing on its property.

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- (d) Development shall be structured by a rational, interconnected network of driveways and pedestrian paths that facilitate walking.
- (e) Buildings shall be set back a minimum of 9 metres from external roads to accommodate generous landscaping along the periphery of the campus. To create a pedestrian-friendly campus setting, buildings should frame internal streets and open spaces.
- (f) To maintain a campus environment, a minimum of 25% of the site area shall be landscaped.
- (g) Any structured parking shall be located at the rear of buildings and screened from view from primary streets. Parking structures should be clad with high-quality exterior materials such as masonry and steel.
- (h) Loading, servicing and garbage areas shall be located at the rear of buildings and screened. Servicing, loading and garbage areas enclosed within the building shall be encouraged.

3.9 Niagara-on-the-Green Residential Community

Continued development of the Niagara-on-the-Green community will bring many new residents to Glendale. Although plans and guidelines for the community have been approved by the Town, it is anticipated that plans for the north side of Glendale Avenue will be revised to respond to future plans for the Mixed Use Destination and the Village Centre. Nevertheless, the relevant policies in Section 9 of the general Official Plan and existing community design and architectural guidelines shall continue to apply. The policies below are intended to guide revisions to previous plans.

- (a) Plans shall demonstrate how proposed development supports the Town's goals regarding housing diversity, seniors housing and affordable housing.
- (b) Development shall be structured and serviced by a grid-like network of secondary and local streets.
- (c) Medium density forms of housing, including Townhouses, stacked Townhouses and low-rise apartment buildings, integrated with detached and semi-detached housing, shall be permitted. Medium density housing is encouraged along the northern edge of the community, along Glendale Avenue and around parks, to support vitality in the Village Centre and mixed use Destination, accommodate a variety of household types, and support transit service to the community.
- (d) Housing suitable and intended for students of Niagara College shall be discouraged. Houses functionally configured as rooming houses exclusively shall not be permitted.
- (e) Along the north side of Niagara-on-the-Green, development shall provide an appropriate built form transition to the Mixed Use Destination, subject to Section 3.6(i) of this plan. Residential or live/work units shall be encouraged to front planned open spaces, including parks and stormwater management areas.
- (f) Blocks with a majority of Townhouses and/or semi-detached houses on lots less than 7.5 metres wide generally shall be serviced by rear laneways.
- (g) Notwithstanding the Urban Residential policies in Section 9 of the general Official Plan, the maximum overall density of residential development, including land for

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streets, pathways, parks, schools and stormwater management facilities shall be approximately 25 units per hectare.

- (h) Local commercial uses may be permitted on corner sites fronting Glendale Avenue. Buildings containing such uses shall have a mass not less than that of a two storey building, and their design shall be in keeping with the residential character of the community. Parking and service areas for such uses shall be located at the rear of the building.
- (i) Buildings shall face Glendale Avenue, with parking and servicing areas accessed via rear laneways
- (j) To maximize access and visibility, the majority of the edge of neighbourhood parks should abut a public street. Stormwater ponds should be set within park-like settings that are also visible and accessible from surrounding streets.

4. Movement Network

Expanding and enhancing the transportation network for vehicles, cyclists and pedestrians will be critical to facilitating the growth of Glendale and ensuring good connectivity within the community and to points beyond.

The movement Network Plan outlined in Schedule F-3 is a high-level vision and is intended to provide ideas to guide additions and changes to the Glendale's transportation infrastructure. It should also inform the preparation of a transportation strategy that engages the Town, the Region, the MTO and landowners. A strategy will be required to identify the key access improvements needed to unlock the development potential of constrained sites and the community as a whole. As it addresses current and potential traffic issues and opportunities for a growing community, the strategy should seek to establish a more balanced movement system, in which public transit plays an integral role and the needs of pedestrians and cyclists are fully addressed.

The Region commenced a Class Environmental Assessment study for the Glendale Community area in the summer of 2010. The study area is bounded approximately by the Welland Canal, Queenston Road, Four Mile Creek Road, and Mountain Road and includes interchanges between Glendale Avenue, and Highway 405. This study will address the following needs:

- Safe and convenient access and mobility to, from, and within the Glendale Community area for pedestrians, cyclists, cars, trucks, and transit.
- Improvements to the transportation system in the study area in relation to the vision for future land use and urban design, with particular emphasis on the Glendale Community.
- Improved access to the Town of Niagara-on-the-Lake;
- Alternate access to the highway system for heavy vehicles accessing and egressing the study area.

The Glendale Secondary Plan Area is included in the larger EA study area. Although Schedule F-3 provides a high level vision from the Town's perspective, it would be

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premature to assume the proposed design for these Regional Roads until the EA has been completed. Additionally, the Glendale Transportation Strategy should also not be commenced until the EA has been completed. The appropriate design of the roads would be determined from the identified Glendale Transportation Strategy which the Town will initiate in partnership with the Region and the MTO.

Property owners within the Ministry of Transportation's Area of control will be required to pay their respective and appropriate share of costs, to the satisfactions of the Town, Region and MTO, for necessary improvements to the interchange. In addition, landowners may be required to contribute land for road widenings or daylight triangles.

