Barron Heights Subdivision

Prepared for: Cola Holdings Ltd.

Application for:
Draft Plan of Subdivision,
Official Plan, and
Zoning By-law Amendment

City of Thorold

JULY 21, 2023

G. Douglas Vallee Limited
Project 20-089

vallee
Consulting Engineers, Architects & Planners

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Introduction

G. Douglas Vallee Limited has been retained by Cola Holdings Ltd. to make an application for a Draft Plan of Subdivision and Zoning By-law Amendment to permit an 86-unit residential plan of a subdivision on the property located on the south side of Barron Road, east of Centre Street and west of Allanport Road, in Allanburg, Thorold.

A mix of residential dwellings types is proposed, including 12 single detached dwellings, 10 semi-detached dwellings units and 64 street townhouse dwellings units for a total of 86 dwelling units. The development proposal includes a stormwater management pond and a combination of noise berm and wall to address Ministry of Environment, Conservation and Parks (MECP) noise mitigation requirements associated with the development adjacent to a railway that borders the west and southerly portion of the lands.

A zoning by-law amendment is proposed to apply appropriate zone categories to facilitate the various forms of the residential dwelling unit types and provisions consistent with the City of Thorold Zoning By-law.

Figure 1 shows the location of the property and Figure 2 depicts the proposed draft plan of subdivision.

Figure 1 – Subject Lands

Figure 2 – Proposed Draft Plan of Subdivision

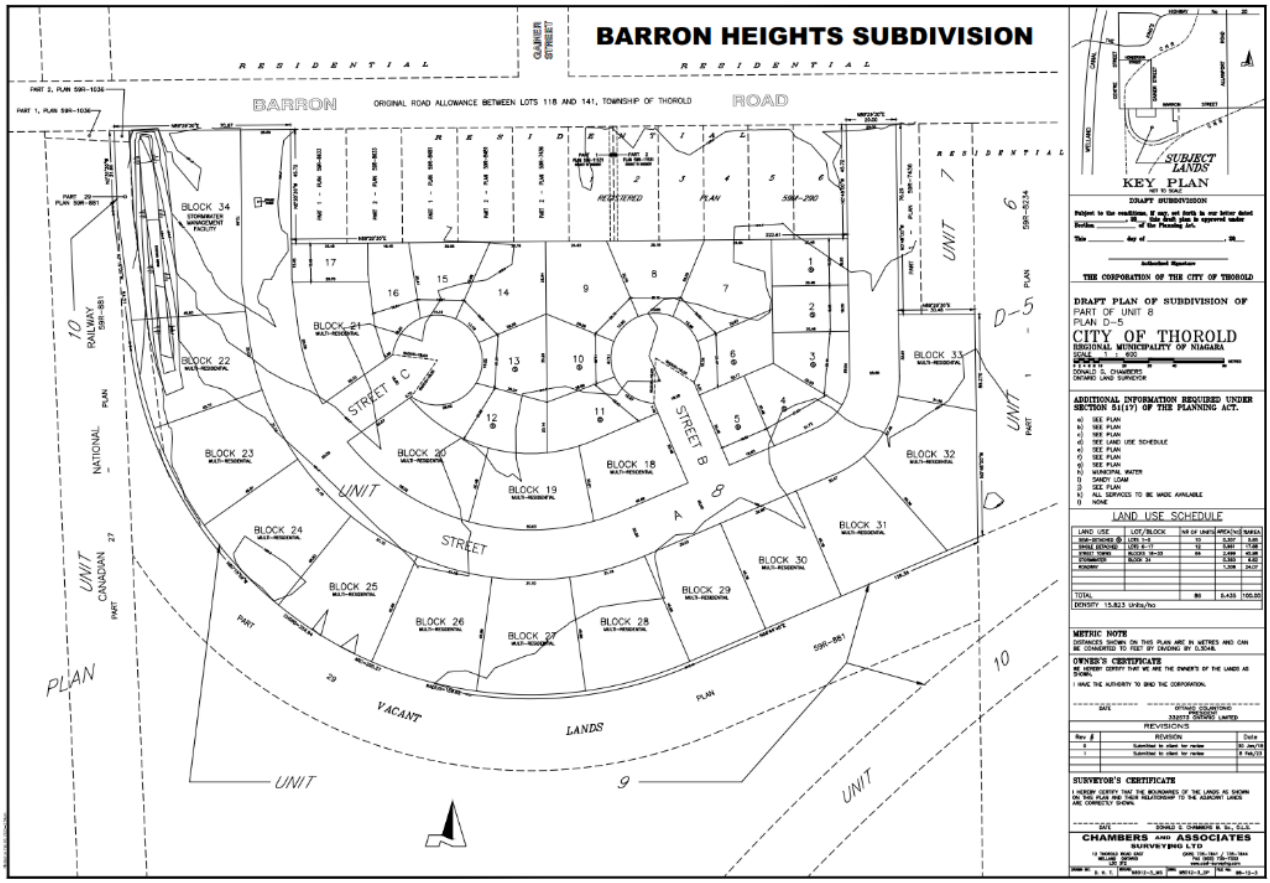


Table 1: Land Use Table		
Lot / Block	Land Use	Number of Dwelling Units
1-5	Semi-Detached	10
6-17	Single Detached	12
18-33	Street Townhouses (4 units / block)	64
34	Stormwater Management	0
Total Dwelling Units		**86**

This application:

- Provides an appropriate scale and mix of residential dwelling types in an established residential area.
- Is consistent with the Provincial Growth Plan for the Greater Golden Horseshoe and Provincial Policy Statement;
- Maintains the general intent and purpose of the Niagara Region Official Plan;
- Maintains the general intent and purpose of the City of Thorold Official Plan;
- Proposes a density and mix of dwelling types compatible with the area's land uses;
- Ensures the protection of Natural Heritage Features;
- Can be appropriately serviced by municipal infrastructure, including water and sanitary services;
- Does not inhibit the future development of nearby industrial lands.
- The development is a sensitive land use not inhibited by nearby industrial lands.
- Is supported by the following:
    - Noise and vibration study (prepared by SS Wilson, dated September 17, 2021)
    - Functional Servicing Report (prepared by G. Douglas Vallee Limited, dated Jan 26, 2023)
- Represents good planning.

It is noted that the following studies have also been considered:

- An **Archaeological Assessment** prepared by ARA Associates is underway. Niagara Region Development Planning confirmed in an email of September 19, 2022, that the archaeological assessment could be addressed as a condition of draft plan approval. Therefore, this assessment is not part of this submission.
- An **Environmental Impact Study** is no longer required by the Niagara Peninsula Conservation Authority as a result of field review and confirmation that no wetlands or additional NPCA-regulated features were observed during the site walk. The NPCA confirmed in an email of September 26, 2022, that the NPCA did not offer an objection to the proposal and confirmed that an EIS would not be required.
- **The Traffic Impact Study** (prepared by RV Anderson for the City of Thorold) has been partially funded by the applicant; however, the study is incomplete. This application is submitted in anticipation of that study and the findings that no traffic concerns are related to this proposal.

Purpose

The purpose of this planning justification report is to provide planning support to the City of Thorold and agencies when considering the applications for the draft plan of subdivision and Zoning By-law amendment to permit a residential plan of subdivision.

Zoning By-Law Amendment

The image below illustrates that the site is currently zoned "FD" or Future Development. The north, west and east lands are all zoned Residential First Density (R1A). It is proposed to rezone the land to residential zone category to facilitate the proposed development.

