

PLANNING JUSTIFICATION REPORT

2248 Centre St., City of Thorold

Lally Holdings Ltd.



**Application for Official Plan Amendment, Zoning By-law
Amendment and Draft Plan of Condominium**

Prepared by Emerald Development Group

January 2023

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1.0 Introduction

Emerald Development Group has been retained by Lally Holdings Ltd. to prepare and submit applications for a Draft Plan of Condominium, and an Official Plan and Zoning By-law Amendment to permit a 15 unit townhouse plan of condominium on 2248 Centre St. The subject property is 0.774 ha., located on the east side of Centre Street, immediately south of a Hydro corridor and several properties north of Barron Road, in Allanburg, South Thorold.

Allanburg is mainly comprised of single detached units on large lots. This proposal seeks to add housing choice and diversity to the area with the development of 15 townhouse units. The development proposal includes onsite stormwater management, a naturalized buffer to a drainage creek within the adjacent hydro corridor, onsite common amenity spaces, private rear yard amenity spaces and visitors parking.

Figure 1 – Property Location



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An amendment to the Official Plan is required to permit an increase in density as the intensification policies of Section B1.1.3 permit an increase of 75%. A zoning by-law amendment is also required to implement the draft plan of condominium in accordance with provisions consistent with the City of Thorold Zoning By-law.

A pre-consultation meeting was held with the City of Thorold on December 2, 2021 to discuss two initial concepts for the property:

1. A 6 unit residential development with 6 townhouses
2. A 9 unit residential development with 7 townhouses and 2 semi-detached dwellings;

These initial concepts were intended to be freehold and serviced by a cul-de-sac, however, through the pre-consultation review process and meeting, staff provided the following key comments:

- The City is not supportive of a public road in this location and configuration;
- A condominium development should be pursued instead of a plan of subdivision; and
- Increase the separation between rear dwelling walls and south lot line to improve compatibility

In response to these comments, the proposed development concept was revised to a 15 unit townhouse draft plan of condominium to be serviced by a private road.

In the pre-consultation record, a zoning by-law amendment and plan of condominium were identified as required applications and an Official Plan Amendment would be required if the proposed density limit was to exceed 9.77 units/ha.

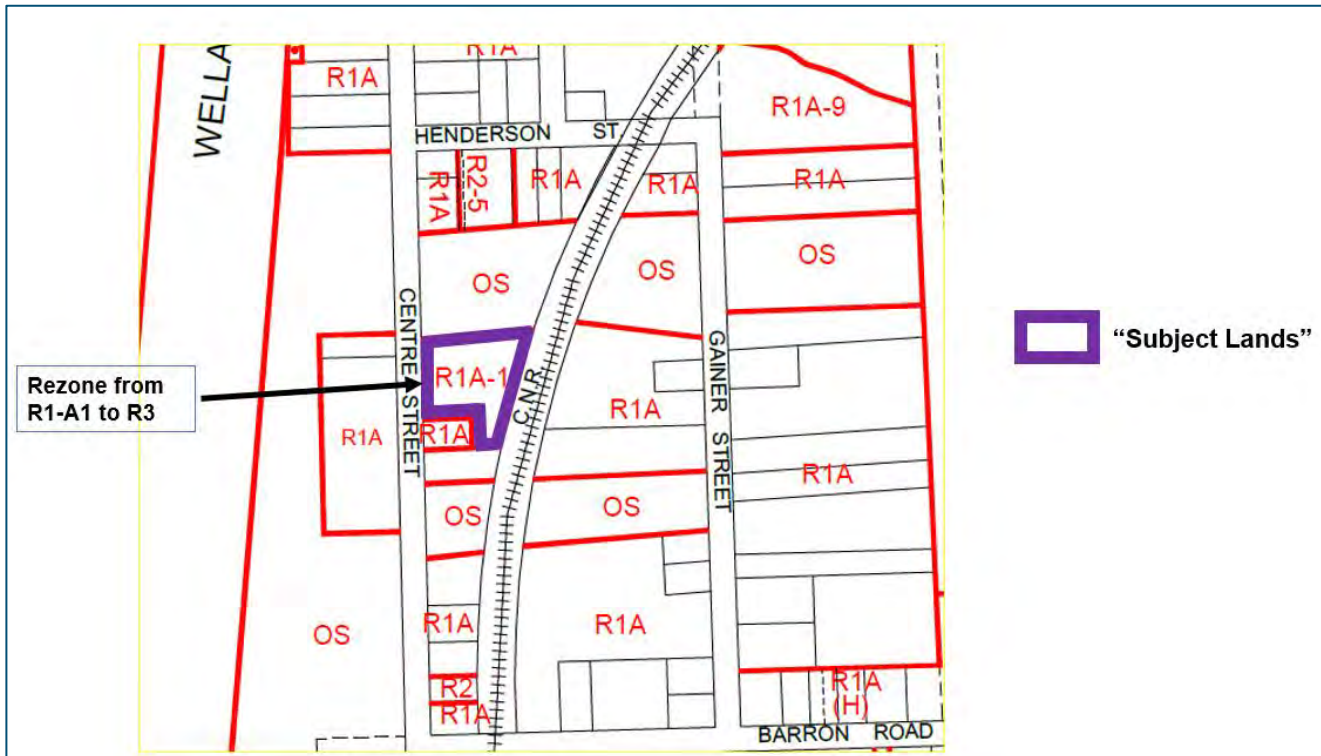
Required studies identified to be submitted with the application(s) included:

- Planning Justification Report (PJR)
- Conceptual Site Plan
- Environmental Impact Study (*pending a Regional site visit – later waived*)
- Environmental Site Assessment (ESA) + Record of Site Condition (RSC)
- Noise & Vibration Study
- Functional Servicing Report
- Stormwater Management Plan + Report
- Sensitive Land Use Report (include in PJR)
- Draft Zoning By-law Amendment (include in PJR)
- Draft Plan of Condominium

1.1 Purpose

The purpose of this application is to amend the Official Plan to add a site-specific policy area recognizing the requested density increase and to change the zoning of the subject lands from a Residential R1A-1 Zone to a Residential R3 Zone in By-law 2140(97) and a Residential 3D Zone in Comprehensive Zoning By-law 60(2019).

Figure 2 – Proposed Zoning By-law Amendment



Schedule A10 - Comp. Zoning By-law 2140(97)

The purpose of this planning justification report is to provide all necessary and relevant information to City staff, agencies and Council for their consideration of applications for Official Plan Amendment, Zoning By-law amendment and Plan of Condominium to facilitate the development of 15 residential townhouses on the “subject lands”, shown in Figure 2 above. The details of the proposed site plan are found under *Section 3.0 – Description of Proposal*.

This application:

- Provides an appropriate unit fabric and density in an established residential area.
- Is consistent with the Provincial Growth Plan and Provincial Policy Statement;
- Maintains the general intent and purpose of the City of Thorold Official Plan and new Regional Plan;
- Is compatible with surrounding land uses and contributes to the creation of a healthy and more complete community;
- Does not compromise the functionality and operation of adjacent transport and utility corridors (rail and hydro);
- Can be appropriately serviced by municipal infrastructure including water and sanitary services;
- Represents good planning.

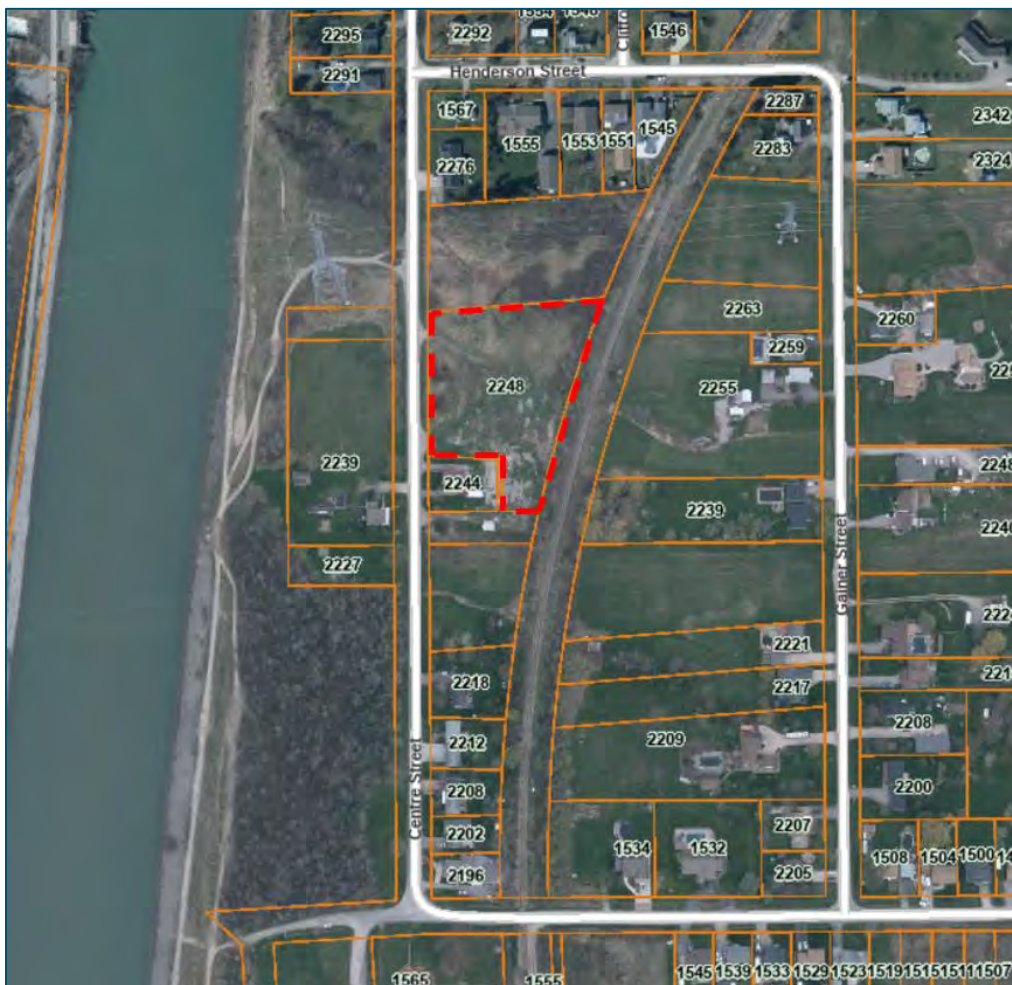
2.0 Site and Surrounding Context

2.1 Site Description

The lands are 0.774 hectares in area (polygonal in shape) with approximately 80 metres of frontage on Centre Street and a lot width of just over 100 metres.

The lands are within the urban area and more specifically, within the City of Thorold 'built-up' area. The Welland Canal, operated by the St. Lawrence Seaway Corporation is located approximately 120 metres to the west. The lands are directly adjacent to the CN Railway to the east, a Hydro corridor to the north, and a single detached dwelling to the south.

Figure 3 – Property Boundary



Low density residential lands generally surround the site to the north, south and east. Neighbourhood commercial is located at the intersection of Centre St./Lundy's Lane and further north, the Allanburg Community Park and Community Centre.

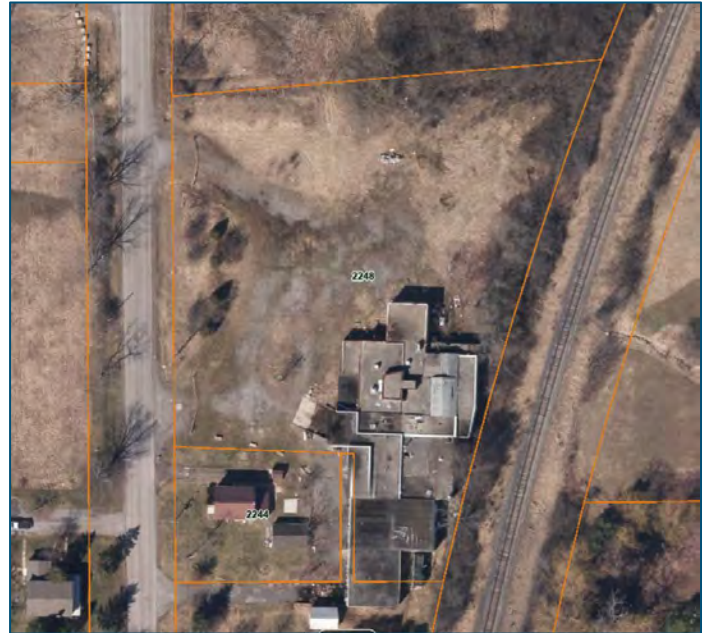
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Current Aerial Photo



2020 Aerial (Source: Niagara Navigator)

Previous Industrial / Commercial Use



2018 Aerial (Source: Niagara Navigator)

The site was formerly occupied by an abattoir. Online information reveals that the business was formerly known as “Dougherty's Meat Packing Plant” which was constructed in 1977, expanded in 1985 and abandoned in 2010. The entire facility was demolished and debris removed in 2019.

The site is currently vacant characterized by undergrowth:



2.2 Surrounding Land Uses

The following figure provides a high-level description of the surrounding land uses, followed by more detailed photos:

Figure 4 – Neighbourhood Context



(Basemap: Google Earth, 2018)

North:

The adjacent lands to the north are a 60m wide Hydro One Corridor, occupied by 20m multi-line, high voltage hydro transmission lines. The lands are vegetated with small and medium diameter trees.



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Farther north, are rural residential properties located on Henderson and Centre Streets.



Approximately 350m to the northwest is a lift bridge for Regional Road 20, traversing the Welland Canal, with neighbourhood commercial at the corner of Lundy's Lane and Centre St.



South:

Immediately south of the subject property is a two-storey single detached dwelling with a detached single storey garage. The building is estimated to have been constructed circa 1920.



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Farther south, is a similar 60m wide Hydro Corridor and additional residential properties along Centre Street, occupied by one and two storey single detached dwellings.

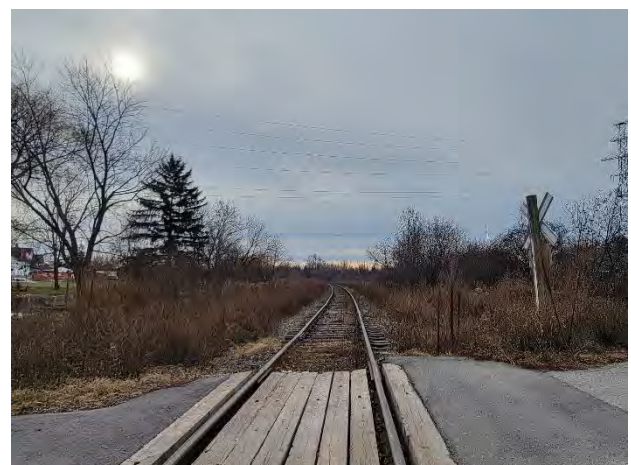


At the southwest corner of Barron Rd./ Centre St. is Allanburg Estates, a 22 lot single detached dwelling subdivision currently under construction.



East:

The east limit of the subject property is delineated by a 2m high chainlink fence, separating the site from an active rail corridor (*CN Port Robinson*) which maintains a single rail line. The rail corridor traverses north-south, separated from the abutting residential properties by earthen berms.



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Farther east, are additional residential lands (*one and two-storey buildings*) fronting Gainer Street.



West:

The west boundary of the property is bordered by Centre Street, a two lane, rural residential roadway, bordered by stormwater drainage ditches. The property immediately across Centre Street is comprised of vacant undeveloped land (center photo), and further west is the East Side Trail (adjacent to Welland Canal).



Southwest of the subject property is a light blue two-storey residence and newer bungalow, and farther west is the northwards flowing Welland Canal, located approximately 120m from the site.



2.3 Existing Site Conditions

The lands are currently vacant with a gentle sloping topography that varies within 3 metres in height. The surface waters generated on site flow via overland to roadside ditches along the east side of Centre Street, discharging to a surface water drain approximately 150m south.

There are currently no sidewalks along the Centre St. frontage of the property. There are existing sidewalks on both side of Centre St. (farther north) between Henderson St. and Lundy's Lane. Pre-consultation notes state that the applicant will be required to urbanize Centre St. at the frontage of the property to be addressed within the site plan development agreement.

An NPCA regulated watercourse is mapped within the northern portion of the subject property, however, a site visit by Regional staff following the pre-consultation meeting concluded that "the Region does not require the completion of any environmental studies in support of the development application. That said, Regional staff encourage the applicant to retain as much native vegetation as possible and consider planting additional native trees, shrubs and groundcover post construction to enhance biodiversity on the subject lands." (see Appendix B). These plantings will be addressed through a Landscape Plan as part of the detailed Site Plan Control Application process.

The adjacent road network (Centre St.) is designated as a Local Road.

