

THE GARDEN CITY PLAN

City of St. Catharines Official Plan



**City of
St. Catharines**

Office Consolidation

FOREWARD

The St. Catharines Official Plan (known as the Garden City Plan) was adopted by the Corporation of the City of St. Catharines on August 23, 2010 by By-law No. 2010 - 242. The Plan received final formal approval by the Regional Municipality of Niagara on July 31, 2012 with certain modifications and deferrals made thereto.

This consolidation of the Official Plan incorporates all amendments to the Plan adopted since July 31, 2012, up to and including Amendment No. 24 which was formally approved on December 28, 2018 and as set out on Table 'A' of this Plan.

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TABLE 'A'
OFFICIAL PLAN AMENDMENTS
(Contained in this Consolidation)

OPA No.	Name/Location	File No.	Approval			Notes
			By-law No.	Council	Final	
1	Rockwell Dev. Corp. / WJS Env. Cons. Inc. / Steven Massis – 6 and 10 Dalhousie Ave.	60.30.294 Vol. 2	2012 -200	06/18/2012	07/19/2012	Amends Schedule E1 to permit a medium density development for 16 dwelling units (1 single dwelling and a 15 unit apt. building). Note: The Amendment was referred to the OMB and subsequently dismissed (OMB File PL 120866). Notwithstanding, the amendment was also included as a modification to the Plan at time of formal Plan approval by the Region of Niagara (July 31, 2012).
2	88 Merritt Street	60.30.310 Vol.2	2013 -138 (also 2013-281)	06/10/2013	07/05/2013	Amends Schedules D1 to re-designate a portion of the property from Natural Areas to Mixed Use; and, amends Schedule E9 to re-designate a portion of the property from Natural Areas to Mixed Use (the overall effect is that the property is designated Mixed Use except the most easterly portion which remains designated Natural Areas); and, amends Part E, Section 15.5.1 to add subsection h) to permit accessory outdoor storage limited to the north-west corner of the property subject to zoning by-law amendment. Note: The Amendment was referred to the OMB and subsequently dismissed (OMB File No. PL130734) Note: By-law 2013 -138 was amended by By-law 2013 -281 for the express purpose of changing the Amendment No. from 1 to 2
3	176 Oakdale	60.30.315	2013 -271	12/02/2013	01/01/2014	Amends Schedule D1 to re-designate the easterly portion of the property from Parkland and Open Space to Neighbourhood Residential; and, amends Schedule E9 to re-designate the easterly portion of the property from Parkland and Open Space to Low Density Residential; and, amends Part E, Section 15.5.1 f) to increase density permissions and establish a maximum height on the lands.

OPA No.	Name/Location	File No.	Approval			Notes
			By-law No.	Council	Final	
4	General Amendment (amendments to support policy alignment with the new Comprehensive Zoning By-law No. 2013 -283)	60.30.317	2013 -282	12/16/2013	01/21/2014	Minor amendments to various Plan policies and schedules to recognize and update existing land uses and clarify the intent and interpretation of policy to support alignment with the City's new Comprehensive Zoning By-law 2013 -283
5	11 Permilla, and also includes 13 Permilla and 38 St. Paul St. West – (Schedule E6)	60.30.316	2014 -62	03/31/2014	05/01/2014	Amends Schedule D1 to re-designate the rear portion of 38 St. Paul West from Mixed Use to Neighbourhood Residential; and, amends Schedule E6 to redesignate 13 Permilla from Low Density Residential to Medium Density Residential, 11 Permilla from High Density Residential to Medium Density Residential, and the rear portion of 38 St. Paul West from Mixed Use to Medium Density Residential. The amendment permits the proposed development of a 3 storey apt. building on lands to be known as 11 Permilla
6	General Amendment (revision to Community Improvement policies)	60.30.320	2014 -120	04/28/2014	06/03/2014	Amends Part D, Section 7.4 and Part F, Section 16.14 to update and clarify Community Improvement goals, objectives and designation criteria, and to enable the whole of the Urban Area to be designated, by by-law, as a Community Improvement Project Area.
7	1024 Vansickle Road North, and includes 1032, 1034 and 1036 Vansickle Road North	60.30.321	2015-143	06/08/2015	07/09/2015	Amends Schedule E6 to re-designate 1032, 1034 and 1036 Vansickle Rd. North, and a portion of 1024 Vansickle Rd. North, from Low Density Residential to Medium Density Residential to permit the proposed development of a 70 unit apartment building.
8	52 Lakeport Road	60.30.322	2015-241	0/05/2015	10/29/2015	Amends Schedule D1 to re-designate the northerly portion of the property, containing the Dalhousie House, from Natural Areas to Commercial; and, amends Schedule E1 to re-designate the northerly portion of the property from Natural Areas to Community Commercial. The effect of the amendment is to expand land use permissions for Dalhousie House and to establish long term viability for the property.

OPA No.	Name/Location	File No.	Approval			Notes
			By-law No.	Council	Final	
9	212 Lakeport Road	60.30.323	2015-232	09/28/2015	10/30/2015	Amends Schedule D1 to re-designate 212 Lakeport Rd. from Commercial to Neighbourhood Residential; and, amends Schedule E1 to re-designate the subject property from Community Commercial to Medium Density Residential. The effect of the amendment is to permit the proposed development of a 45 unit apartment building.
10	88 Merritt Street	60.30.310 Vol. 3	2016-99	04/18/2016	05/18/2016	Amends Part E, Section 15.5.1 to delete subsection h) and replace it with a new subsection h) to remove existing provisions related to outdoor storage, and add permission for an indoor storage facility on the subject property.
11	98 Welland Avenue	60.30.327	2016-131	05/16/2016	06/21/2016	Amends Part E, Section 15.6.1 to add subsection e) to permit stand-alone residential or commercial uses on the subject property.
12	General Amendment (amendments to support policy alignment with the Housekeeping Amendment to the Comprehensive Zoning By-law No. 2013 -283)	60.70.326	2016-148	06/13/2016	07/13/2016	Minor amendments to various Plan policies and schedules to recognize and update existing land uses and and policy to support alignment with changes made to the City's Comprehensive Zoning By-law 2013 -283 through Zoning By-law Housekeeping Amendment No. 2016 -149.

OPA No.	Name/Location	File No.	Approval			Notes
			By-law No.	Council	Final	
13	General Amendment (Residential Infill and Intensification Development Review)	60.30.329	2017-145	05/08/2017	06/11/2018 LPAT (PL170693)	Amends Pt. B Section 2.3.3, Pt. C Section 4 and Pt. D Section 7.1, 7.2, 8.2 to revise urban design policies; Amends Pt. F Section 16.11 and 16.15 to revise Comm. of Adj. and Lot Creation policies; Amends Pt. F to add new Section 16.18 related to public facilitation and notification; Amends Pt. F Section 17.10 to revise density policies.
14	10 Pleasant Avenue	60.30.325	2017-186	06/12/2017	07/13/2017	Amends Schedule D1 to re-designate 10 Pleasant Avenue from Commercial to Neighbourhood Residential; and, amends Schedule E4 to re-designate the subject lands from Community Commercial to Medium Density Residential.
15	111 Church Street	60.30.330	2017-219	07/10/2017	05/01/2018 LPAT (PL170925)	Amends Schedule E10 to re-designate the property from Mixed Medium High Density Residential/Commercial to Mixed High Density Residential/Commercial
16	6,8,10,12,12A Hastings Street	60.30.328	2017-281	09/25/2017	10/26/2017	Amends Schedule D1 to re-designate the lands from Neighbourhood Residential to Mixed Use; and, amends Schedule E9 to re-designate the lands from Low Density Residential to Mixed Use

OPA No.	Name/Location	File No.	Approval			Notes
			By-law No.	Council	Final	
17	General Amendment (Condominium Conversion Policies)	60.30.333	2018-15	01/29/2018	03/05/2018	Amends Part D, Section 7.8 iv) to revise policy regarding conversion of rental accommodation to condominium and other forms of housing ownership
18	Port Dalhousie Commercial Core and Harbour Area Secondary Plan (** This amendment is currently under appeal to the Local Planning Appeals Tribunal and is not included in this consolidation**)	60.30.339	2018-119	05/07/2018		Amends Part E, Section 15.1 to incorporate the Secondary Plan which establishes a refined and defined land use plan specific to the subject area; and, amends certain general policies of the Official Plan to make technical revisions to enable the consolidation of Secondary Plans within the Official Plan; and, makes certain technical housekeeping amendments to heritage policies in Part C, Section 3 of the Official Plan. The Official Plan Amendment was adopted in association with the approval of the Port Dalhousie Commercial Core and Harbour Area Heritage Conservation District Plan.
19	GO Transit Station Secondary Plan	60.33.190	2018-121	05/07/2018	07/27/2018	Amends Part E, Section 15.3 to incorporate the Secondary Plan which establishes a refined and defined land use plan specific to the subject area; and, amends certain general policies of the Official Plan to make technical revisions to enable the consolidation of Secondary Plans within the Official Plan.
20	50 Herrick Street	60.30.388	2018-196	08/13/2018	09/13/2018	Amends Schedule E9 to re-designate the property from Low Density Residential to Medium Density Residential
21	210 St .Paul Street	60.30.337	2018-231	09/24/2018	10/26/2018	Amends Part E, Section 15.6.1 to add a new subsection f) providing a special exception for building height.

OPA No.	Name/Location	File No.	Approval			Notes
			By-law No.	Council	Final	
22	99 South Drive	60.30.340	2018-229	09/24/2018	10/26/2018	Amends Part E, Section 15.4.1 to add a new subsection d) permitting an apartment building with a maximum 10 dwelling units as an additional permitted use.
23	102 & 104 Lakeport Road and 3 & 5 Avalon Place	60.30.334	2019-120	04/29/2019		Note: Not formally approved at time of publishing therefore amendment not included in this consolidation
24	104 Maple Street	60.30.332	2018-261	11/26/2018	12/28/2018	Amends Schedule D1 to re-designate the lands from Neighbourhood Residential to Commercial; and, amends Schedule E5 to re-designate the lands from Medium Density Residential to Community Commercial.

PART A

INTRODUCTION

PART A : INTRODUCTION

1. THE GARDEN CITY PLAN

1.1 Purpose and Effect

This Official Plan, including the schedules, and otherwise referred to as the Garden City Plan, or the Plan is a legal document which constitutes the Official Plan for the City of St. Catharines under the Ontario Planning Act.

a) The Plan:

- i) outlines the long term vision for the City's physical form, community character and design;
 - ii) sets out, by way of land use designations, policies and guiding principles, a comprehensive framework to manage and direct the future orderly and efficient long term development and growth of the City;
 - iii) primarily focuses on land use and physical development, but is intended to reflect, integrate and balance the collective aims and aspirations of the citizens of St. Catharines as to the quality of life to be preserved and fostered with respect to health, social, economic, cultural, natural and built environments, and towards the promotion and achievement of sustainable community planning and growth, and the essence of the Garden City.
 - iv) establishes a framework and policy context for decision making that provides certainty for the planning process, and to guide and direct Council, official bodies, public agencies and the private sector in the consideration of public and private development proposals, and;
 - v) in this regard , the principles and policies contained in this Plan will be implemented through an integrated decision making process that systematically considers all of municipal land use, environment, health, social, cultural and economic planning frameworks, principles and policies in all planning decisions and processes.
- b) i) No by-law may be passed, and no public work undertaken by the City, that does not conform to this Plan.
- ii) The capital works program and resulting capital budget are intended to provide the infrastructure required to implement the guiding principles, growth forecasts and land use plan established in this Plan.
 - iii) It is incumbent upon municipal officials to continuously seek out upper tier funding, private/public partnerships and other source funding, to support and implement the guiding principles and land use policies of this Plan

1.2 Context

The City of St. Catharines is located within the Provincial Growth Plan for the Greater Golden Horseshoe (2006), herein referenced as the Provincial Growth Plan, and is in part included within the Provincial Greenbelt Plan and the Niagara Escarpment Plan. The City is one of 12 local area municipalities within the Regional Municipality of Niagara, and is situated within one of the largest economic zones in North America (Schedule A - Setting).

The Plan:

- a) shall conform or not conflict with Provincial land use plans and regulations, and must be consistent with Provincial Policy Statements, Guidelines and Interests. The Plan must also conform to the upper tier Region of Niagara Policy Plan, and be applied pursuant to the provisions of the Ontario Planning Act and other legislative authority.

Where the policies contained in the Region of Niagara Policy Plan conform to and are consistent with Provincial Plans, the policies of the Region of Niagara Policy Plan may be more restrictive and prevail.

- b) reflects the City's individual community interests within the Provincial and Regional planning frameworks. The Plan may be more restrictive than the policies contained within Provincial and Regional land use planning documents, but is not permitted to conflict with these documents.

Where the policies contained in this Official Plan are more restrictive than the Region of Niagara Policy Plan, the policies of this Plan shall prevail.

- c) promotes sustainable community planning, and in doing so, recognizes the importance of an integrated wider based sustainable community planning framework, as follows:
 - i) supports consistency and contiguity with upper tier and local area municipal and agency planning practices, processes and land use policies;
 - ii) seeks out and encourages coordinated, connected and integrated land use plans with upper tier and adjacent local area municipalities in the consideration of public and private development proposals;
 - iii) encourages physical, as well as social, environmental, cultural, and economic linkages across municipal jurisdictions towards a Provincial and Regional based connected community;
 - iv) recognizes joint local and Regional municipal government and agency roles in the provision of infrastructure, public service facilities, waste management systems, and watershed management.

1.3 Duration

- a) The policies of this Plan provide guidance and direction for the development and growth of the City to the year 2031.
- b) The policies are intended to support the accommodation of growth associated with housing, population and employment forecasts identified in this Plan for the 2031 planning time horizon.
- c) The planning time horizon serves as an appropriate measure of the duration of this Plan and should not be regarded as a specific completion date for implementation. Rather, the Plan should be regarded as a footprint for sustainable growth management, and enabling opportunities for long term sustainable growth and development for the benefit of many future generations.
- d) This Plan shall be regularly monitored not less than every five years to ensure the Plan goals and objectives are being achieved.

1.4 Plan Organization

This Plan is to be read in its entirety as a comprehensive and integrated policy framework.

Part A through F, and the accompanying schedules, constitutes the Garden City Plan, as follows:

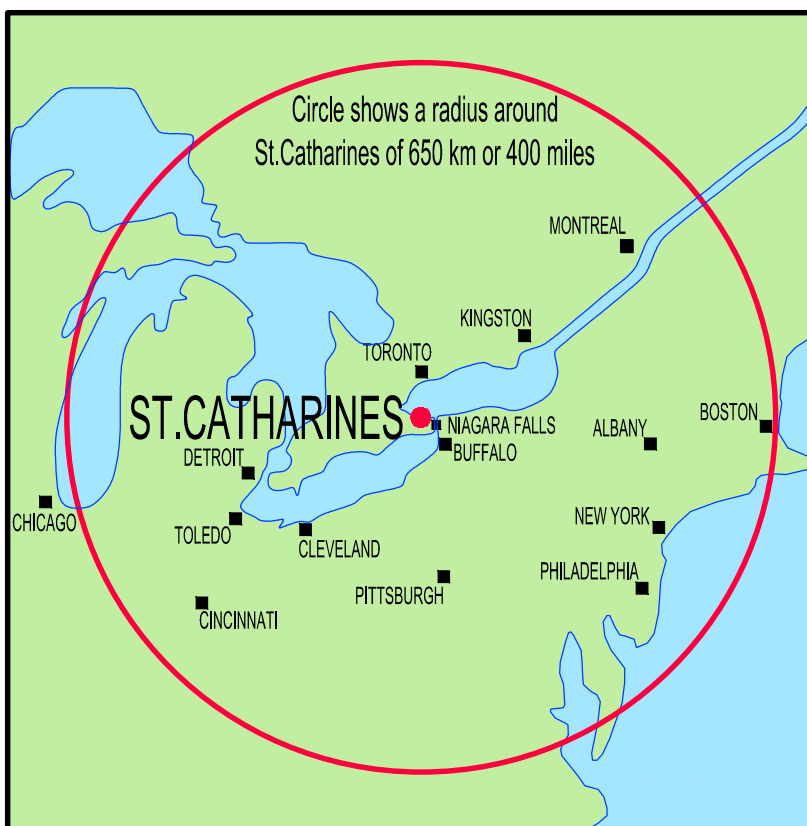
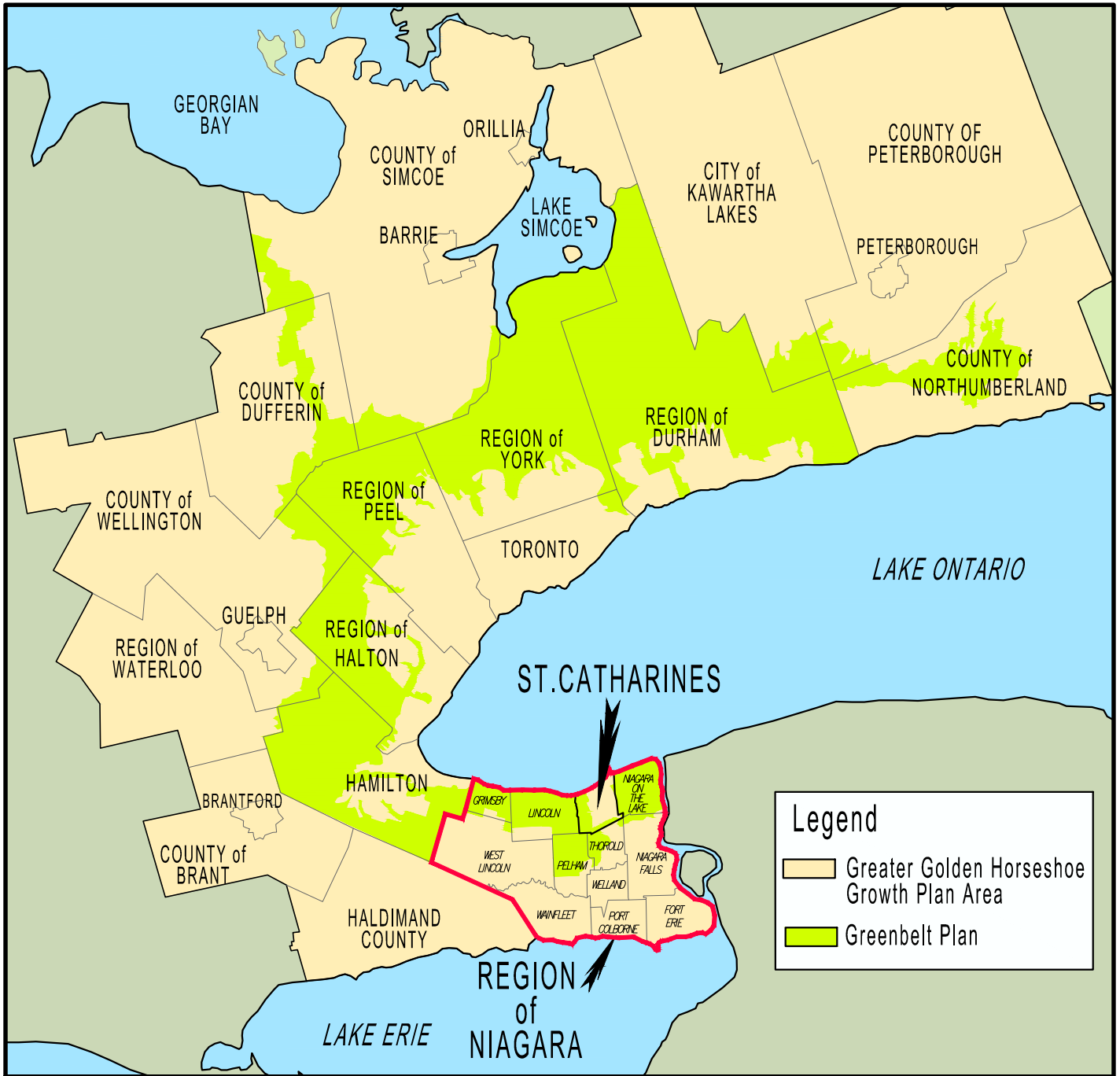
- i) Part A 'Introduction' describes the purpose and effect, the context under which the Plan was prepared, and the duration and structure of the Plan.