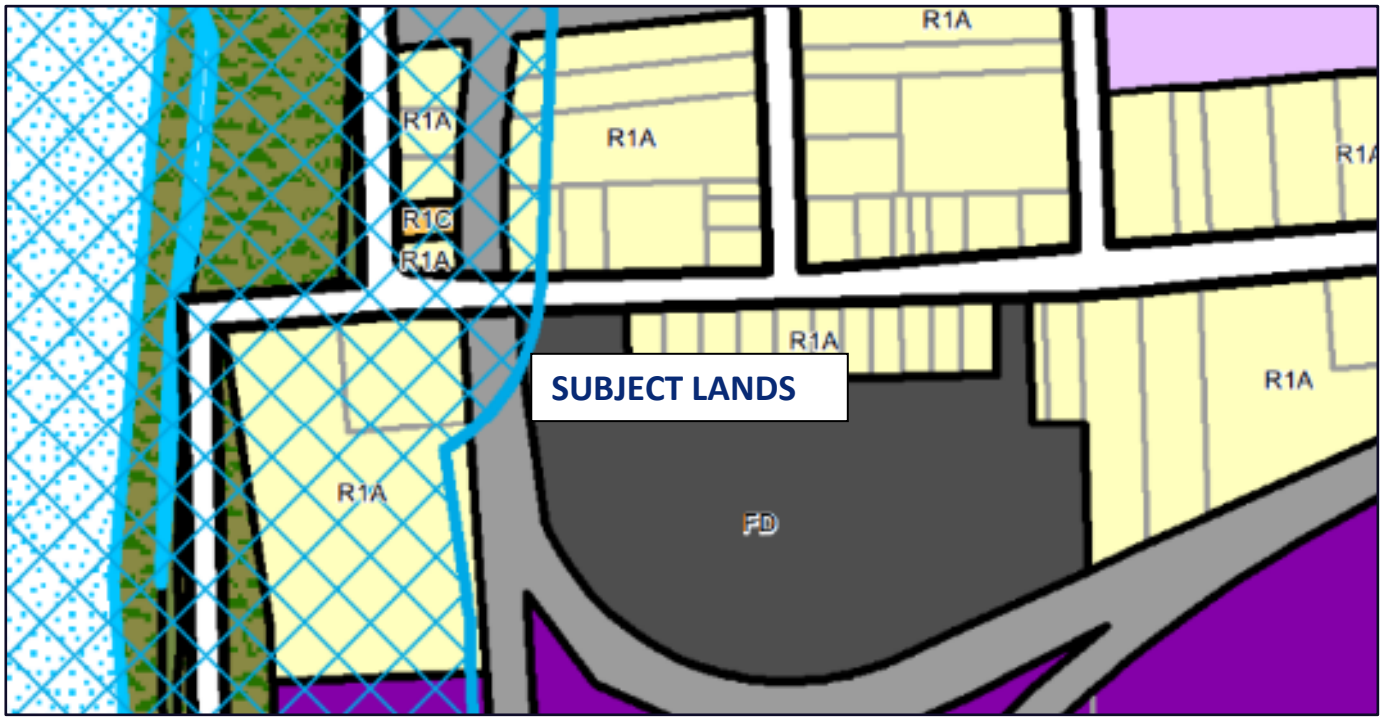
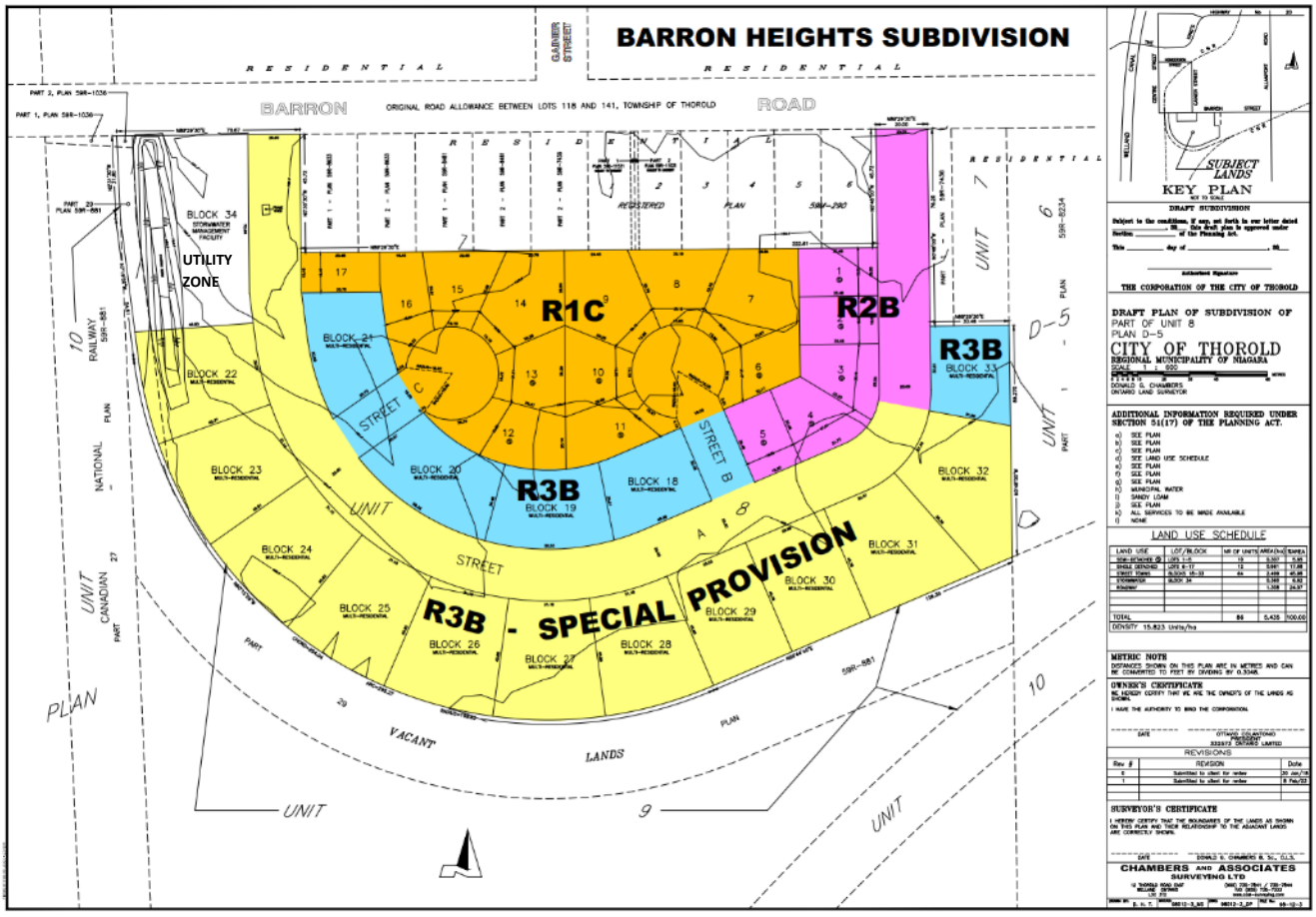


Figure 3: Excerpt from Schedule A17 City of Thorold Zoning By-Law 60-2019

Table 2: Zoning By-law Amendments		
Comp. Zoning By-law 60-2019 under appeal		
Land Use	Proposed Zone	Special Provisions / Comments
Single detached dwellings	R1C Zone Min frontage = 12 m	None
Semi-detached dwellings	R2B Zone Min frontage = 7 m per dwelling = 14 m per lot.	None
Street townhomes	R3B Zone Min frontage = 7.5 m for end units and 6 m for interior units. 4-unit block = 27 m minimum	A special provision that all dwellings shall be constructed at least 15 m from the railway lands to the south.
Comp. Zoning By-Law 2140 (97) in effect		
Land Use	Proposed Zone	Special Provisions / Comment
Single detached dwellings	R1-C zone Min frontage = 12 m	None
Semi-detached dwellings	R2 Zone Min frontage = 12 m	None
Street townhomes	R3 Zone Min frontage of 7.5m for end units and 6 m for interior units. 4-unit block = 27m minimum	A special provision that all dwellings shall be constructed at least 15 m from the railway lands to the south.

The stormwater management pond is proposed to be zoned Utility (U) Zone.

Figure 4 – Proposed Zoning By-Law Amendment



Site description

The lands are 5.435 hectares in area with approximately 90 metres of frontage on Barron Road, which is split in the form of a 20-metre road right of way towards the easterly portion of the property and 70 metres along the westerly property limit. The lands are within the urban area, specifically the City of Thorold' build-up' area. The Welland Canal, operated by the St. Lawrence Seaway Corporation, is located approximately 200 metres to the west.

The vacant lands have a mild rolling topography that varies within 3 metres in height and drains towards the northwest. They are adjacent to a railway that extends along the westerly and southerly property limits. Residential lands exist to the north and east.

Land directly south, including the railway lands extending beyond the subject property, limits a minimum of 55 metres to the southeast and industrially designated lands. The limits of adjacent residential lands to industrially designated lands are within 24 metres.

Lands owned by the railway are vacant. All privately owned industrial lands to the south and southeast of the subject property appear to be currently or previously farmed.

Supporting Studies

Studies identified through pre-consultation with the City of Thorold have been completed and submitted to support the proposed development. These studies are summarized as follows:

Noise Control Feasibility Study prepared by SS Wilson, September 17, 2021

This study considers the impacts of the CN Railway Line, located south of the proposed development. The report makes several recommendations for mitigation measures to address noise and vibration from the railway line. These measures are summarized in the following table, which is copied from the report.

SUMMARY OF MINIMUM REQUIRED NOISE CONTROL MEASURES

RECEPTOR	SOUND BARRIER	CENTRAL AIR CONDITIONING	PROVISION FOR CENTRAL AIR CONDITIONING	WARNING CLAUSE	BRICK VENEER or acoustically equivalent (FOR RAILWAY NOISE)
Blocks 1 and 2	No	No	No	No	No
Blocks 3 to 5	No	No	Yes	Yes	Yes
Blocks 18 to 20	No	No	Yes	Yes	Yes
Block 21 Lot 17	No	No	Yes	Yes	Yes
Blocks 22 to 32	Yes	Yes	-	Yes	Yes
Block 33	No	Yes	-	Yes	Yes

Railway Vibration Level Measurements Study by SS Wilson, dated September 14, 2017

Based on the measurements conducted, vibrations due to train traffic are not considered a concern; however, it is recommended that the municipality should administer the following warning clause within the subdivision agreement for lots within 35m of the railway property line:

> ***"Purchasers/tenants are advised that vibration levels from train traffic on the nearby railway line may be perceptible and may occasionally interfere with some activities of the dwelling occupants."***

Function Servicing Report prepared by Niagara Engineering, dated 2019-08-01)

Zakir Ali P.Eng. of Niagara Engineering initially prepared servicing designs for this development. That firm is no longer available to provide professional services for this project, and therefore G. Douglas Vallee Limited (Vallee) has taken on the role of the civil engineering consultant. Niagara Engineering prepared schematic servicing designs and drawings for this site. Vallee has reviewed those designs and drawings and finds they are generally suitable to confirm that **the site is serviceable and functional.** Vallee will refine the designs as part of the final approval process; however, the Zakir designs and drawings are submitted to support this planning application.