Existing water and sanitary sewer mains are located within the Centre St. right-of-way. The specifications are as follows:

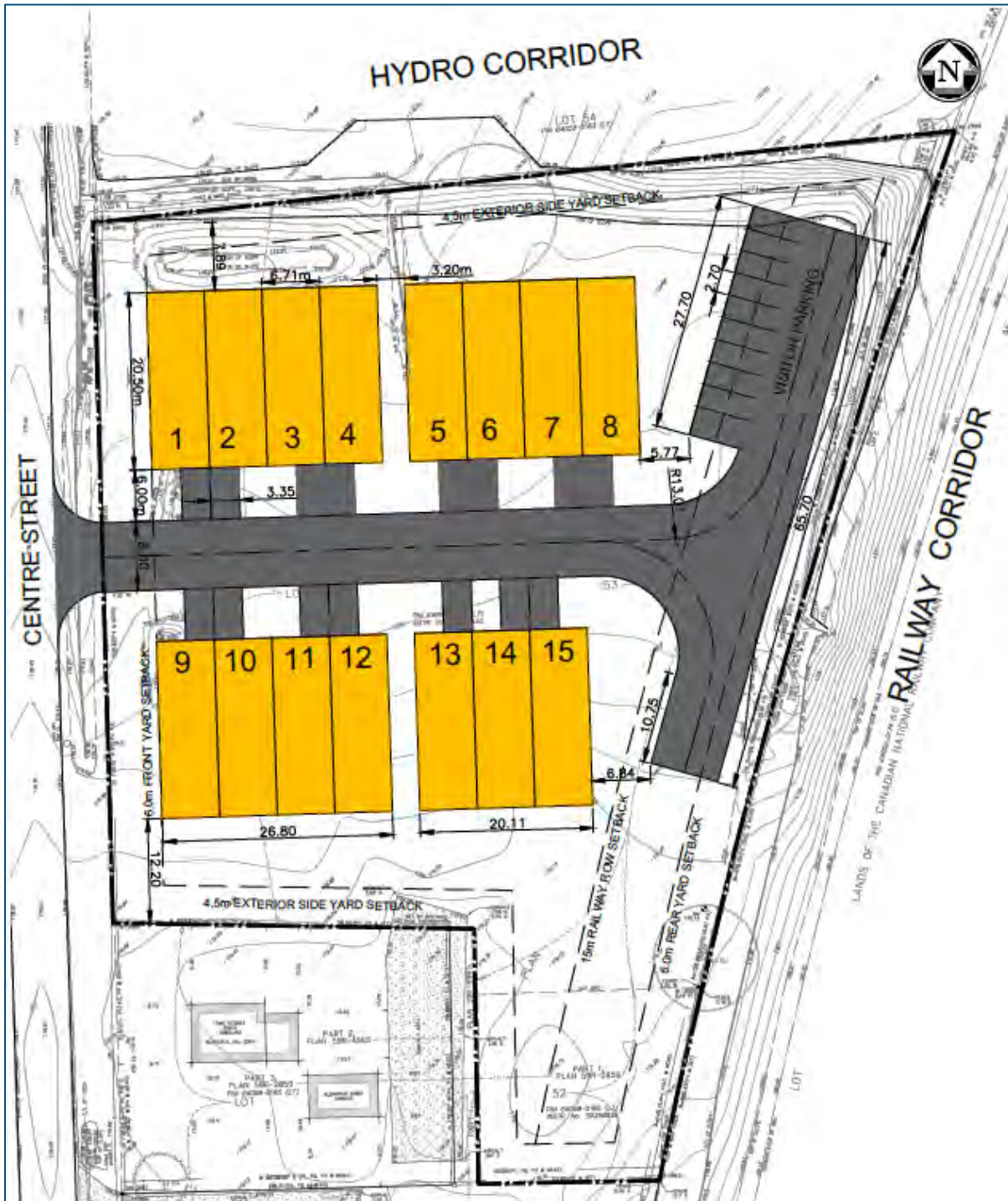
- Water: 200 D PVC (Local)- Centre Street
- Sanitary: 200 D AC (Local)- Centre Street

Apart from the previous use of the property (for which an RSC is required for the proposed residential development), no other hazards or restrictions have been identified on the subject property.

3.0 Description of Proposal

The proposed Official Plan Amendment and rezoning applications will facilitate the creation of 15 townhouse units serviced by a private road, as shown on the Proposed Site Plan below (a large scale version with site statistics is found under Appendix C):

Figure 5 – Proposed Site Plan



The townhouse development is proposed to be accessed from Centre St. at the approximate mid-point of the 80m frontage. Four (4) blocks of 2-storey townhouses with single car driveways will access the internal private road with 10 visitor parking spaces and a “T” turn located within the 15.0m railway setback, as required by Section 3.18(a)(ii) of Zoning By-law 60-2019. This will allow for a more efficient utilization of space. Each townhouse unit will be able to accommodate 2 parking spaces (garage + driveway) in a tandem parking arrangement.

Significant amenity space is proposed for the individual units (in both front and rear yards), as well as common open space that also functions as a buffer area between the adjacent utility corridors (rail and hydro).

Ample setbacks are provided, in particular a 12.2m (40ft.) southerly side yard setback to the only single detached dwelling within close proximity to the development. This provision implements the preference of planning staff (refer to Pre-Con meeting notes) to improve compatibility by increasing the separation between the rear dwelling walls and the south lot line.

The Village of Allanburg is characterized by single detached dwellings, and recent subdivision applications in the area continue to build upon that predominate housing form. This application will introduce a different housing form in an appropriate location to provide greater diversity and choice for future residents. This vision for this development is to be attractive and compact while providing for a high degree of land use compatibility, recognizing that Allanburg is urbanizing as it moves toward becoming a more complete community.

3.1 Planning Applications

A description of the planning applications required to facilitate the proposed development are listed below.

3.1.1 Official Plan Amendment

The Subject Lands are currently designated as “Urban Living Area”, Schedule ‘A-2 (Urban Area East of the Welland Canal’ in the City of Thorold Official Plan (“CTOP”). Lands designated *Urban Living Area* are the site of existing and planned residential development and complementary uses on full municipal services. Section B.1.1.2 c) of the CTOP identifies that townhouses are a permitted use in the ‘Urban Living Area’ designation subject to the criteria of Section B1.1.5 (*addressed in Section 4.5 of this report*).

Section B.1.1.3 outlines the policy framework for residential intensification, more specifically for assessing development or redevelopment proposals of existing vacant land or underutilized land within the built boundary. Section 1.1.3(c)(i) states “the unit density may be increased by up to 75% of the existing gross density of lands within 75 metres of the site.” Through the pre-consultation process, planning staff calculated the existing gross density within 75m of the site at 5.58 units/ha., and average density + 75% at 9.77 units/ha.

Given the proposed development of 15 units will produce a density yield of 19.38 units/ha., an Official Plan Amendment is required to permit a density of 19.38 units/ha. in place of 9.77 units/ha. as

prescribed by Section 1.1.3(c)(i). The implementation of this OPA will be through a Site Specific Policy Area “X” on Schedule A of the Official Plan and a Site Specific Policy to Part F to permit the requested density increase.

A copy of the Draft Official Plan Amendment has been included as part of the submission materials.

3.1.2 Zoning By-law Amendment

On March 16, 2021 the Local Planning Appeal Tribunal (LPAT) issued Order PL190276 regarding Thorold's new Comprehensive Zoning Bylaw 60-2019. The issuance of this LPAT order permits the majority of Zoning Bylaw 60-2019 to take effect as of March 16, 2021 excluding residential zones and associated parking requirements and parking related provisions. As such, applications for properties zoned residential will be reviewed by applying the former Comprehensive Zoning By-Law 2140 (97). The pre-consultation process for the proposed development did not specify which of the two (2) Zoning By-laws are to be amended. Therefore, based on the above, this application seeks to amend the in-effect By-law 2140-97 accordingly. For information purposes, Table 1 below includes the applicable Zone (R3D) of By-law 60-2019 and how the proposed site plan will also satisfy compliance with the succession By-law.

The Subject Lands are currently zoned as ‘R1A-1’ within the City of Thorold Zoning By-law 2140-97. In addition to the permitted uses of the R1A zone (which are limited to single detached dwellings and accessory buildings/structures), the site-specific special provision permits a butchers shop which includes abattoir, processing, wholesaling and retailing. As the R1A zone does not permit townhouses, a zoning by-law amendment to permit a block townhouse dwelling is required. The Residential R3 Zone under By-law 2140(97) permits many forms of dwelling units including block townhouse dwellings. No amendments to the standard zone provisions are proposed or required (see conformity analysis under Table 1). Under the new Comprehensive Zoning By-law 60-2019, this development proposal would be considered a ‘private street development’ which is permitted in the R3D zone.

Table 1: Zoning By-law Statistics

Zoning By-law 2140-97 (R3)		Proposed Site Plan	Zoning By-law 60-2019 (R3D)	
Schedule	A10		A17	Schedule
13.1 Permitted Uses	(3) block townhouse dwelling, one or more	4 blocks of townhouse dwellings (total of 15 units)	v) Private Street Development	Table 6.2 Permitted Uses
13.2.3 Regulations	(a) Minimum Lot Area (ii) 270 sq.m. per dwelling unit for a block townhouse dwelling	516 sq.m. per dwelling unit	Minimum Lot Area – N/A	Table 6.3.b Regulations
	(b) Minimum Lot Frontage (ii) 30 m for a block townhouse dwelling	81.52 m	Minimum Lot Frontage – 12.0 m for lot	

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(c) Front Yard Setback – 6 m	6 m	Minimum Front Yard - 3.0 m to dwelling front wall - 6.0 m to attached private garage
(d) Rear Yard Setback – 6 m	>15 m	Minimum Rear Yard - 3.0 m to dwelling side wall - 6.0 m to dwelling rear wall - 15 m*
(e) Interior Side Yard Setback – 1.2 m on each side (end dwelling units only)	7.89 m (north side yard) 12.2 m (south side yard)	Minimum Interior Side Yard - 3.0 m to dwelling side wall - 6.0 m to dwelling rear wall
(f) Exterior Side Yard - 4.5 m	N/A	Minimum Exterior Side Yard – 3.0 m to dwelling front wall or side wall 6.0 m to attached private garage or rear wall
(g) Maximum Lot Coverage - 40%	26.6%	Maximum Lot Coverage -45%
(h) Maximum Building Height – 11 m	2 storeys (6 m)	Maximum Height – 11 m
(i) Minimum Landscaped Open Space 1) where lot abuts any R1A zone, a 1.5 m strip of land provided and maintained 2) for every block townhouse dwelling, 25% of the lot area 3) 18.5 sq.m. privacy area adjoining front or rear of each dwelling unit in a block townhouse dwelling	1.5 m as part of common element of condo corporation 52.6%	Minimum Landscaped Open Space -35% Minimum Planting / Buffer Strip – 1.5 m where abutting a R1A zone

* Section 3.18 (By-law 60-2019)

a) Notwithstanding any other regulations in this By-law, all buildings and structures containing a dwelling, place of worship, day care, private school or public school shall be located no closer than the following:

ii) 15.0 m from any principal branch line or spur lines.

Additional zoning regulations (not included) in Table 6.3.b of By-law 60-2019 include:

Table 6.3.b (By-law 60-2019)	Required	Proposed
Maximum Number of Attached Dwelling Units	6	4
Maximum Width of a Private Garage Attached to Main Building	55% of main building front wall length	50%
Minimum Condominium Unit Frontage	6.0 m per interior unit 7.5 m per end unit	6.71 m per interior unit 7.5m per end unit
Minimum Distance from Private Street or Condominium Roadway	4.5 m to dwelling 6.0 m to attached private garage	6.0 m to dwelling 6.0 m to attached private garage
Minimum Condominium Unit Area	160 sq.m. per interior unit	>240 sq.m. (2 storeys)

	200 sq.m. per end unit	>300 sq.m. (2 storeys)
Minimum Yard Requirements Between Buildings	3.0 m between side walls	3.2 m

In summary, the proposed site plan will conform to all applicable regulations of the R3 zone of By-law 2140-97 and the R3D zone of By-law 60-2019. No modifications to these aforementioned zones are being sought through this application.

3.1.3 Draft Plan of Condominium

A Draft Plan of Condominium Application is required to further divide the Subject Lands to enable future owners of the condominium townhouses to hold title specific to their lots and to delineate the common elements. The development will consist of a strata title arrangement where individual units are owned and common elements are shared through contributing fees for the ongoing maintenance of these features as managed by a corporation.

Appendix D illustrates the proposed Draft Plan of Vacant Land Condominium.

3.1.4 Site Plan Control Application

A future Site Plan Control Application will be submitted to facilitate the development. As proposed on the conceptual site plan submitted in support of these OPA and rezoning applications, the property will feature 15 residential townhouse units with private rear yard amenity areas, common open space and 10 visitor parking spaces. Other requirements to be addressed by the site plan control application include:

- Building Elevations
- Grading Plan
- Servicing Plan
- Landscape Plan
- Photometric Plan

The foregoing is subject to revision or change as part of a future site plan control process.

3.2 Supporting Studies

In addition to this Planning Justification Report, the following studies have been prepared in support of this application:

- Noise & Vibration Study
- Functional Servicing Report
- Stormwater Management Plan + Report
- Environmental Site Assessment (ESA) + Record of Site Condition (RSC) - *Ongoing*

Below is a summary of the key reports included within the submission.

3.2.1 Noise & Vibration Study

SS Wilson Associates (SSWA) was retained to prepare a Noise and Vibration Control Feasibility Study for the proposed 15 unit residential townhouse development.

Based on the noise analysis, all dwellings in the development will have acceptable outdoor sound levels in their OLAs (backyards and rooftop terraces) and, therefore, no outdoor noise control measures need to be considered. Mitigation measures include mandatory air conditioning for all units, Building Code compliant windows and exterior wall construction and warning clauses to advise residents about potential noise.

To address ground-borne railway vibration, due to the proximity of the proposed development to the noted railway tracks, it is recommended to implement vibration mitigation measures in the building foundation on the east side facing the rail line. The details of the building vibration isolation shall be prepared during the detailed building design stage to be incorporated into the foundation structural plans.

3.2.2 Functional Servicing Report

G.Douglas Vallee Limited was retained to prepare the full suite of servicing plans and drawings to support the construction of a 15 unit townhouse development on the subject property. The Functional Servicing Report (FSR) is dated November 24, 2022.

The functional servicing design for the proposed development is summarized as follows:

- The proposed development will be serviced by a new sanitary sewer network that connects to the existing 200mm sanitary sewer along Centre Street.
- A peak sanitary design flow of approximately 1.05 L/s is anticipated from the proposed development.
- Modelling from the City of Thorold's consultant is recommended to determine the impact of the proposed additional sanitary flows on existing infrastructure.
- The existing 200mm watermain on Centre Street shall serve as the water supply for the proposed development.
- An analysis of the hydraulic modelling will be conducted by the City of Thorold's consultant to determine the water servicing capacity and constraints on the existing water system to ensure adequate system flows and pressure for the aforementioned domestic and fire demands.
- The domestic average day demand and peak hourly demand were found to be 0.21 L/s and 0.83 L/s, respectively.
- The required fire flow demand for the proposed development was found to be 83 L/s, which is within the estimated range of available fire flow.

3.2.3 Stormwater Management Plan

G.Douglas Vallee also prepared a functional stormwater management design (dated November 22, 2022) for the proposed development. The results of this design are summarized as follows:

- Overland flow (major storm events) and storm sewers (minor storm events) will convey stormwater to the swale located at the north limit of the development, which ultimately releases to the existing roadside ditch along Centre Street.
- Peak flow rates under the post-development condition are less than the pre-development peak flow rates, for the 2, 5, 25 and 100-year storm event, therefore no quantity control is required.
- During events greater than the 100-year storm, runoff from the site will flow overland towards Centre Street, as it does under pre-development conditions.
- An EFO6 Stormceptor unit, or approved equal, shall be utilized to achieve a basin level of water quality protection.

3.2.4 Environmental Site Assessment (Phase 1 and 2)

Phase 1 and 2 Environmental Site Assessments were prepared by Spice Environmental Inc. (SEI). SEI was retained to prepare these reports by the previous owner of the Subject Property (Lorimir Holdings Ltd.).

The Phase 1 ESA (dated September 2018) concluded that Four (4) Potentially Contaminating Activities (PCAs, Reg. 511/09) were identified within the study area: Three (3) potential on-site PCAs dealing with gasoline storage, importation of fill, and waste disposal/management; and One (1) off-site PCA due to the adjacent Railway spur line. As such, SEI recommended that a limited Phase 2 ESA be commissioned to satisfy the requirements of the Regulation.

The Phase 2 ESA was subsequently prepared in February 2020. Based on the activities undertaken during the Phase Two Environmental Site Assessment and the reported environmental quality results, SEI concluded that the site conditions satisfied the applicable Site Condition Standards for future residential use. This position was supported by the following considerations.

- All fuel storage systems have been removed from the site and any affected areas remediated;
- The former meat processing facility has been demolished and all associated building materials have been removed from the property;
- The results of chemical analyses conducted on representative soil samples collected from each APEC, identified through the Phase One ESA, found all reported constituent concentrations to be below the applicable *Table 3 SCS* for future Residential land use, and;
- The results of chemical analyses conducted on representative groundwater samples collected from each APEC, identified through the Phase One ESA, found all reported constituent concentrations to be below the applicable *Table 3 SCS* for future Residential land use.

A Record of Site Condition (RSC) was submitted to the Ministry of Environment, Conservation and Parks (MECP), however deficiencies were found and a resubmission required. One of the deficiencies was the time that elapsed between the ESA preparation and the date of filing. As a result, Oakhill Environmental has been retained by the current owner (Lally Holdings Ltd.) to update the reports and complete the RSC submission. This filing is anticipated in early 2023.

4.0 Planning Review

4.1 Planning Act

These applications have been submitted to include the information and material required under Section 22(4 and 5) 'Official Plan' and Sections 34 (10.1 and 10.2) of the *Planning Act* as part of a complete application.

Section 2	Lists matters of provincial interest to have regard to.
Section 3	Requires that, in exercising any authority that affects a planning matter, planning authorities "shall be consistent with the policy statements" issued under the Act and "shall conform with the provincial plans that are in effect on that date, or shall not conflict with them, as the case may be".
Section 21(1)	Allows amendments to the Official Plan.
Section 34	Allows amendments to the Zoning By-law.
Section 51	Allows for the creation of plans of subdivision/condominium.

4.1.1 Matters of Provincial Interest

Section 2 of the Planning Act establishes matters of provincial interest. The Minister, the council of a municipality, a local board, a planning board and the Tribunal, in carrying out their responsibilities under this Act, shall have regard to, among other matters, matters of provincial interest. Those applicable matters are reviewed in the table below:

Matter	Comment	Complies
(a) the protection of ecological systems, including natural areas, features and functions;	The proposed development is located in an urban area. No natural areas or features have been identified for protection through Regional/NPCA consultation.	✓
(f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;	Connections to the municipal water and sewer systems are available. The lands qualify for Regional waste and recycling programs.	✓
(h) the orderly development of safe and healthy communities; (h.1) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;	The proposed development is limited in scale and does not jeopardize the order and safe development of the community.	✓
(j) the adequate provision of a full range of housing, including affordable housing;	There is a significant need for housing in Ontario. This development provides 15 townhouse dwellings in an area (Allanburg) that currently has little choice in terms of housing type. These townhouses will be a more affordable housing option than the predominate large lot, single detached dwelling type in the area.	✓
(k) the adequate provision of employment opportunities;	The proposed development will not remove lands designated for employment purposes.	

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(l) the protection of the financial and economic well-being of the Province and its municipalities;	This development would provide increased tax revenue to the City of Thorold.	✓
(m) the co-ordination of planning activities of public bodies;	The applications will be circulated to all applicable public bodies and agencies for comments as determined by the requirements of the Planning Act and the City of Thorold.	✓
(n) the resolution of planning conflicts involving public and private interests;	This will be achieved through the planning approvals process.	✓
(o) the protection of public health and safety;	The subject lands are not located within an area of natural hazard.	✓
(p) the appropriate location of growth and development;	The subject lands are underutilized and are within an existing residential neighbourhood within a delineated built boundary in a settlement area.	✓
(q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;	The existing zoning of this large property only permits one single detached dwelling. The proposed intensification will be better able to support the viability of transit expansion to this area, leading to a more sustainable future.	✓
(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;	The proposed site design has been comprehensively planned taking into account all constraints, accounting for public health and safety, promoting an attractive built form, and providing opportunities for private and shared open spaces.	✓

It is noted that these provincial interests are from the highest level of policy being the Planning Act; however, the intent of the owner’s application meets these interests and are demonstrated in this report. Section 3 of the Planning Act requires that, in exercising any authority that affects a planning matter, planning authorities “shall be consistent with the policy statements” issued under the Act and “shall conform with the provincial plans that are in effect on that date, or shall not conflict with them, as the case may be”. Sections 22 and 34 of the Planning Act allows for the consideration of amendments to the Official Plan and Zoning By-law, respectively.