- ii) Part B ‘Vision and Guiding Principles’ establishes the vision, guiding principles, municipal structure, and the basis, growth management framework, general land use designations and parameters for which the land use plans and policies of this Plan have been prepared.
- iii) Part C ‘General Policies’ sets out the general functional policies to guide and direct growth and development of the municipality, and apply regardless of land use designation unless otherwise indicated.
- iv) Part D ‘Land Use Policies’ more specifically defines the general land use designations and applicable policies used in this Plan, and which together constitute the general land use plan for the City of St. Catharines as shown on Schedule D1 ‘General Land Use Plan’ and which also constitute the basis for District land use plans set out in Part E ‘District Plans’ of this Plan.
- v) Part E ‘ District Plans’ sets out land use plans for defined planning districts within the municipality, consistent with the general land use plan shown on Schedule D1 and the applicable policies established in Part D of this Plan. District Plans refine the general land use designations set out on Schedule D1 of the Plan and may also set out specific lands for special consideration with respect to goals, objectives, policies and land use permissions.
- vi) Part F ‘Implementation and Interpretation’ describes the development approvals process and the mechanisms, tools and interpretation to be applied in the implementation of this Plan, and includes a glossary of terms. Part F also contains Parkland, Trails and Natural Area mapping shown on Schedules F1, F2, F3, F4 and F5.

Part G ‘Appendices’ does not constitute part of this Plan but contains additional background information which shall be applied in the interpretation and implementation of this Plan.

The Garden City Plan

Regional & International Setting Schedule A



CITY OF ST. CATHARINES
PLANNING AND BUILDING SERVICES
OFFICIAL PLAN JULY 31, 2012

PART B

VISION AND GUIDING PRINCIPLES

PART B : VISION AND GUIDING PRINCIPLES

2. The vision and basis for which the land use plans and policies of this Plan have been prepared are as follows:

2.1 Community Based Strategic Plan

The City's Community-Based Strategic Plan (May 2006) established the following vision statement:

St. Catharines – The “Garden City” – A Welcoming and Nurturing Community that:

- Is safe and secure
- Thrives through innovative leadership and integrity
- Stimulates and values a vibrant Downtown – the heart of the City
- Embraces its culture and the diversity of its citizens
- Celebrates its unique agricultural and historical assets
- Works together to foster new business and employment opportunities
- Promotes a healthy environment and ideal location

The purpose of the vision statement is to provide a framework on which to build a sustainable St. Catharines.

2.2 Sustainability

Sustainable development is development that recognizes the interdependence of the economic, environmental, social, and cultural needs of the community. It promotes actions that expand economic opportunity, improve environmental quality, increase health and social well-being, expands cultural engagement, and avoids development and land use patterns which may cause environmental or public health and safety concerns. Sustainable development also involves:

- Long-term impacts and consequences – sustainable development requires long-term horizons rather than short-term reactive responses to problems
- Participation – sustainable development depends on decision-making that is inclusive, participatory, and transparent
- Equity – sustainable development promotes equity between generations and among all different groups in society
- Proactive prevention – sustainable development is anticipatory and attempts to prevent problems as the first course of action

A sustainable community is one that incorporates the elements of sustainable development described above and successfully balances health and social well-being, cultural identity and vitality, economic opportunities, and environmental responsibility; meets the needs of existing and future generations; and respects the needs of other communities in the Region.

A sustainable community is one that:

- Respects and embraces its heritage to create a sense of identity and pride
- Provides choices and opportunities for employment, housing, transportation, social, recreational and cultural amenities
- Protects and enhances its natural areas and processes
- Makes efficient use of its infrastructure by focusing on compact, mixed-use, walkable, bikeable, and connected community
- Has a vibrant downtown and welcoming, attractive public places
- Conserves its landscapes, open space, and agricultural areas
- Provides access and opportunity to the decision-making process
- Promotes healthy community, practices and living
- Reduces health and social inequities and improves the overall quality of life of its citizens

2.3. Managing Growth and Change

2.3.1 Municipal Planning Structure

1. The Garden City

The City has many significant, world renowned amenities and attributes that have helped shape not only the City's physical character and land use pattern, but also the social, cultural and economic framework, fabric and identity of the City – our sense of place, our Garden City..

These amenities include Lake Ontario, one of the five Great Lakes and a world significant fresh water supply, some of the best tender fruit and crop producing agricultural lands in the world, the World Biosphere Reserve Niagara Escarpment, the historic and current Welland Canal system, and a Provincial highway system bisecting the City with direct access to international, national, and regional markets within one of the world's largest economic zones.

- i) To provide opportunities for future growth, and at the same time, to promote and enhance our sense of place, this Plan encourages the protection, preservation, enhancement, promotion, integration and connectivity of all these amenities in all future growth and development plans and initiatives.

2. Settlement Pattern

The City was incorporated in 1876 and developed early as a centre of industry, commerce and agriculture. Over the last 50 years, the City has grown as a typical suburban community, moving away from the traditional street grid pattern neighbourhoods that promoted walkable and bikeable communities, and towards expansive development of low density residential neighbourhoods over viable agricultural lands, major activity centres located out of Downtown, and an extensive vehicular transportation network.

Today the City is comprised of an Urban Area that encompasses approximately 7060 hectares of land and 70 % of the municipal planning area.

This area is characterized by stable residential communities; traditional, distinct and suburban neighbourhoods; employment, commercial, recreational, institutional and mixed use activity centres; an extensive system of community and neighbourhood parks, open space and natural areas; and an historic downtown within the central core area of the City, affording direct linkage and connection with all parts of the City.

The remaining 30 % of the municipal planning area is the Agriculture Area, comprising approximately 2725 hectares of land. This area is characterized predominantly by tender fruit and crop producing lands, greenhouse and livestock operations, agricultural related and value added uses, existing rural residential development, and natural heritage.

3. Planning Areas

The City is divided into two primary planning areas – the Urban Area and the Agriculture Area.

i) Urban Area

The Urban Area is established by the Region of Niagara Policy Plan and is set out on Schedule D 'Municipal Structure' of this Plan. This area is intended to provide urban development opportunities on full municipal services to accommodate the majority of the City's projected future population and employment growth.

ii) Agriculture Area

The Agriculture Area includes all lands within the municipal boundary located outside the Urban Area identified on Schedule D ‘Municipal Structure’.

The Agriculture Area is to be protected and used predominately for agriculture, agricultural related secondary uses, existing rural residential uses, and natural heritage.

iii) This Plan does not support any expansion of the Urban Area, this in recognition of a sustainable planning ethic, and the value and opportunities the Agriculture Area and community have in enhancing the City’s sense of place.

4. Land Use Designations

There are eight primary land use designations in this Plan which recognize and set out the City’s land use structure and future growth and development opportunities.

The land use designations are shown on Schedule D1 ‘General Land Use Plan’, and are further defined and subject to the policies in Part D ‘Land Use Policies’ of this Plan.

The primary land use designations are as follows:

- Neighbourhood Residential
- Commercial
- Employment
- Downtown
- Mixed Use
- Parkland and Open Space
- Natural Area
- Agriculture

5. Planning Districts

The City is divided into seven District Plan areas as set out in Part E of this Plan and identified on Schedules ‘E’ to ‘E12’, as follows:

- | | |
|-----------------------------------|--|
| • District Planning Areas - Index | Schedule E |
| • North District | Schedule E1, E2, E3 |
| • Central District | Schedule E4, E5 |
| • West District | Schedule E6, E7,
E6/7 and E6/7 A, B, C (GO Transit
Station Secondary Plan - GTSSP) |
| • South District | Schedule E8 |
| • East District | Schedule E9 |
| • Downtown District | Schedule E10 |
| • Agriculture Area District | Schedule E11, E12 |

District Plans set out:

- more refined land use designations and policies as established in Part D of this Plan.
- special land use designations and/or policies that apply to individual properties or areas within planning districts, including Special Study Areas and those established through approved Secondary Plans.

2.3.2. Growth Forecast

This Plan provides a land use planning framework to guide, manage and accommodate growth to the year 2031 to support the following population and employment forecasts.

	<u>Population.</u>	<u>Households</u>	<u>Employment</u>
2011	138,900	56,360	66,870
2016	141,100	58,350	68,270
2021	142,500	60,410	69,690
2026	142,800	62,130	70,270
<u>2031</u>	<u>143,800</u>	<u>63,550</u>	<u>71,000</u>
Net Growth	4,900	7,190	4,130

The growth forecast is based on targets prepared for the Region of Niagara Policy Plan and accompanying growth management strategies, and will be revisited every 5 years as part of a municipal Official Plan Review as set out in Part A, Section 1.3 of the Plan.

(Note: The above Section 2.3.2 is deferred – See Deferral D3 on Table ‘B’)

2.3.3. Accommodation of Growth

1. Projected population, housing and employment will primarily be accommodated within the Urban Area as defined on Schedule D ‘Municipal Structure’.
2. The Plan recognizes a finite Urban Area, and within it, a diminishing vacant land supply and a finite occupied land base to accommodate projected population and employment growth.
3. Growth will be accommodated by:
 - i) the efficient usability of vacant and occupied lands;
 - ii) more compact built form and density of development;
 - iii) the reuse, rehabilitation, regeneration, intensification and enhancement of the built environment;
 - iv) redevelopment and build out of underutilized properties
 - v) a more integrated, interactive mix of uses, activity and functions;
 - vi) service, infrastructure, energy, transportation sustainable, accessible, efficient and supportive development;
 - vii) design initiatives to support:
 - compatible, innovative, efficient and sustainable building, site, streetscape, neighbourhood and community design;
 - enhanced natural and cultural heritage protection, preservation and conservation;
 - greening;
 - an accessible, integrated, interactive, usable and connected public realm within and between different use and activity areas, functions, landscapes and identities;
 - viii) recognizing the preferred mix and interaction of uses contemplated, the City’s Urban Design Guidelines shall be emphasized in the evaluation of all development, redevelopment and intensification opportunities;

- ix) the upgrading of existing infrastructure and public service facilities, and where required, the provision of new infrastructure and public service facilities to ensure adequate service capacity to support development, redevelopment and intensification.
 - x) providing a balance of housing and employment opportunities to maximize the opportunities for people to live and work in St. Catharines, and to maintain a sustainable healthy tax base to support a balanced and complete community, and sustainable long term growth and development opportunities.
4. This Plan establishes a land use planning framework consistent with and supporting the growth and intensification strategy and the achievement of minimum density targets set out in the Provincial Growth Plan for the Greater Golden Horseshoe, 2006, (referenced as the Provincial Growth Plan) as follows:

- i) Built Boundary – the Provincial Growth Plan establishes a Built Boundary which represents the limits of the developed Urban Area of the municipality, as defined by the Ministry of Infrastructure Renewal. The Built Boundary for St. Catharines is defined on Schedule D 'Municipal Structure' of this Plan.
- ii) Intensification Target – the Provincial Growth Plan establishes a minimum 40 per cent of all residential development occurring annually within the municipality is to be within the Built Boundary. A higher percentage target may be set out in the upper tier Region of Niagara Policy Plan.

Consistent with the Region of Niagara Policy Plan, this Plan establishes a minimum intensification target of 95 per cent.

- iii) Greenfield Areas – the Provincial Growth Plan defines all lands outside the Built Boundary but within the Urban Area as Greenfield Areas, and establishes an average minimum density target for development of Greenfield Areas of 50 residents and jobs per hectare.
- iv) Vacant Lands - Notwithstanding Part B, Section 2.3.3.4 iii) above, this Plan establishes a minimum density target of 50 residents and jobs per hectare on all vacant designated residential and employment lands within the Urban Area, whether within or outside the Built Boundary.
- v) Urban Growth Centre – the Provincial Growth Plan designates the majority of Downtown as an Urban Growth Centre, and the only one within the Niagara Region. The Urban Growth Centre is shown on Schedule D 'Municipal Structure'.

The Urban Growth Centre is intended to be a catalyst area and focus for investment in institutional and local, regional and other upper tier government public services, major transit infrastructure, and a vibrant and active public realm. Investment and infrastructure is intended to attract and accommodate the highest concentration, mix and range of uses and activity, and transit, walkable and bikeable supportive residential and employment accommodation within the municipality.

- a) The Provincial Growth Plan establishes a minimum gross density target of 150 residents and jobs per hectare to be achieved in the Urban Growth Centre by the year 2031 or earlier.

The 2011 gross density in the Urban Growth Centre is estimated at 133 residents and jobs per hectare.

- b) This Plan sets out a planning framework:
 - i) establishing the Urban Growth Centre as the City's major mixed use activity centre, providing the highest concentration, density, range and mix of office, major office, commercial, entertainment, civic,

government, institutional, recreational, creative and cultural development and employment opportunities, and housing accommodation.

The mix and density of uses permitted is intended to support and facilitate investment in major transit and public realm infrastructure to attract and accommodate local, regional, provincial, national and international serving public uses and employment, and transit and active transportation supportive residential accommodation.

- ii) providing opportunities to achieve a minimum gross density of 150 residents and jobs per hectare within the Urban Growth Centre by the year 2031.

This Plan supports and promotes new employment opportunities in the Urban Growth Centre. Notwithstanding, the primary emphasis to achieve the minimum density target established for the Urban Growth Centre is through residential intensification.

- iii) specific parameters for development, redevelopment and intensification within the Urban Growth Centre are set out in Part D, Section 11 'Downtown' and in the Downtown District Plan in Part E, Section 15.6 of the Plan.

- vi) Intensification Areas – the Provincial Growth Plan directs that intensification areas or corridors be established to attract a significant portion of population and employment growth relative to the shape and character of the municipality, and to support:

- achievement of the overall intensification targets and strategy established in the Provincial Growth Plan;
- the growth forecasts established in this Plan;
- a vision and guiding strategy to establish more compact, mixed use, integrated, transit and active transportation supportive development opportunities.

Intensification Areas are set out on Schedule D 'Municipal Structure', and are to be planned to support:

- i) minimum housing densities that are generally higher than surrounding areas together with a range and mix of commercial, employment, institutional, recreational and cultural uses primarily intended to serve the local area neighbourhood;
- ii) context sensitive building, site and streetscape design to support an accessible, connected, interactive and vibrant public realm, and compatible and appropriate transition of built form with adjacent areas;
- iii) public transit service and active transportation networks and opportunities.

Specific parameters for development and redevelopment within Intensification Areas are set out in Part E 'District Plans'.

- vii) General Intensification – notwithstanding Intensification Areas set out in Part B, Section 2.3.3.4 vi) above, this Plan also recognizes and provides opportunities for housing intensification within the Urban Area, as follows:

- on all Local Neighbourhood Convenience Commercial, Major Commercial and Community Commercial Centres in a manner not to detract from the intended primary commercial use of such Centres as set out in Part D, Sections 8.3.3, 9.2.1 and 9.2.2 of this Plan.

- on all designated Residential and Mixed Use properties subject to the policies and density standards set out in Part D, Section 8 and 12 of this Plan.

5. Housing

- If past trends towards development of primarily low density housing were to continue, the vacant residential land supply is not adequate to accommodate all of projected future population and housing needs. To accommodate projected future growth requires evolution from traditional development patterns and trends.
- This Plan emphasizes the provision of new housing through the efficient use of vacant and occupied lands; higher density of development; small lot infill; intensification; mixed use development; and reuse, rehabilitation and redevelopment of the built form, including brownfield and greyfield sites.
- All types of new housing will be provided in a manner not to compromise, but to accentuate and enhance the character, structure, function and accessibility of established residential neighbourhoods and other activity areas; cultural and heritage landscapes, buildings and identities; and the City's network of parks, open space and natural areas, and public realm opportunities.
- All types of new housing will be encouraged to support housing diversity for a range of life stages, special needs, incomes and ages to promote social inclusion, reduce isolation, and promote affordable housing opportunities.
- This Plan establishes higher housing density standards and opportunities for a greater mix of housing types than has traditionally been directed by the municipality.

While it is recognized that new housing development and intensification may occur in all residential neighbourhoods, the primary emphasis for housing intensification is directed towards the Urban Growth Centre and Intensification Areas as set out on Schedule D 'Municipal Structure', along major road corridors, at commercial centres and mixed use areas.

The range and scale of housing permitted is further defined in Part D 'Land Use Policies' and in Part E 'District Plans'.

vi) Housing Targets

The residential growth strategy set out in this Plan is generally intended to support the distribution of new housing across the municipality as follows:

	<u>% of Household Forecast</u>	<u>Number of Dwelling Units</u>
Urban Growth Centre	21 %	1500
Intensification Areas*	21 %	1500
Greenfield Areas**	6 %	430
Vacant Lands***	52 %	3760

* includes general intensification as set out in Part B, Section 2.3.3.4 vii).

** vacant designated residential lands outside the Built Boundary

*** vacant designated residential lands within the Built Boundary

6. Employment

- The land use plan provides opportunities for a diverse range, mix, scale and location of economic activities to accommodate projected employment growth forecasts.

- ii) Opportunities for employment growth and development are primarily directed to the Urban Growth Centre as set out in Part B, Section 2.3.3.4 v) and designated Employment Lands as shown on Schedule D1 'General Land Use Plan' and in Part E 'District Plans'.
- iii) Employment Lands are designated to accommodate a full range and scale of business and industrial employment uses, office, subordinate retail and service commercial, recreation and institutional uses, and major-large scale institutional and recreation uses which by virtue of scale, size, function and operation cannot appropriately locate in the Urban Growth Centre or other land use designations.

The range and scale of uses permitted within employment lands is further defined in Part D 'Land Use Policies' and in Part E 'District Plans'.

To accommodate projected employment growth forecasts, and support long term sustainable employment opportunities, economic development and competitiveness, this Plan promotes and emphasizes:

- the provision of an adequate, available, suitable, variable and competitive choice of vacant employment lands to attract and accommodate a diverse range of new economic activities.
 - reuse, rehabilitation, redevelopment and enhancement of occupied employment lands to accommodate new or expanded economic activity and employment opportunities;
 - transit supportive, public realm, design and greening initiatives to provide compatible, efficient, functional, connected, accessible, interactive, environment friendly and sustainable development.
 - clustering of like activities to support compatible development and encourage integrated, interactive and connected business and employment opportunities.
 - the provision of necessary infrastructure and utilities, including integrated telecommunications and broadband technology.
- iv) Population serving commercial, institutional, recreation, and cultural uses generate significant employment opportunities outside the Urban Growth Centre and Employment Lands.
 - i) Commercial centres are intended to primarily support a concentration of retail and service commercial facilities, functions and structure to serve a regional and/or local and community commercial marketplace.

Growth of commercial centres to maintain and attract new employment opportunities is promoted through reuse, redevelopment and rehabilitation.
 - ii) This Plan will ensure opportunities for commercial, institutional, recreational and cultural activities to help build complete communities adequately serve and support local resident needs and employment opportunities, and to support and attract tourist related activity and employment.
 - v) Work Live accommodation and home based business are encouraged to enhance accessible and transit supportive business and employment opportunities.

Work Live accommodation will generally be directed to the Urban Growth Centre, Intensification Areas and mixed use areas, and is most desirable to be

developed on a larger scale to support business or research clusters with shared support services.

- vi) The agricultural land base will be protected to support and enhance sustainable agriculture and agriculture related uses, activities and employment opportunities.
- vii) This Plan supports the integration of compatible agricultural uses and activities within the Urban Area to promote sustainable development, the agricultural community, and related employment opportunities.

PART C

GENERAL POLICIES

PART C : GENERAL POLICIES

3. CULTURAL HERITAGE

Cultural Heritage is the legacy of physical artifacts, including buildings, structures, sites, or landscapes, either individually or in groups, which are considered to be of cultural heritage value or interest at the community, regional, provincial, or national level.

Conserving and enhancing our cultural heritage is important not only because it connects us to our past and helps us to interpret our history, but also because it makes economic sense. Heritage can benefit the local economy by attracting visitors to the City, and favorably influencing the decisions of those contemplating new investment or residence in the city.

The City's cultural heritage resources have in the past been threatened by neglect, obsolescence, redevelopment, and the lack of the financial means necessary for protection or rehabilitation. The following policies provide the framework for the protection and enhancement of the City's cultural heritage resources.

3.1. General Policies

1. The City shall identify cultural heritage resources through a continuing process of inventory, survey, and evaluation.
2. The City shall foster awareness and appreciation of the city's cultural heritage and encourage public and private stewardship.
3. The City shall support the continuing use, reuse, care, and conservation of cultural heritage resources and properties.
4. All development/redevelopment shall have regard for identified cultural heritage resources and shall wherever feasible, incorporate these resources into any development plan.
5. The City may require a cultural heritage impact assessment where a proposed development/redevelopment or site alteration of lands, or on adjacent lands, has the potential to adversely affect cultural heritage resources. The City shall develop guidelines for the preparation of cultural impact assessments.
6. Development/redevelopment and site alteration may be permitted on adjacent lands to protected heritage property pursuant to Part IV and V of the Ontario Heritage Act, where the proposed development or site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.