Phase One Environmental Site Assessment by Hallex Environmental, July 15, 2021

The applicant retained Hallex Environmental Limited to conduct a Phase One ESA on this property. The objective was to investigate the subject property and adjacent lands in accordance with O. Reg. 153/04 as amended to determine the likelihood that one or more contaminants may have affected any land and/or water on, in or under the property. Based on the findings, Hallex concluded that **no further environmental site assessment work is required**.

An **Archaeological Assessment** prepared by ARA Associates is underway. Niagara Region Development Planning confirmed in an email of September 19, 2022, that the archaeological assessment could be addressed as **a condition of draft plan approval**. Therefore, this assessment is not part of this submission.

An **Environmental Impact Study** is **no longer required** by the Niagara Peninsula Conservation Authority as a result of field review and confirmation that no wetlands or additional NPCA-regulated features were observed during the site walk. The NPCA confirmed in an email of September 26, 2022, that NPCA does not offer objection to the proposal and also confirmed that an EIS will not be required.

Traffic Impact Study (prepared by RV Anderson for the City of Thorold) has been partially funded by the applicant; however, the **study is not complete**. Phone calls and messages to RVA inquiring about the status of this project have not been returned. This application is submitted in anticipation of that study and the findings that no traffic concerns are related to this proposal.

This application was submitted to include the information and material required, 34 (10.1) 'Zoning' and 51(17) and (18) 'Plan of Subdivision' of the Planning Act as part of a complete application.

Planning Review

Planning Act

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 34	Allows amendments to the Zoning By-law.
Section 51	Allows for the creation of plans of subdivision.

Provincial Growth Plan for the Greater Golden Horseshoe (Growth Plan)

According to the Growth Plan for the Greater Golden Horseshoe, the subject land is identified as being within the Delineated Built-Up Area.

The Growth Plan policies aim to support the achievement of complete communities; prioritize intensification and higher densities to make efficient use of land and infrastructure; capitalize on new economic and employment opportunities; support a range and mix of housing options; protect and enhance natural heritage, hydrologic, and landform systems features and functions; enhance the long-term viability and productivity of agriculture; conserve and promote cultural heritage resources; and integrate climate change considerations for more resilient and adaptable communities and infrastructure.

Policy 2.2.1.2(a) indicates that growth will be allocated to settlement areas that have a delineated built boundary, have municipal water and wastewater systems, and can support the achievement of complete communities.
The subject lands are located within the community of Allanburg, which is within a delineated built boundary, has existing watermains and sanitary sewers, recreational and commercial uses in the surrounding area. The proposed residential subdivision supports a complete community.

Policy 2.2.1.3(c) indicates that growth should optimize infrastructure and result in complete communities through a more compact built form.
The development proposal seeks to make efficient use of the existing sewer and water infrastructure through a form of development that is more compact in form than the majority of the Allanburg community.

Policy 2.2.1.4 indicates that applying the policies of this Plan will support the achievement of complete communities that: feature a diverse mix of land uses, including residential and employment uses, and

convenient access to local stores, services and public service facilities; improve social equity and overall quality of life, including human health, for people of all ages, abilities and incomes; provide a diverse range and mix of housing options, including second units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes. The policy promotes the development of high-quality compact built form and an attractive and vibrant public realm; to mitigate and adapt to climate change impacts, build resilience, reduce greenhouse gas emissions, contribute towards achieving low-carbon communities, and integrate green infrastructure and low-impact development.
The proposed application will facilitate a development of high-quality compact built form that contributes to the goals of achieving complete communities, intensification and higher densities by providing a form of housing that improves the mix of dwelling unit types that takes advantage of existing infrastructure. The proposed semi-detached and street townhouse dwellings increase the variety of housing types in the immediate area, which is primarily comprised of single detached dwellings. The built form is designed to complement the surrounding area and integrates energy efficient measures to mitigate climate change impacts.

Policy 2.2.2 speaks to Delineated Built-up Areas and suggests targets that 50% of all residential development in Niagara should be within the delineated built-up area.
The proposed development, being within such as delineated built-up area, assists the Region in meeting this target.

In Policy 2.2.2.3, it is outlined that municipalities are to encourage intensification, identify the appropriate type and scale of development and transition of built form to adjacent areas, and ensure lands are zoned, and development is designed in a manner that supports the achievement of complete communities.
The development proposal contains a variety of housing types, providing affordable housing options. The subdivision is designed to contain single detached dwellings located near the existing homes, with townhouses proposed to the rear of the lands, abutting currently vacant areas.

Policy 2.2.6.1 encourages a range and mix of housing options and densities to meet the projected needs of the community.
The existing community of Allanburg is predominantly single detached dwellings on large "estate-sized" lots with extremely low density. This proposal provides a mix of housing forms with singles, semis and townhomes at density rates that are more typical of development in south-western Ontario. This proposal offers a combination of housing forms and densities to the Allanburg community and is consistent with this policy.

Policy 2.2.6.2 encourages the development of complete communities through accommodating forecasted growth, achieving density and intensification, providing a mix of housing options and densities, and diversifying the overall housing stock.

Again, this development proposal achieves all these goals and is consistent with this policy.

Policy 2.2.6.3 comments that municipalities can achieve complete communities by requiring multi-unit residential developments to incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.
The proposed development will assist in the creation of a complete community and contribute to the current intensification target. The intensification of the site for low to medium-density residential development will add to the diversification of unit types in the area. Two-storey single detached, semi-detached and street townhouses are proposed, offering various housing sizes.

The scale of the development is appropriate as the lands are located immediately adjacent to Barron Road, which is capable of accommodating the anticipated moderate volumes of traffic; appropriate setbacks that are similar to the provisions of the zoning by-law are being proposed and increased setbacks from the adjacent railway lands are proposed.

It is also important to recognize that this application conforms to the City of Thorold Official Plan, and no amendment to the Official Plan is required. Since Official Plans are prepared to be consistent with the Growth Plan, the application is reasonably inferred to comply with the Growth Plan.

Based on the analysis contained in this report, a decision by Council to approve the proposed Zoning By-law amendment and the draft Plan of Subdivision will conform to the policies of the Growth Plan.

Provincial Policy Statement, 2020

The PPS provides policy direction for appropriate land use planning and development patterns to achieve healthy, livable, and resilient communities that will protect resources of provincial interest, public health and safety, the quality of the natural and built environment, and will facilitate economic growth.

The Provincial Policy Statement recognizes the diversity of Ontario and that local context is important. Under the 'Geographic Scale of Policies' the PPS states,

> *"Policies are outcome-oriented, and some policies provide flexibility in their implementation provided that provincial interests are upheld.*
>
> *While the Provincial Policy Statement is to be read as a whole, not all policies will be applicable to every site, feature or area. The Provincial Policy Statement applies at a range of geographic scales.*
>
> *Some of the policies refer to specific areas or features and can only be applied where these features or areas exist. Other policies refer to planning objectives that need to be considered in*

the context of the municipality or planning area as a whole and are not necessarily applicable to a specific site or development proposal."

The PPS provides policy direction for appropriate land use planning and development patterns to achieve healthy, livable, and resilient communities through efficient development that will protect resources of provincial interest, public health and safety, the quality of the natural and built environment, and will facilitate economic growth. Planning authorities are encouraged to consider infilling, redevelopment and intensification in a compact form in areas that support active transportation and can take advantage of existing infrastructure.

The subject lands are within a Settlement Area as defined by the Provincial Policy Statement, 2020 (PPS). The lands are located within a delineated built boundary and designated as Urban Living Area within the City of Thorold Official Plan. The proposed residential development meets the policy direction of the Official Plan, in a fully municipal serviced area, and supported by the technical analysis.

Full details describing the applicable Provincial policies and how the application is consistent with the PPS are included in Appendix B.

It is also important to recognize that this application is consistent with the City of Thorold Official Plan, and no amendment to the Official Plan is required. Since Official Plans are prepared to be consistent with the PPS, the application is reasonably inferred to comply with the PPS.

Based on the analysis contained in this report, a decision by Council to approve the proposed Zoning By-law amendment and the draft Plan of Subdivision will be consistent with the Provincial Policy Statement, 2020.

Niagara Region Official Plan (NROP)

The NROP designates the lands as Built-Up area. The policies summarized in Appendix C demonstrate that the proposed draft plan of subdivision and zoning amendment is in keeping with the general intent and purpose of the Build-Up Area policies.

It is also important to recognize that this application is consistent with the City of Thorold Official Plan (CTOP), and no amendment to that plan is required. Since that plan is consistent with the CTOP, the application is reasonably inferred to comply with the NROP.

Based on the analysis contained in this report, a decision by Council to approve the proposed Zoning By-law amendment and the draft Plan of Subdivision will be consistent with the NROP.