4.2 Provincial Policy Statement 2020

The Provincial Policy Statement (PPS) was recently updated and took effect on May 1, 2020. The most recent update was initiated by the provincial government, in support of the More Homes, More Choice: Ontario’s Housing Supply Action Plan (Bill 108). This action plan seeks to increase housing supply, support jobs, and reduce red tape affiliated with development.

The PPS provides policy direction on matters of provincial interest related to land use planning and development. It establishes the policy foundation for regulating the development and use of land within Ontario and supports the provincial goal to enhance the quality of life for all Ontarians. To accomplish this objective, the PPS promotes efficient land use and development patterns that accommodates for a

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range of dwelling types and densities which improves the financial viability of the Province and its municipalities. By promoting the integration of land use planning, growth management, transit-supportive development and intensification, municipalities are able to meet growth projections and the needs of their existing and future residents. Directing development and residential intensification within built-up areas which have sufficient infrastructure capacity to service new dwelling units supports municipalities in achieving their density and population targets. These goals are also achieved by supporting development that is compact and optimizes the use of available land, while maintaining appropriate levels of public health and safety. To this end, the PPS states:

Planning authorities are encouraged to permit and facilitate a range of housing options, including new development and residential intensification to accommodate future growth.

Given this application seeks to increase the number of units currently permitted through Policy 3.3.1 of the City of Thorold Official Plan, the PPS defines this as **intensification**.

Intensification: means the development of a property, site or area at a higher density than currently exists through:

- a) redevelopment, including the reuse of brownfield sites;
- b) the development of vacant and/or underutilized lots within previously developed areas;
- c) infill development; and
- d) the expansion or conversion of existing buildings.

Subsections a) and b) apply to this property as this proposal seeks to redevelop a brownfield site and develop on an underutilized lot within a previously developed area.

The following tables analyze how the proposed development complies with all relevant policies of the PPS:

Section	1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns		
1.1.1	Policy 1.1.1 outlines that healthy, liveable, and safe communities are sustained by: a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;	The subject lands are intended for residential development and are located on the southerly edge of the settlement area boundary.	✓
	b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open	This development adds townhouses to the area which is primarily characterized by single detached dwellings.	✓

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	space, and other uses to meet long-term needs;		
	c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;	A noise and vibration study along with an Environmental Site Assessment were completed and will ensure the safety of the future residents of the area. An Environmental Impact Study was not required.	✓
	d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;	N/A	✓
	e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;	The proposed development intensifies the settlement area and assists the City in reaching intensification targets. The proposed addition of the townhouse dwelling unit type improves the area density, and minimizes land consumption and servicing costs.	✓
	f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;	According to the Transportation Master Plan, Centre St is identified as a City Urban Major Local Road which will be equipped with shared cycling lanes and a sidewalk on one or both sides of the road which will improve accessibility. A barrier free parking space has been included in the visitor parking area.	✓
	g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;	Infrastructure exists in the area and access to services facilities are accessible through the local, regional and provincial road network.	✓
	h) promoting development and land use patterns that conserve biodiversity; and;	The development will avoid all natural features.	✓
	i) preparing for the regional and local impacts of a changing climate.	The redevelopment will not increase stormwater runoff beyond what was generated by the property and structures that existed prior to demolition.	✓

Section	1.1.3 Settlement Areas		
1.1.3.1	States that settlement areas shall be the focus of growth and development.	The subject lands are within the urban boundary of Allanburg.	✓
1.1.3.2	States that land use patterns within settlement areas shall be based on densities and a mix of land uses which:	The development add townhouses to the settlement area which is primarily characterized by single detached dwellings.	✓
	a) efficiently use land and resources;	The development is proposed in a compact form, representing an efficient use of lands.	✓
	b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their	Municipal services are available to this development.	✓

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	unjustified and/or uneconomical expansion;		
	c) minimize negative impacts to air quality and climate change, and promote energy efficiency;	The development is designed in a compact form and the dwellings will be constructed with energy efficiency requirements of the Ontario Building Code.	✓
	d) prepare for the impacts of a changing climate;	The lands are not located in a flood plain.	✓
	e) support active transportation;	The City of Thorold Transportation Master Plan includes plans for active transportation in the form of sidewalks and cycling lanes on Centre Street.	✓
	f) are transit-supportive, where transit is planned, exists or may be developed; and	According to the City of Thorold Transportation Master Plan, the Allanburg area is considered in the future potential transit connections between the Rolling Meadows and Port Robinson Secondary Plan areas.	✓
	g) are freight-supportive.	This is a residential area not anticipated for freight.	✓
	Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated	This development adds to the range of uses on vacant underutilized lands.	✓
1.1.3.3	Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.	This policy encourages the proposed development which represents intensification through the provision of a range of housing options that can be serviced with existing infrastructure. The proposed development adds townhouses to the area primarily characterized by single detached dwellings. According to the City of Thorold Transportation Master Plan, the Allanburg area is considered in the future potential transit connections between the Rolling Meadows and Port Robinson Secondary Plan areas.	✓
1.1.3.4	Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.	The development intensifies the area in a compact form and avoids risks to public health and safety.	✓
1.1.3.5	Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions. However, where	The City Official Plan indicates that the City will accommodate at least 15% of projected housing growth, within the built boundary. The Provincial Growth Plan target for Niagara	✓

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	provincial targets are established through provincial plans, the provincial target shall represent the minimum target for affected areas.	is 50% intensification within delineated built-up areas. Schedule A of the Niagara Region Official Plan designates the subject lands as built-up area.	
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Section	Land Use Compatibility		
12.6	<p>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.</p> <p>A sensitive land use means buildings, amenity areas, or outdoor spaces where routine or normal activities occurring at reasonably expected times would experience one or more adverse effects from contaminant discharges generated by a nearby major facility. Sensitive land uses may be a part of the natural or built environment. Examples may include, but are not limited to: residences, day care centres, and educational and health facilities.</p> <p>A major facility means facilities which may require separation from sensitive land uses, including but not limited to airports, manufacturing uses, transportation infrastructure and corridors, rail facilities, marine facilities, sewage treatment facilities, waste management systems, oil and gas pipelines, industries, energy generation facilities and transmission systems, and resource extraction activities.</p>	<p>As summarized through the Noise Control Feasibility Study completed by SS Wilson, although the projected sound levels are predicted to be above the sound level criteria, it is feasible to control sound levels within the outdoor and indoor areas of the proposed development.</p> <p>Any future proposed industrial facility in the area can be located with ample separation distance in combination with Ministry D Series Guidelines.</p> <p>Regarding potential on-site contamination, an RSC is being pursued and is anticipated to be secured shortly. If an RSC is not filed in the Provincial Registry, these planning application approvals will not occur. Furthermore, no building permit for a residential use could be obtained on the property in accordance with the Environmental Protection Act.</p>	✓

Section	1.4 Housing		
1.4.3	<p>Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:</p> <p>b) permitting and facilitating:</p> <p>a. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and</p>	<p>The proposed development adds townhouses to the area to help address the economic and well-being requirements of future residents.</p>	✓

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	b. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;	The proposed development adds townhouses to the area primarily characterized by single detached dwellings.	✓
	c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;	This development represents residential intensification in an existing settlement area.	✓
	d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;	The proposed development will achieve approximately 19 uph to ensure the efficient use of the land, located near an identified cycling route and just south of an existing public transit (bus) route. Increased densities help support increased ridership and the viability of public transit.	✓
	e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and	N/A	✓
	f) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.	The development is an appropriate density for the size of the lands, represents a compact form, and will be supported by a Record of Site Condition to ensure public safety.	✓

Summary

The proposed development will facilitate the construction of a 15-dwelling unit development on an existing vacant parcel of land within the Built-up Area. The proposed Official Plan and Zoning amendments to facilitate the draft plan of condominium will help add to the range and mix of housing in the area. The form of development contributes to the Region’s and City’s existing residential building supply, improves the mix of land uses in the area, adds to the diversity of unit configurations available, and will appeal to individuals with different needs and financial abilities. The lands have access to existing municipal infrastructure and will not cause any environmental or public health and safety concerns as the necessary studies have been completed to implement mitigation from the adjacent railway. Municipal servicing is available on Centre St which can be extended to the subject property at the developers cost and will be confirmed through the application review process.

In the following tables, not all sections are addressed as an explanation may not be relevant or necessary:

Section	1.5 Public Spaces, Recreation, Parks, Trails and Open Space		
1.5.1	Healthy, active communities should be promoted by:		

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	planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;	The development in combination with future road improvements identified in the City of Thorold Transportation Master Plan, will facilitate active transportation and community connectivity due to the proximity of existing recreational and cycling trails and future active transportation corridors in the area.	✓
	planning and providing for a full range and equitable distribution of publicly accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;	The area has access to local trail networks and local open space and park areas.	✓
	providing opportunities for public access to shorelines; and	N/A	✓
	recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas.	N/A	✓

Section	1.6 Infrastructure and Public Service Facilities		
1.6.1	Infrastructure and public service facilities shall be provided in an efficient manner that prepares for the impacts of a changing climate while accommodating projected needs. Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they are:		
	financially viable over their life cycle, which may be demonstrated through asset management planning; and		
	available to meet current and projected needs.		✓
1.6.2	Planning authorities should promote green infrastructure to complement infrastructure.		✓
1.6.3	Before consideration is given to developing new infrastructure and public service facilities:		✓
	the use of existing infrastructure and public service facilities should be optimized; and		
	opportunities for adaptive re-use should be considered, wherever feasible.		
1.6.4	Infrastructure and public service facilities should be strategically located to support the effective and efficient delivery of emergency management services, and to ensure the protection of public health and safety in accordance with the policies in Section 3.0: Protecting Public Health and Safety.		
1.6.5	Public service facilities should be co-located in community hubs, where appropriate, to promote cost-effectiveness and facilitate service integration, access to transit and active transportation.		

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Section	1.8 Energy Conservation, Air Quality and Climate Change		
1.8.1	Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:		
	promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;		
	encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;		✓
	promote design and orientation which maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation and green infrastructure; and		✓
	maximize vegetation within settlement areas, where feasible.		✓

Section	2.0 Wise Use and Management of Resources		
2.0	Ontario's long-term prosperity, environmental health, and social well-being depend on conserving biodiversity, protecting the health of the Great Lakes, and protecting natural heritage, water, agricultural, mineral and cultural heritage and archaeological resources for their economic, environmental and social benefits.		
2.1	2.1 Natural Heritage		
2.1.1	Natural features and areas shall be protected for the long term.	At least a 5m setback to the northerly property line adjacent to the drainage creek is implemented through site plan design in concert with NPCA recommendations. NPCA will require a landscape buffer plan for the 5m to enhance the riparian corridor of the watercourse.	✓
2.1.6	Development and site alteration shall not be permitted in fish habitat except in accordance with provincial and federal requirements.	See above.	
2.1.7	Development and site alteration shall not be permitted in habitat of endangered species and threatened species, except in accordance with provincial and federal requirements.	N/A	
2.1.8	Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 2.1.4, 2.1.5, and 2.1.6 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions.	N/A	✓

Summary

The development is in an area that has access to public and open spaces through the on road and cycling network. The existing municipal services are adequate and will be better utilized through the redevelopment of the subject lands for residential purposes. The design of the proposed block condominiums ensure that buildings are oriented north-south which can take better advantage of solar heating along with the opportunity to install solar panels as a renewable energy source. The design also incorporates large open spaces which allows for permeable surfaces, green space and the provision of trees to revitalize the municipal canopy. The Niagara Region and Conservation Authority recognize that no impacts to the natural areas or fish habitats in the area will occur. Maintenance of the natural area buffer along the northerly portion of the property, along with maintenance of private infrastructure services will be requirements of the condominium corporation.

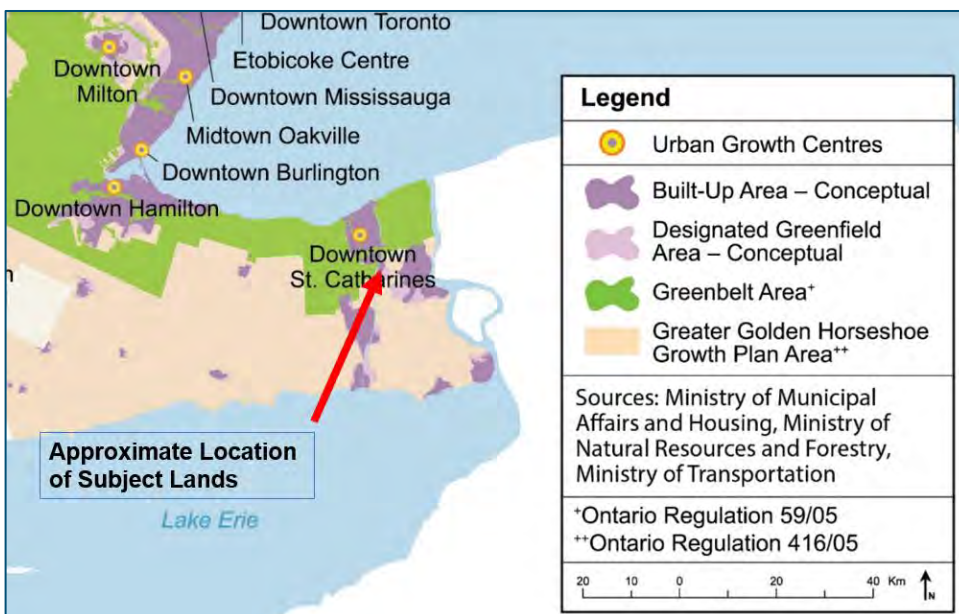
Based on the above review, it is our opinion that the proposed development conforms to the policies of the Growth Plan.

4.3 Growth Plan for the Greater Golden Horseshoe, 2020

A Place to Grow – Growth Plan for the Greater Golden Horseshoe (the “Growth Plan”) provides policy direction to support the development of strong, prosperous communities, and assist in future growth within the Greater Golden Horseshoe (GGH). The Growth Plan was prepared under the Places to Grow Act, 2005 and provides a framework to manage growth in the GGH.

Schedule 4 (Urban Growth Centres) of the Growth Plan identifies the subject property as being within a designated ‘Built-Up Area’.

Schedule 4 (Urban Growth Centres)



Schedule 3 of the Growth Plan provides updated population and employment growth forecasts for the GGH to 2051. The Region of Niagara is to accommodate 674,000 people and 272,000 jobs by 2051.

Based on the previous Regional Official Plan (2014), the population of the City of Thorold is expected to grow to 23,200 people by 2031. The intensification rate for Thorold was set at 15%. The current and recently approved Regional Official Plan forecasts Thorold's population to increase to 39,690 people by 2051 and the intensification rate has been increased to 25%. It is important to note the current intensification policies in the City of Thorold Official Plan were adopted prior to this rate increase. The proposed residential development will better assist the Town in achieving these revised targets.

Section 2.2 identifies policies for where and how to grow.

Policy 2.2.1.2(a) states, *“the vast majority of growth will be directed to settlement areas that:*

- i) have a delineated built boundary;*
- ii) have existing or planned municipal water and wastewater systems; and*
- iii) can support the achievement of complete communities.”*

Comment: The proposed development is located within the ‘Urban Area Boundary’ for the City of Thorold as defined on Schedule A-Land Use Plan to the City’s Official Plan. The lands are also located in an area with existing municipal water and wastewater systems; and in the pursuit of achieving complete communities, the proposed development is located within the established village of Allanburg – a predominately large lot, single detached community. This application will increase population which in turn will help support neighbourhood commercial uses, public service facilities, and ideally, to support future transit expansion and service to the area.

Subsection c) further states *“growth will be focused in: i) delineated built-up areas; iii) locations with existing or planned transit; iv) areas with existing or planned public service facilities.”*

Comment: The subject property is designated within the “Delineated Built-Up Area” on Schedule B – Regional Structure of the Niagara Region Official Plan. Bus Route 322 (Niagara Region Transit) currently serves Thorold South, specifically along Allanburg and Davis Roads, a few kilometres north of the subject site. These applications will help support the viability of future transit service.

Policy 2.2.1.3 (c) directs municipalities to undertake integrated planning which will *“provide direction for an urban form that will optimize infrastructure, particularly along transit and transportation corridors, to support the achievement of complete communities through a more compact urban form.”*

Comment: The proposed application will contribute to a more compact urban form (than the current development potential of the property for one single detached dwelling) as it supports a land use pattern that more efficiently utilizes land and reduces the need for infrastructure. A compact built form usually includes a combination of small lots or clustered housing, including multi-unit dwellings such as townhouses. Lot fabric in Allanburg reveals that many of the existing parcels are large lots that are zoned for single detached dwellings only. A degree of intensification is required in this area if a complete community is to be achieved. As Centre St. evolves into a more “complete street” with sidewalks and

active transportation components, this development will be able to take advantage of this urban street design and promote walkability in Allanburg.

Policy 2.2.1.4 (c) – *“Applying the polices of this Plan will support the achievement of complete communities that: provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes.”*

Comment: The introduction of block townhouse dwellings in this area will diversify the housing stock and contribute to greater affordability and a mix of housing options to accommodate people at various stages of life. It is also expected that these units and the type of tenure (condominium) will have greater appeal to those who don't have the time or inclination to maintain large private single detached dwelling lots.

2.2.2 Delineated Built-up Areas

1. *By the time the next municipal comprehensive review is approved and in effect, and for each year thereafter, the applicable minimum intensification target is as follows:*
 - a) *A minimum of 50 per cent of all residential development occurring annually within each of the Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will be within the delineated built-up area;*
2. *Until the next municipal comprehensive review is approved and in effect, the annual minimum intensification target contained in the applicable upper- or single-tier official plan that is approved and in effect as of July 1, 2017 will continue to apply.*
3. *All municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will:*
 - a) *identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development;*
 - b) *identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas;*
 - c) *encourage intensification generally throughout the delineated built-up area;*
 - d) *ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities;*
 - e) *prioritize planning and investment in infrastructure and public service facilities that will support intensification; and*
 - f) *be implemented through official plan policies and designations, updated zoning and other supporting documents.*
4. *Councils of upper- and single-tier municipalities may request an alternative to the target established in policy 2.2.2.1 where it is demonstrated that this target cannot be achieved and that the alternative target will be appropriate given the size, location and capacity of the delineated built-up area.*
5. *The Minister may permit an alternative to the target established in policy 2.2.2.1. If council does not make a request or the Minister does not permit an alternative target, the target established in policy 2.2.2.1 will apply.*

2.2.6 Housing

2.2.6.1 *Upper- and single-tier municipalities, in consultation with lower-tier municipalities, the Province, and other appropriate stakeholders, will:*

a) support housing choice through the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan by: i. identifying a diverse range and mix of housing options and densities, including additional residential units and affordable housing to meet projected needs of current and future residents;

2.2.6.2 *Notwithstanding policy 1.4.1 of the PPS, 2020, in implementing policy 2.2.6.1, municipalities will support the achievement of complete communities by:*

a) planning to accommodate forecasted growth to the horizon of this Plan;
b) planning to achieve the minimum intensification and density targets in this Plan;
c) considering the range and mix of housing options and densities of the existing housing stock; and
d) planning to diversify their overall housing stock across the municipality.