The main elements of the movement Network include the following:

- Primary Streets - public roads that provide access to and through Glendale. They include arterial roads, collector roads and local roads.
- Secondary Streets - public roads and occasionally private streets that provide important links between primary streets. They include collector roads and local roads.
- Special Character Streets - primary and secondary streets designed specially to convey a distinct sense of place for the area and larger community.
- Public Tertiary Streets - neighbourhood streets (local roads) not intended for through traffic.
- Private Streets and Drive Aisles - important tertiary "streets" that provide access to large sites and rationalize vehicular and pedestrian movement across one or more properties.
- Trails- pedestrian pathways generally located in or adjacent to conservation areas.

Modifications to the location of secondary streets, local streets, private streets and drive aisles, and trails in Schedule F-3 are permitted without amendment to this plan.

The policies below are intended to highlight changes and improvements to the Movement Network the Town shall pursue.

- (a) The Town shall support the study and construction of a second vehicular connection over the QEW, linking Townline Road to the Glendale Avenue Extension, as conceptually shown on Schedule F-3. This connection, likely in conjunction with ramp improvements, would relieve congestion on Glendale Avenue and improve access to Glendale's employment lands on both sides of the QEW.
- (b) The Town shall work with the province and the Region to ensure future improvements to the Glendale interchange safely and comfortably accommodate pedestrians and cyclists crossing the QEW.

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- (c) At the appropriate time, when the hospitality precinct, Village Centre and Mixed Use Destination are more fully built out, the Town shall support and facilitate the study and, if desired, the construction of a pedestrian bridge over the QEW, aligned with Airport Road and Taylor Road.
- (d) The Town shall work with the Region and the Province to identify and implement opportunities to include Glendale within inter-municipal and inter-Regional transit systems, and to establish a transit hub in Glendale. Schedule F-3 identifies a location or a park-and-ride facility, a potential precursor to a significant multi-modal transit station.
- (e) The Town shall also work with the Region and commercial transit operators to generally improve transit service in Glendale.
- (f) New secondary streets, shared access points and interconnected driveways, as conceptually shown on Schedule F-3, shall be used to service future development efficiently, reduce congestion and minimize turning movements on primary roads, and facilitate safe and convenient access to commercial and employee parking areas. The precise location and design of the secondary streets and shared driveways shall be determined as development proceeds, through the plan of subdivision and site plan review processes.
- (g) Primary, secondary and tertiary streets, including special character streets, shall be designed and built to comfortably and safely accommodate cars, trucks, transit vehicles, pedestrians and cyclists. Future secondary and local streets identified on Schedule F-3 are generally intended to be public roads built to municipal standards. The Town may permit private secondary streets, tertiary streets and laneways and may require private right-of-ways to be designed and built to municipal standards in anticipation of potential future conveyance to the Town.
- (h) The Town shall work with the Region of Niagara and landowners to evaluate the potential of the future reconstruction of the super-elevated portion of York Road to an urban cross-section that comfortably accommodates vehicles, pedestrians and cyclists.
- (i) The Town will work with the Niagara Region Peninsula Conservation Authority on a trails master plan for Glendale. Any trails within or adjacent to conservation lands will be subject to the approval of the Conservation Authority.
- (j) In partnership with the Region, MTO and landowners, the Town shall initiate a transportation strategy for Glendale that will consider the above proposed improvements, including a transit hub, and others that may arise from the completed Regional EA.
- (k) Proposed improvements to the Movement Network in Glendale shall have regard for Town, Regional, provincial design standards.

5. Public Realm

The streets, parks, other open spaces and institutions that comprise the public realm of a community are fundamental to its image, identity and quality of life. The public realm plan for Glendale is shown in Schedule F-4. As Glendale grows and evolves, private development will need to be complemented and supported by investments in the public

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realm. To ensure private and public investments are coordinated to achieve place-making objectives, cooperation among the Town, the Region and landowners will be required.

The policies and guidelines below apply to key streets, open spaces and conservation areas in Glendale.

5.1 Roads

The street system is a vital element of the public realm and has a critical role in achieving the urban design vision for a community. In the case of Glendale, roads both connect places within the community, for motorists and pedestrians, and provide the main entryways to the rest of Niagara-on-the-Lake. The functional characteristics and the aesthetics of these primary roads need to be considered together in the design and improvement of their streetscapes. As a general guideline, reduced roadway widths shall be considered in all areas to achieve a more urban street cross-section and more generous boulevard widths. All primary and secondary streets should have rows of trees on both sides and sidewalks on at least one side. Potential changes to the road cross-section shall be considered with regard to the overall cost implications and effect on the overall road network performance to the satisfaction of the Region and the Town.