Mitigative measures and/or alternative development approaches may be required in order to conserve the heritage attributes of the protected heritage property affected.
7. All new development/redevelopment in established areas of cultural heritage value or interest shall also be subject to the City's Urban Design Guidelines to ensure development is in keeping with the overall character of these areas.
8. All City-owned cultural heritage resources shall be conserved and maintained in a state of good repair.
9. When a City-owned heritage property is sold, leased, or transferred to another owner, where possible a heritage easement agreement will be secured and barrier free public access maintained to areas with heritage value.

10. The City shall encourage the adaptive reuse of heritage properties. Any permitted redevelopment shall ensure, where possible, that the original building fabric and architectural features are retained and restored and that any new additions will complement the existing building.

3.2. Heritage Designation

1. The City, in consultation with the St. Catharines Heritage Committee, may designate individual properties, pursuant to Part IV of the Ontario Heritage Act, if they meet one or more of the following criteria for determining whether it is of cultural heritage value or interest:
 - a) The property has design value or physical value because it,
 - i) is a rare, unique, representative or early example of a style, type, expression, material or construction method,
 - ii) displays a high degree of craftsmanship or artistic merit, or
 - iii) demonstrates a high degree of technical or scientific achievement.
 - b) The property has historical value or associative value because it,
 - i) has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to the community,
 - ii) yields, or has the potential to yield, information that contributes to an understanding of the community or culture, or
 - iii) demonstrates or reflects the work or ideas of an architect, artist, builder, designer, or theorist who is significant to the community.
 - c) The property has contextual value because it,
 - i) is important in defining, maintaining or supporting the character of an area,
 - ii) is physically, functionally, visually or historically linked to its surroundings, or
 - iii) is a landmark.
2. In reviewing proposals to alter individual property or structures designated under the Ontario Heritage Act, the City will be guided by the general principles contained in Section 3 of this Plan, in addition to the reason for designation.
3. To ensure a greater degree of protection to designated resources, the City may enter into agreements with property owners, or may attempt to secure conservation easements, in order to protect those features of a building or structure deemed to have cultural heritage value or interest.
4. The City, in consultation with the Heritage Committee, may designate Heritage Conservation Districts, pursuant to Part V of the Ontario Heritage Act, where it has been determined that the district possesses one or more of the following attributes:
 - a) The area contains a group of buildings or features that reflect an aspect of local history through association with a person, group, or activity;
 - b) The area is characterized by buildings and structures that are of cultural heritage value or interest;

- c) The area contains other important physical and aesthetic characteristics that alone would not be sufficient to warrant designation, but provides an important context or association including such matters as landscape features or archaeological sites;

To date, the City has four designated Heritage Conservation Districts – the Queen Street District, the Yates Street District, the Port Dalhousie District, and the Power Glen District. Heritage Districts are designated on Schedule B ‘Heritage Districts’ of this Plan.

- 5. Prior to designating a Heritage Conservation District, the City will:
 - a) By by-law define an area to be examined for future designation;
 - b) Undertake a study pursuant to the provisions of the Ontario Heritage Act and any other applicable statutes and regulations;
 - c) Prepare and adopt a Heritage Conservation District Plan pursuant to the provisions of the Ontario Heritage Act and any other applicable statutes and regulations;
 - d) Establish for each district a “district committee” that will advise Council on matters pertaining to the designated district where appropriate;
 - e) Be guided by the requirements of the Ontario Heritage Act.
- 6. Within a designated district, it is the intent of the City to conserve and enhance its unique heritage character. The City, in consultation with the district committee will encourage property owners to maintain, repair and restore heritage buildings and seek government grants, loans and other incentive programs for eligible conservation work.
- 7. In reviewing proposals for the construction, demolition, or removal of buildings and structures or the alteration of existing buildings, the City shall be guided by the applicable heritage district plan and the following general principles where there is potential to impact any cultural heritage resources:
 - a) Heritage buildings, associated landscape features and archaeological sites including their surroundings shall be protected from any adverse effects of change;
 - b) Original building fabric and architectural features should be retained, repaired, or restored rather than replaced wherever possible;
 - c) New additions and features should generally be no higher than the existing building and wherever possible be placed to the rear of the building or set back substantially from the principle façade;
 - d) New construction and/or infilling should be compatible with surrounding buildings and streetscapes by being generally of the same height, width and orientation as adjacent buildings; being of similar setback; and using similarly proportioned windows, doors, and roof shape;
 - e) Design, style, materials and colours for new construction will be considered on an individual basis on the premise that contemporary styles can be more appropriate in certain cases than using design styles and motifs from previous periods;
 - f) Public works and landscaping within a designated district should ensure that existing roads and streetscapes are maintained or enhanced and that proposed changes respect and are complementary to the identified heritage character of the district;

- g) The City shall have regard for cultural heritage resources in undertaking public works. When necessary, the City will require measures to mitigate any negative impacts on significant cultural heritage resources;
 - h) The City shall encourage local utility providers to place equipment and devices in locations which do not detract from the visual character of cultural resources and which do not have a negative impact on the architectural integrity of those resources, where feasible;
 - i) Required road rights-of-way indicated elsewhere in the Official Plan, will be required in designated districts but every effort shall be made to ensure that existing pavement widths, especially where they are major contributors to the character of the streetscapes, will be retained;
 - j) The City shall have regard for cultural heritage resources especially in terms of the character of landscapes and streetscapes, tree lines, bridges and the prevailing pattern of settlement in considering the construction of new roads and road improvements including realignment and road widening. When necessary, the City will require measures to mitigate any negative impacts on significant cultural heritage resources.
8. The City may accept easements on real property designated under the Ontario Heritage Act.

3.3. Heritage Register

Through a continuing process of inventory and evaluation the City shall maintain, pursuant to the Ontario Heritage Act, a Register of Property of Cultural Heritage Value or Interest.

The Register shall contain those lands that have been designated under Part IV and Part V of the Ontario Heritage Act, as well as properties considered to be eligible for future designation. The Heritage Committee will be consulted before a non-designated property is added too, or removed from the Register in accordance with the Ontario Heritage Act.

The City may consider designation, under Part IV or Part V of the Ontario Heritage Act, of non-designated properties on the Register after consultation with the Heritage Committee and the affected landowner(s).

The owner(s) of a non-designated property on the Register must give the City minimum notice prior to the demolition of any structures on the property as set out in the Ontario Heritage Act. The owner(s) of a property designated under Part IV or Part V of the Ontario Heritage Act must obtain the consent of City Council to allow any erection, demolition, removal or alteration of any buildings or structures on the property, as set out in the Ontario Heritage Act.

3.4. Archaeological Resources

1. An Archaeological Management Plan shall be prepared to inventory archaeological sites, establish procedures for their protection and interpretation, and identify areas of archaeological potential.
2. Until an Archaeological Management Plan is adopted, a development proposal on or adjacent to a property with a known archaeological feature or with archaeological potential will require an assessment by an archaeologist licensed under the Ontario Heritage Act. The archaeological assessment must be carried out in compliance with Provincial standards and guidelines.

3. Development and site alteration shall only be permitted on lands containing archaeological resources or areas exhibiting archaeological potential if the significant archaeological resources have been conserved by removal and documentation, or by preservation on site.
4. Where significant archaeological resources must be preserved in-situ, only development and site alteration which maintain the heritage integrity of the site will be permitted.
5. The City recognizes that, within the boundaries of the municipality and including the Lake Ontario waterfront, there may be marine archaeological remains and resources from the pre-historic period through the modern era, including the remains of ships, boats, vessels, artifacts from the contents of boats and belongings of crew or passengers, weaponry, parts of ship construction, old piers, docks, wharfs, fords, fishing traps, dwellings, aircraft and other items of cultural heritage value. The remains may currently be underwater or were, at one time, underwater but no longer submerged.

The City may, prior to approving a development proposal or site alteration, require a marine archaeological survey to be conducted by a licensed marine archaeologist to the satisfaction of the City and the Provincial Ministry of Tourism and Culture, or successor thereto, pursuant to the Ontario Heritage Act. Any marine archaeologist resource that is identified must be reported immediately to the Ministry of Tourism and Culture or successor thereto, and the Ministry shall then determine whether the resource shall be left in-situ or may be removed, through excavation, by licensed marine archaeologists under the direction of the Ministry.

6. The City has special regard for the Welland Canals system. Any proponent for development, redevelopment or site alteration on lands within or adjacent to the Welland Canals first, second and third Canal system as generally illustrated on Part G, Appendix 1 of this Plan, will require an archaeological assessment. Significant archaeological resources shall be conserved by removal and documentation, or by preservation on site or in-situ, and other measures may be required to ensure that the heritage integrity of the Canals systems is preserved and promoted.

3.5. Cultural Heritage Landscapes

1. A Cultural Heritage Landscape is a defined geographical area characterized by human settlement activities that have resulted in changes and modifications to the environment, which is now considered to be of cultural heritage value or interest. Cultural Heritage Landscapes may include but are not limited to designated heritage conservation districts, urban streetscapes and mainstreets, industrial complexes, neighbourhoods, and designed landscapes such as parks, cemeteries, gardens and rural landscapes.
2. The City shall prepare an inventory of Cultural Heritage Landscapes which may be included in the Register of Properties of Cultural Heritage Value or Interest, or may be considered for designation under the Ontario Heritage Act, and shall be protected in the carrying out of any undertaking subject to the Environmental Assessment Act or the Planning Act.

3.6. Cultural Heritage Impact Assessments

1. A cultural heritage impact assessment may be required by the City and submitted prior to or at the time of any application submission pursuant to the Planning Act where the proposed development, site alteration, or redevelopment of lands (private and public) has the potential to adversely affect cultural heritage resources through displacement or disruption, and including:

- destruction, removal or restoration of any, or part of any, heritage attributes or feature;
 - alteration, including restoration, renovation, repair or disturbance;
 - shadows created that alter the appearance of a heritage attribute or change the exposure or visibility of a natural feature or plantings;
 - isolation of a heritage attribute from its surrounding environment, context or a significant relationship;
 - direct or indirect obstruction of significant views or vistas from, within, or to a built or natural heritage feature;
 - a change in land use allowing new development or site alteration to fill in formerly open spaces;
 - soil disturbance including a change in grade, alteration of the drainage pattern, or excavation.
2. Cultural heritage impact assessments may be required in the following instances:
- a) Properties designated under any part of the Ontario Heritage Act or properties adjacent to properties designated under the Ontario Heritage Act;
 - b) Properties that are included in the City's Register of Property of Cultural Heritage Value or Interest or adjacent to properties included in the City's Register of Property of Cultural Heritage Value or Interest;
 - c) A registered or known archaeological site or areas of archaeological potential;
 - d) Properties that comprise or are contained within cultural heritage landscapes that are included in the Registry of Property of Cultural Heritage Value or Interest;
 - e) Infrastructure improvements and other projects subject to a Municipal Class Environmental Assessment where cultural heritage resources may be impacted by the undertaking
3. The City shall develop guidelines for the preparation of cultural heritage impact assessments.
4. Where cultural heritage resources are to be affected, the City may impose conditions of approval on any planning application to ensure their continued protection.

3.7. Implementation

The City may encourage the conservation and enhancement of cultural heritage resources through the following methods:

- a) Participation in the programs of senior levels of government intended for the protection and restoration of cultural heritage resources;
- b) The consideration of funding programs to aid in the protection and restoration of heritage resources;
- c) Support the engagement of the arts community and others in the promotion and development of cultural heritage programs and activities;
- d) Creation of partnerships with heritage foundations and other groups and organizations;
- e) The use of preferred or beneficial zoning in exchange for the preservation of on-site buildings, landscapes, or streetscapes of cultural heritage value or interest, as provided for in Part F, Section 16.8 of the Plan.
- f) The consideration of the preservation and enhancement of cultural heritage resources as a condition of planning approvals.

4. URBAN DESIGN

Urban design is the art of shaping communities. It is concerned with how buildings, landscapes, and public spaces look and function together to create an overall character that reflects unique aspects of a community's history and culture.

Good urban design can create lively community places with distinctive character and meaningful connections between public spaces and built form. For residents, it means safe, accessible, appealing places to live and visit; for businesses, increased productivity and prestige; for developers, a better return on investment; for the environment, sustainability; and for the community - civic pride and preserved identity.

Urban design applies to individual sites, neighbourhoods, as well the whole community, ensuring that the new fits with the old, that human-made and natural environments are compatible, and that the City's heritage is protected and enhanced. Urban design is particularly crucial in St. Catharines which is a mature city with a finite urban boundary. Future growth will occur primarily through intensification and redevelopment. Compact development and mixed-use environments will require innovative and sensitive design to ensure compatibility and to create a sense of place.

4.1 Urban Design Guidelines

The urban design policies and principles of this Plan describe the general intent for development and redevelopment. They provide the framework for, and should be read in conjunction with the City's Urban Design Guidelines or other Design Guidelines approved through Special Study or Secondary Plans.

The City shall prepare Urban Design Guidelines to better inform, evaluate, manage, support and enhance the compatible integration of new development and redevelopment opportunities. The Guidelines shall set out more specific design details, direction, features and standards to be used as a tool in the evaluation of development and redevelopment.

Urban Design Guidelines shall be prepared for different development types and initiatives, and according to specific use and activity areas of the City.

Priority areas for establishing Urban Design Guidelines should be concentrated to the built up areas and environments of the Urban Area, and include:

- a) Established Residential Neighbourhoods
- b) Downtown and the Urban Growth Centre as set out on Schedule D 'Municipal Structure'
- c) Intensification Areas as set on Schedule D 'Municipal Structure'.
- d) City and Neighbourhood nodes, gateways, and traditional main streets as identified in the City's Urban Design Guidelines.
- e) Major activity centres, Mixed use areas, Commercial centres.

1. Design Review Panel

This City may consider the establishment of a Design Review Panel to provide knowledgeable guidance with respect to design matters, consistent with City Urban Design Guidelines and the policies of this Plan, and in a manner to support both the municipality and proponents in the evaluation of development and/or redevelopment proposals, and lot creation including land assembly and boundary adjustments.

4.2. Urban Design Principles

Good urban design is a key planning tool to create sustainable communities. Sustainable design involves the holistic design of communities and buildings for long-term economic prosperity, social harmony and stability, minimized environmental impact, and strengthened cultural identity.

Development and redevelopment within St. Catharines will be based on the following sustainable design principles:

- a) a strong sense of identity and place as the “Garden City”;
- b) innovative, sustainable and context sensitive building, site, streetscape and neighbourhood design;
- c) a stimulating, attractive, and safe public realm;
- d) compatibility of new development and redevelopment within established areas;
- e) universal access to public areas;
- f) conservation of heritage buildings and structures;
- g) protection of the natural environment and processes;
- h) a compact, walkable, bikeable and well connected community;
- i) a range of choices for housing and transportation;
- j) mixed-use nodes and corridors;
- k) complete streets for all users;
- l) building design to support street life;
- m) greening.

4.3. Built Form

Built form refers to the arrangement of buildings and their relationship to each other, and to the natural environment. It plays a large role in defining the character of an area. New development in St. Catharines will primarily be by way of intensification and redevelopment, and urban design will have a significant impact on how the new development will fit with established areas. Compatibility of development does not necessarily mean the same as or similar to existing buildings in the vicinity, but rather that new development respects and enhances the existing character and context of an area. Where there is no discernable character, new development will set the standard for future development.

1. As a basis for evaluating compatibility and for achieving design excellence, development/redevelopment will be designed in a manner that reflects the principles established in Part C, Section 4.2 of this Plan and that supports and maximizes compatibility with the surrounding area in terms of the following matters:
 - a) Building scale, height, gradation of height, and massing.
 - b) Spacing of buildings.
 - c) The level and visibility of the ground floor relative to exterior grade.
 - d) Roof form and pitch, together with any other structures on the roof.
 - e) The placement, number, type and proportion of doors, windows and other features including garages, porches and other platform structures.
 - f) Use of materials, textures, and colours.
 - g) Continuity in the provision, location, and linkage of amenity, open space, and green corridors.

- h) Preservation and enhancement of significant views and vistas.
 - i) Retention of natural vegetation and other distinctive landscape or streetscape features.
 - j) The overall scale of the development as it relates to the surrounding area. In this regard, factors contributing to compatibility include avoiding long unbroken expanses of walls, and massing; creating relief in walls; the use of varied colours, textures, types, qualities and patterns of finish materials; roofline articulation.
 - k) Mitigating light trespass and glare and to minimize the effects of sky glow.
 - l) Mitigating wind, sun shadow impacts.
2. Development/redevelopment will locate parking, service areas, and utilities to minimize the impact on the property, surrounding area, and the environment by:
- a) Consolidating and minimizing the width of driveways and curb cuts.
 - b) Providing underground parking or parking structures where possible.
 - c) Limiting surface parking between the front and flanking face of a building and the public street.
 - d) Providing perimeter landscaping as well as landscaped interior islands.
 - e) Using permeable pavement systems or other low impact development practices.
 - f) Connecting parking areas to the street through safe, landscaped pedestrian walkways.
 - g) Integrating utilities as part of the building and site design, where feasible.
 - h) Ensuring safety for active transportation.
3. Development/Redevelopment may be required to provide amenities for adjacent streets and open spaces such as street furniture, bicycle parking facilities, trees, signage, and lighting to ensure they are fully integrated into the surrounding neighbourhood.
4. Major development/redevelopment proposals shall be required to prepare an urban design scheme (site plans, building elevations, context plans, and other studies) to determine impacts on the physical compatibility of the surrounding area and on the long term development or redevelopment potential of the area.

4.4. Community Identity – The “Garden City”

The City’s natural beauty - its gardens and parks, its historical setting, its natural amenities, and its agricultural lands all have contributed to creating the “Garden City” image. Residents of St. Catharines are proud of this image and urban design policies need to ensure that it is reflected and enhanced in our urban form.

1. Excellence in urban design will be promoted by:
 - a) Committing necessary funds to create and maintain high quality public buildings, structures, streetscapes, and open spaces that reflect the “Garden City” image;
 - b) Using design competitions and other incentives to stimulate interest in and promote high quality and innovative design.
2. Public buildings will incorporate architectural detail, public art, or other amenities that illustrate our heritage and contribute to the cultural and historic well-being of the community.
3. Local and Regional municipal incentive programs should be considered to encourage LEED certification or equivalencies for all major developments and neighbourhoods (LEED ND).
4. Urban design concept plans shall be required for major development proposals in the Downtown, intensification areas, heritage conservation districts, and other high profile areas. Such plans will establish the contextual relationship of the proposed development to adjacent buildings, streets, and surroundings.
5. The City’s Urban Design Guidelines will ensure design objectives established in Heritage Conservation District Plans, or through individual heritage property designations, are maintained.

4.5. The Natural Environment

St. Catharines is located between Lake Ontario and the Niagara Escarpment, with numerous creek systems and environmentally sensitive natural areas. In the urbanized areas, the relationship to these natural features and areas will be enhanced through a thoughtful approach to their conservation, visibility, and accessibility.

1. The natural features and areas of the City will be connected to the surrounding environment by improving physical and visual access from adjacent public spaces and by designing these to create connectivity and enhance a comprehensive, interconnected and safe open space network.
2. The enjoyment of the valleys and ravines will be protected and enhanced by ensuring that adjacent development, particularly from building height and massing, will protect for views and vistas.
3. Development and redevelopment activities will be designed to be compatible in scale and character with natural features and areas, and enhance the visual qualities and public enjoyment of those features and areas.
4. Site design and planning will consider the existing topography and the preservation and enhancement of vegetation, natural features and areas, open space, and naturalized areas. This includes:
 - a) Ensuring that existing naturalized open space on lands proposed for development/redevelopment is retained to the maximum extent possible, and where retained, is allowed to regenerate with minimum intervention;

- b) Enhancing ecological stability by supporting the use of low maintenance landscape features and materials;
 - c) Supporting the use of native plant species when creating new plant communities or when adding to existing native plant communities;
 - d) Applying development standards designed to maximize retention of all woodlots and other natural features and areas;
5. Where they remain, the pleasant tree-lined streets of the older areas will be protected and where trees have to be removed, they will be replaced as soon as possible.
6. A program of tree planting, preservation, and landscaping will be undertaken so that all areas are provided with trees and other vegetation to maintain a high standard of amenity and appearance, with specific emphasis given to the Urban Growth Centre and Intensification Areas, as set out on Schedule D 'Municipal Structure', at the time of infrastructure renewal and reinvestment.
7. In all public works, trees should be retained and when trees must be lost to accommodate the works, they will be replaced as soon as possible by other trees of sufficient maturity and in sufficient numbers to enhance the appearance of the public works.
8. Where development or redevelopment may necessitate the loss of existing trees or vegetative planting on a public right-of-way, they will be replaced and relocated on the public right-of-way in the immediate vicinity of the affected lands, to the satisfaction of the City or the Region of Niagara, and at the cost of the proponent.