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

Comment: The Subject Lands are located within the Settlement Area and delineated built boundary in the City of Thorold. The Growth Plan encourages intensification throughout the delineated built-up area and promotes concentrating new development in areas with existing infrastructure and public service facilities to create complete communities.

Similar to the PPS, the Growth Plan defines intensification and complete communities as follows:

Intensification - *the development of a property, site or area at a higher density than currently exists through:*

a) redevelopment, including the reuse of brownfield sites;
b) the development of vacant and/or underutilized lots within previously developed areas;
c) infill development; and
d) the expansion or conversion of existing buildings.

Complete Communities - Places such as mixed-use neighbourhoods or other areas within cities, towns, and settlement areas that offer and support opportunities for people of all ages and abilities to conveniently access most of the necessities for daily living, including an appropriate mix of jobs, local stores, and services, a full range of housing, transportation options and public service facilities. Complete communities are age-friendly and may take different shapes and forms appropriate to their contexts.

Comment: The Growth Plan has identified that a minimum of 50% of all residential development occurring annually must be within the delineated built-up area of Niagara Region. To meet these growth targets, municipalities need to develop strategies to achieve the minimum intensification target and

promote intensification throughout their delineated built-up areas. As previously mentioned, the Region has increased Thorold’s intensification rate from 15% to 25%, moving forward to 2051.

Summary

The proposed development represents a unique scenario, being a vacant, underutilized piece of land within an established urban area in the City of Thorold with existing infrastructure and services at its lot frontage. The proposed development and increased density is appropriate and desirable, as it will create a compact building form, provide for a broader range of housing types and tenure within the community and it better aligns with the type of intensification the Growth Plan encourages. Ultimately, the proposed development will assist the Region and the City to meet their intensification and population targets.

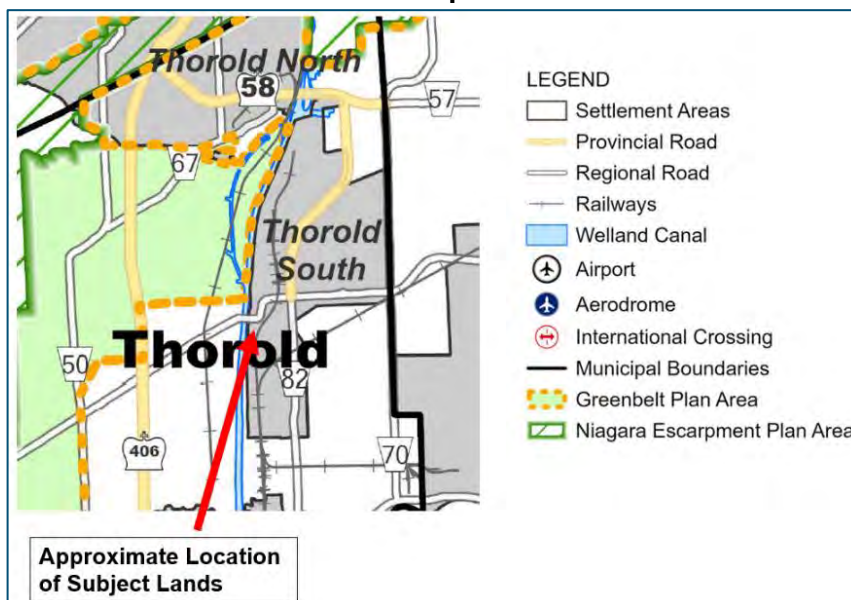
Based on the above review, it is our opinion that the proposed development conforms to the policies of the Growth Plan.

4.4 Niagara Region Official Plan

On November 4, 2022 the Ministry of Municipal Affairs and Housing approved, with modifications, the new Niagara Region Official Plan. This is the Regional Municipality of Niagara’s long-term, strategic policy planning framework for managing growth. The policies of the Plan will guide land use and development thereby influencing economic, environmental, and planning decisions until 2051 and beyond.

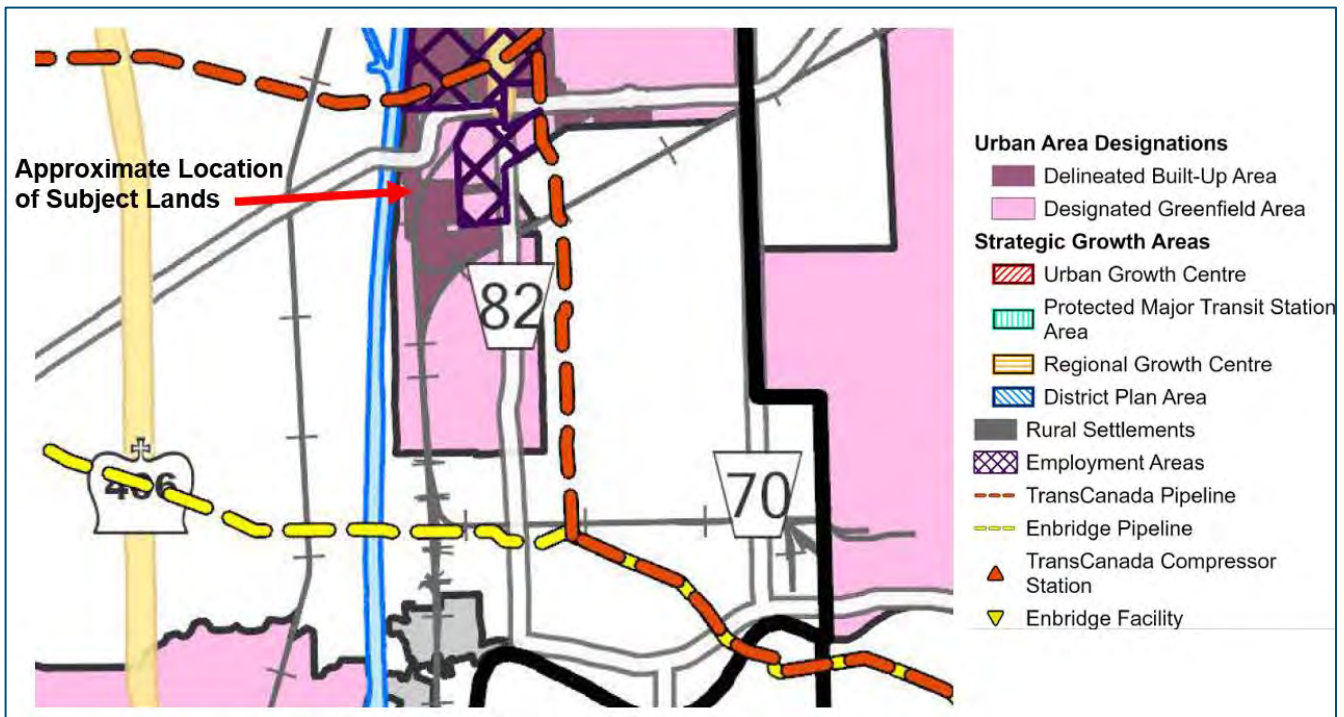
The Regional Plan builds upon the policy foundation provided by the Provincial legislation and provides additional and more specific land use planning policies to address issues facing Niagara.

The subject property is identified within the **Settlement Area** of Thorold South in the City of Thorold on **Schedule A – Local Area Municipalities**.



The subject property is within a **Delineated Built-Up Area** on Schedule B – Regional Structure.

Schedule B – Regional Structure



Generally, the Regional Plan supports residential intensification, redevelopment, and other enhancements to the supply of housing to address affordability in Niagara.

Section 2.2 – Regional Structure directs that “most growth will occur in urban areas where municipal water and wastewater systems/services exist or are planned and a range of transportation options can be provided.”

The policies in this section “support the principles of complete communities”, also recognizing that “established residential neighbourhoods have a unique scale and character. Local Area Municipalities may establish standards for appropriate infill development in these areas.”

Three key objectives of Section 2.2. are:

- manage growth within urban areas;
- accommodate growth through **strategic intensification and higher densities**;
- promote transit-supportive development to increase transit usage, decrease greenhouse gas emissions, and support the overall health of the community.

The proposed development implements the Managing Growth policies of Section 2.2.1 as it “integrates land use planning and infrastructure planning to responsibly manage forecasted growth...”. In particular, the proposed development supports:

- the intensification and density targets outlined in this Plan;

- b) a compact built form, a vibrant public realm, and a mix of land uses, including residential uses, employment uses, recreational uses, and public service facilities, to support the creation of complete communities;
- c) a diverse range and mix of housing types, unit sizes, and densities to accommodate current and future market-based and affordable housing needs;
- e) built forms, land use patterns, and street configurations that minimize land consumption, reduce costs of municipal water and wastewater systems/services, and optimize investments in infrastructure to support the financial well-being of the Region and Local Area Municipalities;
- f) opportunities for transit-supportive development pursuant to Policies 2.2.17, 2.2.2.18 and 2.2.2.19;
- g) opportunities for intensification, including infill development, and the redevelopment of brownfields and greyfield sites;
- h) opportunities for the integration of gentle density, and a mix and range of housing options that considers the character of established residential neighbourhoods;
- i) the development of a mix of residential built forms in appropriate locations, such as local growth centres, to ensure compatibility with established residential areas;
- k) orderly development in accordance with the availability and provision of infrastructure and public service facilities

Comment: Many of the underlined policies above have been addressed in the Provincial policy review but new and more specific matters begin to emerge at the Regional level including how intensification and density increases should respect the character of existing residential neighbourhoods and be compatible with these established areas. In this regard, the subject property is well buffered and significantly separated from surrounding established neighbourhoods as it is bordered by a wide hydro corridor to the north, a bermed CN rail spur line to the east, vacant land directly west and two properties south, exists another wide Hydro One corridor. The single detached dwelling at 2244 Centre St. is the only adjacent residential property. It is proposed to be separated from the nearest townhouse block through a 12.2m rear yard, and the dwelling itself at 2244 Centre St. has an existing 9m side yard. The separation distance therefore between the buildings will be over 21m (69ft.).

Under Section 2.2, strategic intensification and higher densities will be achieved through “*intensification in built-up areas with particular focus on... c) other locations with existing or planned transit service...*”

2.2.2.5 A Regional minimum of 60 per cent of all residential units occurring annually will be within built-up areas.

2.2.2.6 Local Area Municipalities shall establish intensification targets in their official plans that meet or exceed the targets identified in Table 2-2. (Note: The new Regional Plan has set a minimum intensification rate of 25% for the City of Thorold, slightly higher than the 15% under the previous Regional Plan). The Regional Plan allows local municipalities to exceed this target within built-up areas for infrastructure purposes and as it reflects development trends.

Comment: This application will help the Region meet its minimum 60% target and the City’s minimum intensification rate of 25%. Intensification will help support future transit service to Allanburg.

2.2.2.10 Local intensification strategies shall be implemented through Local official plans, secondary plans, zoning by-laws, and other supporting documents that identify:

a) development standards to support the achievement of complete communities, permit and facilitate a compact built form and all forms of intensification throughout the built-up area, and avoid or mitigate risks to public health and safety;

Section 2.3 – Housing, directs that “a diverse housing stock with a range of tenures, sizes, types, and supports should be made available to meet the needs of our communities. As a priority, the Region must retain, protect, and increase the supply of affordable housing for low and moderate income households.”

Comment: Although it is not a certainty that the proposed development will provide housing that meets the definition of affordable for low and moderate income households, the smaller unit footprints and condominium tenure should be more affordable than the large lot single detached dwellings that presently characterize the existing community.

2.3.1.1 The development of a range and mix of densities, lot and unit sizes, and housing types, including affordable and attainable housing, will be planned for throughout settlement areas to meet housing needs at all stages of life.

Comment: The Regional Plan acknowledges that a range of lot and unit sizes is required in the pursuit of affordable and attainable housing. This application seeks to strike a balance between strong Provincial and Regional policy that encourages intensification while recognizing the existing low density character of the surrounding area.

2.3.3.2 Local Area Municipalities shall permit up to two additional residential units as-of-right within new or existing residential development, subject to Provincial legislation and appropriate land use, size, and locational criteria.

Comment: Through the More Homes, More Choices Act (Bill 108), the Province of Ontario expanded the requirements and removed barriers for municipalities to permit ‘additional residential units’ (formerly known as second units, secondary suites, accessory dwelling units etc.) in their Official Plans and Zoning Bylaws. Municipalities are now required to permit additional residential units (ARU's) in single, semi-detached and row homes and in an accessory building or structure, totaling three residential units on the property. Although Additional Residential Units (ARUs) are not being pursued under the proposed development, it’s applicable to the surrounding area and the potential for other properties to densify. This could have the effect of increasing the average density throughout Allanburg, and how the requested density increase of this development is perceived.

Section 5.2 Infrastructure

5.2.2.2 Municipal water and wastewater systems/services are the required form of servicing for development in urban areas.

2248 Centre St., (Allanburg), City of Thorold Planning Justification Report

5.2.2.4 Prior to approval of development, the municipality shall ensure that required water and wastewater services and servicing capacity is available to support the development.

Comment: The Functional Servicing Report identifies that municipal water and sanitary services are available and through modelling, the City will confirm that available capacity exists.

Summary

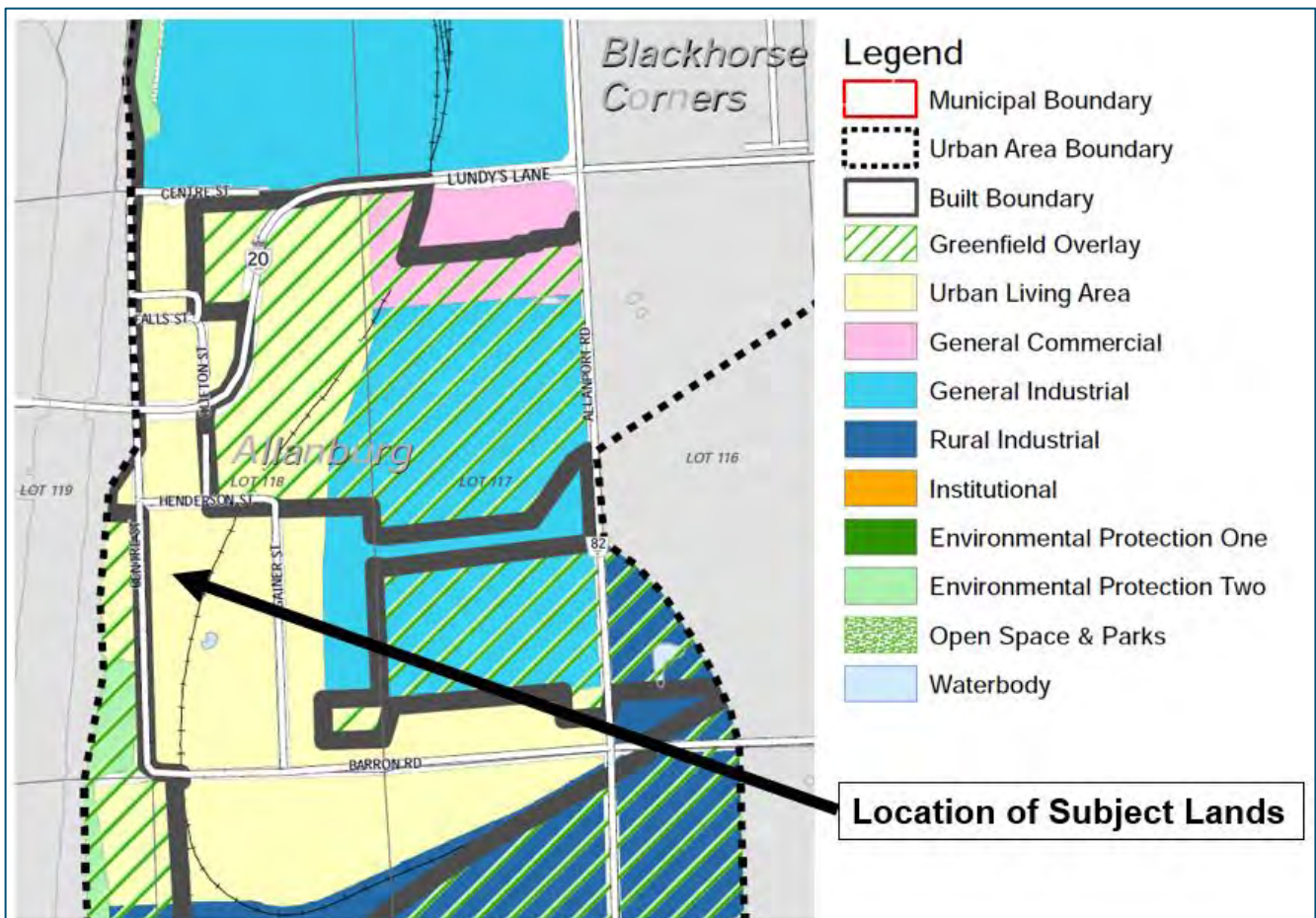
The proposed development conforms to the newly approved Niagara Region Official Plan.

4.5 City of Thorold Official Plan

The City of Thorold Official Plan (“CTOP”) was approved by Niagara Region on April 28, 2016. The CTOP is a guiding document that seeks to ensure that growth and development in the City of Thorold appropriately balances the social, economic, cultural and environmental interests of the community.

The Subject Lands are currently vacant and brownfield, representing an underutilized property within the Built-Up Area. The property is designated ‘Urban Living Area’ on Schedule ‘A-2 (Urban Area East of the Welland Canal).