- (a) Any necessary future reconstruction of York Road should give consideration to an urban cross-section with a centre crown to support a commercial main street character on both sides, with a generous pedestrian realm between the roadway and the edge of buildings.
- (b) Airport Road will provide a transition from the urban environment of the hospitality precinct to the agricultural landscape beyond Glendale. South of Queenston Road, it should have a lushly landscaped edge and shall not negatively impact sight lines, stopping sight distances, and traffic and pedestrian safety.
- (c) East of Townline Road, through the heart of the prestige Employment Area, York Road should retain an urban character, with buildings located close to the right-of-way, with generous landscaping that shall not negatively impact sight lines, stopping distances and vehicular, cycling and pedestrian safety. To improve comfort and safety for cyclists, bike lanes should be provided consistent with the Regional Niagara Bikeway Master Plan.
- (d) The Niagara-on-the-Green North Entry Road should be designed carefully to ensure traffic using it to access the planned inter-Regional retail destination does not diminish the character and quality of life in the residential community. It should have a strong neighbourhood character. A roadway with no more than two travel lanes and space for visitor parking on at least one side shall be encouraged, subject to the required traffic study or the future Mixed Use Destination. Generally, driveway access from the street should be restricted to emphasize the pedestrian realm and minimize vehicular conflicts.
- (e) Taylor Road, as the primary entry to the Village Centre, should evolve into a pedestrian-friendly urban street.
- (f) Glendale Avenue, west of Taylor Road, should develop a leafy residential character as the Niagara-on-the- Green community is built out.

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- (g) Appropriate setbacks for buildings will be required to ensure there are no impacts to sight lines, stopping sight distances and traffic safety concerns.

5.2 Parks and Plazas

Parks are an essential component of any urban environment, vital to community building. Parks and other publicly accessible open spaces are planned for the Niagara-on-the-Green community and also need to be planned for the other precincts in Glendale. Small parks and plazas can perform an important function in commercial areas, providing a place for interaction, relaxation, eating and special events. They also add beauty to the urban landscape and can be a catalyst for further development.

In addition to neighbourhood parks within Niagara-on-the- Green, the public realm plan includes a publicly accessible green space in the heart of the Village Centre and two plazas at key intersections, described below.

The plan also conceptually shows a number of landscaped open spaces within the Niagara College campus and the employment lands on both sides of the QEW. Some of these are potential locations for stormwater management features and all are intended to provide amenity space for students and/or employees. It is assumed private landowners and developers will build these spaces in conjunction with adjacent development. The locations and sizes of the parks, plazas and other open spaces shown on Schedule F-4 may be modified without amendment to this plan.

- (a) The village green is intended to be the civic focal point for a truly mixed-use community on the south side of the QEW as well as an amenity for shoppers and tourists from elsewhere. It should be a well-landscaped space, with leafy deciduous trees lining and shading the park, grassy areas and floral gardens, and many places for sitting.
- (b) The publicly-accessible open spaces shown at the northeast corners of Glendale Avenue and Taylor Road and York Road and Townline Road are intended to be urban plazas that enhance these gateway intersections and provide an amenity for workers, students and visitors. They should be built in conjunction with the landmark buildings identified at these locations. The plazas should be mostly hard-surface areas, with high-quality paving materials, but greened with plenty of trees and planters. Over time, ground-floor cafes and restaurants may spill out onto the plazas, and ample additional seating should be provided.

5.3 Environmental Conservation Areas

The primary intent with respect to the Environmental Conservation Areas associated with the two branches of Six Mile Creek is to protect their natural features and enhance their ecological function while enhancing their visual presence and amenity value. Soft trails should be developed along the edges of Conservation Areas or, where appropriate, through them, with the eventual goal of establishing a linked system of trails across Glendale. While public access to the Conservation Areas should be encouraged, it also should be managed and monitored to ensure human activity does not have an adverse

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impact on this critical environmental component of the public realm. Where fencing is required for reasons of environmental protection or public safety, attractive and durable black metal fencing should be used; chain link fencing is not in keeping with the planned character of Glendale and generally should not be used in publicly visible areas.

The policies below address the uses and activities permitted within Conservation Areas. Any proposed improvements within Conservation Areas and development adjacent to them shall be subject to the policies, regulations and guidelines of the Niagara Peninsula Conservation Authority. Applications for development on adjacent lands shall include environmental impact studies.

- The following main uses are permitted: fisheries management, wildlife management, waterfowl protection, floodplains, environmental protection, parks, activities and facilities of the Niagara Peninsula Conservation Authority.
- The following secondary uses are permitted: uses permitted with a main use such as accessory buildings and structures subject to the approval of the authority having jurisdiction.
- The following uses, independent of a main use, are permitted: accessory buildings or structures not used for human habitation permitted in an abutting designation subject to the approval of the authority having jurisdiction

In addition to the above policies, Niagara Region's policies respecting natural heritage and development adjacent to natural heritage features, as well as the Region's Tree and Conservation By-law, shall apply in Glendale. Applications for development in areas where the Tree and Conservation By-law applies may be required to include a tree preservation plan.