4.6. The Public Realm

The public realm – the streets, parks, squares, public buildings, and open spaces, is a critical component of city life, drawing people together and providing the setting for festivals, cultural events, and recreational and leisure activities, as well as for daily casual contact. They create strong social bonds and help establish our public identity.

1. Urban design opportunities to enhance the quality of the public realm shall be encouraged as part of the design of all municipal undertakings, including public parks and buildings, public streets, natural areas, and all municipal engineering projects related to public spaces. The design of such projects will consider:
- a) the introduction or improvement of linkages where existing areas are inadequately connected to each other or between public places;
 - b) improvements to streetscapes, including pedestrian-scale lighting, bicycle facilities, street furniture, signage, landscaping, and enhanced active transportation wherever road improvements occur;
 - c) naturalization opportunities including the use of native species of trees in development of open spaces;
 - d) the placement of a broad range of art works in publicly accessible and visible locations;
 - e) roadway design to maximize the preservation and maintenance of natural features and the development of complete streets;
 - f) the protection and enhancement of major vistas, gateways, and scenic routes;
 - g) measures to mitigate light trespass and glare to minimize the effects of sky glow.

2. Public buildings will be located and designed to promote their public status on prominent, accessible sites. Public space associated with public buildings will be designed to accommodate a variety of public functions.
3. Where feasible, major public and private development projects will be required to incorporate public spaces, bicycle facilities and sidewalks to support connections to the City's pedestrian, bike and transit network.
4. Wherever feasible, utilities will be placed underground and/or designed to minimize negative impacts, maintain existing area character, and enable further aesthetic improvements such as boulevard trees planting.

Consideration shall be given to the location of utilities within the public rights of way as well as on private property. Utilities shall be clustered or grouped where possible to minimize visual impact. The City encourages utility providers to consider innovative methods of containing utility services on or within streetscape features such as gateways, lamp posts, transit shelters, etc. when determining appropriate locations for large utility equipment and utility cluster sites.

5. Urban Design Guidelines shall identify certain locations as design priority areas for public realm opportunities and initiatives given their importance as growth areas, major activity areas, or prominent focal points. These areas will include:
 - a) Downtown and the Urban Growth Centre as set out on Schedule D 'Municipal Structure'.
 - b) Intensification Areas as set on Schedule D 'Municipal Structure'.
 - c) City and neighbourhood nodes, gateways, and traditional main streets as identified in the City's Urban Design Guidelines.
 - d) major activity centres, mixed use areas, commercial centres.
 - e) major vistas, landscapes.
 - f) established residential neighbourhoods.
6. Design features for the design priority areas identified in Part C, Section 4.6.5 above will be established through Urban Design Guidelines and may include but are not limited to decorative lighting, public art, distinct signage, wider sidewalks, boulevard and median treatment and planting, traffic calming, entrance features, greening and enhanced pedestrian surfaces to support the achievement of complete streets.

4.7. Universal Access

Universal access means providing a broad range of users with varying needs the opportunity to move through the City independently with as few obstacles, physical and psychological, as possible.

1. New buildings, the retrofitting of existing municipal buildings and public spaces shall be designed to foster and support accessibility by all citizens. The full range of abilities of all ages and users shall be considered in the design of the built environment.
2. The travelled portion of pedestrian and bicycle routes shall be kept free from obstructions or projections of street furniture, fixtures, or buildings.
3. Barrier-free features shall be well-integrated within the functional and aesthetic design composition, including but not limited to:
 - i) ensuring appropriate driveway and sidewalk height to length ratios to support safe accessibility and travel for all;

- ii) requiring sidewalk curb cuts at all intersections;
- iii) requiring paving changes be incorporated at grade changes and intersections;
- iv) requirements for accessibility parking spaces;
- v) encouraging other features appropriate to ensure that barrier free design is provided.

The City may prepare specific design guidelines for accessibility to ensure that accessible design initiatives are considered in the evaluation of development and redevelopment proposals.

4.8. Personal Safety

Design, through sensitive site layout, location of public spaces and road design, can have a significant influence on the safety of an environment based on the “eyes on the street” philosophy.

1. Publicly accessible spaces shall be located near public roads, transit stops, or other public spaces in order to allow public surveillance.
2. Adequate lighting shall be provided in concealed areas or those areas where visibility may be poor.
3. Views shall be provided into, out of, and through publicly accessible spaces.
4. Access points from public and public accessible spaces shall be clearly identified.
5. Public spaces shall be designed to encourage a variety of activities on a daily, weekly, and seasonal basis.

4.9. Landscaping

Landscaping has a number of significant roles to play in creating interesting and functional places.

1. Landscaping design shall:
 - a) enhance the visual appeal of development.
 - b) buffer unsightly areas or uses that are incompatible.
 - c) promote the use of native species.
 - d) provide seasonal variation in form, colour, texture, and representation.
 - e) promote human scale and create an attractive environment for pedestrian movement.
 - f) assist in energy conservation.
 - g) mitigate the effects of inclement weather.
 - h) preserve and compliment existing natural landscape.
2. Appropriate buffering will be required between all uses of land where there may be a conflict and where one use may detract from the enjoyment.

4.10. Public Art

Public Art is a civic asset that contributes to the identity and character of the community by telling its story and interpreting its history. Public Art, as an important expression of community identity and culture, enhances tourism and economic development and the overall vitality of the City. It improves the visual environment, while strengthening community identity and boosting community pride.

1. The City shall set an example for the community through the provision of public art in municipal facilities and on public lands.
2. The City shall encourage other public and private sector owners and developers to include public art as a component of their developments, particularly those developments that include space that will attract significant pedestrian traffic. Preferred or Beneficial By-laws as set out in Part F, Section 16.8 of the Plan may be utilized to support this initiative.
3. The City shall initiate partnerships with other public and private institutions in the development of public art projects.
4. The City should establish a minimum 1 %, and work towards a target of a minimum 3 %, of the capital budget of all major public buildings and structures, for the provision of public art.
5. The City's Public Art Policy shall be monitored and updated when required to ensure plan objectives are being met.

5. TRANSPORTATION

The City's transportation system plays a major role in shaping the form, character, development and redevelopment of the City, influencing both the land uses and quality of life. It is based on the concept of complete streets – safely accommodating all users of a corridor including pedestrians, bicyclists, users of mass transit, persons with disabilities, motorists, freight providers, emergency responders, and adjacent land users to the extent appropriate to the function and context of the street.

Components of complete streets may include but is not limited to: sidewalks, trails, bike lanes (or wide paved shoulders) and facilities, special bus lanes, comfortable and accessible transit facilities, frequent crossing opportunities, median islands, accessible pedestrian signals, curb extensions, greening, street furniture, wayfinding, streetscape amenities, and travel demand measures.

It is the intent of this Plan to promote and facilitate a 'complete streets' approach in establishing a comprehensive and integrated transportation system to implement the City's planned land use structure, design initiatives, and connections with and between the Downtown, residential and employment neighbourhoods, major activity centres, nodes and development corridors, agricultural lands, parkland and trails, and the City's natural and cultural heritage.

5.1. General Policies

1. A Sustainable Transportation Master Plan will be prepared that will outline the City's strategic direction for the development of its transportation networks, programs, and priorities, and how it can best implement the complete streets concept and integration with transit, active transportation, trails and bike route networks. The policies of this Plan together with the Sustainable Transportation Master Plan will contribute to the overall transportation management strategy for the City.
2. The transportation system shall be designed to complement and facilitate the City's achievement of planned land use patterns, growth objectives, and urban structure, and shall have regard for upper tier government transportation policies and initiatives.

3. To facilitate a greater multi-modal split, with less emphasis on the automobile, the City will balance the provision of a safe, functional, and attractive pedestrian and cycling oriented environment with an acceptable level of vehicular traffic. The City may accept a level of automobile service which is less than optimum in return for a more pedestrian and cycling oriented environment, transit supportive development, and a vibrant public realm.
4. The City will encourage and facilitate alternative forms of transportation that promote energy conservation and a healthy lifestyle.
5. A Transportation Impact Study may be required for new development or redevelopment to assess transportation demands, impacts, and opportunities.
6. To implement the findings of the Transportation Impact Study, the City will include conditions of approval that support safe and functional pedestrian and cyclist movement, including:
 - a) The acquisition of easements and dedication of land for sidewalks, bicycle trails, transit stops, or other facilities;
 - b) The provision of associated amenities such as transit shelters, bicycle parking facilities, and lighting;
 - c) Site, building, and road designs that meet the needs of pedestrians, cyclists, and transit users.
7. The City shall consider various traffic calming and transportation demand management measures to reduce the negative impacts of traffic, and to promote safer streets and the concept of complete streets.
8. The City should work towards a minimum allocation of 3 % of funding for capital works projects to be set aside for streetscape enhancement on road right-of-ways within or immediately adjacent to the capital works project. This policy does not apply to budget allocation for greening initiatives directly related to road reconstruction works as set out in Part C, Section 5.1.9 below.
9. The City shall continue to move to an allocation target of a minimum of 3 % of the budget for all road reconstruction projects for greening purposes above and beyond normal landscaping requirements.

5.2. Roads

The safe and efficient movement of people and goods through the system is a prime objective. To achieve this objective, ultimate road right-of-way widths for arterials, collectors, and local streets are set out below. Road allowances also contain important utility corridors and in some instances, a road widening will be taken to secure the utility corridor area.

1. Road Classification - A road classification system designates roads into different classes according to the type of service each class is intended to provide. Roads within the City are classified as Provincial Highway (the QEW Highway and Highway 406), Regional arterials, arterials, collectors, and local roads as shown on Schedule C 'Transportation Network' of this Plan. The classification is based on current road patterns and function, and should be reviewed and evaluated subject to a Sustainable Transportation Master Plan.
 - A) Provincial Highway – the QEW Highway and Highway 406.
 - i) Consultation with the Ministry of Transportation is required for any development, redevelopment, site alteration and the placement of signage adjacent to the Provincial Highway network.

- ii) Any development, redevelopment, site alteration and the placement of signage adjacent to and in the vicinity of the QEW Highway or the Highway 406 may be subject to permit control and/or distance separation from highway lands, or other regulations, as established by the Ministry of Transportation.

The general limits of the Provincial highway permit control area and where distance separation and/or other Ministry of Transportation regulations may apply is generally set out as follows.

- On lands within the adjacent 800 metres from the limits of the Provincial Highway corridor for development or redevelopment considered to be large traffic generators.
- On lands within the adjacent 400 metres from the limits of the Provincial Highway corridor for any development, redevelopment, site alteration, or any signage that may be visible to the Provincial Highway.

Schedule C ‘Transportation Network’ of this Plan sets out the general limits of the 400 metre highway control area

- Generally no development, redevelopment, site alteration or the placement of signage is permitted on lands within the adjacent 14 metres from the limits of a Provincial Highway corridor.

The placement of non- permanent structures, facilities or amenities not essential as part of development or redevelopment may be considered on lands within the adjacent 14 metres of the Provincial Highway corridor subject to Ministry of Transportation approval.

- Any traffic impact studies for development or redevelopment within the limits of Provincial highway control will require consultation and approval from the Ministry of Transportation.

The limits of, and applicable requirements within, the Ministry of Transportation permit control area as set out above is for general information purposes. Reference should be made to the Ministry of Transportation for the specific limits of the permit control area and Ministry regulations and requirements.

- iii) Where development or redevelopment adjacent to Provincial Highway interchanges may require improvements to Provincial Highway infrastructure, the proponent for development/redevelopment will be responsible for the cost of such improvements made necessary by the development/redevelopment.
- iv) Any noise mitigation measures required for residential development/redevelopment adjacent to Provincial Highways are the responsibility of the development/redevelopment proponent.
- v) The Ministry of Transportation shall be consulted on any proposed active transportation routes, including bikeways, pedestrian walkways or trails that cross the QEW Highway or Highway 406. Such crossings must meet Ministry of Transportation standards, including potential widening or modification to Ministry of Transportation structures, and may require formal agreements with the Ministry of Transportation
- vi) Notwithstanding Part C, Section 5.1.3, the Ministry of Transportation level of service standards must be maintained at all Provincial Highway ramp terminals.

- B) Arterial Roads:
 - a) Shall accommodate relatively high volumes of traffic and act as transit corridors.
 - b) The maximum right-of-way width shall generally be 26.2 metres except where Regional Roads in the Region of Niagara Policy Plan are identified as having larger or smaller right-of-way maximums.
 - c) Sidewalks shall be provided on both sides of the road. Bicycle lanes and facilities shall be provided, except where the road platform is not wide enough, in which case shared road use will be promoted in keeping with Regional and local municipal cycling policy and plans, and as set out in Part C, Section 5.3.2.
 - d) Access to private property shall be restricted/controlled.
 - C) Collector Roads:
 - a) Shall accommodate moderate volumes of traffic and may act as local transit corridors.
 - b) Shall provide direct access to abutting properties.
 - c) The maximum right-of-way shall generally be 20.0 metres.
 - d) Sidewalks shall be provided on both sides of the road. Bicycle lanes and facilities shall be provided, except where the road platform is not wide enough, in which case shared road use will be promoted in keeping with Regional and local municipal cycling policy and plans, and as set out in Part C, Section 5.3.2.
 - D) Local Roads:
 - a) Shall provide direct access to abutting properties and enable the movement of low volumes of traffic to collector roads.
 - b) The maximum right-of-way shall be 20 metres.
 - c) Sidewalks should be provided on both sides of the road, where feasible.
2. Unless otherwise specified in the Official Plan, a dedication of land to widen a road under this provision will be taken equally from both sides of the road measured from the centre line of the road. In certain cases where factors such as topography and existing development dictate, it may be necessary to require more than half of the widening on one side of the road.
 3. All existing roads will be brought up to meet current general standards now required for roads. However, it is recognized that due to the expense this may not be achieved for many years. Priority will be given to those areas where the residents indicate that they are prepared to assist the municipality through shared costs or where it is desirable to carry out the improvements in conjunction with other public works in the vicinity.
 4. Because road improvements (including road widening) can have a significant impact on the character of a neighbourhood, the City shall ensure that the design process will minimize the impact on the livability of affected residential areas by:
 - a) Reducing the use of local roads by through traffic;
 - b) Minimizing conflicts between local and through traffic;

- c) Minimizing any adverse impacts on the social and natural environments of adjacent lands.
- d) Minimizing conflicts among different road users.
5. The City shall consider various traffic calming and management measures (e.g. narrowing streets, on-street parking) to reduce through traffic and to promote safer streets for all users.
6. The City may consider alternative standards to meet specific local economic, environmental, and social conditions.
7. That the road alignments as shown on Schedule C 'Transportation Network' and other Schedules of this Plan may be subject to minor modification or realignment without amendment to the Plan schedules."

5.3. Alternative Forms of Transportation

This Plan recognizes that in order to achieve a healthy and livable community, the transportation system now and in the future, will need to reduce reliance on the automobile in favour of more sustainable forms of connective transportation such as walking, cycling, and transit.

1. Transit

1. Transit will provide access to residential areas, employment areas, schools and other institutions, community facilities, downtown, shopping areas and recreational areas in an efficient and reliable manner.
2. The City shall provide transit at a level of service to enhance its use as a viable alternative to the automobile, and should include facilities to support multi-modal transportation such as bike racks.
3. Transit service levels shall be increased incrementally to improve the viability of transit. Service level increases shall be directed to:
 - a) Downtown and the Urban Growth Centre.
 - b) Major Activity Centres, mixed use areas, nodes and intensification areas.
 - c) Designated employment areas.
 - d) Major Transit Station Areas.
4. Major new or redeveloped activity nodes or corridors shall incorporate transit and pedestrian systems that reduce reliance on the automobile.
5. Major transit stops and transfer stations shall provide comfort amenities such as sitting areas, weather protection, and lighting.
6. The City will encourage the integration of cycling and transit modes by providing bicycle parking facilities at major transit stops and in conjunction with development within nodes and intensification corridors, employment areas, and the Downtown.
7. The City shall encourage the provision of convenient, safe pedestrian access and a maximum walking distance of 400 metres to transit facilities through its planning approvals.
8. The City shall ensure that other policy objectives (e.g. parking) do not undermine transit policies.

2. Cycling

1. The City shall require, provide, and maintain a continuous, well signed, clearly visible, and attractively landscaped network of cycling trails and facilities.
2. This network shall provide links between major activity areas.
3. The City shall provide bicycle parking at public facilities and shall require such facilities as a condition of approval for all major private development, where feasible.
4. The integration of cycling and transit shall be promoted by providing bicycle facilities major transit stops and terminals, where feasible, and bike racks on buses.
5. Cycling routes shall be separated from motor vehicles on major roadways where feasible. Where not possible, shared use roadways and bicycle route roadway markings and signage will be provided.
6. Bicycle Route Network
 - a) The City supports the development of a system level bicycle network on all arterial and collector roads identified on Schedule C 'Transportation Network' of this Plan.
 - b) Where possible and practical, all arterial and collector roads should have bicycle lanes or shared use lanes, or a combination of both.
 - c) Where possible and practical, bicycle facilities should be incorporated on all arterial and collector roads as part of planned road reconstruction, rehabilitation or resurfacing.
 - d) Roads not planned for reconstruction, rehabilitation or resurfacing should be reviewed on an annual basis and where feasible, should be retrofitted with cycling facilities.
 - e) The Region of Niagara establishes the Region of Niagara Bicycle Network. This network, as it applies to roads within St. Catharines, is set out on Schedule C1 'Region of Niagara Bicycle Network' of this Plan.
 - f) Where the Region of Niagara Bicycle Network is proposed on a road under local municipal jurisdiction, the Regional Municipality will be responsible for funding of the bicycle facility, subject to Regional Council approval.
 - g) In support of an integrated Bicycle Network, priority should be given to the development of bicycle facilities to facilitate linkages and connections between the local and Regional bicycle network.
 - h) An integrated bicycle network strategy and policy (Cycling Master Plan) should be developed as part of the Sustainable Transportation Master Plan referenced in Part C, Section 5.1.1 of this Plan.

3. Pedestrians

1. The City shall ensure that the transportation system will be designed to provide continuous and direct access by sidewalks and walkways to schools, recreation and cultural destinations, community services, major activity centres, and other high volume pedestrian centres.
2. Streetscape design shall provide safe, convenient, and attractive pedestrian ways and connections.

3. The City shall encourage weather protection for pedestrians in the Downtown, commercial centers, and other activity areas.
4. Pedestrian safety will be enhanced on sidewalks and walkways through the provision of lighting and /or public visibility, where feasible.
5. Sidewalks are to be built to a standard that facilitates the mobility of persons with disabilities.

5.4. Parking

Parking is an integral component of the transportation system, influencing travel patterns and development potential. It is the intent of this Plan to ensure the location and design of parking facilities will provide sufficient and safe functioning of the transportation system, and balances the needs of the travelling public with the goal of promoting other modes of transportation. In keeping with the “Garden City” image, it is also important to ensure that large expanses of barren asphalt lots are not created.

1. Vehicle parking standards will be established for all land uses in the implementing zoning by-law, and adequate off-street parking shall be provided for development/redevelopment in accordance with these standards. Zoning by-laws may establish maximum as well as minimum parking requirements for both vehicles and bicycles.
2. The City may consider the reduction or the elimination of vehicular parking requirements where:
 - i) shared parking is possible;
 - ii) transit is readily available or where transit facilities are provided;
 - iii) bicycle parking and facilities, or community facilities, are provided;
 - iv) land, beyond minimum requirements, is dedicated for safe active transportation facilities and connectivity;
 - v) land, beyond minimum requirements, is dedicated for greening and landscaping initiatives.

The applicant must demonstrate that reduced vehicular parking standards will not aggravate the parking supply, and not result in unacceptable levels of spill-over parking in adjacent areas to cause negative impact to travel, traffic and parking management.