Schedule A-2 – Land Use

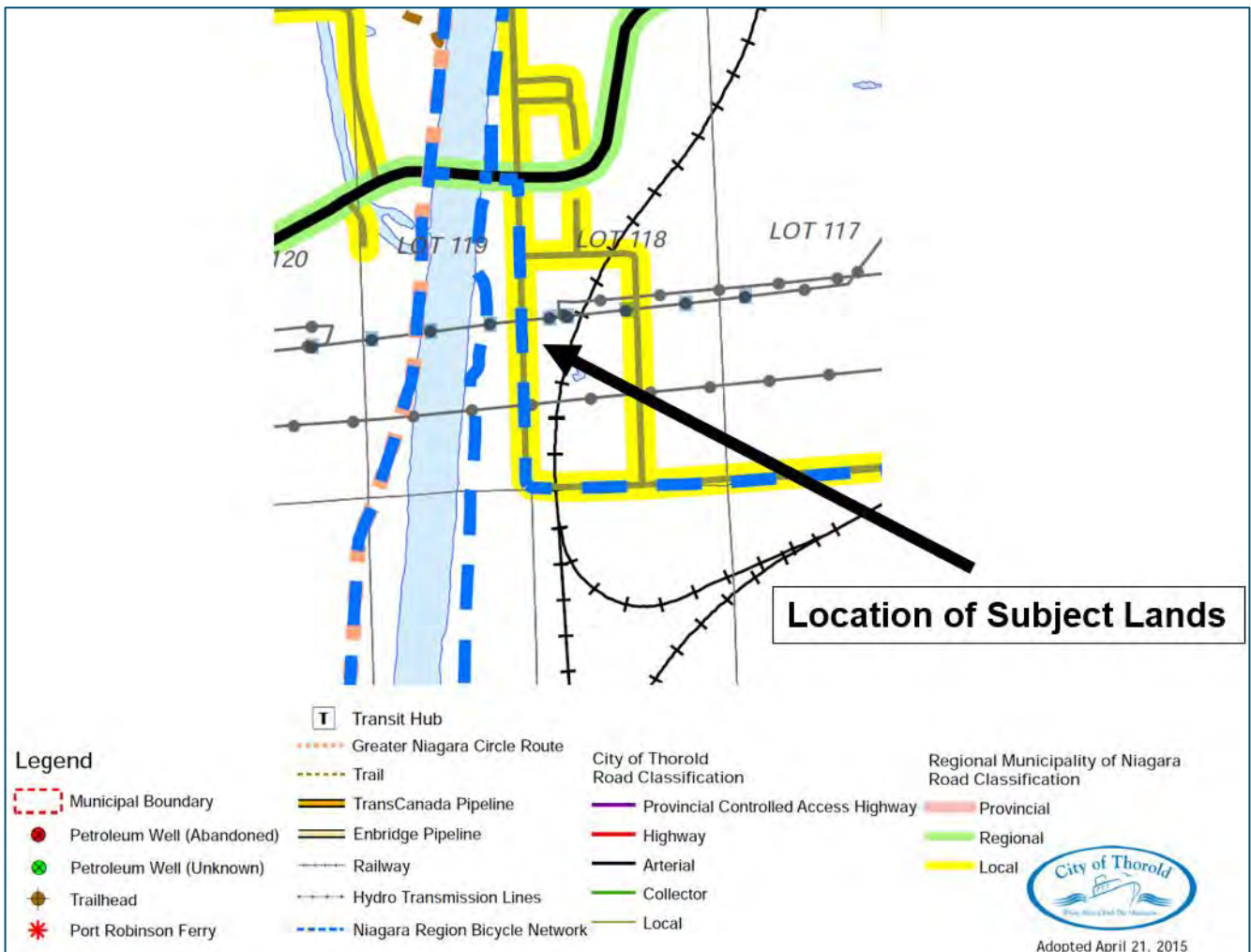


The Urban Living Area designation permits a wide range of housing types, including townhouses. The proposed development is a permitted use.

The Subject Lands feature an 'Other Watercourse' running east/west through the northern section of the property, according to Schedule 'C' – Floodplains and Hazard Lands. This watercourse has been evaluated by the Region and NPCA through this development application process and mitigation measures recommended in the site plan control process, as described previously.

The Subject Lands are bound by a 'Hydro Transmission Line' to the north, a 'Railway' to the east, and a 'Local Road' (Centre St.) to the west. Two properties south, another 'Hydro Transmission Line' is featured. Centre St. forms part of the 'Niagara Region Bicycle Network' which connects to Barron Road and also includes the East Side Trail adjacent to the Welland Canal.

Schedule D – Transportation & Utilities



A2 GOALS AND OBJECTIVES

A2.1 GROWTH AND SETTLEMENT

A2.1.1 Goal

It is a goal of this Plan to encourage new development in the Urban Areas where full sewer and water services are available.

A2.1.2 Objectives

- *To establish an orderly progression of urban development that utilizes lands within existing urban area as well as in new secondary plan areas.*
- *To continue to provide housing that is affordable.*
- *To encourage diversity in housing in an effort to accommodate the broadest range of housing needs.*
- *To maintain, at all times, a minimum 10-year supply of residential development land.*
- *To reinforce the function of the Downtown as a business and commercial focal point of the community and to increase the prominence of Downtown through community improvement in public and private land and buildings.*
- *To encourage intensification and redevelopment in and in proximity to the Downtown for a mix of land uses and diversity in housing that includes housing oriented to seniors and students.*

Comment: The proposed development is in keeping with the above policies, utilizing land within the existing urban area, providing an affordable housing opportunity by diversifying the existing housing supply, while not compromising the role and function of Downtown.

A2.3 INFRASTRUCTURE

A2.3.1 Goal

It is a goal of this Plan to ensure that all infrastructure, including sanitary sewers, water distribution and stormwater management facilities and roads meet the needs of present and future residents and businesses.

A2.3.2 Objectives

- *To ensure that infrastructure required to serve the Urban Areas is built prior to, or coincident with, new development.*
- *To maintain existing infrastructure and services in a manner that is efficient, cost effective and contributes to the quality of life of citizens.*
- *To consider adaptive re-use of infrastructure wherever feasible.*
- *To promote the use of green infrastructure.*
- *To locate infrastructure and public services in a manner that supports effective and efficient delivery of emergency management services.*
- *To encourage the establishment of a Regionally integrated transportation system, including active transportation that safely and efficiently accommodates the broadest number of transportation modes.*
- *To encourage the maintenance and/or upgrading of water, sanitary and stormwater services within older parts of the City, through development or re-development projects within and proximate to the Downtown.*

Comment: Water and sanitary infrastructure already exists adjacent to the proposed development while road improvements are being considered by the City coincident with the timing of these applications. In fact, the proposed development will help expedite the City's intention and desire to bring Centre St. to an urban road standard. This upgraded standard will support active transportation (regional cycling system) along Centre St. connecting Barron Rd. to the East Side Trail along the Welland Canal.

A2.4 URBAN CHARACTER

A2.4.1 Goal

It is a goal of this Plan to protect and enhance the small-town character of the existing Urban Areas.

A2.4.2 Objectives

- *To maintain and enhance the Urban Areas as diverse, liveable, safe, accessible and attractive communities.*
- *To respect the character of stable residential areas and only support applications for new development that are physically compatible with the character of the surrounding neighbourhood.*
- *To encourage the intensification and use of the lands within the Downtown and to make every effort to improve the economic health of the Downtown by encouraging redevelopment and the broadest mix of compatible uses.*
- *To maintain and enhance the character and stability of existing and well-established residential neighbourhoods by ensuring that development and redevelopment is compatible with the scale and density of existing development.*
- *To encourage the development of neighbourhoods which are pedestrian-friendly and provide a mix of housing types compatible with the existing neighbourhood, in addition to community facilities, small-scale commercial centres and public open spaces.*
- *To provide community facilities that are safe, visible and accessible to residents in each neighbourhood.*
- *To improve the civic identity of the urban areas through the use and application of appropriate standards of urban design in public and private development.*

Comment: The proposed development represents modest intensification on a central parcel in Allanburg that is physically and visually separated from long-standing established residential areas to the north (Henderson St.), east (Gainer St.) and south (Barron Rd.). The two-storey block townhouse dwellings will be of a similar or same height as existing dwellings in the area, will contribute to a more prosperous and complete community and will complement the small-town character of the village.

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Source: Google Earth, 2018

The proposed redevelopment from a brownfield parcel to a townhouse site is desirable and more in keeping with the goals and objectives of the urban character policy framework.

The former abattoir operation was located directly behind the existing dwelling at 2244 Centre St. and very close (3.0m) to the CN rail corridor (significantly closer than the required 15.0m zoning setback from a spur line).

The townhouse development will be sited to the northern portion of the property, with increased separation from the railway and the adjacent single detached dwelling. This will help create a more stable, healthy and safe community.

A2.6 THE NATURAL ENVIRONMENT

A2.6.1 Goal

It is a goal of this Plan to maintain, enhance or restore ecosystem health and integrity.

A2.6.2 Objectives

- To ensure that an understanding of the natural environment, including the values, opportunities, limits and constraints that it provides, guides land use decision-making in the City.*
- To make planning decisions that consider the health and integrity of the broader landscape as well as long term and cumulative impacts on the ecosystem.*
- To make planning decisions that avoid negative environmental impacts as a first priority, with secondary priority given to mitigation of negative impacts.*
- To restrict and regulate land uses which could impact the water quality and hydrological and hydrogeological characteristics of watercourses, aquifers and wetlands.*
- To work with the Region and other agencies responsible for public land to encourage the establishment of an open space system that links environmental and recreational resources both within and beyond the boundaries of the City.*

Comment: The proposed development has been reviewed and assessed by the Region and other applicable agencies (NPCA) in terms of potential impacts to the natural heritage system functions and features. Enhancement measures to the riparian corridor at the northern edge of the property have been recommended and will be addressed in the future Landscape Plan under Site Plan Control.

A4.1 URBAN AREA DESIGNATIONS

The Urban Area Designation represent categories of land use which will be the focus for urban development on full municipal services.

A4.1.1 Urban Living Area

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Lands designated Urban Living Area are the site of existing and planned residential development and complementary uses on full municipal services. The Urban Living Area may also include other small or minor land uses such as convenience stores or institutional uses which are supportive of and compatible within a primarily residential area.

Section	Residential Intensification	
B1.1.3	<p>a) Residential intensification proposals should be focussed on lands located within the Downtown, Downtown Transitional or Regeneration Overlay designations. This does not preclude consideration for other sites in the Urban Living Area designation.</p>	<p>The policies for residential intensification are focused on lands within the Downtown, Downtown Transitional and Regeneration Overlay Designations. As such they are designed to guide development in higher density areas where intensification may have a greater impact on the existing established area.</p> <p>To the contrary, Allanburg is not subject to these overlay designations. As such, the development of lands outside of these overlay areas is subjective to the local area conditions where intensification developments occur.</p>
	<p>b) Intensification and redevelopment proposals are encouraged to achieve a unit density and housing type that is compatible and in keeping with the character of the neighbourhood where it is proposed. On the basis of the housing density of existing neighbourhoods, the implementing Zoning By-law may establish minimum and maximum densities of between 10 and 85 units per hectare;</p>	<p>The proposed density of 19.38 units/ha. is a modest increase in consideration of the 10-85 unit/ha. density range to be implemented through the Zoning By-law.</p> <p>Eight (8) dwelling units would be permitted on site without the need for an OPA density increase. The proposed fifteen (15) units is almost double that amount but given the location of the subject property and its surrounding physical buffers (railway, hydro corridors), it is a site in Allanburg that can accommodate a higher density without impacting established areas.</p>
	<p>c) Residential intensification and redevelopment proposals on lands located in the Urban Living Area designation that abut local roads shall maintain compatibility with the surrounding neighbourhood. The existing unit densities of lands within the urban living area, as set out in the zoning By-law, may be increased through a Zoning By-law Amendment, subject to the following provisions:</p>	<p>The existing density of the Allanburg area is very low and are not located in an overlay designation. This older neighbourhood was established long before the realization of the negative impacts of urban sprawl. The existing character of Allanburg is generally single detached dwellings with wide frontages and deep lots. This is not considered appropriate development in light of current planning policy. Therefore, consideration for additional forms of development consistent with policies that encourage housing in greater densities and unity types are arguably weighted more when considering the proposed development.</p>
	<p>i. The unit density may be increased by up to 75% of the existing gross density of lands within 75 metres of the site.</p>	<p>The existing density of the dwelling units within 75 metres is 5.58 units per hectare (uph). An increase in density by 75% is 9.77 units per hectare (uph) which would only</p>

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		permit 7.57 dwelling units on the property. This area assessment demonstrates that under the City's Residential R1A category, it is a very inefficient use of lands.	
	d) Notwithstanding items (b) and (c), the creation of new freehold or vacant condominium infill lots through the plan of subdivision or consent process, for ground-oriented detached dwellings, may be permitted provided the proposed lot and unit type is compatible with the established character of the street or neighbourhood where it is proposed. The Zoning By-law shall establish minimum lot area and frontages and minimum and/or maximum densities that are considered appropriate within the Urban Living Area designation;	This is not an infill proposal as it is surrounded by non-residential development with the exception of only a few existing residential dwellings.	
	e) The creation of an internal secondary dwelling unit within residential neighbourhoods is considered to be an appropriate form of residential intensification. The establishment of secondary dwelling units shall occur in accordance with Section B1.1.4; and,	Internal secondary dwelling units are not considered for this development, however, new provincial and regional policy permits these as-of-right.	✓
	f) The proposal can be suitably serviced with City sewer and water services and can be designed to manage stormwater impacts as authorized by the City's Operations Department and in accordance with Section D1.4 and C5.	Yes. Municipal services are available and sufficient for the proposed development. Contributions to future upgrades are required as part of this development.	

Section B1.1.3 – Density: Intent of the Policy

The intent of Section B1.1.3 in the Official Plan regarding densities was designed to help control and permit increased densities in the main urban area of Thorold, primarily focused on the Downtown, Downtown Transition and Regeneration Overlays. These areas have been experiencing growth in the form of higher density unit types and styles. The policy was designed to allow for a gradual increase in density to transition into higher densities near the downtown core without an amendment to the Plan.

The same policies apply to all Urban Living Area designated lands including the Allanburg urban area. As such, they do not consider the history of urban sprawl and the inefficient use of lands, particularly as some previous development occurred on private services. Quite simply, new development cannot continue to develop in this manner as it is clearly not supported by current planning policy. Provincial policies and current government initiatives recognize that there is a dramatic need to provide housing in existing urban and built-up areas, within a more compact form and to take advantage of existing municipal services.

The proposed site plan design, along with the proposed Official Plan and zoning by-law amendments allow for a suitable transition into the neighbourhood, are located on the periphery of a hydro corridor

and railway, and maintain the intent of the density intensification policies. It is appropriate to amend the Official Plan to permit a density of 19.38 units per hectare.

The Official Plan contemplates development in this settlement area and the City of Thorold intends to upgrade existing roads and trail networks to accommodate increased development. The intent of the City Official Plan and Master Transportation Plan lend support for the efficient use of future infrastructure planned for this area.

B1.1.5 Semi-Detached, Townhouse, Multiple and Apartment Dwellings

In addition to the criteria listed in Section B1.1.3, in considering a Zoning By-law Amendment and site plan application to permit a semi-detached dwelling, townhouse, multiple or apartment development, Council shall be satisfied that the proposal:

- a) Respects the character of adjacent residential neighbourhoods, in terms of height, bulk and massing;*
- b) Can be easily integrated with surrounding land uses;*
- c) Will not cause or create traffic hazards or an unacceptable level of congestion on surrounding roads; and,*
- d) Is located on a site that has adequate land area to incorporate required parking, amenity areas, recreational facilities, landscaping and buffering on-site.*

Comment: As stated previously, the proposed height (6.0m) of the townhouse dwellings is similar to the scale of dwellings in the surrounding area. Further, the proposed R3 zone has the same maximum building height (11.0m) as the existing R1A zone. Although the “bulk” of townhouse dwellings is greater than a single detached dwelling, substantial separation to the nearest dwelling has been provided in the site design. It is noted that the current zoning permits an abbatoir (and supporting uses) and it would not be desirable to establish another operation of this nature on the property. The proposed rezoning is desirable, appropriate and in the public interest, contingent upon the successful acquisition of an RSC. One point of entry from Centre St. will service the four blocks of townhouse dwellings at a location with safe sightlines. The previous abbatoir operation generated a significant amount of heavy truck traffic with three access points into the property. No truck traffic will be produced as a result of this development. A Traffic Impact Study (TIS) was not identified as a requirement for this development, however it is recognized that the proposal of 15 units exceeds the number of units (9) that was proposed during the pre-consultation. Although the proposed OPA and rezoning will increase the density of the development, it is anticipated that upgrades to Centre St. will reduce traffic hazards along the roadway and that the newly constructed street will accommodate traffic from the site without creating an unacceptable level of congestion on surrounding roads.

The design of the site can be easily integrated with surrounding land uses. In fact, there are no possible roadway connections to other established neighbourhoods given the adjacent rail and hydro corridors. In this respect, it is a highly isolated and self-contained property.

D4.3 SUBDIVISION DEVELOPMENT POLICIES

This section is intended to contain general Plan of Subdivision policies that are to be considered with every application for Plan of Subdivision. Regard should also be had to the specific policies dealing with lot creation in each land use designation.

Prior to the consideration of an application for Plan of Subdivision, Council shall be satisfied that:

- a) The approval of the development is not premature and is in the public interest;*
- b) The lands will be appropriately serviced with infrastructure, schools, parkland and open space, community facilities and other amenities, as required;*
- c) The density of the development is appropriate for the neighbourhood as articulated in the policies of this Plan that relate to density and intensification;*
- d) The subdivision, when developed, will be easily integrated/connected with other development in the area;*
- e) The subdivision has incorporated design measures and green standards that will support accessibility, active transportation and transit;*
- f) The subdivision conforms with the environmental protection and management policies of this Plan; and,*
- g) The proposal conforms to Section 51 (24) of the Planning Act, as amended.*

Prior to the registration of any Plan of Subdivision, a Subdivision Agreement between the landowner and the City will be required. Applicants are required to pre-consult with the approval authority prior to submitting an application.

Comment: The development is proposed to be implemented through a vacant land condominium where individual units will be freehold (including private outdoor amenity areas immediately adjacent to the dwelling units) and common elements (roadway, visitor parking, open space) are shared through contributing fees for the ongoing maintenance of these features as managed by a corporation. The above criteria and Section 51(24) matters under the Planning Act have been addressed at-length within this report and are shown on the proposed Draft Plan of Condominium.

4.5.1 Land Use Compatibility

C9 LAND USE COMPATIBILITY

It is recognized that some uses may be sensitive to the odour, noise, vibration or other emissions associated with highways, and various type of industries. It is a policy of this Plan that incompatible land uses be separated or otherwise buffered from each other. Where a proposed development is located adjacent to a potentially incompatible land use, an assessment of the compatibility of the proposal may be required by Council undertaken in accordance with the D-Series guidelines and criteria established by the Ministry of the Environment and Climate Change. Such a study shall be prepared to the satisfaction of Council and the appropriate agencies and shall include recommendations on how the impacts can be mitigated. The approval of development proposals shall be based upon the achievement of adequate distances and the recommendations of the required studies.