City of Thorold Official Plan (CTOP)

The CTOP designates the lands as Urban Living Area in Schedule A-2 - Land Use Plan for the City of Thorold Urban Area East of Welland Canal. The proposed development contains 86 dwelling units on a vacant parcel, providing intensification opportunities within the built boundary.

Lots 6 to 17 are proposed for single detached dwellings and are strategically located adjacent to existing single detached dwellings to respect the character of the immediate existing development.

Lots 1 to 5 and 18 to 33 are proposed for semi-detached dwellings and four-unit street townhouses. These are strategically located to transition the unit and density types between existing and proposed single-detached and semi-detached units.

The policies summarized in Appendix D demonstrate that the proposed draft plan of subdivision and zoning amendments are in keeping with the general intent and purpose of the Urban Living Area policies. The Allanburg area is a large residential area with large sized lots, trees and green spaces. The policy compliance analysis identifies that the existing area is representative of former trends for urban sprawl, which has resulted in an inefficient use of lands and services.

The intent of the Official Plan intensification policies primarily focused on the Downtown, Downtown Transition and Regeneration Overlays. As such, they do not consider the urban sprawl history and inefficient use of lands in the Allanburg area. New development is encouraged to be compact and efficient, which is supported by the current provincial and municipal planning policy. The proposed development has a density of 15.8 units per ha. An email response from the Planning Services for the City of Thorold on February 8, 2023 notes that the proposed density will meet the Official Plan policies and no Official Plan Amendment is required. Additional analysis on the proposed density calculations is included in Appendix D. Considering the neighbourhood, single detached dwellings are proposed immediately adjacent to the existing single detached dwellings to the north. The proposed draft plan of subdivision and zoning by-law amendments allow for a suitable transition into the neighbourhood, located on the periphery of the urban area and maintain the intent of the density intensification policies. The proposed development on a fully municipal serviced area, on an under-utilized site, within a designated urban area represents an efficient use of land and infrastructure. The technical analysis submitted with the application supports the proposed development.

A decision by Council to approve the draft plan of subdivision and Zoning By-Law Amendment will be in conformity with the CTOP.

City of Thorold Zoning By-law (Zoning By-law)

The lands are currently zoned Development 'D' Zone in accordance with Zoning By-law 2140(97) and Future Development 'FD' Zone in accordance with Zoning By-law 60-2019 (Section 6 under appeal). It is proposed to amend both by-laws such that the lands will confirm with the currently in-effect zoning by-law and the new zoning by-law once it comes into effect.

The proposed zones are detailed in Table 2 in the section of this report titled "Purpose."

Land Use Compatibility

The property is located in an existing residential neighbourhood characterized by large lots in frontage and depth. The draft plan of subdivision is designed to create a transition between the existing single detached dwellings lots and the proposed residential. It is a strategic design to locate new single-detached dwellings adjacent to existing single-detached dwellings. Semi-detached dwellings are positioned adjacent to the proposed single detached lots. Street townhouses are located on the opposite side of a new proposed road providing increased separation between unit types.

The street townhouse lots are designed with exaggerated rear yards to accommodate a berm and future noise wall separating the existing railway lands and industrially designated lands from the proposed residential development.

There are residential dwellings located along Barron Road, with some commercial/industrial uses located along Barron Road and Allanport Road. These commercial/industrial uses are significantly separated from the proposed development site, with numerous existing residential homes between these employment uses and the proposed development.

The table below notes the existing employment (commercial/industrial) uses and the distance from the proposed development site.

Existing Use	Distance from Proposed Development (meters)
Ladson Creative Millworks – Restaurant Supply Store	440+
Regional Paving Contractor Shop	460+
Creative Collision – auto body repair shop	400
Panetta Trucking yard	400+
Niagara Auto Wrecker and Recycling	250+
Transport Truck yard Allanport Road	460+

D6 Guidelines

The Ministry produced the D series guidelines to address compatibility between industrial and sensitive land uses such as residential development.

The D-6 Guideline categorizes industrial facilities into three classes according to their size, volume of operations, and nature of their emissions and defines what a sensitive land use is. The D-6 Guideline provides definitions and examples to illustrate the three Industrial Classes as:

Class I Industrial Facility
A place of business for a small scale, self-contained plant, or building which produces/stores a product which is contained in a package and has low probability of fugitive emissions. Outputs are infrequent and could be point source or fugitive emissions for any of the following: noise, odour, dust and/or vibration. There are daytime operations only, with infrequent movement of products and/or heavy trucks and no outside storage.

Class II Industrial Facility
A place of business for medium scale processing and manufacturing with outdoor storage of wastes or materials (i.e., it has an open process) and/or there are periodic outputs of minor annoyance. There are occasional outputs of either point source or fugitive emissions for any of the following: noise, odour, dust and/or vibration, and low probability of fugitive emissions. Shift operations are permitted and there is frequent movement of products and/or heavy trucks during daytime hours.

Class III Industrial Facility
A place of business for large scale manufacturing or processing, characterized by: large physical size, outside storage of raw and finished products, large production volumes and continuous movement of products and employees during daily shift operations. It has frequent outputs of major annoyance and there is high probability of fugitive emissions.

The D series guidelines require the following minimum separation distance and potential influence area between industrial facilities and sensitive land uses for each class:

Class I uses: Minimum separation distance of 20m with an influence area of 70m
Class II uses: Minimum separation distance of 70m with an influence area of 300m
Class III uses: Minimum separation distance of 300m with an influence area of 1000m

In relation to the existing commercial/industrial uses along Allanport Road, as noted in the table above, there are over 400 metres of separation distance between the subject lands and the closest industrial use. The existing uses are classified as between light to medium industrial uses.

The auto-wrecking business on Barron Road is approximately 250m from the proposed development site. This is well beyond the separation distance for a Class II use. It is also noted that there are approximately 10 existing residential dwellings between the business and the proposed development, and therefore no impact is anticipated on this proposed development.

The Noise and Vibration report prepared by SS Wilson Associates indicates that the proposed development can occur provided a berm and noise wall are erected, including implementation measures that necessitate an update to the noise study once the draft plan lot layout is confirmed. Additional

measures for home construction are recommended and will need to be included in the home design and verified on-site during construction.

The table above demonstrates sufficient separation distance between the proposed subdivision and the existing commercial/industrial land uses on Allanport Road. There is greater compatibility achieved due to the requirement to construct a berm and noise wall on the interior portion of the subject lands adjacent to the existing railway. The railway has the most significant impact from a D series perspective which is sufficiently mitigated and supported by the Noise and Vibration Study prepared by SS Wilson Associates. The noise wall & berm also reduce requirements of future industrial uses on lands nearby. It is more likely that the existing unprotected dwellings will significantly impact future industrial land development.

The D-6 Guidelines recognize that proposals involving infilling may not be possible to achieve the recommended minimum separation distances (Section 4.3). The policies note that such proposals must be in conformity with the Official Plan. The proposed development for residential uses in a delineated Built-Up Area and an urban area conforms to the Official Plan policies as demonstrated in this report.

The intent of the D-6 Guidelines in maintaining land use compatibility between industrial facilities and sensitive land uses on the subject lands is achieved. Mitigation for noise and vibration will be dealt through the building design considerations and inclusion of warning clauses in the subdivision agreement.

Servicing

The Functional Servicing Report that supports this application demonstrates that the development can be serviced with sanitary sewers, watermains, and stormwater management. This is based on functional/schematic designs and drawings prepared by Niagara Engineering and then reviewed by Vallee. The detail engineering designs will be submitted for further approvals prior to registration of the subdivision.

Conclusion

The Growth Plan encourages intensification 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 Niagara Region Official Plan supports growth, intensification, 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 occurs, and the provision of a mix of residential unit types within the Urban Residential Designation.

The proposed development for a residential plan of subdivision meets the Provincial, Regional and Municipal policy directions. The applications are supported by professional technical studies that address noise, vibration, servicing, and environmental issues. Archeological assessment will be addressed through a condition to draft plan approval. The City of Thorold is currently assessing traffic impact; however, no impacts or requirements are anticipated. The NPCA has waived the need for an Environmental Impact Study. Any additional details can be addressed through the conditions of approval for the draft plan of subdivision.

The development is designed to provide appropriate transitions between the existing single detached dwellings and the proposed uses. The provincial policies encourage intensification of the existing residential areas, to meet the housing demands in Ontario. The recent policy changes require municipalities to consider all residential options to support building more homes for residents of Ontario. Any reduction in the proposed densities is not supported by provincial policy direction. Further, no compatibility issues are identified as the development provides for appropriate transitions with the existing neighbourhood.

The proposed draft plan of subdivision and Zoning by-law amendments represent an appropriate use of lands that transitions well within the existing neighbourhood and avoids the creation of negative impacts. Our professional opinion is that based on the supporting information and analysis, the applications can be supported by staff and Council as the applications are:

- consistent with the Provincial Policy Statement
- in conformity with the Growth Plan for the Greater Golden Horseshoe;
- conform to the relevant policies of the Niagara Region Official Plan;
- conforms to the relevant policies of the City of Thorold Official Plan; and
- maintains the general intent of the Zoning By-Laws.