3. To support the minimization of large tracts of asphalt for parking, the City encourages the use of compatible and context sensitive underground and structured parking for development or redevelopment within the Downtown Urban Growth Centre, mixed use areas and commercial centres, for medium and high density residential development, and large scale developments.
4. The City may consider a “cash-in-lieu” by-law to exempt or partially exempt development/redevelopment from the vehicle parking requirement where it is determined that public parking facilities can accommodate the demand, or where it is not possible to meet the zoning requirements, or where it would support other policies of this Plan, particularly Part D, Section 7.8.
5. Residential front yard parking will be controlled through the implementing Zoning By-law so that space expansive parking areas are minimized in favour of greater greening and landscaping initiatives, and that streetscape integrity and pedestrian safety are maintained.
6. The negative impacts of vehicular parking on the urban environment, cycling and pedestrian activity shall be minimized through:
 - a) locating parking and loading areas at the rear of buildings where feasible;

- b) use of alternative paving materials such as permeable pavement systems;
- c) alternative surface water management such as swales and ditches;
- d) landscape treatments and pedestrian walkways in accordance with the Urban Design Guidelines;
- e) Buffering sidewalk users from through traffic, where feasible.

5.5. Rail

1. Consultation is required with Canadian National Railway or Trillium Railway, where applicable, for any development, redevelopment or site alteration adjacent to or within the vicinity of railway main line or spur line right-of-ways. Noise, vibration, drainage and other studies may be required in the evaluation of development, redevelopment or site alteration. Noise and vibration attenuation, minimum building, structure and use setbacks from the rail right-of way, berming, buffering, safety features, and other mitigative measures may be required, as well as safety clauses, restrictive covenants, environmental easements and assigning of rights-of way.
2. The City shall support the location of rail service to meet the needs of traditional employment uses within the City.
3. The City shall cooperate with the C.N.R. to identify potential reuse of railway lands that become surplus to their needs.
4. The City shall cooperate with the C.N.R., the Region, and other agencies to identify where conflicts exist between rail, vehicles, cyclists, pedestrians, and adjacent land uses and to determine methods to ameliorate the conflict.
5. The City shall partner with senior levels of government to facilitate the continuation and expansion of GO services and other passenger services to St. Catharines.

5.6. Air

The City shall have regard for the Federal Department of Transport: “Airport Zoning Regulations”, in reviewing development proposals. The general limits where such regulations may apply are shown in Part G, Appendix 2, and shall be subject to review by Transport Canada or its designate.

5.7. Inter-City Transportation

The City shall cooperate with senior levels of government, other agencies and the private sector to promote an inter-city transportation network to accommodate residents and businesses and to promote tourism.

5.8. Major Transit Station

The City has two major transit stations, as follows:

- i) The Downtown Major Transit Station is the City’s primary transit terminal and shall be developed to support and enhance city-wide, regional and provincial transit arrival, departure and transfer facilities, and facilities and amenities to provide lay over services, multi modal connections and utility, and cultural expression and public art opportunities to signify the Garden City experience.

The location of the City’s Downtown Major Transit Station is identified on Schedule C ‘Transportation Network’ and on Schedule E10 ‘Downtown District Plan’ in Part E of this Plan.

- ii) The City’s West Major Transit Station is the City’s primary rail terminus and shall be developed to support Provincial GO service, and other regional, provincial, national

and international rail service, connections to the City's transit system, and facilities and amenities to provide lay over services, multi modal connections and utility, adequate and accommodating parking for all users. and cultural expression and public art opportunities to signify the Garden City experience.

The West Major Transit Station is identified on Schedule C 'Transportation Network' and on Schedule E6/7 (GO Transit Station Secondary Plan – GTSSP) in Part E of this Plan.

The lands within and in the immediate vicinity of the City's Major Transit Stations are to be planned to support development for transit supportive medium and higher density residential uses together with an appropriate range and mix of commercial, employment, institutional and recreation uses, as well as required transit station uses, functions and amenities to facilitate and support the optimum development and use of the Major Transit Stations.

6. ACHIEVING A SUSTAINABLE CITY

St. Catharines is committed to sustainable development in order to reduce its ecological footprint and create a healthier environment. Sustainability means more than protecting the environment. It also means increasing financial efficiency, building social capacity, and creating a more integrated community.

6.1. General Policies

1. The City shall develop an Integrated Community Sustainability Plan that will provide guidance for the development or alignment of all municipal plans, policies and decisions under one integrated decision-making framework.
2. The City shall support sustainable development through land use and development patterns that:
 - a) Promote compact form and a structure of nodes and corridors, and which directs development, redevelopment and intensification primarily to the Downtown Urban Growth Centre and Intensification Areas as set out on Schedule D 'Municipal Structure'.
 - b) Promote the use of public transit and other alternative transportation modes among residential, employment and commercial areas, and other activity centres;
 - c) Promote development/redevelopment throughout the City's Urban Area on sites that are or will be well served by public transit, with particular emphasis on the Downtown Urban Growth Centre and Intensification Areas as set on Schedule D 'Municipal Structure'.
 - d) Promote design and orientation that maximizes the use of alternative or renewable energy sources, such as solar and wind, and the mitigating effects of vegetation.
3. All of the City's sustainable development principles shall be considered when reviewing applications for development, public works, and capital expenditures.
4. The City shall develop a sustainable development checklist that will be used as a tool for assessing sustainable development features of applications, including those matters set out in this section as well as other initiatives.
5. The City shall establish a monitoring process that will assess the state of sustainability on an annual basis.
6. In making decisions about planning, development, and conservation, within the sustainability framework, the City shall employ an ecosystem approach addressing:

- a) The interrelationships among air, land, water, plant and animal life, and human activities;
 - b) The health and integrity of the broader landscape, including impacts on the natural environment in neighbouring jurisdictions;
 - c) The long term and cumulative impacts on the ecosystem.
7. Development should maintain, enhance, or restore ecosystem health and integrity.
 8. The City will collaborate with Niagara Region, the Niagara Peninsula Conservation Authority and other appropriate stakeholders, in developing and maintaining an environmental data base and monitoring program to assess ecosystem health and integrity and recommend improvements, where necessary, to this Plan.

6.2. Corporate Policies

1. The City shall require all new major municipal buildings to achieve a LEED silver rating or equivalent, where feasible.
2. The City shall establish an environmental sustainability policy and related procedures such as a sustainable green purchasing procedure and a sustainable green fleet procedure.
3. The City shall require all municipal renovation and retrofitting, including the adaptive reuse of heritage buildings for public use, to incorporate sustainable building techniques wherever feasible.
4. The City shall consider the installation of green or light reflecting roofs in the feasibility and design phase of all new municipal buildings.
5. The City shall consider the installation of solar panels, geothermal heating/cooling systems and other sustainable energy practices in the feasibility and design phase of all new municipal buildings.

6.3. Energy Efficiency/Generation

1. The City shall encourage and support energy conservation, district heating and combined heat and power, and alternative and renewable energy sources developed in accordance with Provincial and Federal legislation, policies and regulations.
2. The City shall develop a community energy plan with an emphasis on alternative energy sources and a decentralized energy system.
3. The City shall promote innovative subdivision and site plan design that minimizes energy consumption through road design and lot layouts which maximize passive solar energy opportunities and other alternative energy sources.
4. The City shall establish urban design guidelines that promote energy efficiency.
5. Site plan control shall be used to incorporate energy conservation measures into the final design. Such measures may include orientation and design of new buildings to maximize solar gain and to minimize energy loss through appropriate construction standards and landscaping designed to moderate seasonal climatic variation.
6. The City will encourage and facilitate the application of energy conservation measures in the design and construction of new buildings and in the rehabilitation and upgrading of existing buildings and structures. Standard municipal requirements for building orientation, landscaping design, lot coverage, and other

site or building characteristics may be varied to provide for increased energy efficiency.

Local or regional municipal incentive programs should be considered to facilitate energy conservation measures.

7. Regard shall be had for solar rights and carbon footprint in the evaluation of all development and redevelopment opportunities.

6.4. Air Quality

1. The City shall establish corporate and community targets for greenhouse gas emissions and air pollution reductions.
2. The City shall enact an anti-idling by-law.
3. The City shall ensure that parking policies and development regulations do not undermine transit and active modes of transportation.
4. The City shall give emphasis to transit, walking, and cycling over the private vehicle.
5. The City shall promote green space, tree planting, and natural heritage conservation.

6.5. Water Resources

1. Development and site alteration shall only be permitted if it will not have negative impacts, including cross-jurisdictional and cross-watershed impacts on:
 - a) The quantity and quality of surface and ground water;
 - b) The functions of ground water recharge and discharge areas, aquifers and headwaters;
 - c) The natural hydrologic characteristics of water courses such as base flow;
 - d) The natural drainage systems, streams, forms and shorelines;
 - e) Flooding or erosion;
 - f) Surface or ground water resources adversely impacting on the ecological function of natural hazards and heritage as set on Schedule F2 'Natural Hazard Lands' and Schedules F3 and F4 'Natural Heritage' of this Plan.
2. Development and site alteration shall be restricted in the vicinity of vulnerable surface and ground water features of importance to water supplies so that the safety and quality of drinking water will be protected and improved.
3. Efficient and sustainable use of water resources shall be promoted, including practices to conserve water and protect or enhance water quality.
4. A Stormwater Management Plan prepared by a qualified engineer, and based on sediment and erosion control guidelines from the Niagara Peninsula Conservation Authority (NPCA), as amended from time to time, may be required with an application for development, redevelopment or site alteration depending on:
 - a) The scale and nature of the proposal.
 - b) Site specific environmental conditions.

The City, in conjunction with the Region, the Niagara Peninsula Conservation Authority (NPCA) and other authorities will determine the need for such a plan as

part of the complete application process. Stormwater Management Plans will be required to consider alternative approaches to traditional stormwater management such as Low Impact Development practices as noted in Part D, Section 7.1 g) of this Plan.

5. Prior to any planning approvals, new development applications requiring a Provincial Permit to Take Water shall satisfy the Region and the City that the water taking will not have negative impacts on natural ecosystems or the quality and quantity of water to meet existing and planned uses.
6. Development and site alteration shall not have significant adverse impacts on ground and surface water quality or quantity. In areas where development and site alteration could significantly affect ground or surface water quality or quantity the City shall require that an assessment of potential groundwater impacts be submitted with the development application, and mitigating measures and/or alternative development approaches may be required.
7. The City supports design, construction, and maintenance of Requisition and Petition Drains authorized under the Drainage Act in accordance with Best Management Practices to avoid significant detrimental effects on farmland, water resources, natural areas, and fish and wildlife habitat.

6.6. The Urban Forest

1. The City should undertake an Urban Forest Coverage Assessment and shall establish an urban forest coverage target that reflects a substantial increase to support a sustainable environment ethic and the Garden City identity.
2. The City shall endeavor to reduce heat island effect by establishing a minimum landscaping and/or tree canopy coverage for parking lots and other major hard surface areas.
3. The City shall establish a 2 for 1 public tree replacement program.
4. Planning applications shall integrate natural features and natural vegetation, including the planting of native species, into development plans.
5. The City shall ensure that appropriate space for tree protection and tree planting within road rights-of-way are included in the design of new roads and road improvements.
6. The City may develop programs and incentives to encourage property owners to plant more trees, and should consider developing a by-law to protect trees on private property.

6.7. Urban Agriculture

1. The City recognizes that with the rising costs of food, a growing demand for local produce, and increasing pressure on agricultural lands, urban agriculture (e.g. community gardens and roof top gardens) is an attractive alternative source for the growing of food produce for urban residents. The City shall support urban agriculture by:
 - a) Ensuring community gardens and roof top gardens are permitted in all zoning categories on appropriate sites outside natural heritage and hazard lands and associated buffer areas, on lands free from contaminated soils, and where any adverse affects on adjacent lands are mitigated;
 - b) Consideration for the provision of incentives to individuals and developers, and community organizations who provide space for community or roof top gardens, including the use of Preferred or Beneficial By-laws as set out in Part F, Section 16.8 of the Plan;

- c) Promoting community gardens in all development/redevelopment initiatives;
 - d) Identifying sites, including City parks, for the establishment of community gardens;
 - e) Providing infrastructure support such as water, compost, top soil, and tool storage, where feasible.
2. For long term sustainability, it is critical to both increase local food supply and reduce the distance that agricultural products must be transported. Urban agriculture in conjunction with other uses shall be permitted provided that it is demonstrated that:
 - a) it can be implemented without compromising the main use of the site;
 - b) it is compatible with surrounding uses;
 - c) on-site services are adequate to accommodate the quantity and quality of discharges;
 - d) there is no significant impact on ground or surface water quality, or air quality.

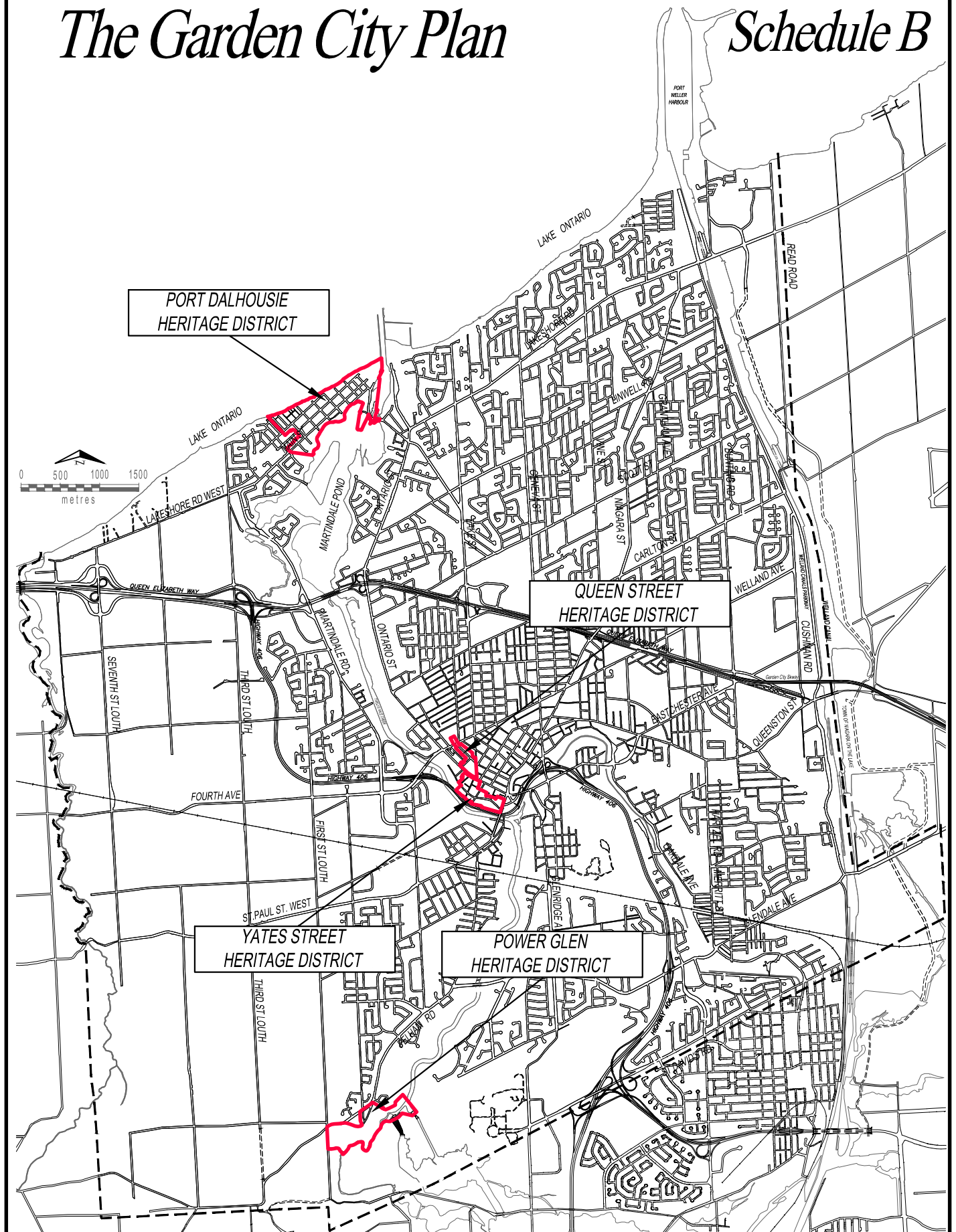
6.8. Utilities

1. Utility infrastructure shall be permitted in all land use designations as provided for in the land use policies of this Plan.
2. The City will ensure that adequate utility networks are, or will be, established to serve anticipated development through discussions with public and/or private utility providers.
3. The City will encourage all utilities to be planned for and installed on a coordinated and integrated basis in order to be more efficient, cost effective and minimize disruption.
4. The City will ensure that appropriate locations for large utility equipment and cluster sites have been determined and that consideration be given to the locational requirements for larger infrastructure within public rights of way, as well as easements on private property.

6.9 Infrastructure and Public Service Facilities

1. Infrastructure and public service facilities shall be provided in a coordinated, efficient and cost effective manner to accommodate projected needs. Planning for infrastructure and public service facilities shall be integrated with planning for growth so that these are available to meet current and projected needs.
2. The City recognizes the Region of Niagara Water and Wastewater Master Servicing Plan and Public Utilities policies in the Region of Niagara Policy Plan, as amended from time to time, and will work with the Region of Niagara to ensure that adequate Regional services are in place to support the growth strategy set out in this Plan.
3. Priority areas for upgrading of existing infrastructure and public service facilities, or the provision of new infrastructure and public service facilities, should be directed towards the Downtown Urban Growth Centre and Intensification Areas as set out on Schedule D 'Municipal Structure' of this Plan.
4. The use of existing infrastructure and public service facilities should be optimized, wherever feasible, before consideration is given to developing new infrastructure and public service facilities.

5. Infrastructure and public service facilities should be strategically located to support the effective and efficient delivery of emergency management services.
6. Where feasible, public service facilities should be co-located to promote cost-effectiveness and facilitate service integration.
7. Combined sewer flows and sewage treatment plant bypasses have significant environmental impacts. The elimination of sewer overflows and bypasses shall be a City priority.
8. Municipal water and sewage services, and sustainable private services, shall be provided in a manner that can be sustained by the water resources upon which such services rely, are financially viable and complies with all regulatory requirements, and protects human health and the natural environment.
9. No new or extensions of existing municipal water and wastewater services are permitted outside the Urban Area unless they are required for health reasons as determined by the Medical Officer of Health.