The Implementing Zoning By-law may utilize a Holding Provision on certain properties where incompatible land uses are located in proximity to each other to ensure that the intent of this Section is met before development occurs.

Comment: The proposed residential townhouse development is considered a sensitive use. The property is well separated from employment lands (industrial uses) to the east between Gainer and Allanport Rds. ESA studies have been completed for the site and are ongoing in the pursuit of an RSC. The noise and vibration study evaluated and assessed impacts from the adjacent rail corridor and recommended mitigation measures to be implemented during the building review and construction process.

Adjacent Uses

The property is located in an existing residential neighbourhood characterized by large lots both in frontage and depth. There is 1 single detached dwelling immediately adjacent to the south and 1 single detached dwelling to the southwest of the subject lands. There are no impacts created by the proposed development on the adjacent hydro corridor to the north or the CN railway lands adjacent to the east.

Site Design

The condominium proposes a single access onto Centre Street. No traffic impacts are anticipated from the proposed low density development. The rear yards of the southerly proposed units are deep and will be fenced to provide physical and visual separation from the dwelling to the south. While the R3 Zone interior setback is 1.2 metres, the actual dwelling units are proposed to be setback at least 12 metres to the shared property line of the adjacent dwelling. This ensures each dwelling unit has a large rear yard amenity space. No zoning modifications are being requested. No impacts are anticipated by the proposed units on the adjacent dwelling.

Each dwelling unit has an attached garage with a second parking space in the driveway. Visitor parking is provided towards the railway lands and is the most appropriate location on the property which increases the separation distance between the railway lands and the dwelling units. There are 10 parking spaces provided, one of which is an accessible space. There are no impacts anticipated on site or off site as parking is appropriately accommodated on site in compliance with the zoning by-law.

The site is designed to qualify for Regional Waste and Recycling services. Therefore, door to door collection is available which eliminates the need to store garbage and recycling outside in a common area.

There are large spaces available for snow storage. Accordingly, no impacts from snow storage or removal are anticipated.

D6 Guidelines

The Ministry produced the D series guidelines to address compatibility between industrial uses and sensitive lands uses such as residential development. The Noise and Vibration study prepared by SS Wilson Associates has stipulated minor noise and vibration attenuation which will be incorporated into the building design on the easterly most units and are subject to a building permit. No impacts are anticipated from the railway lands.

5.0 Summary of Planning Opinion

The proposed development is located within the Village of Allanburg, characterized by established low density neighbourhoods on large lots. Immediately surrounding the subject property, however, are existing transportation and utility corridors that provide significant separation between the fifteen (15) proposed townhouse units and existing residential lands. The creation of negative impacts is not anticipated and land use compatibility is achieved by these applications.

The Growth Plan encourages intensification, the pursuit of complete communities and the efficient use of lands. The Provincial Policy Statement 2020 encourages intensification, the efficient use of lands, the protection of human health and safety, and land use compatibility between land uses. The new Niagara Region Official Plan encourages growth, intensification, the pursuit of affordable housing, and the diversification of land uses through various residential unit types and densities. The City of Thorold Official Plan encourages residential intensification, consideration of the existing neighbourhood where development is to occur, and the provision of a mix of residential unit types within the Urban Living Area Designation.

It is acknowledged that local residents may have concerns with any type of development as it has the effect of change. At the same time, development is encouraged by all planning policies and the design of the site provide appropriate buffering and separation between residential land uses. It would also not be appropriate or in the public interest to reduce the density as it represents an underutilization of existing designated land and future infrastructure planned by the City.

The proposed applications are supported by professional studies that address traffic, environmental impacts, land use compatibility, stormwater, and servicing.

Subject to the acquisition of an RSC, it is our professional opinion that based on the supporting information and analysis, the applications can be supported by staff and Council.

Report Prepared By:

Cam Lang, M.E.S.
Emerald Development Group

Report Reviewed By:

Eldon Darbyson, MCIP, RPP

Appendices

12. Required Information and Studies to be submitted with the Application(s). All studies, plans, drawings **MUST** be in compliance with AODA. Planning applications **WILL NOT** be deemed complete unless all application material is AODA compliant. Studies identified may require a peer review at the cost of the developer.

Reports, Studies, Plans (See Notes for additional details)	No. of Copies		Notes
	Digital	Paper	
Planning Justification Report	1	2	Prepared by RPP
Conceptual <u>Site Plan</u> , Subdivision Plan	1	2	
Draft Regional Policy Plan Amendment			
Draft Local Official Plan Amendment			
Land Use/Market Needs			
Urban Design/Landscape Plans			
Archaeology Assessment			
Cultural Heritage Impact Analysis			
Environmental Impact Study	(1)	(2)	Pending site visit
Environmental Planning Study/ Sub-Watershed Study			(see Region comments)
Tree Inventory Preservation Plan			
Floodplain and Hazard Lands Boundary Plan			
Geotechnical			
Environmental Site Assessment + RSC	1	2	Phase 1 and 2
Air Quality/ <u>Noise & Vibration</u> Study	1	2	
Agricultural Impact Assessment			
Farm Operation and Ownership			
Minimum Distance Separation I & II			
Mineral Aggregate Resources			
Municipal Servicing Study (FSR)	1	2	
Stormwater Management Plan + Report	1	2	
Phasing Plan			
Sensitive Land Use Report (include discussion in PJR)	1	2	See Region comments
Slope Stability Report			
Transportation Impact Study/Parking Impact Analysis			
Hydrogeological Study and Private Servicing Plans			
Soil report			
Financial Impact Assessment			
Shadow Analysis			
Shoreline Study/Dynamic Beach			
Risk Management Study			
Gas Well Study/Gas Migration Study			
Wind Study			
Other			
Draft ZBA	1	2	Include in PJR
Draft Plan of Condominium	1	2	
*SPA Requirements are attached			

13. Additional Comments:

See attached

14. Incentive Programs:

15. Site Visit:

Notes:

1. The purpose of this document is to identify the information required to commence processing and evaluating an application as set out in the Planning Act. This pre-consultation process is designed to proceed based on the mutual agreement of the parties as shown by the signatures below.
2. Pre-consultation does not imply or suggest any decision whatsoever on behalf of staff or the municipality to either support or refuse the application.
3. The applicant should be aware that the information provided is accurate as of the date of the pre-consultation meeting. Should an application not be submitted in the near future, and should other policies, by-laws or procedures be approved by the Province, Municipality, Region or other agencies prior to the submission of a formal application, the applicant will be subject to any new policies, by-laws or procedures that are in effect at the time of the submission of a formal application.
4. Any application submitted without the information identified in this Pre-consultation Document will be deemed incomplete and not processed. Alternately, staff may recommend refusal of the application based upon insufficient information to properly evaluate the application.
5. The applicant acknowledges that the Municipality and Region considers the application forms and all supporting materials including studies and drawings, filed with any application to be public information and to form part of the public record. With the filing of an application, the applicant consents and hereby confirms that the consent of the authors of all supporting reports have been obtained, to permit the Municipality and Region to release the application and any supporting materials either for its own use in processing the application, or at the request of a third party, without further notification to, or permission from, the applicant.
6. It is hereby understood that during the review of the application additional studies or information may be required as a result of issues arising during the processing of the application or the review of the submitted studies.
7. The Municipality or Region may require a peer review. The Terms of Reference for a peer review is determined by the Municipality or Region and paid for by the applicant.
8. Some studies may require NPCA review and clearance/approval. In this instance the NPCA review fee shall be paid by the applicant.
9. All plans and statistics must be submitted in **metric**.
10. This Form will be valid for one year from the date of the meeting. Any applications that are required should be submitted prior to the one year expiration or a new meeting will be required. If an application is not submitted within 1 year, it is advisable that the applicant confirm with the municipality the directives of the original pre-consultation meeting.

4. Check All Applicable: Brownfield Greenfield Built-up
 NEP Greenbelt Local CIP Area

5. Development Charges Region Local

6. Existing Local Official Plan Designation: Urban Living Area

Conformity with Official Plan land use designations and policies? Yes No Unknown

If 'No', what is the nature of the amendment needed?

7. Existing Zoning: R1A Conformity with Existing Zoning? Yes No Unknown

8. If 'No', what is the proposed zoning:
Residential Third Density (Street Townhouses)

9. Is Site Plan approval required? Yes No Unknown
(See Notes)

10. Fees Required at time of Submission of the Application:

Application	Local Planning Department	Region of Niagara	Niagara Peninsula Conservation Authority	Other Fees
Regional Policy Plan Amendment				
Local Official Plan Amendment				
Draft Local Zoning By-law Amendment				
Zoning By-law Amendment	\$7,060			
Plan of subdivision				
Plan of Condominium	\$8,830 + \$55 per lot/block			
Consent				
Site Plan Control or Amendment	\$4,620			
Other				
TOTAL		<i>See notes</i>	<i>See notes</i>	

Notes:

- Notwithstanding the fees noted above, all fees are payable based upon the rate in the fee schedule by-law in effect on the date the application is received.
- Further fees may be required at a later date as per the fee schedule by-law.
- Separate cheques shall be made payable to the appropriate agency.

11. Additional Agencies to be contacted:

Hydro Pipelines NEC Other: Standard circulation

Signatures:

Paul Klassen
Planning Staff

Paul Klassen
Planning Staff (signature)

Dec. 15, 2021
Date

Planning Staff

Planning Staff (signature)

Date

Public Works Staff

Public Works (signature)

Date

Engineering Staff

Engineer (signature)

Date

Building Division Staff

Building Division (signature)

Date

Fire Department Staff

Fire Department (signature)

Date

Regional Staff

Regional Staff (signature)

Date

Regional Staff

Regional Staff (signature)

Date

NPCA Staff

Conservation Staff (signature)

Date

Agent

Agent (signature)

Date

Owner

Owner (signature)

Date

Owner

Owner (signature)

Date

Other

Other (signature)

Date

Other

Other (signature)

Date

Other

Other (signature)

Date

Pre-Consultation Meeting Date: December 2, 2021 **Time:** 10:15 a.m.
To be completed by staff.



vallee

*Consulting Engineers,
Architects & Planners*

November 23, 2021

City of Thorold
Planning and Development Services
3540 Schmon Parkway
Thorold, ON L2V 4A7

Attention: Angela Nesbitt

Dear Angi,

**Reference: Request for Pre-Consultation Meeting
2248 Centre Street, Thorold
Our Project 21-248**

G. Douglas Vallee Limited, on behalf of our client, Lally Homes Ltd., requests a pre-consultation meeting with the City of Thorold regarding the potential development of an infill project located in Allanburg at 2248 Centre Street. The client is within a 30-day due diligence period; thus, we ask that formal pre-consultation comments be provided in a timely manner after the meeting.

Site and Zoning

The subject lands are located on the east side of Centre Street. The Official Plan designates the property as Urban Living Area. A hydro corridor exists to the north and the CN Railway that serves the former Dana lands exists along the easterly property line. The property is zoned Residential First Density R1A-1 Zone. The special provision permits a butcher's shop among other similar and supporting uses along with site specific setbacks. The building has since been demolished.

Considering the low-density character of the area and some of the setback challenges from the railway, it is proposed to permit street townhouses and/or a mix of street townhouses and semi-detached dwellings on a cul-de-sac under a site specific Residential Third Density R3 Zone. The two concept plans provided do not include lot lines for each unit at this time, although the development is currently being considered freehold.

We note the following zoning that is applicable to the proposed development:

- Section 3.18 Railway Setbacks for Sensitive Land Uses – 15 metre setback
- Section 14.5 Natural Heritage Feature Buffer Area – Triggers EIS (Scoped or waived?)
- Section 13 – Residential Third Density R3 Zone

The proposed density between the two concepts are 7 and 12 units per hectare.

We understand that the Allanburg area is subject to a traffic study initiated by the City.

Questions

At the pre-consultation meeting, we would appreciate the City's/Region's response to the following questions:

1. Will staff support a low-density infill project in Allanburg considering the site constraints and area resident traffic concerns? (i.e. railway setback, unusual lot configuration, need for cul-de-sac.)
2. What and where are the existing services in the area (water, sanitary and storm)? Can details be provided (as-constructed drawings)?
3. Does the proposed cul-de-sac dimensions meet City standards and qualify for garbage and recycling collection?
4. Can the EIS be waived considering there are other existing developments between the subject property and the natural features in the area?
5. In lieu of a noise and vibration study, is a warning clause and/or environmental easement quoting CN's standard activity warning clause sufficient to address the proximity of the very low intensity railway line?
6. Are there development constraints we should be aware of that may require further study?
7. Is Cash In Lieu of Parkland Dedication acceptable for this form of development?
8. Is a traffic brief required to support the low-density development considering the City is conducting their own traffic study?

Thank you for your time to consider this proposal. We look forward to the pre-consultation meeting and to the receipt of your response to our questions.

Yours truly,



Eldon Darbyson, Director of Planning
G. DOUGLAS VALLEE LIMITED
Consulting Engineers, Architects & Planners

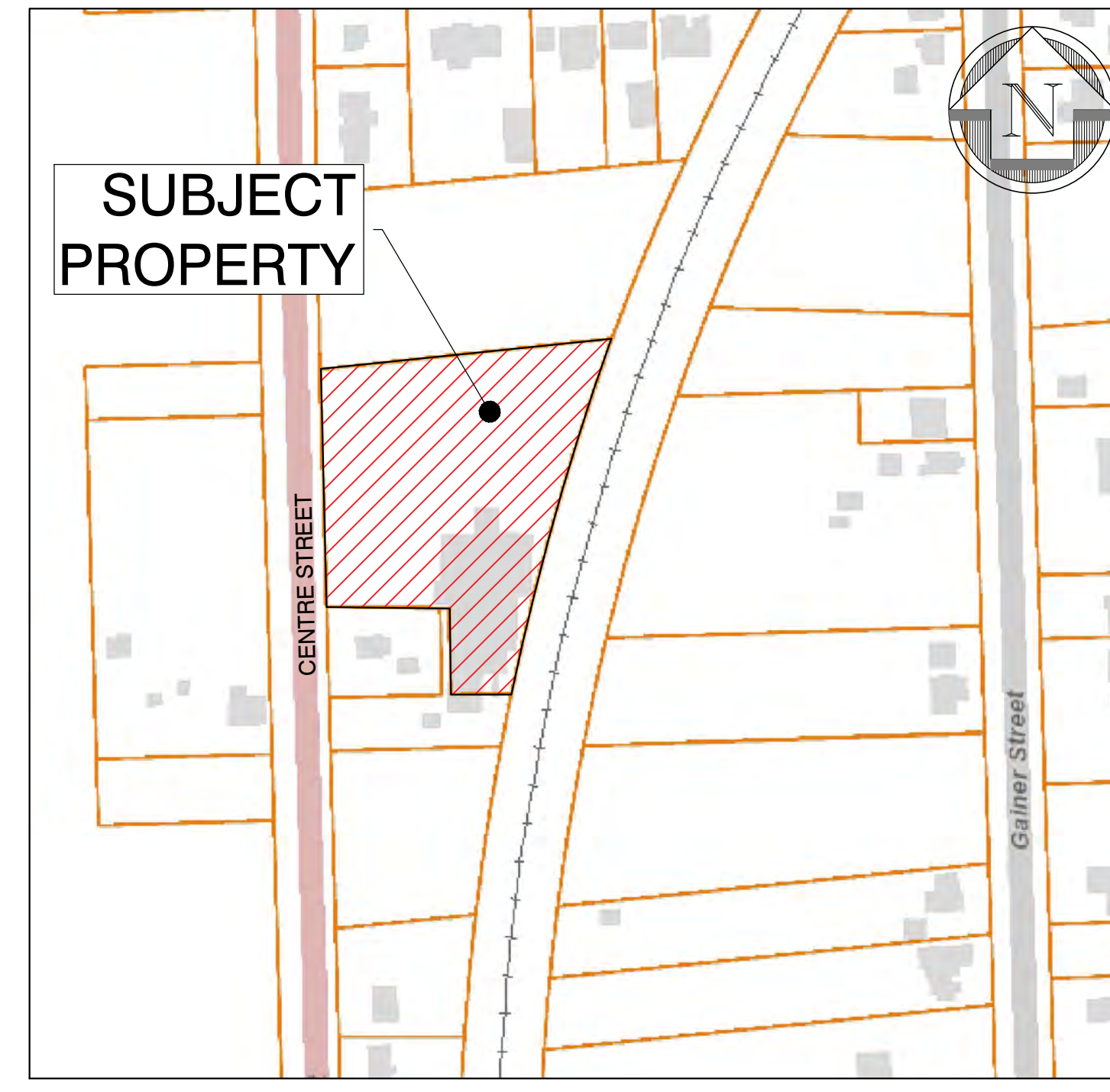
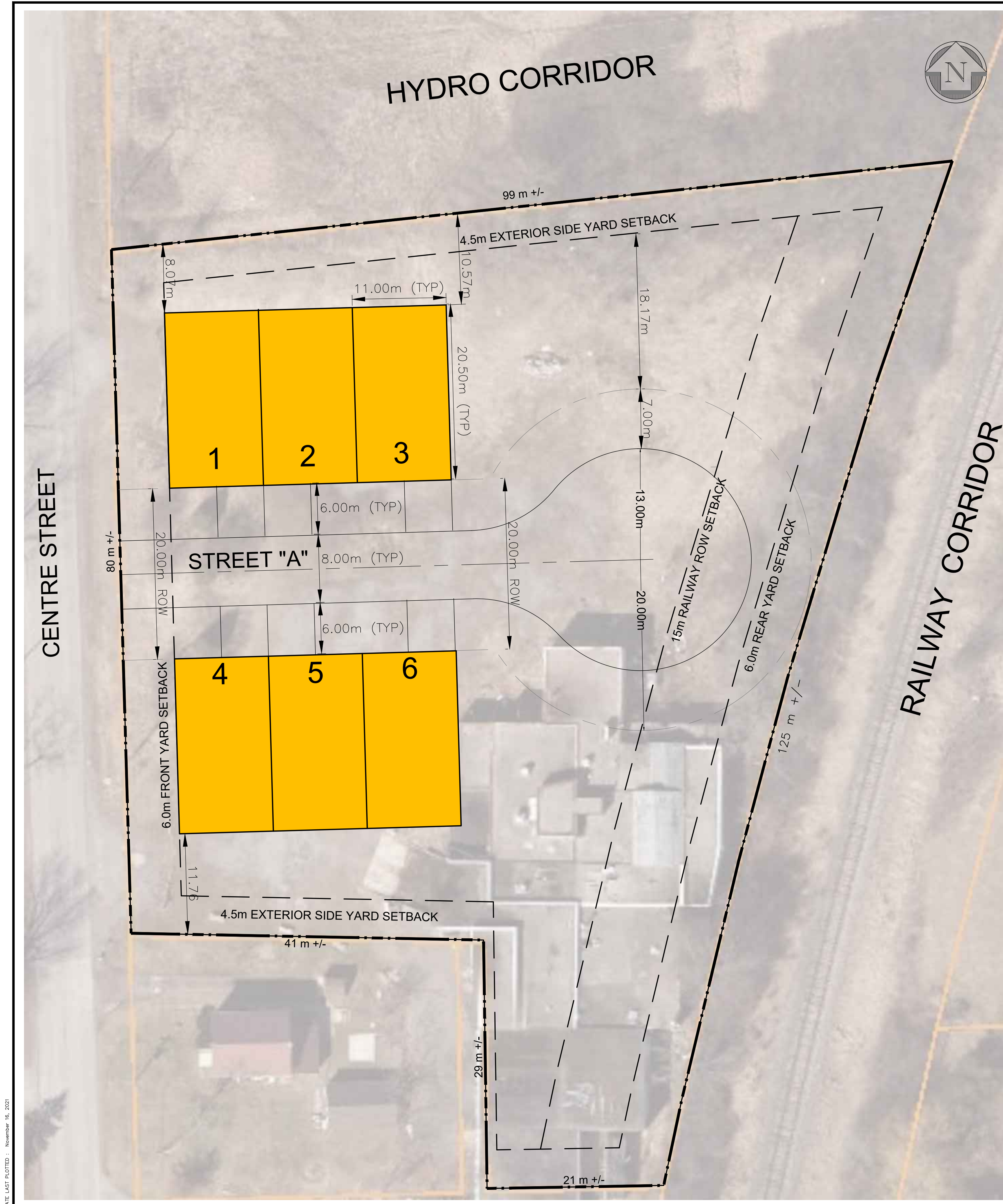
\\server02\data\Projects\2021\21-248 Centre Street, Allanburg Bungalow Towns\Agency\Planning Information\2021.11.23 Pre-con submission.docx

G. DOUGLAS VALLEE LIMITED
Consulting Engineers, Architects & Planners



Authorized by the Association of Professional Engineers of Ontario
to offer professional engineering services.