5.4 Highway Gateway Landscape

The landscape along the edge of the QEW through Glendale and immediately surrounding the interchange has an important role in defining and distinguishing the community as a gateway. Although good landscaping should not be a substitute for high- quality development along a highway, implementing a gateway landscape program in the short-term will have a significant impact on the image of Glendale and, indeed, may help to attract prestige development. A landscape design for the approaches to the interchange and the area around the Glendale Avenue Bridge, such as the one conceptualized in the 2003 Glendale Gateway Study, should be developed, refined and executed, in cooperation with the MTO and Niagara Region. The Glendale Bridge itself should be treated as architecture, its railings and structural elements enhanced in ways that reflect the Town's built and cultural heritage. As a distinctive feature of the gateway and central element of the public realm, it should be beautiful and safe and inviting to pedestrians and cyclists, like the primary roads in Glendale but to a higher standard, given its prominence.

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6. Energy and Water

This section addresses matters related to infrastructure-aspects of Glendale's physical environment that are less visible than buildings and the public realm but no less important. Only with adequate and timely infrastructure and management systems for energy, water and waste water can development function. And only with rational, efficient, low-impact systems will development be sustained over the long term.

The policies below are intended to support the following objectives:

- To provide water and waste water services and other utilities in a timely and optimal manner, minimizing impacts on the environment.
- To develop an infrastructure network that manages energy, water and waste water efficiently and minimizes impacts on the natural environment.
- To facilitate and promote renewable energy generation and use.
- To ensure infrastructure is designed and constructed to minimize the use of non-renewable energy sources.
- To encourage and promote building technologies that maximize energy conservation and efficiency.

6.1 Policies

- (a) Development shall only proceed on the basis of full municipal water and waste water services being in place at building occupancy.
- (b) The Town will initiate a sewer and stormwater management strategy, in cooperation with Niagara Region, the Niagara Peninsula Conservation Authority and landowners. The strategy shall confirm the location of stormwater ponds.
- (c) Stormwater shall be managed on site, or with shared systems, in accordance with the sewer and Stormwater Management Strategy to be prepared for Glendale, such that post-development peak flow rates off-site will not exceed pre-development rates for all storm events.
- (d) Stormwater management systems shall be integrated into the design of buildings and the landscape.
- (e) Streetscaping shall include irrigation systems for street trees where appropriate and feasible.
- (f) The Town shall support the burying of hydro lines along the sections of York Road, Glendale Avenue and Airport Road within Glendale.
- (g) Solar power shall be considered for street lighting.
- (h) Council may require that development applications include a sustainability plan, prepared to the satisfaction of the Town's Director of Planning and Development and the Director of Public Works. Sustainability plans shall consider the following techniques to reduce stormwater runoff, improve water quality and conserve energy:
 - rain barrels or cisterns to capture rainwater for reuse in landscape irrigation and other non-potable water applications;

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- vegetated swales to filter and detain stormwater;
- porous surfaces for pathways, patios and parking lots to allow infiltration of stormwater;
- greywater systems that capture stormwater runoff and other greywater for reuse in toilets and industrial operations;
- the use of renewable energy sources for building systems and exterior lighting, such as solar, wind and geothermal;
- cogeneration, i.e., capturing and using heat from power generation;
- green roofs;
- other techniques that may be identified by Town staff.

7. Implementation

This section identifies tools and outlines initiatives required to successfully implement this Secondary Plan. These include updates to the Zoning By-law and development review processes. Important studies needed to address infrastructure issues and further the public realm objectives of the plan are also identified.

7.1 Zoning By-law

- (a) The Town shall amend the land use and built form provisions of its Zoning By-law to bring them into conformity with this secondary plan Secondary Plan, and all future zoning amendments for lands in Glendale shall conform to this plan.
- (b) The Town may, when enacting implementing Zoning By-law amendments, apply a holding zone and specify that development of the subject lands is considered premature for any one or more of the following reasons:
 - Public infrastructure such as roads, sanitary sewers, stormwater management facilities and water supply are inadequate to serve proposed development;
 - Consolidation of land ownership or execution of a development agreement among landowners is required to ensure orderly development, secure funding and/or equitably cost-share among benefiting landowners for community infrastructure;
 - A site plan agreement is required;
 - Supporting studies are required on matters related to transportation, environmental conditions, servicing, stormwater management or design features.

7.2 Site Plan Control

With the exception of detached, semi-detached and Townhouse dwellings, and accessory structures on a residential property, all proposed developments in Glendale shall be subject to site plan control.

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7.3 Plans of Subdivision

Where development requires the subdivision of land and the dedication of public right-of-ways and open spaces, a plan of subdivision shall be required. All plans of subdivision applications shall include a phasing plan.

7.4 Urban Design Review Process

The Town shall seek, and have regard for, the advice of the Urban Design Committee in reviewing significant development applications in Glendale. All site plan applications for lands adjacent to Airport Road, York Road and the QEW and within the mixed use Destination Area and Village Centre shall be subject to the Urban Design review process.

7.5 York Road Streetscape Design

Any necessary future reconstruction of York Road should give consideration to an urban cross-section with centre crown to support a commercial main street character on both sides, with a generous pedestrian realm between the roadway and the edge of the buildings. Further development is expected to occur on vacant sites between Airport Road and Townline Road in the short term, and consideration should be given to establishing the ground floor of new buildings relative to the future sidewalk. The Town shall work with the Region on a collaborative study of the Regional road's future design and elevations.