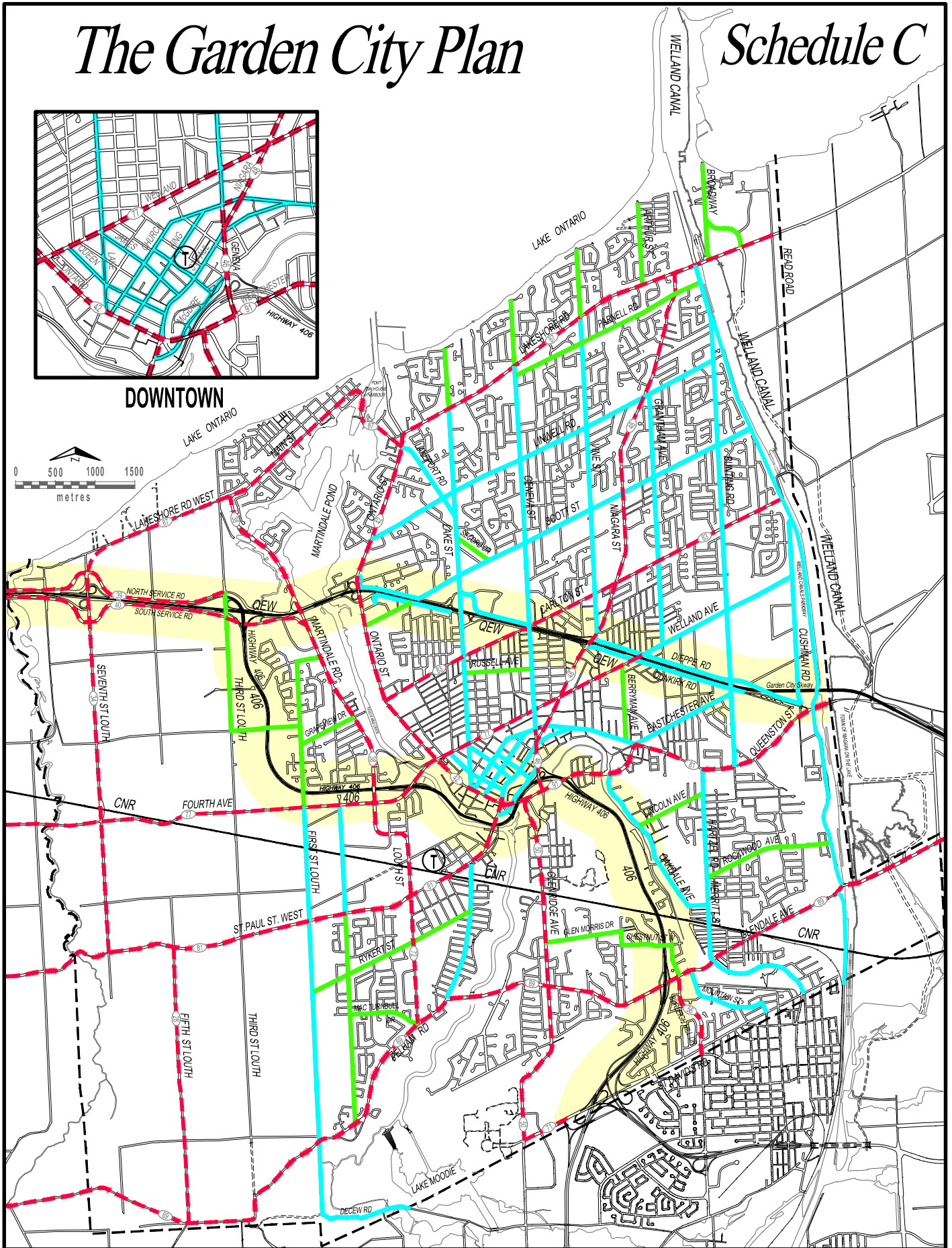


Heritage Districts

- Queen Street Heritage District (Approved 1992)
- Yates Street Heritage District (Approved 1996)
- Port Dalhousie Heritage District (Approved 2003)
- Power Glen Heritage District (Approved 2010)

The Garden City Plan

Schedule C



Transportation Network

- Arterials
- Collectors
- Regional Arterials
- T Major Transit Station

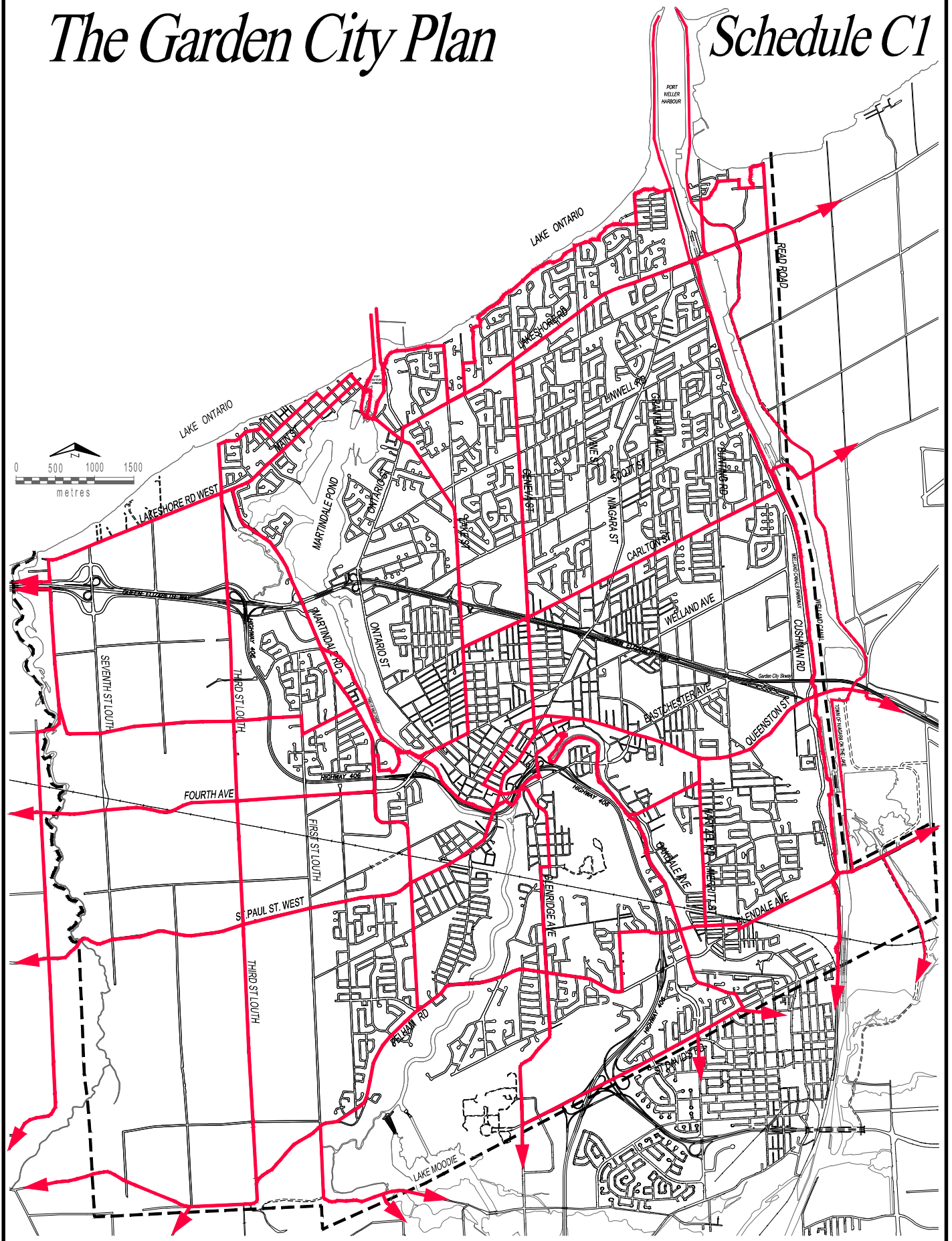
General 400 metre Limit of Provincial Highway Control (Refer to Part C, Section 5.2 for Ministry of Transportation Regulations)

UNLESS OTHERWISE SHOWN,
ALL OTHER ROADS ARE LOCAL ROADS

The City's Transportation Network shown on this Schedule should also be referenced in conjunction with bicycle and trail systems shown on Schedules C1 and F1 as well as policies related to roads, active transportation, rail, car, water and transit

The Garden City Plan

Schedule C1



Region of Niagara Bicycle Network

PART D

LAND USE POLICIES

PART D : LAND USE POLICIES

7. GENERAL POLICIES

This Plan emphasizes more compact, innovative and alternative design to manage development.

Zoning regulations, design guidelines, standards, and other tools to manage land use development shall encourage efficient, integrated, accessible, sustainable, environment friendly, and context sensitive development.

7.1 Development / Redevelopment

Development and redevelopment within the Urban Area shall be evaluated having regard for the following:

- a) Support for safe, accessible and connected active transportation linkages within and between residential neighbourhoods, other activity centres, uses, and the City's public realm and open space network.
- b) Opportunities to create or enhance public places, active transportation linkages, facilities and gateways.
- c) Building, site, streetscape and neighbourhood context sensitive design to ensure:
 - i) Integration of compatible building form, scale, massing, height, setbacks, spacing, siting, orientation, facades and architectural materials with adjacent buildings, properties and the surrounding neighbourhood;
 - ii) Adverse impacts on adjacent properties are minimized in regard to grading, drainage, location and design of service utilities and areas, access and circulation, parking, transition in height, privacy, views, vistas, microclimatic conditions, and protection of the natural features, functions and hazards.
 - iii) Possible negative impacts such as noise, odour, and emissions are not excessive in relation to the predominant land use character and function of the area;
 - iv) Adequate and appropriate lot size, shape and configuration, access, on-site facilities and outdoor amenity areas to accommodate use;
 - v) Provision of parking areas that do not dominate the site physically or visually, and maximize opportunities for perimeter and internal landscaping.
- d) The preservation, conservation, enhancement and integration of natural and cultural heritage features, landscapes and identities.
- e) Opportunities to support and improve connectivity and accessibility to public transit and active transportation, including carpooling and carsharing.
- f) Treatment of existing topographic and vegetative features, and greening and landscaping opportunities.
- g) The best use of existing resources, infrastructure and service capacity. Development/redevelopment will only be permitted where there is adequate municipal water and wastewater service, waste management, and public service facilities. Compatible and practical on-site renewable water, waste and energy management techniques and design are encouraged, including Low Impact Development (LID) practices.

- h) Surface parking areas should be minimized and shared parking areas, standards and access shall be encouraged where compatible, and adequate and appropriate for intended level of service.

Parking areas and access should be designed to optimize greening opportunities, and to support reduction of heat islands, sustainable storm water management, limited access points to public roads, and provide for safe and friendly active transportation circulation.
- i) Development will only be permitted where the sustainable transportation system is adequate to accommodate anticipated traffic volumes, generation, circulation and use.
- j) Land assembly and configuration will not detract from the potential development or redevelopment on adjacent properties, or create isolated parcels which may otherwise have future development or redevelopment potential.
- k) Alternative and innovative lottage patterns are supported provided that compatible street, building and site context sensitive design with adjacent properties and the surrounding neighbourhood can be achieved; and adequate and maintained access to a public road is provided and ensured.
- l) Direct vehicular access from individual properties to the Welland Canals Parkway is not permitted.

7.2 Contaminated Sites

- i) Many properties in the City have been used for landfilling or dumping of waste. The City does not purport to know all sites. The sites generally known to the City are shown in Part G, Appendix 3.

Development, redevelopment or site alteration on or adjacent to these sites should be cognizant of the potential for leachate, surface runoff, ground settlement, soil contamination, hazardous waste, landfill generated gases and other potential environmental hazards.
- ii) On all lands known or suspected of potential environmental hazards, the City shall require, prior to consideration of approval for development /redevelopment or site alteration, appropriate studies to assess potential hazards. Protective or mitigating measures may be applied to the subject lands, subject to study evaluation and Provincial standards. A record of site condition may be required.
- iii) On all lands subject to Official Plan or Zoning By-law amendment or Subdivision approval, an environmental site assessment from the proponent will be required as a condition of approval, identifying that the site has been investigated and found to be free from contamination subject to Provincial standards. A record of site condition may be required.

Where hazards are identified, they shall be subject to appropriate studies, and protective or mitigating measures may be applied.
- iv) The City may, in accordance with City procedure, require for all lands conveyed or dedicated to the City, or purchased by the City, the submission of documentation from a qualified professional indicating the lands have been investigated for contaminants and are in accordance with Provisional standards for the intended use. A record of site condition may be required.
- v) All environmental and legal requirements, including but not limited to soil or water studies, audits, and satisfactory mitigating and engineering measures, are the sole responsibility of the developer.

7.3 Urban Design Guidelines – as set out in Part C, Section 4.1, the City shall develop Urban Design Guidelines, and which may include Guidelines approved through Special Study or

Secondary Plans, that set out design details, direction, features and standards for different development types and initiatives, and according to specific use and activity areas, and which will be used as a tool to evaluate development and redevelopment opportunities and proposals,

- 7.4** Community Improvement - the City may designate by by-law the whole of the Urban Area as set out on Schedule D, or certain areas or properties therein, as Community Improvement Project Areas, and prepare and implement Community Improvement Plans for those areas to undertake specific projects and programs designed to bring about community improvement as set out in Part F, Section 16.14, and in keeping with the policies of this Plan.
- 7.5** Niagara Escarpment Plan Development Control Area - certain lands are located within the Niagara Escarpment Plan Development Control Area, identified in Part F, Schedule F5. In the Development Control Area, zoning by-laws have no force or effect. Subject to Niagara Escarpment Regulations, permits are required from the Niagara Escarpment Commission for all new development in the Development Control Area.
- 7.6** Special Study Areas – Notwithstanding the general land use policies of this Plan, certain lands may be set out as a ‘Special Study Area’ in accordance with Part F, Section 16.22.

A ‘Special Study Area’ is subject to future study by the City or by development proponents to determine and implement appropriate land use designations and/or policies to guide future development, redevelopment or intensification in the affected area(s).

Special Study Areas are set out in Part E, District Plans. District Plans may also set out the general vision and parameters as the basis of future study.

Until such time as revised land use designations and/or policies have been implemented by amendment to this Plan, the underlying land use designations and applicable policies established in this Plan will apply.

- 7.7** Natural Areas – Notwithstanding land use designations and applicable policies established in this Plan, all proponents for development, redevelopment, intensification and site alteration must also comply to natural area mapping and policies as set out in Part D, Section 13.2 and on Schedules F2, F3, F4 and F5 of this Plan, and may be subject to review and possible restriction of uses or additional regulation by the Province, the Region of Niagara and/or the Niagara Peninsula Conservation Authority.
- 7.8** Affordable Housing

- i) The municipality supports not-for-profit housing agencies as well as the private sector in the development of affordable housing for low and moderate income households, individuals who have physical disabilities, and other special needs groups, including those living in a situation of absolute or relative homelessness.
- ii) The municipality will work with the Region of Niagara to ensure that a sufficient supply of housing is provided which is affordable to low and moderate income households. The City will target 30% of all new housing units constructed over the long term to consist of affordable housing units.
- iii) The City will consider alternative requirements for residential lot standards, required floor space, and other regulatory controls in the implementing Zoning By-law which would support the provision of affordable housing.
- iv) Conversion of Rental Accommodation

The Plan will seek a balance of housing tenure to achieve the following outcomes:

- a) To protect against the loss of affordable housing, conversion of rental accommodation to condominium or other forms of housing ownership shall only be permitted where both of the following two criteria are met:

- i) the rental vacancy rate by dwelling/structure type, as defined and reported through the Canada Mortgage and Housing Corporation Rental Market Survey, has been at or above 3.0 % within the municipality for each of the preceding two consecutive annual surveys; and
 - ii) all of the ownership housing to be created after conversion is affordable as defined pursuant to the Provincial Policy Statement (PPS).
- b) The rental vacancy rates and defined affordable housing value used to evaluate applications for conversion of rental accommodation will be based on those published at the time a complete application is submitted to the municipality
 - c) Any request for extension of draft plan of condominium approval granted for conversion of rental accommodation to condominium ownership, or extension of draft approval granted for conversion of rental accommodation to other forms of housing ownership, shall be subject to the applicable criteria set out in a) and b) above.
 - d) Policy 7.8 iv) does not apply to conversion of residential rental properties of five dwelling units or less.”
- 7.9** Special Needs Housing – shall be permitted to establish in any residential zone or residence in the municipality, subject to the provision of adequate amenities and services, and in accordance with applicable dwelling type and regulatory permissions established in the implementing Zoning By-law.
- 7.10** Accessory Apartments- An accessory apartment unit is permitted in single-detached, semi-detached and townhouse dwelling units, or in a detached structure accessory to a single-detached, semi-detached or townhouse dwelling unit in accordance with applicable zoning by-law requirements and other applicable laws and requirements, including the Building Code, Fire Code and property standards.
- 7.11** Home Based Business - is permitted within a principle dwelling unit, accessory structures thereto, and accessory dwelling units in accordance with applicable by-law requirements to ensure the ancillary and subordinate nature of such use. Home based business shall be small in scale in relation to the size of the principal dwelling unit, may permit outside activities but not outdoor storage, and shall be strictly limited in the provision of on-site employees and outside signage, and the scale of operation.
- 7.12** Drive-thru's - where permitted, shall be sized, located and designed in such a manner so as to enhance the quality and character of the streetscape, to minimize their visual impact, to provide safe and comfortable vehicular and active transportation access, and to mitigate nuisance.

Design considerations for the establishment of new drive-thru's or modifications to existing drive-thru's should include the following:

- The protection and enhancement of the quality and character of the public realm and the surrounding area;
- The location of drive-thru aisles and stacking lanes which should be limited to the rear or sides of buildings and away from the public street;
- The location and orientation of pick-up windows menu boards, speaker boxes, and stacking lanes to avoid glare, noise, and pollution impacts on neighbouring sensitive land uses;
- The provision of landscape islands/strips to both delineate and screen the drive-thru function;
- The provision of clear and unobstructed active transportation access to the building and through the site, and;
- The provision of adequate stacking space to serve the intended use and efficient and safe traffic movement on and around the site.

8. NEIGHBOURHOOD RESIDENTIAL

The Neighbourhood Residential land use designation, as set out on Schedule D1 'General Land Use Plan' provides a full range of housing opportunities, types, form, and density to help accommodate projected growth; and to support a wide variety and choice of housing accommodation to provide accessible, affordable, adequate, and appropriate housing for all socio-economic groups.

The uses permitted within the Neighbourhood Residential designation are defined under the residential use designations in Section 8.1, other applicable policies of this Plan, and as set out in Part E 'District Plans'.

The full range and scale of uses permitted in the residential use designations may not be allowed in all locations so designated. The precise range and scale of uses permitted may be further defined or modified in Part E 'District Plans' or the implementing zoning by-law.

8.1. Residential Use Designations

1. Low Density

The Low Density residential designation permits detached, semi-detached, duplex, triplex, quadruplex, fourplex and townhouse dwellings at a density range generally between 20 and 32 units per hectare of land. Height of buildings will generally not exceed 11 metres.

2. Medium Density

The Medium Density residential designation permits detached, semi-detached, duplex, triplex, quadruplex, fourplex, townhouse and apartment dwellings at a density range generally between 25 and 99 units per hectare of land. Height of buildings will generally not exceed 20 metres.

3. High Density

The High Density residential designation permits triplex, quadruplex, fourplex, townhouse and apartment dwellings at a density generally 85 units per hectare of land or greater.

8.2. General Policies

1. Residential development, redevelopment and intensification will be integrated within Low, Medium and High Density residential designations having regard for Part D, Section 7 and all other policies of this Plan.
2. New Medium and High Density development sites may be permitted in the Neighbourhood Residential designation by way of zoning by-law amendment, provided:
 - a) the permission represents only a change from low to medium density residential, or medium to high density residential, as defined in Part D, Section 8.1 above;
 - b) the subject lands are located on arterial or collector roads, in close walkable proximity and accessibility to commercial centres, community facilities and parks, are well served by public transit and should most appropriately be located adjacent to or in close proximity to existing medium or high density residential sites;

Any proposal for new medium or high density residential development will be evaluated having regard for urban design principles and policies set out in this Plan to ensure building, site, streetscape and neighbourhood design will support compatible and context sensitive development with adjacent properties and those

in close proximity to the subject lands; and, may be subject to studies as set out in Part F, Section 16.16 of this Plan.

Through regular monitoring of this Plan, the subject lands will be appropriately designated in Part E 'District Plans', and subject to the applicable policies established for that designation.

3. Apartments are permitted on arterial roads in low density residential designations, subject to zoning by-law amendment, having regard for the density and height provisions established in Section 8.1.1. Any such proposal will be evaluated having regard for urban design principles and policies set out in this Plan to ensure building, site and streetscape design will support compatible and context sensitive development with adjacent properties and those in close proximity to the subject lands, and may be subject to studies as set out in Part F, Section 16.16 of this Plan.
4. New residential development may be subject to Provincial guidelines to ensure adequate minimum distance separation from designated employment lands.

8.3 Ancillary Uses

The Neighbourhood Residential designation also permits elementary and secondary schools, places of worship and other local public serving institutional uses, neighbourhood commercial uses, home based business, parks and open space uses.

1. Parkland and open space uses are permitted by way of zoning by-law amendment where they are compatible with the residential environment.
2. Elementary and Secondary Schools, places of worship and other local public serving institutional uses are permitted subject to zoning by-law amendment where:
 - Compatible with the surrounding residential environment, and where potential negative impacts such as noise, odours, emissions, litter, and traffic generation are not excessive in relation to the predominant use;
 - Located in areas appropriate and accessible for the intended level of service; In close walkable and bikeable proximity to public transit service;
 - The transportation system is adequate to accommodate anticipated traffic volumes and circulation.
 - i) Low, medium or high density residential standards are set out in Part E 'District Plans' to establish residential development parameters on existing school and place of worship sites where redevelopment for residential purposes may be proposed. Medium density residential standards will generally apply to those properties located on arterial or collector roads.
 - ii) Policy 8.3.2 i) above should not be construed as the City supporting the redevelopment or relocation of existing elementary and secondary school sites.

This Plan supports the retention of existing elementary and secondary school sites recognizing the integral role of these schools in providing essential and accessible community and neighbourhood facilities and resource, and in providing neighbourhood focus and identity.

3. a) Local Neighbourhood Convenience Commercial Centres cater to the day to day convenience needs of nearby local residents and may include small scale retail and service commercial, office, institutional and indoor recreation uses, and residential dwelling units.