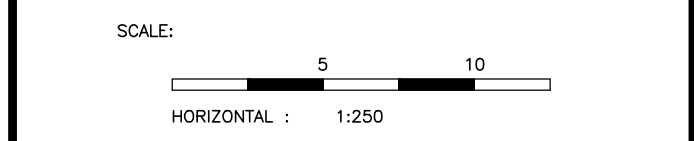




KEY PLAN
N.T.S.

LAND USE AND DENSITY TABLE		
PROPOSED LAND USE	AREA	UNITS/SPACES
TOWNHOUSES 11m x 20.5m	1578.5m ²	6
TOTAL UNITS	1578m ²	6
TOTAL SITE AREA	0.774ha ±	-
TOTAL SITE DENSITY	7.752 Units per ha	
MAX LOT COVERAGE	40%	
LOT COVERAGE	20.4%	

REV. No.	DATE	REVISION



vallee
Consulting Engineers,
Architects & Planners

G. DOUGLAS VALLEE LIMITED
2 TALBOT STREET NORTH
SIMCOE, ONTARIO N3Y 3W4
(519) 426-6270

Stamp

PRELIMINARY
NOT TO BE USED
FOR CONSTRUCTION

Project Title

ALLANBURG
BUNGALOW TOWNS
2248 CENTRE STREET
THOROLD, NIAGARA

Drawing Title

CONCEPT SITE PLAN 1

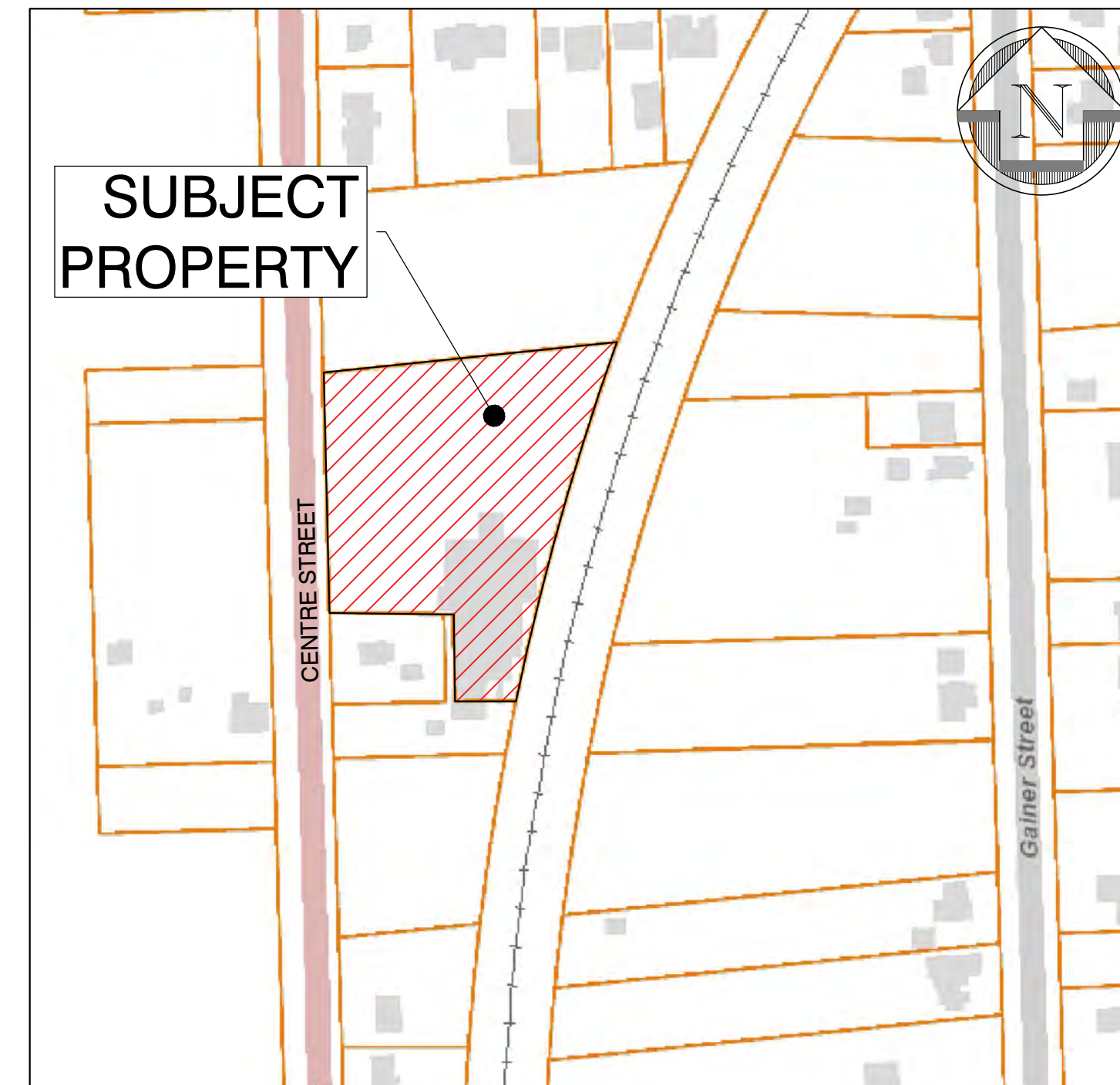
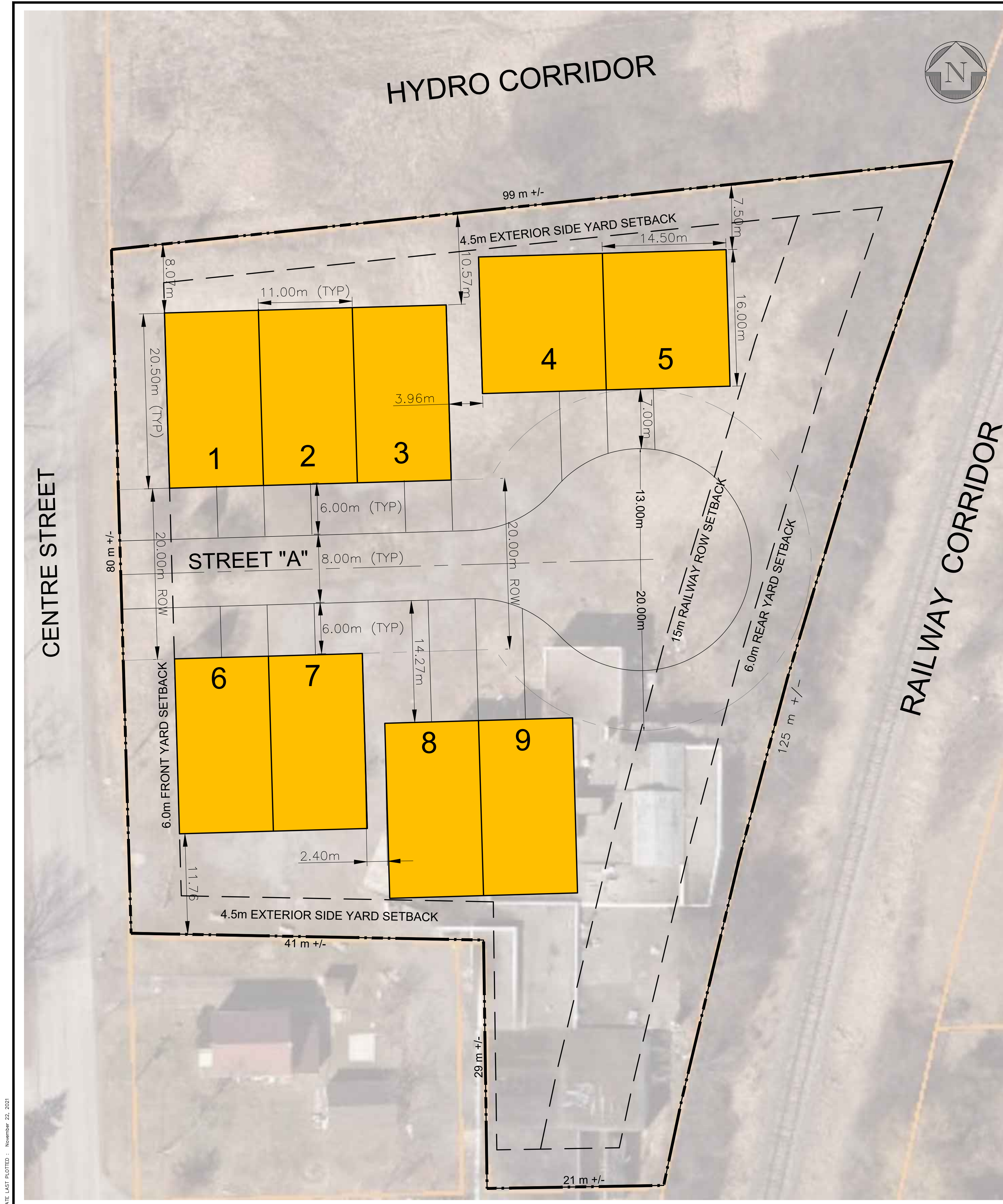
Designed by : NBN Drawn By : NBN

Checked by : Date Started : NOV 15, 2021

Drawing Scale : 1:250 Drawing No. **01**

Project No. **21-248**

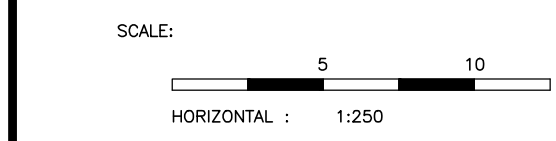
DATE LAST PLOTTED : November 16, 2021



KEY PLAN
N.T.S.

LAND USE AND DENSITY TABLE		
PROPOSED LAND USE	AREA	UNITS/SPACES
TOWNHOUSES 11m x 20.5m	1578.5m ²	7
SEMI'S 14.5m x 16.0m	464.11m ²	2
TOTAL UNITS	2043m ²	9
TOTAL SITE AREA	0.774ha ±	-
TOTAL SITE DENSITY	11.628 Units per ha	
MAX LOT COVERAGE	40%	
LOT COVERAGE	27%	

REV. No.	DATE	REVISION



vallee
Consulting Engineers,
Architects & Planners

G. DOUGLAS VALLEE LIMITED
2 TALBOT STREET NORTH
SIMCOE, ONTARIO N3Y 3W4
(519) 426-6270

Stamp
PRELIMINARY
NOT TO BE USED
FOR CONSTRUCTION

Project Title
ALLANBURG
BUNGALOW TOWNS
2248 CENTRE STREET
THOROLD, NIAGARA

Drawing Title
CONCEPT SITE PLAN 2

Designed by : NBN
Drawn By : NBN

Checked by :
Date Started : NOV 15, 2021

Drawing Scale : 1:250
Drawing No. **02**

Project No. **21-248**

DATE LAST PLOTTED : November 22, 2021

Pre-consultation Notes – 2248 Centre Street

Planning

OP: Urban Living Area

- B1.1.3 Residential Intensification policies
 - See attached density calculation for maximum allowable density based on policy B1.1.3 c) i)
- B1.1.5 Semi-Detached, Townhouse, Multiple and Apartment Dwellings policies apply
- If vacant land or common element condominium, D4.3 Subdivision Development Policies would apply

Zoning By-law 2140 (97): R1A-1 / Zoning By-law 60-2019: R1A (under appeal)

- Site-specific permission for the previous use of the property (building has been demolished)
- R1A zone does not permit townhouse dwellings, so a Zoning By-law Amendment is required

General:

- Answers to the applicant's questions:
 1. Both proposals would be supported by staff if a condominium development is pursued, rather than a plan of subdivision. The nine-unit proposal represents a more efficient use of the subject lands, while remaining compatible with the area.
 2. Contact Abu Rashed (Abu.Rashed@thorold.ca) for details.
 3. The City is not supportive of a public road in this location and configuration.
 4. The requirement for an EIS is contingent on a site visit by Niagara Region staff.
 5. No – recent developments along the same corridor were required to complete noise and vibration studies.
 6. Rail, environmental constraints, and required upgrades to Centre Street are the main constraints.
 7. Yes – cash in lieu of parkland dedication would be required for this development.
 8. Contact Abu Rashed (Abu.Rashed@thorold.ca) for details.
- Increase separation between rear dwelling walls and south lot line to improve compatibility
- Condominium development should be pursued instead of a Plan of Subdivision

December 2, 2021

- Application materials required at Site Plan Approval stage:
 - Site Plan
 - Building Elevations
 - Grading Plan
 - Servicing Plan
 - Landscape Plan
 - Photometric Plan
- Development will need to comply with applicable fire access requirements; applicant should contact Vince Giovannini for more information at (Vince.Giovannini@thorold.ca)

Engineering

See attached

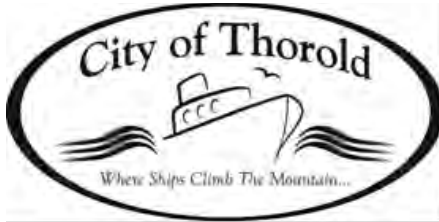
NPCA

See attached

Niagara Region

See attached

Roll #	Street #	Street	Area (m ²)	Area (ha)	# Units	Units/ha
273100002610805	1555	Henderson	2623.08	0.262308	1	3.812310
273100002610807	1553	Henderson	1459.52	0.145952	1	6.851564
273100002610808	1551	Henderson	1052.84	0.105284	1	9.498149
273100002610809	1545	Henderson	1386.73	0.138673	1	7.211209
273100002611700	2255	Gainer	8852.49	0.885249	1	1.129626
273100002611704	2263	Gainer	2644.50	0.264450	1	3.781431
273100002611800	2239	Gainer	4925.15	0.492515	1	2.030394
273100002615000	2239	Centre	7046.83	0.704683	1	1.419077
273100002615002	2227	Centre	1378.25	0.137825	1	7.255592
273100002615401			1199.87	0.119987	1	8.334220
273100002615500	2244	Centre	1192.62	0.119262	1	8.384879
273100002615690	2276	Centre	1376.90	0.137690	1	7.262711
					Avg. Density	5.58 uph 1.75
					Avg. Density + 75%	9.77 uph



Memorandum

City of Thorold
Engineering
905-227-6613

To: Paul Klassen, Intermediate Planner
From: Abu Rashed, Project Manager
Subject: Pre- Consultation 2248 Centre Street
Date: December 17, 2021

Please review the comments below regarding 2248 Centre Street:

1. As per City's Official Plan and Transportation Master plan, the proponent will require to urbanize Centre St. at the frontage of the proposed development.
2. The proponent required to prepare a Functional Servicing Report describing how the proposed development will be serviced (water, san and storm).
3. The proponent requires to prepare a Stormwater Management Report.
4. The proposed development may require Vibration/Noise study.

From: [Nicholas Godfrey](#)
To: [Paul Klassen](#)
Subject: RE: Tomorrow's Pre-Cons
Date: Wednesday, December 15, 2021 4:36:40 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Paul,

2248 Centre St

The subject property is impacted by an NPCA regulated watercourse. Any development and/or site alteration within 15m of the watercourse requires NPCA review and approval. A setback of less than 15m can approved based upon characteristics of the subject watercourse. Our office would request photos of the watercourse to initiate an assessment of whether a reduction of the 15m setback can be justified.

Our fees are as follows:

Draft Plan \$570

Zoning By-law Amendment \$570

Site Plan \$800

NPCA Work Permit (Fees TBD on nature of proposed works and final design eg.) Buildings: New Construction, reconstruction, redevelopment, additions (greater than or equal to 1000 square feet) \$1405.

Best,

Nicholas Godfrey, M.A.
Watershed Planner

Niagara Peninsula Conservation Authority (NPCA)

250 Thorold Road West, 3rd Floor, Welland, ON, L3C 3W2

905-788-3135, ext. 278

ngodfrey@npca.ca

www.npca.ca

Due to the COVID-19 pandemic, the NPCA has taken measures to protect staff and public while providing continuity of services. The NPCA main office is currently closed with limited staff, please refer to the [Staff Directory](#) and reach out to the staff member you wish to speak or meet with directly. Our Conservation Areas are currently open, but may have modified amenities and/or regulations.

Updates regarding NPCA operations and activities can be found at [Get Involved NPCA Portal](#), or on social media at [NPCA's Facebook Page](#) & [NPCA's Twitter page](#).