The proposed applications are in public interest and represent good planning, and the applications are required for the appropriate and efficient development for these lands.

It is requested that the applications be approved.

G. DOUGLAS VALLEE LIMITED

Consulting Engineers, Architects & Planners

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I hereby certify that this plan/report was prepared by a Registered Professional Planner, within the meaning of the Ontario Professional Planners Institute Act, 1994.

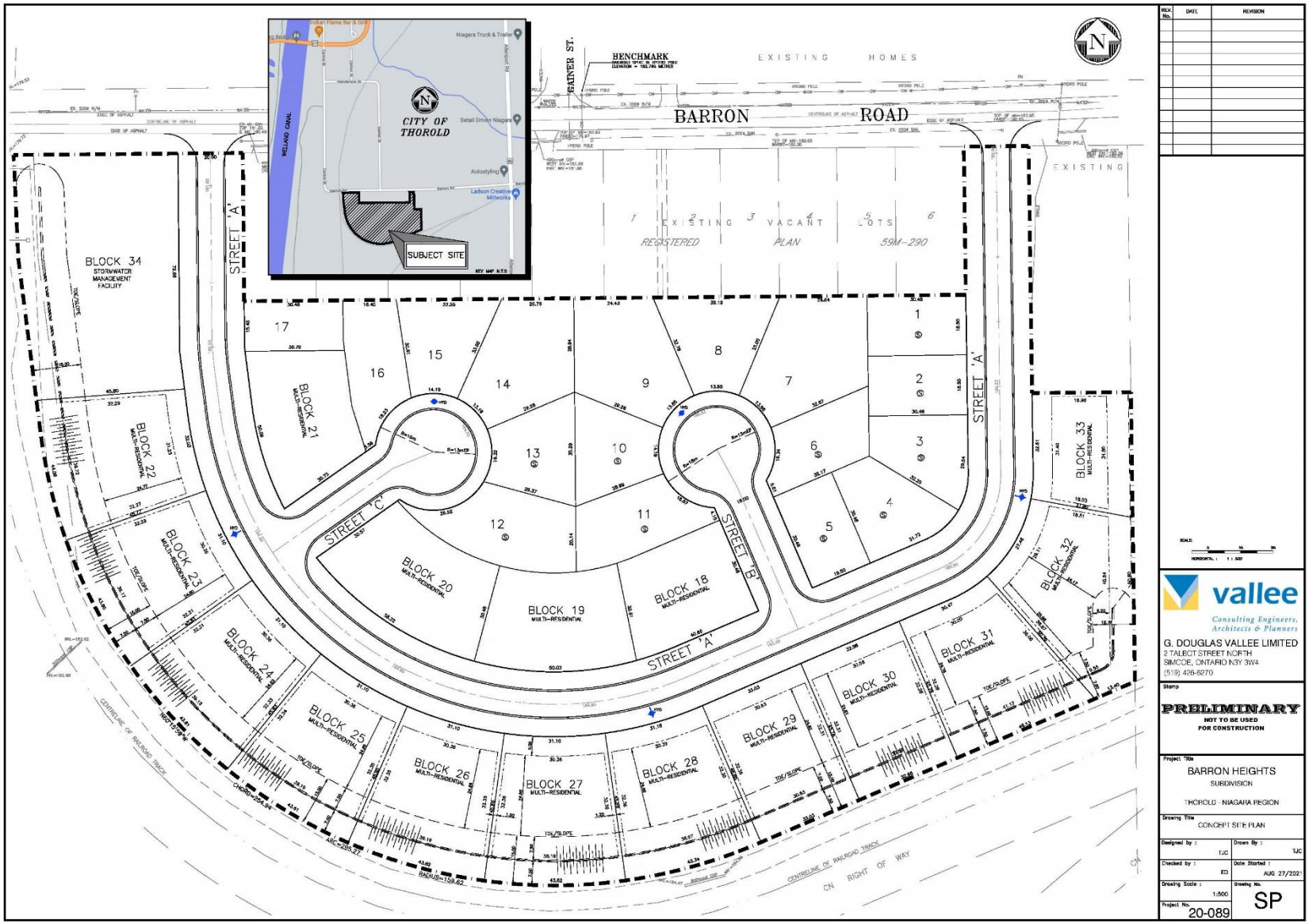
June 25, 2023
Date

Ruchika Angrish
Registered Professional Planner

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

Appendices

Appendix A – Draft Concept Plan



Appendix B – Provincial Policy Statement 2020 Policy Compliance

This appendix demonstrates how the proposed application is consistent with those applicable policies of the Provincial Policy Statement.

1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns		
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 proposed development increases the efficient use of lands and will increase the property value and municipal tax base.
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 space, and other uses to meet long-term needs;	✓	A mix of dwelling unit types is proposed, considering market housing attainability.
c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;	✓	The necessary studies have been completed to ensure the proposed development does not cause public health and safety concerns.
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;	✓	The lands are on the edge of a settlement area and adjoin a railway corridor. The adjacent employment area is within a greenfield area of the Official Plan. The proposed development will not hinder any future expansion of the settlement area.
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 Allanburg area is a low-density area and underutilized. The proposed development will intensify the lands and better utilize existing infrastructure and the road network.

f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;	✓	The development will contain a sidewalk network.
g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;	✓	Infrastructure and various municipal services exist in the area. Capacity does exist within these services to support the development.
h) promoting development and land use patterns that conserve biodiversity; and;	✓	No environmental analysis was required for the proposed development.
i) preparing for the regional and local impacts of a changing climate;	✓	As new construction, these dwelling units will be required to adhere to Ontario Building Code which helps implement this policy.

1.1.3 Settlement Areas		
Policy 1.1.3.1 States that settlement areas shall be the focus of growth and development.	✓	The subject lands are within the urban settlement area of Allanburg.
Policy 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 proposed development provides a range of housing styles and densities that are not currently available within Allanburg.
a) efficiently use land and resources;	✓	The proposal introduces higher densities than are currently existing in Allanburg, making efficient use of vacant land and existing resources.
b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;	✓	The proposed development is efficient and makes good use of existing municipal infrastructure. No urban boundary expansion is proposed.
c) minimize negative impacts to air quality and climate change, and promote energy efficiency;	✓	Efficient use of the land through greater density minimizes land consumption, increases efficiency, and therefore is positive from a climate change perspective.
d) prepare for the impacts of a changing climate;	✓	Infrastructure will be designed to the latest design standards considering climate change.
e) support active transportation;	✓	The road network efficiently uses cul-de-sacs and crescent streets, making the site walkable and easily accessible for pedestrians and vehicles.

f) are transit-supportive, where transit is planned, exists or may be developed; and	✓	Transit does not exist and is not planned for this area.
g) are freight-supportive.	✓	Fright is not anticipated within the development.
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 is the anticipated intensification and redevelopment of a vacant property.
Policy 1.1.3.3 States that 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.	✓	Transit is not proposed or anticipated in this area; however, the proposed development supplies a significant range of housing types.
Policy 1.1.3.4 States that Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety	✓	The proposed development is intensifying and redeveloping a vacant remnant land parcel in a compact form of higher densities than the surrounding lands. Risks to public safety have been avoided by implementing the recommendations from the noise and vibration studies.

1.4 Housing		
Policy 1.4.3 States that 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:	✓	The proposal provides for a mix of housing types with single detached, semi-detached and townhouse dwelling types.
a) establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate-income households and which aligns with applicable housing and homelessness plans. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall	✓	The proposal includes multi-family style development with semis and street townhomes in a compact form. These homes will be very affordable compared to the typical home in Allanburg, being a single-family dwelling on a large "estate-sized" lot.

represent the minimum target(s) for these lower-tier municipalities;		
b) permitting and facilitating: 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and 2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;	✓	The design and construction of the proposed homes will provide options for accessibility and work from home to cater to the homeowner's needs. Accessory dwelling units will be considered as of right as per the current policy regime.
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;	✓	Existing infrastructure can support the development as outlined in the Functional Servicing Report.
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 compact form of housing efficiently uses the existing sanitary sewers and watermains within the neighbourhood. No transit is proposed in this area.
e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and	✓	Public transit is not proposed in this area.
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 will follow the municipality's standards for design.

Appendix C – Niagara Region Official Plan Policy Compliance

This appendix demonstrates how the proposed application is consistent with the applicable policies of the Niagara Region Official Plan.