New Local Neighbourhood Convenience Commercial Centres, or the expansion of existing Centres onto adjacent properties may be permitted

subject to zoning by-law amendment and will be evaluated based on the following criteria:

- i) compatible with surrounding residential environment;
 - ii) total site size of the centre should not exceed 0.4 hectares of land;
 - iii) total gross leaseable floor area for commercial uses should not exceed 930 square metres;
 - iv) total gross leaseable floor area per individual commercial use should not exceed 370 square metres;
 - v) the centre shall be located at the intersection of arterial or arterial and collector roads, central to its intended service area, have an intended service radius of not more than 0.8 kilometres and should not be located within this distance from a Commercial land use designation.
 - vi) residential units should be provided where gross leaseable commercial floor area exceeds 370 square metres, and in a manner not to detract from the primary convenience commercial function of the centre.
 - vii) auto related uses, excluding a gas bar, are not permitted.
- b) Residential intensification of local neighbourhood convenience commercial centres is encouraged where it does not detract from the primary convenience commercial function of the centre.

Any application to increase the size of a centre beyond 0.4 hectares of land and/or 930 square metres in gross leaseable floor area will only be considered where such application includes development of residential dwelling units.

- c) Notwithstanding Section 8.3.3 b) above, minor boundary adjustments to a local neighbourhood convenience commercial centre may be permitted where deemed to be consistent with, and not contrary to the intent of Section 8.3.3 a) and b) above.
4. Small scale local convenience commercial uses are permitted in higher density residential apartment and long term care complexes where sized, designed and intended to primarily serve the residents of the complex.

The combined size of all convenience commercial uses should not exceed 5% of the total residential gross floor area of the complex, and shall not include auto related uses.

9. COMMERCIAL

The Commercial land use designation, as set out on Schedule D1 'General Land Use Plan' is primarily intended to provide concentrations of retail and service commercial uses to accommodate local resident needs, as well as to provide significant employment opportunities. Other uses permitted may include institutional, recreation, cultural, civic, office, and residential.

The planned function, range and scale of permitted uses, size, form and location of Commercial designations is further defined under the commercial use designations in Section 9.2, and as set out in Part E 'District Plans'.

The range and scale of uses permitted within the use designations may be further modified in District Plans.

- 9.1.** It is expected that the commercial areas designated in this Plan are sufficient in number, size and location to serve the commercial needs of area residents throughout the Plan time horizon. The expansion of commercial designations is discouraged. Intensification,

redevelopment and reuse of existing commercial designations is intended to be the primary means of accommodating new or expanded commercial facilities. The City may require a commercial market study and other studies as set out in Part F, Section 16.16 of this Plan in consideration to expand or establish new commercial designations.

9.2. Commercial Use Designations

1. Major Commercial

Major Commercial Centres are primarily intended to provide for major concentrations of commercial facilities to support shopping opportunities to serve and attract a city wide and broader regional population base and market.

a) Permitted Uses

A range of commercial uses are permitted, excluding auto dealerships and adult oriented uses. Other uses permitted include institutional, civic, cultural, indoor recreation, entertainment, and residential apartment dwelling units.

b) Major Commercial Centres:

i) are to be located on arterial roads with close proximity and adequate and accessible access to 400 series Provincial highways;

ii) shall be developed and designed in campus and nodal format, occupying one or more properties functioning as a singular site or node, and may include lands on other quadrants of an intersection;

iii) shall be designed to ensure:

a) integrated, common and shared access and parking, where feasible;

b) strip or linear development and access points along arterial roads are minimized;

c) adequate on-site parking is provided to accommodate all uses;

d) safe internal vehicular traffic circulation, and to minimize traffic impacts on adjacent roads and uses;

e) safe, connected, convenient, accessible and barrier free pedestrian and bike networks within and adjacent to the site development;

f) common landscaping and design features;

g) on- site and internal parking area landscaping and greening opportunities, and in support of pod parking design;

h) that loading areas, outside storage not intended for retail display and sale of merchandise, and waste management facilities will be located away from, and screened from view from on-site pedestrian and vehicular activity areas; and screened from view from other on-site uses, internal and external roads, pedestrian use activity areas, and adjacent properties and uses not part of the site development;

i) context sensitive building, site and streetscape design to support compatible development between on-site uses, and with adjacent properties and uses not part of the site development, including building form, scale, massing, height, setbacks, spacing, siting, orientation, facades, architectural materials, buffering, screening, landscaping;

- j) well defined and clearly articulated street edges.
 - iv) are to be well served by public transit and will incorporate convenient and accessible transit transfer, arrival and departure facilities to serve as a major transit depot.
 - v) outside storage areas intended for retail display and sale of merchandise will be regulated through the implementing zoning by-law to ensure ancillary use, minimize negative impacts on pedestrian, bike, transit and vehicular circulation, and to enhance building, site and streetscape context sensitive design.
- c) To support the primary function for city wide and regional population based shopping opportunities, the following applies:
- i) the Major Commercial Centre shall be at least 25 hectares of land in size and have a minimum total gross leaseable retail commercial floor area of 47,000 square metres;
 - ii) non-retail uses should be limited in size and scale to protect the primary function of the Centre for shopping purposes;
 - iii) residential uses shall be located in freestanding buildings or in upper storeys of commercial buildings, and will provide adequate exclusive outdoor amenity space for residents;
 - iv) local office uses should not exceed 20 % of total gross leaseable retail commercial floor area.
- d) The full range and scale of uses permitted in a Major Commercial Centre may not be allowed in all locations so designated. The precise range and scale of permitted uses on individual sites within the Major Commercial designation may be stipulated in District Plans or the implementing zoning by-law, and may be subject to impact studies as set out in Part F, Section 16.16 of this Plan including, but not limited to, use compatibility, traffic, parking, market analysis, and building and site design.
- e) Any application to establish a new centre or to expand an established centre beyond existing property limits will require an amendment to this Plan, and may be subject to studies as set out in Part F, Section 16.16 of this Plan including, but not limited to, market analysis, land use compatibility and traffic.

2. Community Commercial

Community Commercial Centres are to be spatially dispersed throughout the Urban Area, primarily intended to provide concentrations of commercial facilities to support day to day and weekly shopping and service needs for the local surrounding community population.

a) Permitted Uses

A range of commercial uses are permitted, excluding auto dealerships, adult oriented uses and hotels. Other uses permitted include institutional, civic, cultural, indoor recreation, entertainment and residential apartment dwelling units.

b) Community Commercial Centres:

- i) are to be located at the intersection of arterial roads and well served by public transit service;
- ii) are subject to Section 9.2.1 b) ii), iii) and v);
- iii) shall generally not exceed a total gross leaseable floor area of 30,000 square metres for all uses except residential, and non retail/service commercial uses should be limited in size and scale to protect the primary

- function of the Centre for the provision of shopping and service commercial facilities;
 - iv) shall limit the size of individual uses in a manner to support a diversity and mix of uses within the Centre;
 - v) residential uses shall be located in freestanding buildings or in upper storeys of commercial buildings, and will provide adequate exclusive outdoor amenity space for residents;
- c) In recognizing the diversity in size of established and designated Community Commercial Centres, the permitted size of centres shall generally range between 2 hectares and 12 hectares of land.

The full range and scale of uses permitted in Community Commercial Centres may not be allowed on all properties so designated. The precise range and scale of uses permitted on properties designated Community Commercial may be stipulated in District Plans or the implementing zoning by-law, and may be subject to studies as set out in Part F, Section 16.16 of this Plan including, but not limited to, use compatibility, traffic, parking, market analysis, and building and site design..

- d) Any application to establish a new centre or to expand an established centre beyond existing property limits will require an amendment to this Plan, and may be subject to studies as set out in Part F, Section 16.16 of this Plan including, but not limited to, market analysis, land use compatibility and traffic.

3. Arterial Commercial

Arterial Commercial designations are primarily intended to provide a range of service commercial uses, and uses to serve the travelling public and the automobile using consumer, and will be established only in a very limited number of suitable locations along arterial roads.

- a) Development of Arterial Commercial properties is encouraged through campus format, occupying one or more properties functioning as a singular site, and will be evaluated pursuant to Section 9.2.1 b) iii).

b) Permitted Uses

Permitted uses include retail and service commercial uses, excluding large scale retail food stores and adult oriented uses. Other uses permitted include institutional, office, civic, cultural, and indoor recreation uses.

- i) Office uses shall generally not exceed a maximum 10 % of permitted total gross leaeable floor area on the property.
 - ii) Outside storage areas intended for retail display and sale of merchandise will be regulated through the implementing zoning by-law to minimize negative impacts on adjacent or adjoining properties, on pedestrian, bike, transit and vehicular circulation, to enhance building, site and streetscape design, landscaping opportunities, and to support well defined and clearly articulated street edges.
- c) The full range of arterial commercial uses permitted may not be allowed in all locations so designated. The precise range and scale of permitted uses on individual sites within the Arterial Commercial designation may be stipulated in District Plans or the implementing zoning by-law, and may be subject to studies as set out in Part F, Section 16.16 of this Plan including, but not limited to, use compatibility, traffic, parking, market analysis, and building and site design.

Any application to expand an existing, or establish a new Arterial Commercial designation will require an amendment to this Plan, and may be subject to

studies as set out in Part F, Section 16.16 of this Plan including but not limited to use compatibility, traffic, parking, market analysis, and building and site design.

10. EMPLOYMENT

The Employment land use designation, as set out on Schedule D1 'General Land Use Plan' is intended to provide for a broad range of business and industrial employment uses, and a major source of employment opportunities for local residents.

The location, range and scale of uses permitted within the Employment designation is further defined under the General Employment and Business Commercial Employment use designations established in Section 10.3, and as set out in Part E 'District Plans'.

The full range and scale of uses permitted in the Employment designations may not be allowed on all properties so designated. The precise range and scale of uses permitted may be stipulated in District Plans or the implementing zoning by-law, and may be subject to impact studies as set out in Part F, Section 16.16 of this Plan including, but not limited to, use compatibility, traffic, parking, building and site design, and environmental sensitivity.

10.1. It is a policy of this Plan to protect and preserve designated Employment Lands for employment uses, and in so doing:

- a) to maintain a sufficient supply of vacant designated Employment lands within the Urban Area to meet anticipated short and long term employment land needs, including allowance for variability of choice in terms of location, use, property size and servicing needs for a diverse range of employment uses and opportunities; and
- b) to support the retention or relocation of existing employment uses, and the reuse, rehabilitation, redevelopment and intensification of existing developed properties for expanded or new employment uses and opportunities within the Employment lands designation.

10.2. The City will only consider the conversion of lands designated Employment in this Plan to a non-employment designation, or to add a use or range of uses to an Employment designation that are primarily permitted in a non-employment designation(s) and not contemplated in the Employment designation, through a municipal comprehensive review and the provisions for such review established in the Provincial Policy Statement and the policies of Provincial Plans, and where:

- i) there is a need for the uses proposed by the conversion as established by the municipal comprehensive review;
- ii) the conversion will not prevent the ability of the City to meet the employment forecasts established for the City by the Region of Niagara;
- iii) the conversion will not adversely affect the overall viability of the employment area and will not impact the ability of adjacent employment lands to be used or continue to be used for employment purposes;
- iv) there is existing or planned infrastructure to accommodate the proposed conversion;
- v) the lands are not required in the long term for employment purposes; and
- vi) cross jurisdictional issues have been considered.

10.3. Employment Use Designations

1. General Employment

The General Employment designation is intended to provide for a full range of industrial operations, industrial service uses, knowledge based employment and business opportunities, together with a limited range of retail, service commercial, entertainment, recreation, institutional and office uses primarily intended to serve and support the businesses and employees within the immediate employment area.

a) Permitted Uses

Permitted Uses include :

- i) industrial operations, transportation terminals, repair activities, service trades, construction activities, warehouse, storage, car wash;
 - ii) knowledge based research, technology, service, communication, information, management uses; adult oriented uses;
 - iii) major large scale recreation uses;
 - iv) small scale subordinate retail, service commercial, office, indoor recreation, entertainment and institutional uses intended primarily to serve and support the businesses and employees within the immediate employment area;
- b) All uses shall generally be permitted only within enclosed buildings, and may have outside storage and/or processing areas subject to the implementing zoning by-law, and only where;
- i) adequately screened from view from lands designated residential, commercial or open space, or lands used for large scale public institutional uses, and where not located in a yard facing an arterial or collector road or Provincial highway.
- c) Heavier more intense industrial uses are generally described as those which by function or operation, may likely be offensive or dangerous by virtue of, but not limited to, noxious emissions, fumes, excessive noise, vibration, dust or airborne particles, handling of hazardous materials or hazardous water, or which may cause excessive negative impact caused by height, outside mechanical, operation or processing facilities, intensity of light, or extensive outdoor storage or parking areas.
- i) The location of heavier more intense industrial operations is to be controlled through the implementing zoning by-law to ensure separation from sensitive land uses. Such uses should not be permitted on properties adjacent to, or across a municipal road, from a residential or commercial land use designation, or a major large scale institutional use;
- d) Major large scale recreation uses are facilities for the playing of active sports and include stadia, athletic playing fields or courts, swimming pools, ice or ball hockey rinks, and may be permitted by way of zoning by-law amendment:
- i) where, in addition to studies that may be required as set out in Part F, Section 16.16 of this Plan, it is demonstrated that by virtue of scale, size or operation the use cannot appropriately locate in the Urban Growth Centre or other land use designations that permit such uses;
 - ii) only within enclosed buildings located on an arterial road and well served by public transit.
- e) The location of adult oriented land uses shall be strictly controlled through the implementing zoning by-law to ensure adequate separation distance is

maintained from sensitive land uses including residential, commercial, institutional and recreational uses and green space designations, and from gateway locations or along roads where exposure and visibility of land uses creates an important first impression of the municipality to the travelling public.

- f) Vehicle wash bays, other than those located entirely within an enclosed building, shall not be located in a yard abutting a residential designation or an arterial road.
- g) Small scale retail, service commercial, office, indoor recreation and institutional uses are permitted provided they are subordinate to the principal employment use(s) of the property, do not include places of worship, elementary or secondary schools, and primarily intended to serve businesses and employees within the immediate surrounding employment area, and
 - i) the combination of all such uses shall generally not exceed 15 % of the total floor area of all buildings on the property.
- h) Generally no more than 15% of the total floor area of an industrial or office use may be used for the display and/or retail sale of products manufactured, processed, fabricated, refined or assembled on the premises.
- i) Major Office uses may be permitted by way of amendment to this Plan, where in addition to studies that may be required as set out in Part F, Section 16.16 of the Plan, it is demonstrated that by virtue of scale, size or operation the use cannot appropriately locate in the Urban Growth Centre, and:
 - i) will only be permitted on arterial roads or in locations affording high visibility, accessibility and exposure to a Provincial 400 series highway;
 - ii) shall be well served by public transit and support active transportation;
 - iii) shall be developed to minimize surface parking and to maximize greening opportunities and building and site design to present a corporate and Garden City image.

2. Business Commercial Employment

The Business Commercial Employment designation is intended to provide for a range of industrial operations and industrial service uses; knowledge based employment and office uses; and a limited range of retail, service commercial, indoor recreation, entertainment, cultural and institutional and office uses to serve employment uses and also the community at large.

a) Permitted Uses

Permitted Uses include:

- i) General Employment uses defined under Section 10.3.1 a) i) to iii), excepting: distribution uses, waste transfer and processing stations, recycling, auto wreckers, large scale transportation terminals, and any operation which may be considered offensive, or dangerous by nature as defined under Section 10.3.1 c).
 - ii) Retail, service commercial, indoor recreation and institutional uses; hotels, convention centres and auto commercial uses; major large scale institutional uses; office.
- b) All uses are permitted only within enclosed buildings. Limited outside storage may be permitted subject to zoning by-law regulation, and only where adequately screened from view, and should not be located in a yard facing a

residential designation, or an arterial or collector road or Provincial 400 series highway.

- c) Retail, service commercial, indoor recreation and institutional uses are permitted provided they are subordinate to the principal employment use(s) of the property, do not include places of worship, elementary or secondary schools, and
 - i) the combination of all such uses shall generally not exceed 30 % of the total floor area of all buildings on the property.
- d) Major large scale recreation, adult oriented land uses, vehicle wash operations, and Major Office are subject to the respective provisions in Section 10.3.1 d), e), f) and i).
- e) Outside storage areas intended for retail display and sale of merchandise will be regulated through the implementing zoning by-law to minimize negative impacts on adjacent or adjoining properties, on pedestrian, bike, transit and vehicular circulation, to enhance building, site and streetscape design, landscaping opportunities, and to support well defined and clearly articulated street edges.
- f) Generally no more than 35% of the total floor area of an industrial use, and 15 % of an office use, may be used for the display and/or retail sale of products manufactured, processed, fabricated, refined or assembled on the premises.
- g) Major large scale institutional uses do not include places of worship, private, elementary or secondary schools, and are permitted by way of zoning by-law amendment:
 - i) where in addition to studies that may be required as set out in Part F, Section 16.16 of the Plan, it is demonstrated that by virtue of scale, size or operation the use cannot appropriately locate in the Urban Growth Centre or other land use designations, and which serves at a minimum a City wide population base;
 - ii) where located on an arterial road, are well served by public transit, and incorporates on-site public transit arrival and departure facilities;

10.4. General Policies

- a) Direct access to arterial roads is discouraged, and all roads within Employment designations shall be constructed to an adequate standard to accommodate industrial and employment traffic.
- b) Employment lands are to be well served by public transit and well connected to active transportation facilities.
- c) Development or redevelopment within the Employment designation as set out on Schedule D1' General Land Use Plan' shall be subject to site plan control and to the following minimum requirements:
 - i) parking areas in front or flankage yards should be paved and designed with internal and perimeter landscaping;
 - ii) parking spaces for employees and clients are to be clearly delineated;
 - iii) street edges are clearly articulated;
 - iv) lighting should be directed away from adjacent uses;
 - v) outside storage areas, processing areas, and waste management facilities are to be adequately screened from view;

- vi) where feasible, active transportation connections within and between the employment designation and other use areas shall be provided.

To ensure compatible context sensitive building, site and streetscape design, and to support gateway initiatives, higher design standards shall be applied to properties located on arterial and collector roads, or where having exposure and visibility to a Provincial 400 series highway; and on properties adjacent to, or across a road, from a residential, commercial or green space designation, a large scale public institutional use, or other sensitive land uses.

- d) The location of new industrial uses or operations may be subject to Provincial guidelines to ensure adequate minimum distance separation is provided from sensitive land uses.

11. DOWNTOWN

- a) Downtown St. Catharines is one of the oldest and most diverse parts of the City and in many aspects, best reflects its cultural heritage, identity and sense of place. The Downtown has played a significant role in the development of the City and while this role has evolved over time, the intent of this Plan is to ensure that downtown continues to evolve as a compact, multi functional activity centre, and remains a focus for government, civic, institutional, commercial, office, service, entertainment and cultural employment, enterprise and activity, residential accommodation, and a focus for public and private investment and infrastructure.

- b) As set out in Part B, Section 2.3.3.4 v) of this Plan, the Growth Plan for the Greater Golden Horseshoe (Provincial Growth Plan) recognizes and reinforces the role of the Downtown, designating the majority of the Downtown as an Urban Growth Centre (UGC), and the only UGC in the Niagara Region. The UGC is intended to be a catalyst area and focus for investment in institutional and local, regional and other upper tier government public services, major transit infrastructure, and a vibrant and active public realm. Investment and infrastructure is intended to attract and accommodate the highest concentration, mix and range of activity and transit supportive residential and employment accommodation within the municipality.

To support this role, the Provincial Growth Plan establishes a minimum density target for housing and employment to be achieved in the UGC at a rate of 150 people and/or jobs per hectare of land.

The boundary of the UGC designation is delineated on Schedule D 'Municipal Structure' of this Plan.

- c) A high quality and connected public realm, public gathering places, and urban design standards are seen as integral to supporting the role of Downtown as the City's major activity centre, to attract and accommodate a diverse mix of uses, to maintain and enhance heritage facilities, landscapes, connections, and to foster civic, cultural and artistic expressions, pursuits and identity.
- d) As the Niagara Region's 'Urban Growth Centre', it is important that Downtown project a sense of vitality, beauty and dynamism. The downtown experience is based not only on the level of activity on the streets, but also the character of its streets and the quality of its public realm and built environment. Good urban design ensures that the built environment and public spaces fit together harmoniously to create a distinct sense of place.
 - i) Excellence in design will be encouraged through urban design guidelines and regulations regarding building architecture and form, the character of streets and the interface between the public and private realm, and the quality of open spaces, parks, plazas, boulevards, as well as cyclist and pedestrian friendly streets.