From: Paul Klassen <Paul.Klassen@thorold.ca>

Niagara Region – Development Services Division

Pre-Consultation Notes

2248 Centre Street

December 2, 2021

Attendees

Johnpaul Loiacono (Region); Nicholas Godfrey (NPCA); Paul Klaussen (City); Mallory Smith (City) Ashley Lee (City); Abu Rashed (City); Derek Kulyk (City); John Iezzi (Agent); Eldon Darbyson (Agent) and John Lally (Owner)

Type of Application: Zoning by-law amendment and Plan of Condominium (revised at pre-consultation)

Application Description

- The applicant proposes to rezone a commercial site to a residential use and to sever the site to permit residential uses. Two concepts were proposed: one containing 6 townhouse units and the other with 7 townhouse units and 2 semi-detached units.

Provincial & Regional Land Use Designations

- Provincial Policy Statement (PPS): Urban Area
- Growth Plan: Delineated Built-up Area
- Regional Official Plan (ROP): Urban (Built-up) Area

Planning Comments

- Regional staff support the proposed application in principle, as the use is permitted within the Urban Area and the proposal assists the City in reaching its residential intensification target
- Regional staff requires the submission of a Planning Justification Report (PRJ) that speaks to how the proposed development meets the intents of all applicable Provincial, Regional and Local policies.
- Plan of condominium and site plan fees are included below. If applicable, each consent application will require a fee (City to decide on the number of applications).

Land Use Compatibility

- Given the location being in proximity of a railway line, a Noise and Vibration Study is required
- Given the current commercial use, a Phase 1 and 2 Environmental Site Assessment (ESA) and Record of Site Condition (RSC) are required
- Regional staff will also require the PJR, which is to include a land use compatibility review

Environmental Comments

- There are currently no mapped natural heritage features on the subject site. However, based on aerial imagery available to the Region, it appears that there are wooded areas and potential wetlands located throughout the subject property. There is also a surface drainage feature located in the centre of the property that may contribute to fish habitat. As per Regional Official Plan (ROP) policy 7.B.1.8, Environmental Planning staff require the completion of a Constraints Analysis to determine if these features meet the criteria for identification as Core

Niagara Region – Development Services Division

Pre-Consultation Notes

2248 Centre Street

December 2, 2021

Natural Heritage System features (Significant Woodland, Provincially Significant or Other Evaluated Wetland, Significant Wildlife Habitat, Habitat of Endangered or Threatened species, Fish Habitat, etc.). However, staff require a site visit to confirm.

- If a Constraints Analysis is required, based on the site visit, an Impact Analysis (mitigation measures) may also become a requirement of approval. A Terms of Reference for a scoped EIS should be developed consistent with Policy 7.B.2 of the ROP

Archaeological Resources

- An archaeological assessment will not be required but this does not confirm that the site is free and clear of any archaeological artefacts. Future Planning Act applications may require a standard archaeological warning clause.

Transportation/ Roads

- Local- Centre Street

Servicing

- Water: 200 D PVC (Local)- Centre Street
- Sanitary: 200 D AC (Local)- Centre Street
- For the extension of municipal sewers a MOECC, Environmental Compliance Approval (ECA) will need to be obtained which can be done through the Regions transfer of review program.

Waste Collection (Low Density Residential)

- Blue/grey –no limit
- Green – no limit
- Waste – (2) containers per property (Bi weekly)
- **Curbside collection only.**
- Full detailed road design of the cul-de-sac or T-turn is required to ensure that trucks will not encroach onto the curb and that there will be no issues with parked cars within the turnaround. Templates have been provided.

Required Reports

- PJR (with land use compatibility discussion)
- Noise and Vibration Study
- Phase 1 and 2 ESA
- RSC
- Constraints analysis – pending outcome of the site visit
- EIS – pending outcome of the constraints analysis

Niagara Region – Development Services Division

Pre-Consultation Notes

2248 Centre Street

December 2, 2021

Regional Review Fees

- No Tech fees, however a review will be needed for the cul-de-sac/T-turnaround to ensure it meets the requirements of the Region's waste collection policy
- Zoning by-law review - \$1,315
- Plan of condominium and site plan review - \$3,930
- Terms of Reference Review for EIS - \$405
- Minor EIS Review (one feature on site) - \$1,140 or Major EIS Review (two or more features on site) - \$2,270

City comments (for internal reference):

- Plan of Condo preferred
- OPA required if density proposed over 9.77 (specific density policy)
 - o Concept 2 would require an OPA
- Private road can be reduced to ~7.0 m and no bulb, T-turn around instead
- Required to urbanize Centre Street (~350 metres), development agreement
- Studies – PJR; FSR; SWM report; Vibration and Noise Study (deferring to the Region)

NPCA comments (for internal reference):

- NE impacted by a regulated water course. Characteristics of it may impact the setback (possible reduction from the required 15 m)
- A permit is needed if storm water is proposed to be released to that water course

Appendix B

NPCA - FW: 2248 Centre Street, Thorold - Site Visit

From: Eldon Darbyson (eldondarbyson@gdvallee.ca)

To: johniezzi@gdvallee.ca; john@lallyhomes.com; camlang@yahoo.com

Date: Monday, January 31, 2022 at 11:28 a.m. EST

Great news everyone.

NPCA only requires a 5 metre setback to the watercourse. Just need to enhance it with landscaping!

Sincerely,

Eldon Darbyson BES, MCIP, RPP, Director of Planning

G. DOUGLAS VALLEE LIMITED

Consulting Engineers, Architects and Planner

2 Talbot Street North Simcoe Ontario N3Y 3W4

Phone: 519.426.6270 Fax: 519.426.6277

www.gdvallee.ca

During the COVID-19 pandemic, I will be working remotely.
You can reach me by email or on my cell at (905) 321-2029



From: Nicholas Godfrey <ngodfrey@npca.ca>

Sent: January 31, 2022 11:26 AM

To: Eldon Darbyson <eldondarbyson@gdvallee.ca>

Subject: RE: 2248 Centre Street, Thorold - Site Visit

Good morning Eldon,

Our office would be satisfied with a 5m setback, provided we receive a landscape buffer plan for the 5m to enhance the riparian corridor of the watercourse.

Please let me know if you have any questions.

Best,

Nicholas Godfrey, M.A.

Watershed Planner

Niagara Peninsula Conservation Authority (NPCA)

250 Thorold Road West, 3rd Floor, Welland, ON, L3C 3W2

905-788-3135, ext. 278

ngodfrey@npca.ca

www.npca.ca

Due to the COVID-19 pandemic, the NPCA has taken measures to protect staff and public while providing continuity of services. The NPCA main office is currently closed with limited staff, please refer to the [Staff](#)

RE: 2248 Centre Street, Thorold - Site Visit

From: Boudens, Adam (adam.boudens@niagararegion.ca)

To: eldondarbyson@gdvallee.ca; john@lallyhomes.com

Cc: camlang@yahoo.com; aheywood@jdbarnes.com; Johnpaul.Loiacono@niagararegion.ca; Alexander.Morrison@niagararegion.ca

Date: Friday, January 14, 2022 at 03:42 p.m. EST

Hi Eldon,

Thanks for coordinating the site visit today. I can confirm, based on our site walk, that the Region does not require the completion of any environmental studies in support of the development application. That said, Regional staff encourage the applicant to retain as much native vegetation as possible and consider planting additional native trees, shrubs and groundcover post construction to enhance biodiversity on the subject lands.

I've attached some pictures taken today as requested by NPCA staff. I'm not sure who the NPCA planner is currently for Thorold so please forward to the correct individual. I'm happy to answer any questions as unfortunately the pictures are not fantastic.

Have a great weekend,
Adam

Adam Boudens

Senior Environmental Planner/Ecologist

Planning and Development Services, Niagara Region

1815 Sir Isaac Brock Way, P.O. Box 1042

Thorold, ON L2V 4T7

Phone: **905-980-6000 ext. 3770** Toll-free: 1-800-263-7215

Adam.Boudens@niagararegion.ca

From: Eldon Darbyson <eldondarbyson@gdvallee.ca>

Sent: Tuesday, January 11, 2022 3:23 PM

To: Boudens, Adam <Adam.Boudens@niagararegion.ca>; john@lallyhomes.com

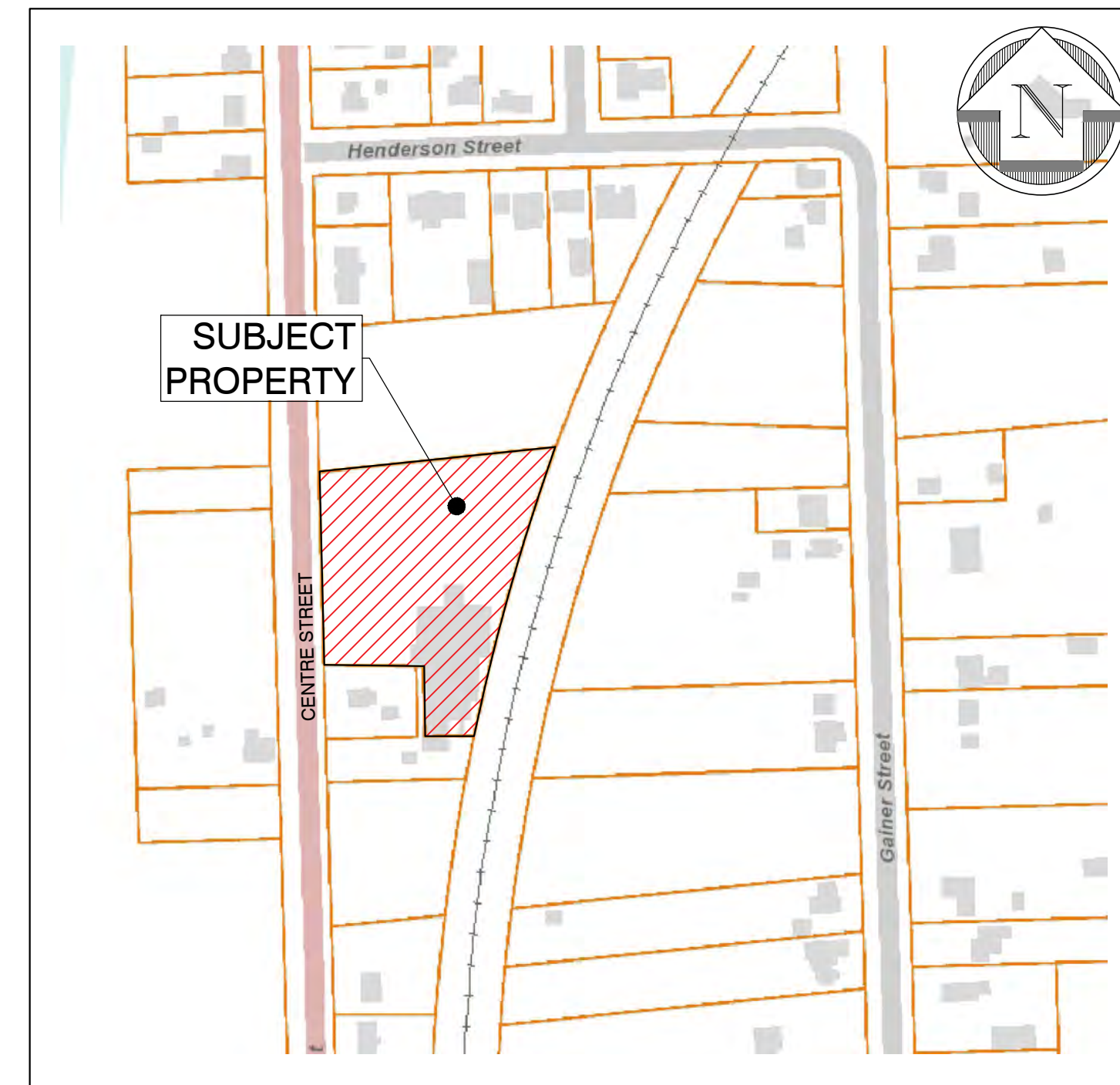
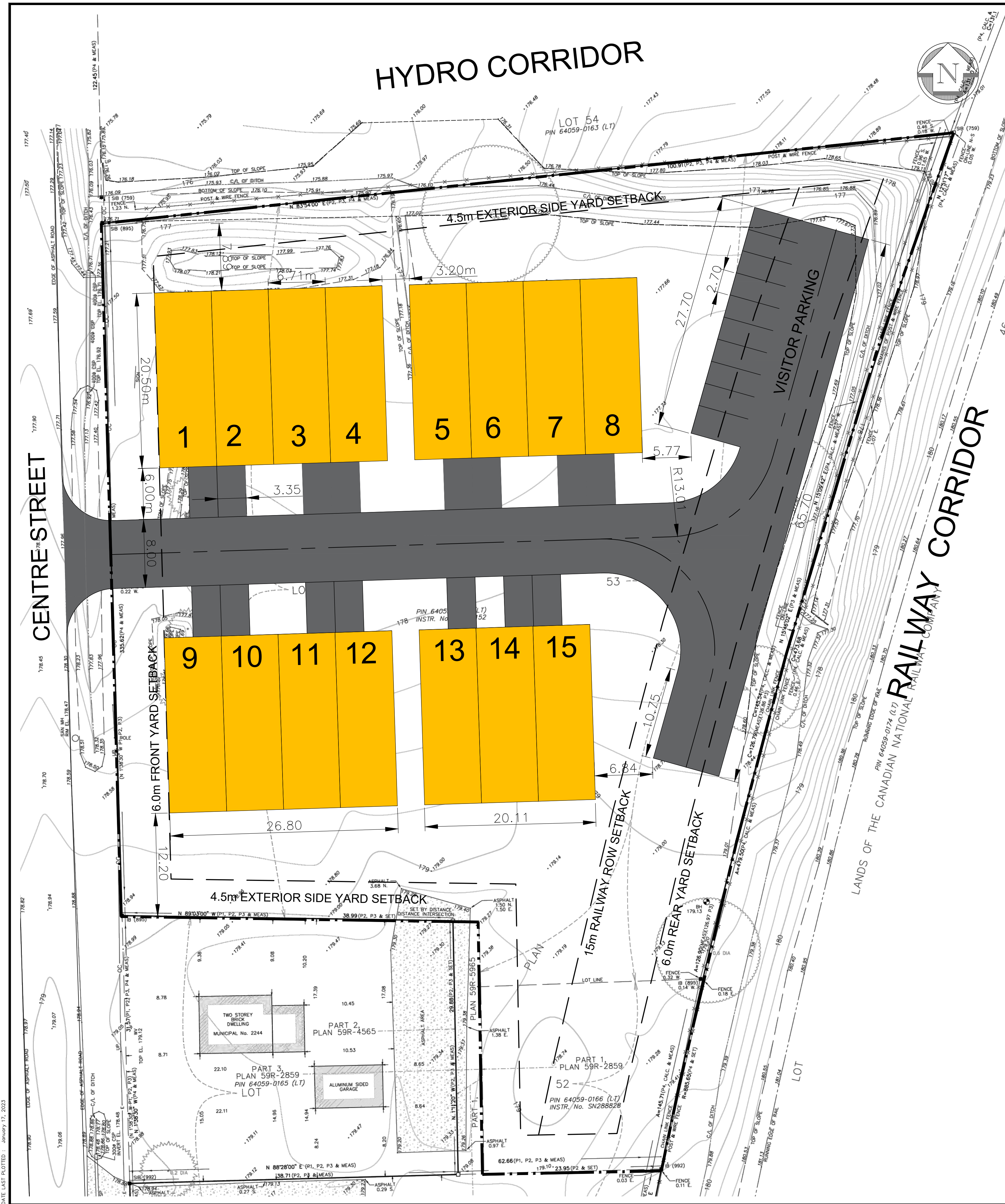
Cc: 'camlang@yahoo.com' <camlang@yahoo.com>; 'Allan Heywood' <aheywood@jdbarnes.com>

Subject: RE: 2248 Centre Street, Thorold - Site Visit

CAUTION EXTERNAL EMAIL: This email originated from outside of the Niagara Region email system. Use caution when clicking links or opening attachments unless you recognize the sender and know the content is safe.

Hi Adam

Thanks very much. 2pm sounds good.

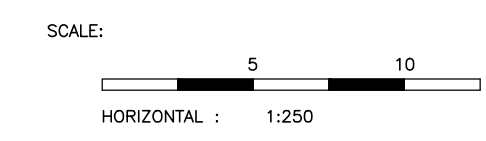


KEY PLAN
N.T.S.

LAND USE AND DENSITY TABLE		
PROPOSED LAND USE	UNITS/SPACES	AREA
TOWNHOUSES 6.7m x 20.5m	15	137.55m ²
TOTAL UNITS	15	2063m ²
AREA OF ROADWAY	-	1300m ²
OPEN SPACE AREA	-	4075m ²
TOTAL SITE AREA	-	0.774ha ±
TOTAL SITE DENSITY	19.38 UNITS PER ha	
MAX LOT COVERAGE	40%	
LOT COVERAGE	26.6%	

REV. No.	DATE	REVISION
1	2022-11-24	ISSUED FOR CITY REVIEW

TOPOGRAPHICAL SURVEY AND BOUNDARY INFORMATION OBTAINED BY JD BARNES, PLAN DATED MARCH 24, 2022



Stamp



Project Title
ALLANBURG BUNGALOW TOWNS
2248 CENTRE STREET
THOROLD, NIAGARA

Drawing Title
SITE PLAN

Designed by : NBN
Drawn By : NBN

Checked by :
Date Started : NOV 15, 2021

Drawing Scale : 1:250
Drawing No. : **C100**

Project No. : 21-248

2248 Centre Street Townhouses
Draft Zoning By-Law Amendment

THE CORPORATION OF THE CITY OF THOROLD

BY-LAW NUMBER _____

BEING A BY-LAW TO AMEND THE CITY OF THOROLD ZONING BY-LAW 2140 (97)

WHEREAS the Council of the Corporation of the City of Thorold adopted By-law 2140 (97);

AND WHEREAS the Council of the Corporation of the City of Thorold deems it expedient to amend said Zoning By-law 2140 (97).

NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE CITY OF THOROLD ENACTS AS FOLLOWS:

- 1) That the City of Thorold Zoning By-law 2140 (97) is hereby amended.
- 2) That Schedule 'A10' to the City of Thorold Zoning By-law 2140 (97), as amended, is hereby further amended as shown on Schedule 'A' attached hereto and forming part of this By-law.
- 3) That all of the provisions of the Residential Third Density Zone (R3) outlined in By-law 2140 (97) shall apply to the subject lands.

READ A FIRST, SECOND AND THIRD TIME AND PASSED BY COUNCIL
THIS _____, of _____ 2023.

_____MAYOR

_____CLERK