Policy	Satisfied	Comments
2.2 Regional Structure		
The policies in this section establish a regional structure that directs forecasted growth to settlement areas. Settlement areas are comprised of both urban areas, which include built-up areas, designated greenfield areas and strategic growth areas, as well as rural settlements, otherwise known as hamlets. Most development 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. In particular, strategic growth areas are identified to accommodate a significant portion of the Region's population growth, higher-density housing forms, and a greater mix of land uses. Strategically directing growth can be achieved through a balanced mix of built forms in our communities. The policies in this section support principles of complete communities, which incorporate sustainable land use forms to make Niagara's communities more resilient and infrastructure adaptive to the impacts of climate change. Established residential neighbourhoods have a unique scale and character. Local Area Municipalities may establish standards for appropriate infill development in these areas.	✓	The proposed development is in an urban area of Allanburg will full municipal services. The proposal involves a mix of housing types, and is an area with commercial and recreational uses, supporting complete communities. The site is designated Urban Living in the Thorold Official Plan, and therefore development is directed to this area.
The objectives of this section are as follows:		
a) manage growth within urban areas;	✓	The site is in an urban area of Allanburg.
b) accommodate growth through strategic intensification and higher densities;	✓	

		The site is designated Urban Living in the Thorold Official Plan.
c) protect and enhance the character of rural settlements;	✓	The proposed development is not located in a rural area.
d) plan for the orderly implementation of infrastructure and public service facilities; and ensure settlement area expansions support Regional forecasts and growth management objectives;	✓	The proposed development utilizes existing infrastructure, and does not hinder any future settlement boundary expansions.
e) promote transit-supportive development to increase transit usage, decrease greenhouse gas emissions, and support the overall health of the community.	✓	No public transit system exists in this area; however, adequate public roadways are provided and reviewed by the Traffic Impact Study.
2.2.1 Managing Urban Growth		
2.2.1.1 Development in urban areas will integrate land use planning and infrastructure planning to responsibly manage forecasted growth and to support:	✓	This project makes use of the existing municipal infrastructure on Barron Road.
a) the intensification targets in Table 2-2 and density targets outlined in this Plan;	✓	The project meets the density limits stated in the Thorold Official 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;	✓	This proposal provides a mix of housing forms in a predominantly single-detached neighbourhood.
c) a diverse range and mix of housing types, unit sizes, and densities to accommodate current and future market-based and affordable housing needs.	✓	This proposal provides a mix of housing forms in thw form of single detaches, semi-detached and townhouse dwellings. The proposed densities comply with the City of Thorold Official Plan.
d) social equity, public health and safety, and the overall quality of life for people of all ages, abilities, and incomes by expanding convenient access to: i. a range of transportation options, including public transit and active transportation;	✓	No public transit system exists in this area; however, adequate public roadways are provided and reviewed by the Traffic Impact Study.
ii. affordable, locally grown food and other sources of urban agriculture;	✓	The lot sizes provide ample space for private gardens in the amenity areas.
iii. co-located public service facilities;	✓	No such municipal facilities exist in this area.
iv. the public realm, including open spaces, parks, trails, and other recreational facilities;	✓	The site is near a pedestrian trail along the Welland Canal and a twin ballpark on the west side of the Allanburg bridge,

		providing active and passive recreational facilities to the future residents.
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;	✓	This proposal is contained in a remnant parcel of urban land, bound by Barron Road on one side and the adjacent railway line on the other side. Land consumption has been minimized through increased density, and no urban boundary expansion is planned. The proposal utilizes the existing municipal infrastructure, supporting the financial well-being of the Region and the City.
f) opportunities for transit-supportive development pursuant to Policies 2.2.17, 2.2.2.18 and 2.2.2.19;	✓	There is no public transit existing in this area.
g) opportunities for intensification, including infill development, and the redevelopment of brownfields and greyfield sites;	✓	The proposal is for the development of a vacant parcel of land, located within an urban area, providing intensification of the unutilized land.
h) opportunities for the integration of gentle density, and a mix and range of housing options that considers the character of established residential neighbourhoods;	✓	The existing neighbourhood contains predominantly single detached homes. Therefore, single detached homes are planned at the development's periphery, with semi-detached and street townhouses towards the rear of the site creating appropriate transitions to the existing neighbourhood. The development has been planned in such a manner that the street townhouses do not have a direct interface with the existing single-detached homes.
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;	✓	See point above
j) conservation or reuse of cultural heritage resources pursuant to Section 6.5;	✓	There are no cultural heritage resources identified on this site.
k) orderly development in accordance with the availability and provision of infrastructure and public service facilities; and	✓	The functional servicing report indicates that the site can be serviced using the existing infrastructure.
l) mitigation and adaptation to the impacts of climate change by: i. protecting natural heritage features and areas, water resource systems, and other components of the Region's natural environment system pursuant to Section 3.1;	✓	The stormwater management pond will be designed to minimize impacts on the downstream receiving water resources. The conservation authority has waived the requirement for an EIS since no natural features are located

		on the lands and no negative impacts are anticipated from this development.
ii. where possible, integrating green infrastructure and low-impact development into the design and construction of public service facilities and private development; and	✓	Low-impact stormwater management techniques can be implemented in accordance with the municipal design guidelines.
2.2.2.3 Built-up areas and strategic growth areas identified in Policy 2.2.2.1 are shown on Schedule B	✓	The site is located within a delineated Built-Up Area.
2.3 Housing		
The provision of an adequate supply of housing is key to good quality of life. Housing needs change throughout our lifetimes. 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. In alignment with the Region's Housing and Homelessness Action Plan, the policies in this section support the provision of a range and mix of housing options that are essential for the creation of complete communities and support the regional economy. Land use tools and targets are identified to help improve access to housing and encourage innovation in housing design and construction that help adapt to and mitigate the impacts of climate change. The objectives of this section are as follows: a) provide a mix of housing options to address current and future needs; b) provide more affordable and attainable housing options within our communities; and c) plan to achieve affordable housing targets through land use and financial incentive tools.	✓	The subject lands are located in an urban area, with available municipal infrastructure and services, supporting the proposal. This proposal provides a mix of housing forms in a predominantly single-detached neighbourhood. The proposed low-density development with a variety of housing forms will provide affordable options in the market. The proposed densities comply with the City of Thorold Official Plan.
2.3.1 Provide a Mix of Housing Options		

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.	✓	See the previous comment
2.3.1.2 Local Area Municipalities shall establish targets in Local official plans for an overall housing mix by density type and affordability based on consultation with the Region and the minimum affordable housing targets outlined in Policy 2.3.2.3.	✓	The density of this proposal is near the upper limit as imposed by the Thorold Official Plan.
5.2.1.18 Planning for stormwater management shall:		The proposal includes a stormwater management pond and infrastructure as per the Functional Servicing Report, introducing low-impact development. Further detailed design of the stormwater infrastructure will be completed prior to the final approval of the subdivision.
a) conform with Section 3.2;	✓	
b) be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long term;	✓	
c) minimize, or, where possible, prevent increases in contaminant loads;	✓	
d) minimize erosion and changes in water balance, and prepare for the impacts of climate change through the effective management of stormwater, including the use of green infrastructure;	✓	
e) mitigate risks to human health, safety, property, and the environment;	✓	
f) maximize the extent and function of vegetative and pervious surfaces;	✓	
g) promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low-impact development; and	✓	
h) consider green infrastructure and other measures which address the impacts of climate change.	✓	
6.4 Archaeology		
The Niagara region is situated on treaty lands. This land is steeped in the rich history of the First Nations, including	✓	

the Anishinaabe, such as the Mississauga's of the Credit First Nation, the Hatiwendaronk and the Haudenosaunee.		An Archeological Assessment is anticipated as a condition of the draft plan approval.
Both Indigenous and European terrestrial and marine archaeological resources contribute to Niagara's local identity. They include sites that contain scattered artifacts, remains of structures or other cultural deposits, and sites that are fully or partially submerged or lie below the high-water mark of any body of water.	✓	
As archaeological sites are both highly fragile and non-renewable, the Region recognizes the importance of conserving archaeological resources and the potential to commemorate significant archaeological discoveries in recognition of their contribution to Niagara's unique community identity. The Region will manage archaeological data and potential mapping on behalf of the Local Area Municipalities. The objectives of this section are as follows: a) support the identification of archaeological resources and areas of archaeological potential; and b) ensure archaeological resources are conserved in accordance with Provincial requirements.	✓	
6.5 Cultural Heritage	✓	
Niagara is home to distinctive cultural heritage resources that contribute to a sense of identity and provide important social and economic benefits. Buildings, structures, spaces, views, archaeological sites and natural elements of cultural heritage value are visible across the region. They contribute to Niagara's identity, individually and together, within the region's urban and rural communities and across the Greenbelt and Niagara Escarpment landscapes. These defining features contribute to understanding Niagara's history and provide a unique sense of place that support tourism opportunities and long-term economic prosperity.	✓	There are no identified cultural heritage assets on the subject lands.

Cultural heritage resources are irreplaceable and must be conserved and promoted as the Region accommodates more growth. The policies of this section require the conservation of cultural heritage resources as a matter of key Regional interest. They complement the protection afforded by the Region's Archaeological Management Plan and supporting policies in Section 6.4 of this Plan. The Region also recognizes and supports the important role of Local Area Municipalities in the identification and designation of properties of cultural value or interest under the Ontario Heritage Act, as well as the role of First Nations and Indigenous communities in cultural planning. The objectives of this section are as follows:		
a) support the identification, conservation, wise use and management of cultural heritage resources; and	✓	
b) promote the Welland Canal Cultural Heritage Landscape as a multi-faceted cultural heritage destination.	✓	

Appendix D – City of Thorold Official Plan Policy Compliance

This appendix demonstrates how the proposed application is consistent with the applicable policies of the City of Thorold Official Plan.