Site Plan approval of any development along this section of York Road shall be made aware of the potential of the future reconstruction of York Road into an urban cross-section with centre crown to support a commercial main street character on both sides, with a generous pedestrian realm between the roadway and the edge of buildings.

7.6 Glendale Transportation Strategy

Significant growth in Glendale will rely on issues of access and congestion being addressed. The full range of transportation issues also includes an incomplete road network, noise impacts from increasing truck traffic, and a lack of pedestrian and cycling amenities. The interchange itself has been earmarked for improvements in the future. To address existing issues and identify priority transportation improvements, the Town shall initiate a Transportation Strategy, in partnership with the Region and the MTO upon completion of the Region's EA. Major landowners who stand to benefit from the strategy and its implementation may be requested to contribute to the cost of the study. The study shall adhere to the provisions of the Ontario Environmental Assessment Act as it applies to master plans, in order to expedite the approvals for capital projects recommended by the study. The terms of reference should include the above issues and others identified by the Town, the Region, the MTO and the community at large. The study itself shall have regard for the planned Movement Network (Schedule F-3) and the policies of this plan and should take into consideration the previous road design cross-sections identified in the background work conducted for the Glendale Secondary Plan.

7.7 Sewer and Stormwater Management Strategy

The Region and the Town shall initiate a master servicing study to identify problems and solutions for the plan area. The study should be comprehensive and consider a range of

Appendix 5 - Glendale Secondary Plan

(Niagara-on-the Lake Final Draft Official Plan - December 18, 2018)

development scenarios. It should result in a servicing strategy, and the costing and phasing of priority capital projects should be coordinated with recommended road improvements.

The sewer strategy shall be coupled with an updated stormwater management strategy that responds to the long- term vision for Glendale. The strategy should include design guidelines and implementation strategies to ensure future stormwater ponds are consolidated, located and designed to maximize efficiencies and create open space features that enhance development.

7.8 Highway Gateway Landscape

The Town, in cooperation with the Region and the MTO, shall review the recommendations of the 2003 Glendale Gateway study as they pertain to the landscape within the highway and interchange right-of-way. Where necessary and appropriate, based on consultation, the design concepts should be revised and become the basis for a landscaping program. The program should be developed in parallel with the transportation strategy for Glendale, so that capital funds for landscaping associated with highway and Regional Road improvements are put to best use. Landscaping costs that cannot be covered by the province or Region should be phased into the Town's capital budget.

7.9 Development Charges and Agreements

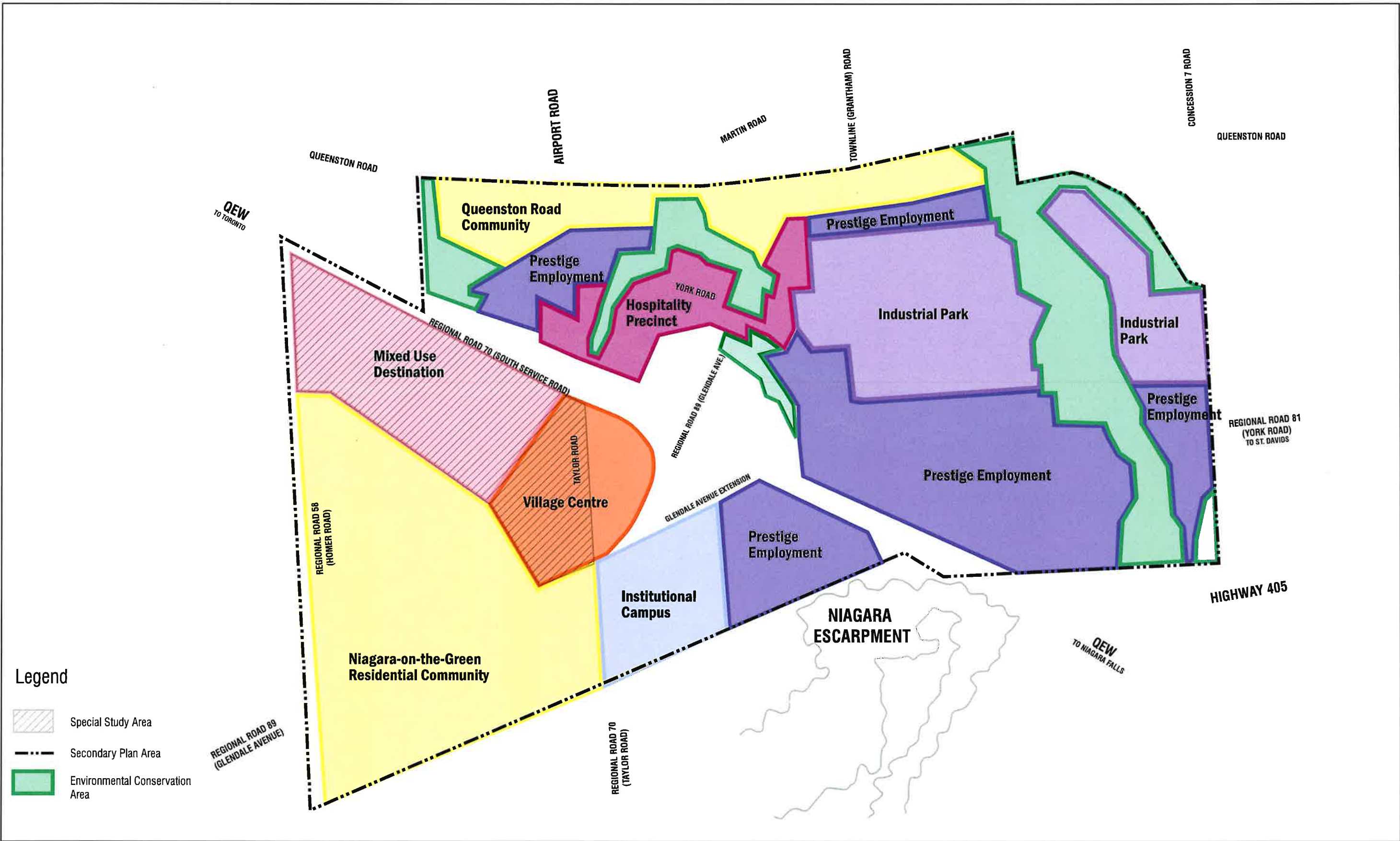
Following completion of the York Road Streetscape Design, the Transportation Strategy, and the Sewer and Stormwater Management Strategy, the Town and Region shall review and update their development charges by-laws, with the expectation of recovering capital costs for infrastructure and landscape improvements necessary to support future development in Glendale. To implement area-specific public realm improvements that benefit multiple landowners, such as streetscaping, plazas and other open spaces, the Town may require landowners to enter development agreements with the Town and/or other landowners and may require cash contributions or letters of credit for prior to site plan approval.