Policy	Satisfied	Comments
A 2 GOALS AND OBJECTIVES		
A 2.1 Growth and Settlement: It is a goal of this Plan to encourage new development in the Urban Areas where full sewer and water services are available.	✓	The subject property is located in an Urban Area with existing sewers and watermains that will be used to service the proposed development. The proposal provides diverse housing options providing intensification of a vacant parcel.
A 2.3 Infrastructure: 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.	✓	The functional servicing report completed for the development proposal notes that the existing sewers and watermains have sufficient capacity to accommodate the proposed development.
A 2.4 Urban Character: It is a goal of this Plan to protect and enhance the small-town character of the existing Urban Areas.	✓	The proposed development is comprised of low-rise housing in the form of singles, semis and townhouse dwellings. The subdivision is planned to be compatible with the surrounding existing low-density housing types. High-rise and high-density forms of development may not be compatible with the neighbourhood and therefore are not proposed.
A 2.6 The Natural Environment: It is a goal of this Plan to maintain, enhance or restore ecosystem health and integrity.	✓	There are no significant natural heritage features or natural hazards located on the subject lands. The stormwater pond will be designed to protect the downstream watercourse. The Conservation Authority has waived the requirement for an EIS as the proposed development does not anticipate any negative impact on the surrounding environment.
A 3 Settlement Area Strategy According to Regional growth studies, the City of Thorold is projected to accommodate about 5,186 new residents during the 25 years between 2006 and 2031. The Regional growth study further projected that this level of growth will precipitate the need for about 2,345 new dwelling units.	✓	The proposed subdivision will provide 86 dwelling units in various forms on a vacant parcel located in the urban area of Allanburg, hence adding to the required housing stock.

Through this Official Plan, future residential growth will be accommodated primarily within the traditional urban areas of Thorold as well as two new secondary plan areas known as The Neighbourhoods of Rolling Meadows and Port Robinson West.		
A 4.1.1 Urban Living Area: 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.	✓	This site is within the Urban Living Area designation; therefore, the proposal for modest residential development is appropriate.
A 5 Concepts Guiding Future Development in Urban Areas. In order to achieve the minimum intensification target allocated to the City, approximately 300 units will need to be constructed by 2031 within the built boundary. Background studies prepared for this Official Plan have confirmed that the City can meet or exceed this target, primarily through the utilization of vacant lots within the Built-up Area.	✓	The subject lands are located within an Urban Area of Thorold and within a delineated built-up area. The proposal will provide 86 dwelling units on the vacant parcel located within the built boundary.

Lands are currently designated Urban Living Area and therefore the policies of Section B1.1 Apply.

Policy	Satisfied	Comments
B1.1.2 – Permitted Uses		
Permitted uses in the Urban Living Area designation include:		
a) Single-detached residential dwelling units;	✓	Lots 6 to 17 are proposed for single detached dwellings and are strategically located adjacent to existing single detached dwellings to respect the character of the immediate existing development.
b) Accessory apartments subject to Section B1.1.4;	✓	Accessory apartments have not been considered in the proposed development at this time.
c) Semi-detached, townhouse, multiple and apartment dwellings subject to Section B1.1.5;	✓	Lots 1 to 5 and 18 to 33 are proposed for semi-detached dwellings and four-unit street townhouses. These are strategically located to transition the unit and density types between existing and proposed single-detached and semi-detached units.

B1.1.3 - Residential Intensification		
For the purpose of this Plan, residential intensification includes the use of vacant or occupied residential lots, as well as the development or redevelopment of existing vacant land or underutilized land within the built boundary. In reviewing intensification proposals, the City will assess the density of such proposals relative to the surrounding neighbourhood as well as the site and building design of the proposal and how issues such as landscaping, traffic and parking have been addressed. While intensification opportunities will be encouraged, proponents will be expected to demonstrate, through the provision of detailed site plans and elevation plans, that such proposals will be respectful of, compatible with, and designed to be integrated with the community or neighbourhood where they are proposed.	✓	The proposed development contains 86 dwelling units on a vacant parcel, providing intensification opportunities within the built boundary. Lots 6 to 17 are proposed for single detached dwellings and are strategically located adjacent to existing single detached dwellings to respect the character of the immediate existing development. Lots 1 to 5 and 18 to 33 are proposed for semi-detached dwellings and four-unit street townhouses. These are strategically located to transition the unit and density types between existing and proposed single-detached and semi-detached units.

In considering proposals for residential intensification, the following criteria are applicable to intensification proposals within the Urban Living Area designation:	✓	The proposed development contains 86 dwelling units on a vacant parcel, providing intensification opportunities within the built boundary.
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.	✓	The residential intensification policies focus 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. On 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. As the policy states, this section does NOT preclude consideration for other sites in the Urban Living Area designation.

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;	✓	The proposed development has a density of 15.8 units per ha. This is considered a low-density development. Considering the neighbourhood, single detached dwellings are proposed immediately adjacent to the existing single detached dwellings to the north. Within the boundaries of the development, the housing form transitions to semi-detached and townhouses, creating maximum separation between the multi-family dwelling forms and the existing housing and neighbourhood. The proposed density (15.8 uph) is in the low end of the range suggested in the policy (10 to 85 uph).
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:	✓	The current density of the Allanburg area is very low and is not located in an overlay designation. This older neighbourhood was established long before realizing 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 the current provincial planning policy direction. Therefore, consideration for additional forms of development consistent with policies that encourage housing in greater densities and unity types is arguably weighted more when considering the proposed development. Therefore, the proposed development strategically transitions from existing adjacent single detached dwellings to: i) similar low-density single detached dwellings to ii) semi-detached dwellings to iii) street townhouses. The current zoning of the adjacent lands is R1A which requires a minimum lot area of 550m^2 per or a maximum density of 14 uph allowing for 20 m road allowances.

i. The unit density may be increased by up to 75% of the existing gross density of lands within 75 metres of the site.	✓	The current zoning of the adjacent lands is R1A which requires a minimum lot area of 550m^2 per or a maximum density of 14 uph allowing for 20 m road allowances. This policy permits a density increase of 75%, and therefore 14 uph x 1.75 = 24 uph is the permitted density in accordance with this section of the Plan. In an email of February 8, 2023, to Mr. John Vallee, Planning Services for the City of Thorold agreed with this interpretation of this section of the official plan. As a second reference, immediately to the north of the proposed development is a cluster of single detached dwelling lots that front on the south side of Barron Road. This cluster of lots is 222m long by 45 m wide for a total area of 1 ha. Considering half of the width of Barron Road across the frontage of this cluster adds an additional 0.2 ha (222m x 10m) to the area for a total of 1.2 ha containing 11 lots resulting in a density of 9.2 uph. This policy will therefore permit a new density up to 9.2 uph x 1.75 = 16.1uph. The proposed development density is 15.8 uph which is less than the 75% increase indicated above. Therefore, the proposed density meets this criterion.
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		The proposed lot dimensions comply with the proposed standard zones.

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;		
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 being contemplated now, as detailed dwelling designs have not been considered.
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 draft plan of subdivision. Refer to the functional servicing report.

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:	✓	It is noted that the lands are adjacent to a few existing single-detached dwellings. The form and type of housing envisioned for the subject property is similar to the character established in the area.
a) Respects the character of adjacent residential neighbourhoods, in terms of height, bulk and massing;	✓	Yes. It is proposed to transition from the existing single detached dwellings in the immediate area to other forms of residential development. Single detached dwellings are proposed adjacent to the existing single detached dwellings, similar in height, bulk and massing. The cluster of 11 single detached dwelling lots that currently front on Barron Street will back onto only 8 single detached lots within the new plan, respecting the low density of the existing adjacent lots.
b) Can be easily integrated with surrounding land uses;	✓	Yes. The majority of the lands are adjacent to railway lands which are subject to noise abatement measures. The remaining lands are adjacent to backyard property lines intended for residential development.

c) Will not cause or create traffic hazards or an unacceptable level of congestion on surrounding roads; and,	✓	Yes. The City commissioned a traffic impact study prepared by RV Anderson. The study has not been finalized; however, no traffic issues are anticipated for this development. Completion of a satisfactory traffic impact study can be a condition of draft plan approval.
d) Is located on a site that has adequate land area to incorporate required parking, amenity areas, recreational facilities, landscaping and buffering on-site.	✓	Yes. The proposed development incorporates the required space to accommodate parking and buffering to the adjacent railway. Through the pre-consultation meeting, the City has not requested parkland dedication; therefore, cash-in-lieu is proposed.

D 4.3 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;	✓	There are no barriers to development that would make this development premature. This development proposal successfully implements the policies of the PPS and the municipal official plans making it in the public interest.
b) The lands will be appropriately serviced with infrastructure, schools, parkland and Official Plan of the City of Thorold 223 Adopted By By-law 60-2015 on April 21, 2015 open space, community facilities and other amenities, as required;	✓	The lands will be appropriately serviced with sewers, watermains and roadways. The local school board will address school capacity during the circulation of the application. The municipality has not indicated the need for parkland through their review of the proposed plan in the pre-consultation process.
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;	✓	This is a low-density development; however, the density is higher than in the surrounding neighbourhood. City planning staff have confirmed that the proposed density is in conformance with OP Section B1.1.3.
d) The subdivision, when developed, will be easily integrated/connected with other development in the area;	✓	The development consists of a single crescent street with two direct cul-de-sacs directly connected to the existing Barron

		Road. The site is bordered to the west and south by railway lands, making a connection to future development lands impossible.
e) The subdivision has incorporated design measures and green standards that will support accessibility, active transportation and transit;	✓	The detailed design of the subdivision will comply with the municipality's green standards. Accessibility standards from the Ontario Building Code will be incorporated. The site is easily accessible by vehicle or by pedestrians. No transit system exists.
f) The subdivision conforms with the environmental protection and management policies of this Plan; and,	✓	The requirements for an Environmental Impact Study have been waived by the Conservation Authority, as no significant impacts on the environment are anticipated.
g) The proposal conforms to Section 51 (24) of the Planning Act, as amended.	✓	
Section 51 (24) of the Planning Act. Criteria (24) In considering a draft plan of subdivision, regard shall be had, among other matters, to the health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality and to,	✓	
(a) the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;	✓	The proposal is consistent with the policies of the planning act and the PPS as outlined in this document.
(b) whether the proposed subdivision is premature or in the public interest;	✓	There are no barriers to development that would make this development premature. This development proposal successfully implements the policies of the PPS and the municipal official plans making it in the public interest.
(c) whether the plan conforms to the official plan and adjacent plans of subdivision, if any;	✓	The proposal conforms to the NROP, and CTOP demonstrated in this document.
(d) the suitability of the land for the purposes for which it is to be subdivided;	✓	The land is designated for development with the NROP and the CTOP.
(d.1) if any affordable housing units are being proposed, the suitability of the proposed units for affordable housing;	✓	No affordable housing units are proposed.

(e) the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;	✓	The design of the proposed roadways will be reviewed and approved by the municipality as a condition of the draft plan of subdivision.
(f) the dimensions and shapes of the proposed lots;	✓	The dimensions of the lots conform to the proposed zoning provisions.
(g) the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;	✓	There are no existing or proposed restrictions beyond the proposed zoning.
(h) conservation of natural resources and flood control;	✓	The Conservation Authority has waived the requirement for an EIS since no negative impact is anticipated. Flooding will be addressed by the stormwater management design.
(i) the adequacy of utilities and municipal services;	✓	The functional servicing reports confirm that adequate water and sewer services are available to the development.
(j) the adequacy of school sites;	✓	The local school board will confirm the adequacy of the school sites through the circulation process.
(k) the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;	✓	The stormwater management facility block will be dedicated to the municipality.
(l) the extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy; and	✓	The compact form and efficient design of the proposed subdivision facilitate the supply, means of supplying, efficient use and conservation of energy
(m) the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41 (2) of this Act or subsection 114 (2) of the City of Toronto Act, 2006. 1994, c. 23, s. 30; 2001, c. 32, s. 31 (2); 2006, c. 23, s. 22 (3, 4); 2016, c. 25, Sched. 4, s. 8 (2).	✓	The development consists of lots and blocks for residential development. The largest lot will contain 4 dwelling units. Site Plan Approval can not be required since each lot is less than 10 units.

Prior to the registration of any Plan of Subdivision, a Subdivision Agreement between the landowner and the City will be required.	✓	The Owner understands that a development agreement will be required.
Applicants are required to pre-consult with the approval authority prior to submitting an application.	✓	A pre-consultation meeting was held in November 2020.

Appendix E

Correspondence from Agencies Modifying Requirements for Complete Application

- City of Thorold - comment on the interpretation of the Official Plan and Density
- Niagara Region - archeological assessment can be a condition of approval
- NPCA - EIS is no longer required, and no objection to the application

From: Tara O'Toole <Tara.O'Toole@thorold.ca>
Sent: Wednesday, February 8, 2023 2:09 PM
To: John Vallee <Johnvallee@gdvallee.ca>
Cc: kmcroberts@comer.ca
Subject: RE: Barron Heights Subdivision - Barron Road

Good Afternoon John,

Again, thank you for your patience.

After reviewing the information provided, I agree with your interpretation of Section B1.1.3 Residential Intensification as it pertains to the proposed subdivision.

Please let me know if you have any other questions or concerns.

Regards,
Tara

Tara O'Toole
Manager of Planning
Development Services
City of Thorold
905-227-6613 x248
P.O. Box 1044, 3540 Schmon Parkway, Thorold, ON., L2V 4A7
www.thorold.ca

From: John Vallee <Johnvallee@gdvallee.ca>
Sent: February 8, 2023 10:33 AM
To: Tara O'Toole <Tara.O'Toole@thorold.ca>
Cc: kmcroberts@comer.ca
Subject: RE: Barron Heights Subdivision - Barron Road

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.

From: John Vallee
Sent: Thursday, January 26, 2023 5:44 PM
To: tara.otoole@thorold.ca
Cc: Eldon Darbyson <edarbyson@gmail.com>; KYLE MCROBERTS <kmcroberts@comer.ca>
Subject: Barron Heights Subdivision - Barron Road

Good afternoon Tara.

We are working on the Planning Justification Report for the above noted subdivision.
See the attached draft plan and site location map.

This application is subject to the Traffic Impact Study that Thorold is taking on with our clients funding.

I request that you confirm my interpretation of your Official Plan Section B1.1.3 Residential Intensification which states:

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:

We interpret this to mean that the densities set out in the zoning by-law for the surrounding neighbourhood will be the reference density for the new development proposal.
In our case, the surrounding neighbourhood lands are zoned R1A.
That zone specifies a minimum lot area of 550 m2, which, when considering road allowances, results in a density of approximately 14 uph.

The permitted 75% increase in density (being one of the provisions in B1.1.3.c) would then permit a density of 14 uph x 1.75 = 24 uph.

Therefore, since our proposed density (16 uph) is well below the 24 uph, we comply with this section, and we do NOT require an official plan amendment.

Please confirm your agreement with this interpretation.

Thank you in advance.

John D. Vallee, P.Eng., President
G. DOUGLAS VALLEE LIMITED
Consulting Engineers, Architects and Planner
2 Talbot Street North Simcoe Ontario N3Y 3W4
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vallee
Consulting Engineers, Architects & Planners

From: Loiacono, Johnpaul <Johnpaul.Loiacono@niagararegion.ca>
Sent: Monday, September 19, 2022 4:22 PM
To: Scott Puillandre <Scottpuillandre@gdvallee.ca>
Cc: John Iezzi <johniezzi@gdvallee.ca>; 'KYLE MCROBERTS' <kmcroberts@comer.ca>; Eldon Darbyson <eldondarbyson@gdvallee.ca>
Subject: RE: Barron Heights - Arch as a condition of approval

Hello Scott,

Further to our discussion this afternoon, the completion of a Stage 2 Archaeological Assessment (and any subsequent assessments) can be addressed as a Condition of Draft Plan Approval. The risk with addressing further stages of Archaeological Assessment as Conditions of Draft Plan Approval, as you are aware, is that this could necessitate revisions to the draft plan if any resources are found; this is a risk that the developer/land owner would incur.

If you have any further questions, please let me know.

Thank you,
Johnpaul

-------- Forwarded Message --------
Subject:RE: Barron Heights, Thorold spring site visit - PLPIMC202100556
Date: Mon, 26 Sep 2022 15:08:09 +0000
From: Taran Lennard <tlennard@npca.ca>
To: Brett Woodman <bwoodman@nrsi.on.ca>

Hi Brett,

NPCA Staff along with yourself and Nathan attended this property to review for the potential for regulated NPCA features on the subject lands. We are understanding the NRSI conducted some preliminary screening of the site, and provided NPCA with ELC mapping indicating the site was a grey dogwood thicket. The site was walked by NPCA Staff to verify these findings. No wetlands, or additional NPCA regulated features were observed during the course of the site walk. As such, the NPCA does not offer objection to the proposal and an EIS will not be required.

Thank you.

Taran Lennard
Watershed Planner
Niagara Peninsula Conservation Authority (NPCA)
250 Thorold Road West, 3rd Floor | Welland, ON L3C 3W2
Tel: 905-788-3135 | extension 277
email: tlennard@npca.ca

The NPCA is updating our Planning and Permitting Policies! To find out more visit Get Involved with NPCA and register for the August 24, 2022 Virtual Public Information Session.

NPCA Watershed Explorer

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 open by appointment only with limited staff, please refer to the Staff Directory and reach out to the staff member you wish to speak or meet with directly.

Updates regarding NPCA operations and activities can be found at Get Involved NPCA Portal, or on social media at facebook.com/NPCAOntario & twitter.com/NPCA_Ontario.

For more information on Permits, Planning and Forestry please go to the Permits & Planning webpage at https://npca.ca/administration/permits.

For mapping on features regulated by the NPCA please go to our GIS webpage at https://gis-npca-camaps.opendata.arcgis.com/ and utilize our Watershed Explorer App or GIS viewer.

To send NPCA staff information regarding a potential violation of Ontario Regulation 155/06 please go to the NPCA Enforcement and Compliance webpage at https://npca.ca/administration/enforcement-compliance