7.10 Community Improvement

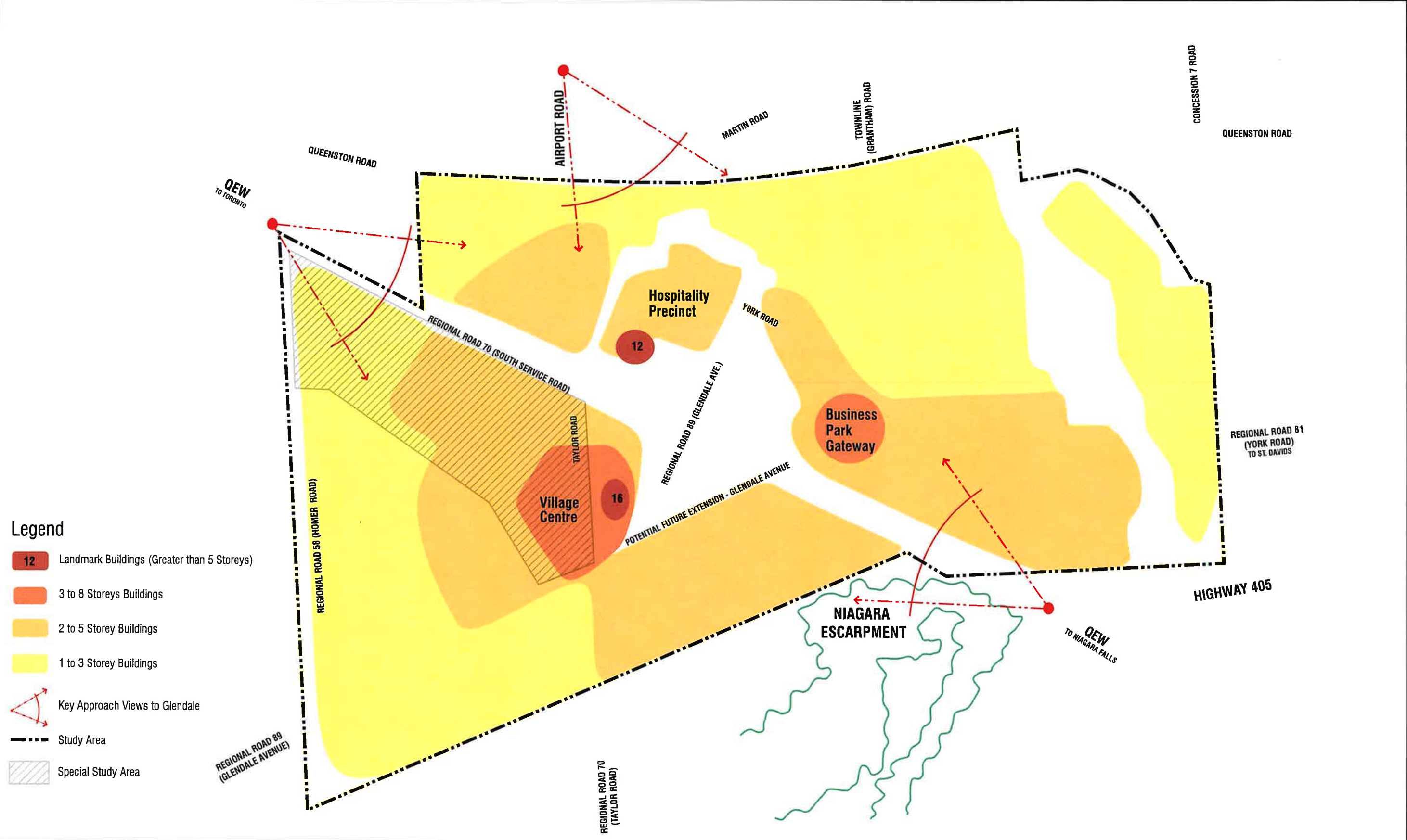
It is the intent of the Town that the community of Glendale be identified as a Community Improvement Area under Section 28 of the Planning Act. Further, the Town may designate Glendale, in whole or in part, a Community Improvement Project Area, for which, a Community Improvement Plan will be prepared.

7.11 Sign By-law

Distinctive buildings, high-quality streetscapes and beautiful landscapes are intended to be the future symbols for Glendale. Pole-mounted signs and billboards generally are inconsistent with this objective, and therefore the Town shall amend its sign by-law to prohibit them in most areas of Glendale. Exceptions may be made where elevated signs are integrated with the design of the development and do not detract from views of buildings, the escarpment and the countryside.



Schedule F1: LAND USE & CHARACTER PRECINCTS
 Glendale Secondary Plan

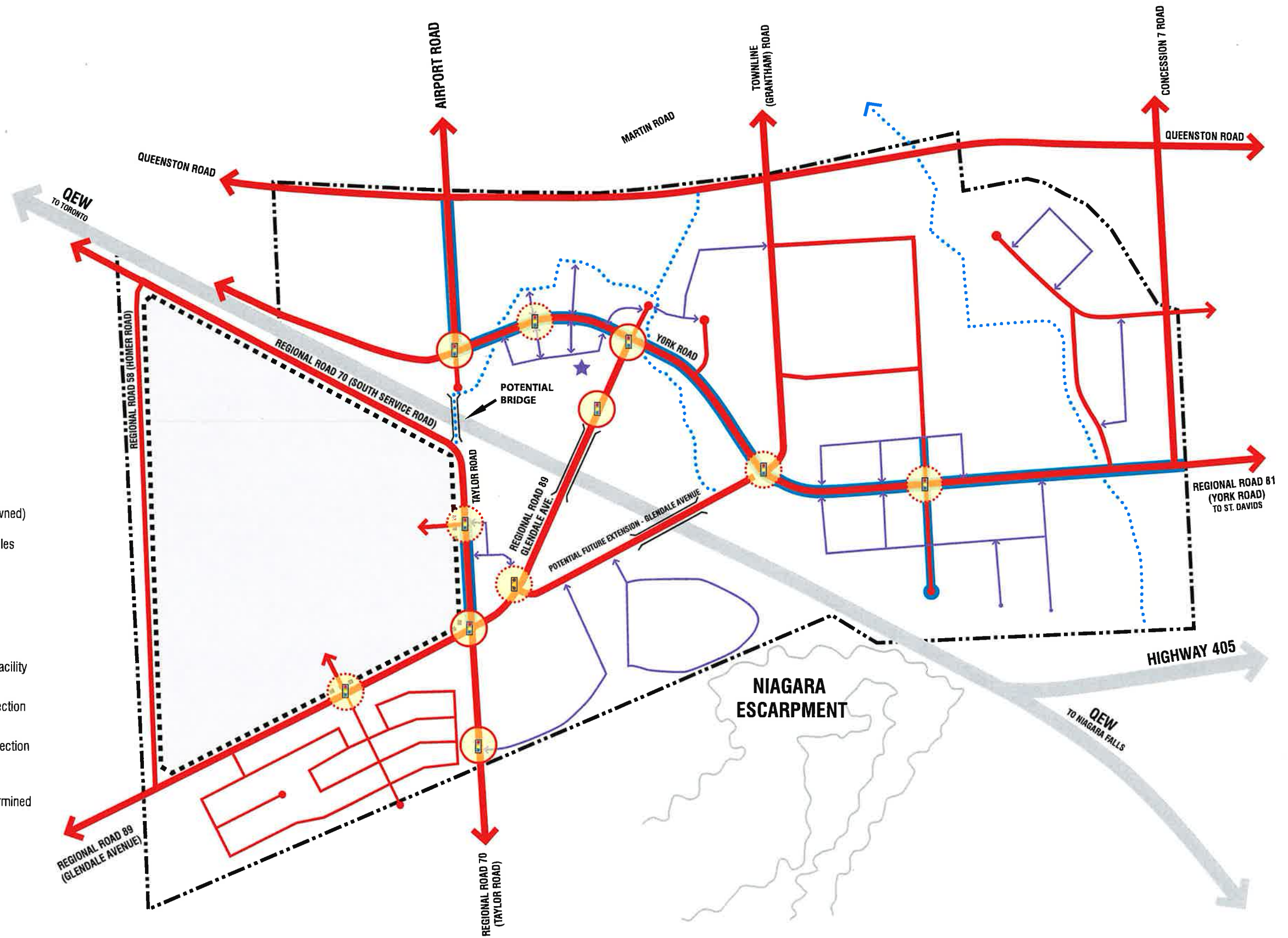


Schedule F2: HEIGHT MAP
 Glendale Secondary Plan

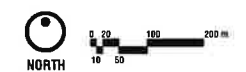


Legend

- Special Character Streets
- Primary Streets
- Secondary Streets
- Local Streets (Publicly owned)
- Private Street or Drive Aisles
- ... Trail
- Bridge
- Study Area
- ★ Potential Park-and-Ride Facility
- Existing Signalized Intersection
- Potential Signalized Intersection
- Street network to be determined

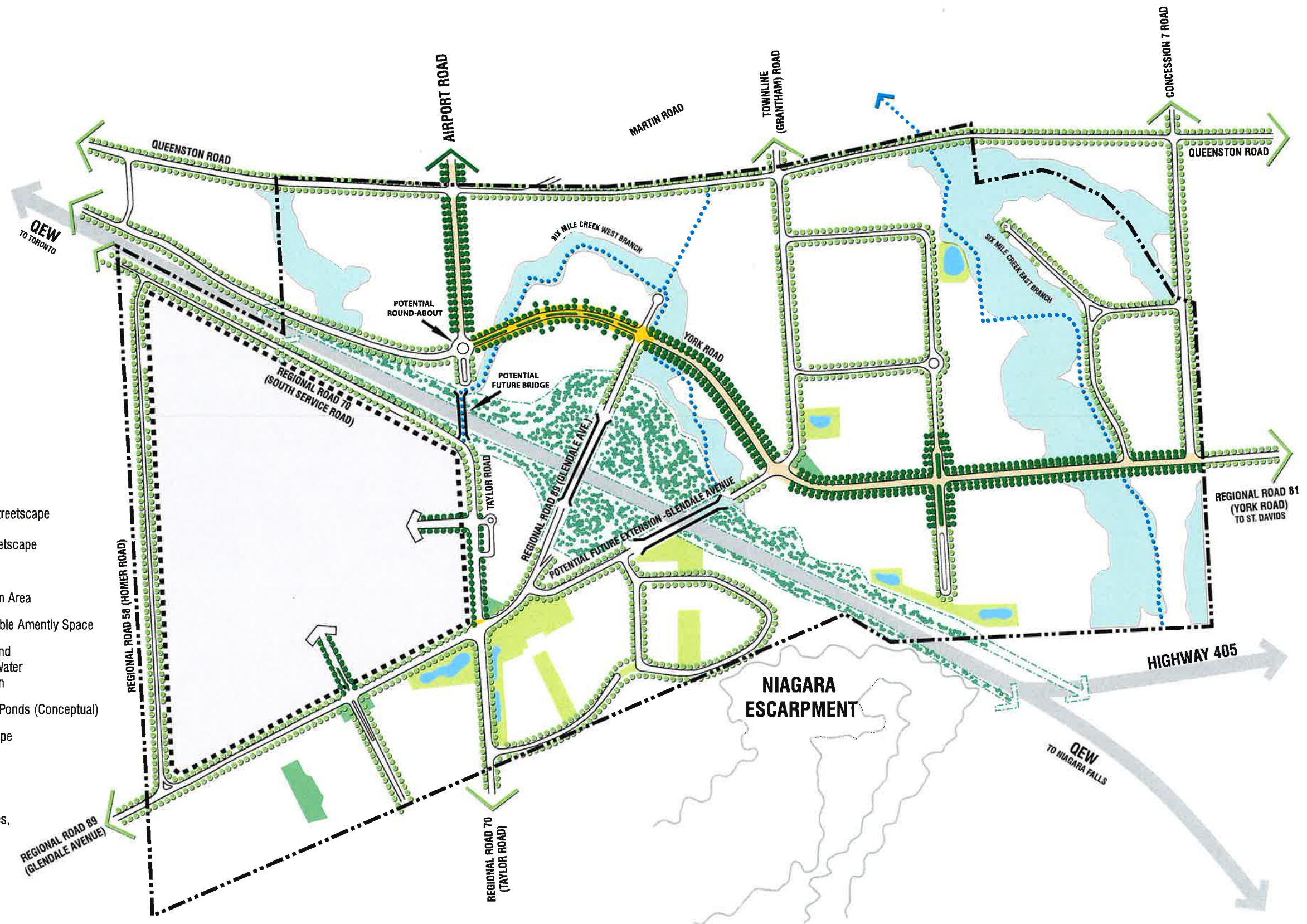


Schedule F3: MOVEMENT NETWORK
Glendale Secondary Plan



Legend

-  Village Streetscape
-  Business Park Character Streetscape
-  Primary or Secondary Streetscape
-  Trail
-  Environmental Conservation Area
-  Parks and Publicly Accessible Amenity Space
-  Landscaped Open Space and Existing / Potential Storm Water Management Pond Location
-  Storm Water Management Ponds (Conceptual)
-  Highway Gateway Landscape
-  Bridge
-  Study Area
-  Street network, streetscapes, parks and open spaces to be determined



Schedule F4: PUBLIC REALM PLAN

Glendale Secondary Plan