- ii) The City shall continue to enhance the major features, landmarks, and special spaces through development and implementation of urban design guidelines and public improvement programs.

11.1. The Downtown land use designation, as set out on Schedule D1 ‘General Land Use Plan’ is intended to provide the highest concentration, density, range and mix of office, commercial, entertainment, civic, government, institutional, recreational, creative and cultural employment uses and residential accommodation within the municipality.

The location, range and scale of uses permitted within the Downtown designation is further defined under the use designations in Section 11.2 and other applicable policies as set out in Section 11. The precise location, range and scale of uses permitted may be further defined or modified in the Downtown District Plan (Part E, Section 15.6) and through the implementing zoning by-law.

The use designations in Section 11.2 are established, in part, to support opportunities to achieve the minimum density targets and other applicable policies established in the Provincial Growth Plan, as well as to attract and accommodate an eclectic mix and integration of complementary land uses and activities.

11.2. Downtown Use Designations

1. Low Density Residential

The Low Density Residential designation permits detached, semi-detached, duplex, triplex, quadruplex, fourplex and townhouse dwellings at a density range generally between 20 and 32 units per hectare of land.

- a) Height of buildings will generally not exceed 11 metres.

2. Medium Density Residential

The Medium Density Residential designation permits detached, semi-detached, duplex, triplex, quadruplex, fourplex, townhouse and apartment dwellings at a density range generally between 25 and 99 units per hectare of land.

- a) Height of buildings will generally not exceed 20 metres.

3. Medium-High Density Residential

The Medium-High Density Residential designation permits triplex, quadruplex, fourplex, townhouse and apartment dwellings at a density range generally between 60 and 198 units per hectare of land.

4. Mixed Medium- High Density Residential/Commercial

The Mixed Medium-High Density Residential/Commercial designation permits detached, semi-detached, duplex, triplex, quadruplex, fourplex, townhouse and apartment dwellings at a density range generally between 60 and 198 units per hectare of land.

- a) Additional permitted uses include institutional; small scale retail commercial uses only on the ground floor of a building containing dwelling units; small scale service commercial, office, indoor recreation, and creative and cultural uses intended primarily to serve the local neighbourhood. Auto related service and dealerships are not permitted.

5. Mixed High Density Residential/Commercial

The Mixed High Density Residential/Commercial designation permits triplex, fourplex, townhouse and apartment dwellings at a density generally 85 units per hectare of land or greater.

- a) Additional permitted uses include institutional; small scale retail commercial uses only on the ground floor of a building containing dwelling units; small scale service commercial, office, indoor recreation, and creative and cultural uses intended primarily to serve the local neighbourhood. Auto related service and dealerships are not permitted.

6. Commercial Core

Permitted uses within the Commercial Core designation include retail and service commercial uses, institutional, education, civic, government, office, finance, indoor recreation, creative and cultural uses, hospitality, restaurants, entertainment, and residential apartment units. Auto related service uses or dealerships, and adult oriented uses are not permitted.

- a) To foster a vibrant, connected, contiguous, walkable and bikeable retail and commercial environment:
 - i) ground floor residential dwelling units should not be permitted to front on St.Paul Street from Ontario Street to Carlisle Street, on James Street from St.Paul Street to King Street, on Queen Street and William Street generally east of May Alley, and on Ontario Street east of Trafalgar Road.
 - ii) local office uses that do not generate a significant amount of pedestrian traffic or require a ground floor location are encouraged to locate on upper floors;
 - iii) retail functions will only be permitted on upper floors where in conjunction with a ground floor commercial use.
- b) To support mixed use development, efficiency and increased density, buildings will be a minimum 2 storeys, and generally not less than 7.5 metres in height.
- c) To protect and enhance the heritage landscape, building height on St. Paul Street between William Street and Garden Park shall generally be restricted to 11 metres at the street front, and any additional height should be appropriately terraced away from the street to maintain the historical landscape.

7. Green Space

Certain lands within the Downtown designation are set aside for parkland and open space or natural area. These lands are designated Parkland and Open Space or Natural Area in the Downtown District Plan in Part E of this Plan, and are subject to the applicable policies and uses as set out in Part D, Section 13 of this Plan.

11.3. General Policies

- a) In land use designations established in Section 11.2.2 and 11.2.3, small scale ground floor retail, service commercial, office and indoor recreation uses are permitted in conjunction with residential uses subject to a zoning by-law amendment.
- b) Incentive programs should be established to support residential development, redevelopment and intensification; sustainable transportation; the provision of public realm infrastructure and amenities, public art and cultural expression: façade improvements; natural and heritage conservation and restoration; adaptive reuse of buildings; and business enterprise in the Downtown.
- c) The City should continue to foster partnerships with the private sector, other public agencies, and educational institutions to develop facilities, programs,

services, and opportunities for cultural expression and the provision of public art, and other pursuits including those listed in b) above.

- d) Cultural facilities of a city wide or regional significance will be encouraged to locate in the Downtown Commercial Core.

- e) The City shall continue to consolidate municipal government functions in the Downtown: and,

shall strongly advocate the location of other upper tier government offices and functions in the Downtown in support of the Provincial Growth Plan policies, and to strengthen its role as Niagara Region's only Urban Growth Centre.

- f) Civic Square – The Civic Square area, as generally shown on the Downtown District Plan, should continue to be the focus and concentration for the provision of civic and government facilities in the Downtown. The Civic Square should be designed as a connected campus format, and to support a major gathering place to accommodate a variety of cultural activities, expression and functions, and public art.

Excepting a community farm market, commercial uses should be directed to the periphery of the Civic Square area.

- g) Farm market operations should be retained and supported in the Commercial Core to enhance the viability of the agriculture community, integration within the urban environment, and foster community sense of place.
- h) The pedestrian realm is a key to providing shoppers, employers, employees, residents and visitors an active, visible and safe sense of place.

The City shall create an attractive, high quality pedestrian environment by considering 'pedestrian first' and public realm principles, opportunities and connections in evaluating traffic operations, development applications and public works projects.

- i) the provision of public amenity space and/or facilities shall be required in all major development or redevelopment.
- ii) the City shall consider, in applications under Section 41 of the Planning Act when evaluating all development and redevelopment, proposed streetscape improvements.
- iii) the City shall plan, fund, and maintain pedestrian level lighting, street trees, landscaping and street furniture as a standard component in completing roadway improvements.
- iv) the City shall better delineate and whenever possible create or extend active transportation routes to link together the Downtown's major activity centres, landmarks, green spaces, residential and employment neighbourhoods, the Downtown transit terminus, public parking areas, as well as to support active transportation connections to areas outside the Downtown.
- i) major activity centres should be appropriately and adequately signed, and should where possible incorporate cultural expression and public art.
- ii) this Plan supports the closing of James St. between St. Paul Street and Church Street to facilitate a major pedestrian public realm spine through the Downtown connecting major activity centres. This opportunity shall be evaluated through the Sustainable Transportation Master Plan.
- iii) pedestrian access between St. Paul Street and the Lower Level area to the east shall be encouraged and where existing, protected, in the

consideration of any development or redevelopment proposals on lands on the east side of St. Paul Street and the Lower Level.

- v) road, intersection and traffic control configuration and operations shall, as a priority, consider opportunities to maximize the convenience and attractiveness of the pedestrian realm; and
 - i) wherever possible, walkways will be segregated from vehicular traffic, and areas within a road allowance dedicated for active transportation will be increased.
- i) The City shall develop a Sustainable Transportation Master Plan that strengthens and reinforces the Downtown as a major destination point, and direct transit access to major Downtown destination points.
- j) Downtown Major Transit Station – the general location of the Downtown Major Transit Station is shown on Schedule C' Transportation Network' and on Schedule E10 'Downtown District Plan'.

The Transit Station shall retain a location within the Commercial Core designation, and be developed as the City's major transit station area, providing and maintaining city wide, regional, and provincial transit arrival, departure and transfer facilities, and facilities and amenities to provide lay over services, multi modal connections and utility, and cultural expression and public art opportunities to signify the Garden City experience.

- k) Underground and structured parking facilities are desirable. Stand alone surface parking lots are only permitted within or in areas adjacent to the Commercial Core, subject to a zoning by-law amendment and site plan control.
- l) All surface parking lots shall be designed to ensure perimeter landscaping, and where feasible, interior landscaping, and should not be located in front or flanking yards.
- m) The City's existing municipal parking strategy for the Downtown should be reviewed with the purpose of reducing or eliminating parking requirements for commercial and residential development, redevelopment and intensification, and supporting public parking programs and facilities.

12. MIXED USE

The lands designated Mixed Use on Schedule D1 'General Land Use Plan' are intended to provide for a broad array and mix of medium and higher density housing, work live accommodation, commercial, local office, institutional, indoor recreation, and cultural uses intended to primarily serve the immediate neighbourhood and community population.

Mixed use areas are to be developed in linear or nodal fashion, developed in an integrated and compact manner, either in stand alone or mixed use buildings, supporting the efficient use of public transit and infrastructure, active transportation, and urban design opportunities to create or enhance animated, interactive, visible and distinct streetscapes.

The Mixed Use designations established on Schedule D1 'General Land Use Plan' and in District Plans in Part E are all different, and generally are designated to recognize areas or street neighbourhoods that have evolved as mixed use corridors or nodes over time, or where significant opportunities for development, redevelopment and intensification have been identified, and, which may support compact, transit supportive efficient development, and linkages and connections between other activity use areas, neighbourhoods, and major nodes.

In recognizing the distinct character and location of mixed use areas, the range and scale of uses permitted in the Mixed Use designations may be more precisely set out in District

Plans and through zoning by-law regulations, and subject to the general policies as set out in Section 12.1 below.

12.1. General Policies

Lands currently designated mixed use, or to be developed or redeveloped for mixed use, are subject to the following:

- i) Are to be developed to support minimum densities of 100 people and jobs per hectare of land;
- ii) Work Live Accommodation is permitted, and encouraged to locate in campus format to support integrated and shared support services and business incubation opportunities.
- iii) Retail and service commercial uses will only be permitted on the ground floor;
- iv) The development or redevelopment for commercial, institutional and recreational buildings generally in excess of 930 square metres of gross floor area shall only be permitted in combination with residential units. Commercial, institutional and recreation buildings shall generally not exceed 1860 square metres in gross floor area;
- v) Height will be restricted to ensure street animated development, and to recognize the character of surrounding neighbourhoods. Building height will be stepped back to support street animated development and protect adjacent neighbourhoods from intrusive development. The height of buildings will generally not exceed 20 metres;
- vi) Parking requirements may be minimized, and shared parking and access is encouraged in order to reduce street front parking areas and support transit friendly development;
- vii) All development will be of high quality design that considers the integration of new and existing buildings, connected building façade treatments and streetscape initiatives to ensure pedestrian first design principles and greening;
- viii) Prohibited uses in the mixed use designation include vehicle sales and auto related service facilities. Gas bars and car washes may be permitted subject to zoning by-law amendment;
- ix) Recognizing the preferred mix of uses contemplated, the City's urban design guidelines should be emphasized in the evaluation of all development, redevelopment and intensification opportunities.

13. GREEN SPACE

The City enjoys a variety of green spaces including parks, open spaces, and trail systems, as well as many natural areas and features such as the Niagara Escarpment, Martindale Pond, Fifteen Mile Creek, Twelve Mile Creek, the Lake Ontario shoreline, wetlands, woodlots, forests, and other valleylands. Together they contribute to the City's green infrastructure. Green spaces are recognized as having a direct and significant impact on our quality of life and a healthy landscape, both in the traditional role of providing recreational and quiet places, and in providing essential self sustaining ecosystem services such as pollution reduction, water absorption, and biodiversity habitats.

The policies of this Plan promote a diverse and connected system of parks, open spaces and trails that make the most efficient use of resources, encourage stewardship, and provide the most benefit and enjoyment for all St. Catharines residents and visitors, while also conserving, protecting and enhancing an integrated, connected and sustainable network of the City's natural heritage resources for the benefit of future generations.

The policies of this Section are to be read in conjunction with Part C, Section 6 'Achieving a Sustainable City' and other applicable policies of this Plan.

Green spaces are designated on Schedule D1 'General Land Use Plan' and on District Plans in Part E under the following two land use designations:

- **Parkland and Open Space**
- **Natural Area**

13.1. PARKLAND AND OPEN SPACE

The Parkland and Open Space designation is intended to provide opportunities for a variety of active and passive recreational opportunities, to provide relief from the built environment, and to support opportunities for conservation and enhancement of cultural and natural heritage.

Parkland and Open Space is designated on Schedule D1 'General Land Use Plan' and on District Plans in Part E.

Schedule F1 'Parkland and Major Trails' of this Plan also identifies public parkland, and existing and proposed major trails.

For the convenience of mapping, not all parkland and open space may necessarily be shown on the Schedules of this Plan, primarily where they are small in size such as small trails and special urban parks. Specific reference should be made to the City's Parks Policy Plan and the Recreation Master Plan.

1. Permitted Uses

Permitted uses include:

- i) private and public parks, and open space linkages;
 - ii) cemeteries;
 - iii) active or passive indoor and outdoor recreational facilities;
 - iv) cultural heritage;
 - v) essential operations for service infrastructure and utilities.
- a) Permitted uses may be allowed provided that:
- i) the use of land does not conflict with the policies in this Plan related to natural hazard lands, natural heritage or cultural heritage resources;
 - ii) the design minimizes or eliminates any potential instability of slopes;
 - iii) all structures, parking areas and active playing fields are attractively designed and landscaped in order to enhance their appearance, and are appropriately setback and buffered between adjacent properties.
- b) Ancillary uses may be permitted where they provide complementary services and facilities to the main use, and will be limited in size subject to zoning by-law regulation.

2. Parks Classification

- a) In order to effectively match resources with the parks and recreational needs of City residents, parkland is organized under the following classifications:
- i) Neighbourhood Parks and Playgrounds - designed primarily for children's activities and passive recreation;

- ii) District Parks and Playfields - primarily designed with emphasis on facilities for organized and non- organized active outdoor playing fields, with opportunities for passive recreational use and provision for public art and cultural expression;
 - iii) City-Wide Parks and Regional Open Spaces - designed for opportunities that may include passive and active indoor and/outdoor recreation, social, and cultural activities, and promotion and preservation of natural and cultural heritage amenities, cultural expression and public art, and may include multi purpose or specialized facilities;
 - iv) Linear Parks - walking and cycling trails to support a connected network of active transportation linkages within and between other parkland, open space, natural areas, downtown, residential, employment, commercial and mixed use neighbourhoods, community facilities and other activity use areas. The level of development of linear parks can range from minimal to extensive, and may include trailhead parking, restroom, pavilion, public art and other amenities;
 - v) Special Urban Parks - smaller specialized parks, such as parkettes, urban squares or plazas suitable to fit within higher density urban areas such as the Downtown or other higher use activity centers and nodes, or to support the acquisition and development of smaller parks within under served areas where the acquisition of larger parks is not possible. These park settings are intended to serve as interesting public spaces for passive social, cultural and leisure activities and should emphasize opportunities for the provision of public art and cultural expression.
- b) The classification of parkland and criteria related to the establishment, size, purpose, function, service and development of parkland shall have regard for the policies more specifically set out in the Parks Policy Plan and the Recreation Master Plan.

3. Park Acquisition

Parkland acquisition to achieve the objectives of the Parks Policy Plan and the Recreation Master Plan may occur through purchase, donation, bequest, expropriation, and dedication,

- i) the City should establish incentive programs, including preferred or beneficial zoning, to encourage acquisition of parkland.
- a) Priorities for Acquisition

Parkland acquisition priorities that should be implemented on an opportunity basis include:

- i) lands to link, connect and extend the City's Green Space and cultural heritage landscapes and routes, and link together with other local municipal and upper tier government or agency parkland, open space, natural and cultural heritage areas and corridors;
- ii) lands to complete gaps in the trail system along the Lake Ontario waterfront, increasing public access to the waterfront, and improve waterfront parkland;
- iii) lands to establish special urban parks to support the creation of parkettes, urban squares and plazas in urbanized core areas and at nodes;
- iv) lands to establish, and link to, greened gateway initiatives and opportunities at key entrance locations into the City's urban fabric, the Downtown, and residential, employment, commercial and mixed use neighbourhoods;

- v) lands to establish, extend and link active transportation connections between the City's Green Space, the Downtown, residential, employment, commercial and mixed use neighbourhoods, community facilities and other activity use areas;
- vi) lands to support streetscape improvements;
- vii) lands for playing fields to accommodate recreational demand.

4. Parkland Dedication

- a) The City will, as a condition of development, redevelopment or subdivision of land, require that land in an amount not exceeding, in the case of land proposed for commercial and employment purposes, 2 % and in all other cases 5 % of the land proposed for development, redevelopment or subdivision be conveyed to the municipality for parks or other recreational purposes, pursuant to the provisions of the Planning Act.
- b) In the case of development, redevelopment or subdivision of land proposed for mixed use purposes, the conveyance of land shall be calculated at 2% for commercial or employment uses, and 5 % for all other uses.
- c) The City will use alternative requirements where dedication of parkland is greater than a) and b) above, pursuant to the Planning Act, as follows:
 - i) for residential development:
 - up to 40 units per hectare of land, park dedication will be calculated based on 1 hectare of land for every 300 dwelling units;
 - between 40 units and 80 units per hectare of land, parkland dedication will be calculated based on 1 hectare of land for every 400 dwelling units;
 - exceeding 80 units per hectare of land, parkland dedication will be calculated based on 1 hectare of land for every 500 dwelling units.
- d) Notwithstanding a) to c) above, not more than 30 % of any lands proposed for development or redevelopment shall be required for parkland dedication.
- e) Land conveyed to the City as parkland dedication will be expected to meet standards for location, size, drainage, grading, topography, and other criteria as outlined in the Parks Policy Plan and the policies of this Plan.
- f) The municipality will generally not accept the conveyance of lands for parkland dedication that are designated Natural Area or zoned for environmental protection, or that are to be designated Natural Area or zoned for environmental protection as part of the development approval process.
- g) Land conveyed to the City as parkland dedication in the Downtown will be taken, where suitable, to increase landscaped areas along the street front to enhance pedestrian circulation, opportunities for streetscape amenities, and to extend or establish special urban parks and active transportation routes.
- h) Lands conveyed to the City as parkland dedication on properties adjacent to the Lake Ontario waterfront will be taken, where suitable, as the lands on that portion of the property adjacent to the waterfront.
- i) Lands conveyed to the City as parkland dedication on properties within the GO Transit Station Secondary Plan (GTSSP) Area will be taken, where suitable, to support potential new public spaces and public space improvements as identified on Schedule E6/7 - C (Public Realm & Active Transportation Plan), and as set out in Section 15.3.3 GO Transit Station Secondary Plan (GTSSP) and the approved GTSSP Urban Design Guidelines.

- j) The municipality encourages the provision of indoor and outdoor recreation and amenity space in the design of medium and high density residential developments. The provision of private open space and recreational and amenity space in medium and high density developments will be in addition to the requirements for parkland dedication.
- k) Cash-in- lieu of parkland dedication as set out in Section 13.1.4 a) to c) may be accepted by the municipality, pursuant to the Planning Act, where:
 - i) required dedication of land would render the remainder of the site unsuitable or impractical for development or redevelopment;
 - ii) required dedication of land fails to provide an area of suitable shape, size, location or other criteria, including priority for land acquisition as set out in Section 13.1.3 of this Plan, and in the Parks Policy Plan.

5. General Policies

- a) Where parks, open space and recreation facilities are inadequate, the municipality will attempt to bring these areas up to standards through an ongoing program of park development and restoration.
 - i) priority should be considered for park development and restoration of Centennial Park, given its cultural and natural heritage, its location to the central core of the City, and the opportunities that exist to support major active transportation connections between the Downtown and other parkland and natural areas, city gateway locations, the Welland Canals system and Merritt Trail.
- b) The identity of municipal parks and natural areas, including the connections between them and the amenities within, should be improved through a promotional program, and also a program of signing and wayfinding which emphasizes cultural and natural heritage perspectives and linkages.
- c) Private property encroachments on municipal parkland, open space and natural areas should not be permitted and should progressively be eliminated in order to maximize the use and enjoyment of these areas for public purposes.
- d) The City should undertake integrated studies to develop an overall and connected City-wide Trails Master Plan, Gateway Master Plan, Cycling Master Plan, and Master Plans for all City-Wide and District Parks .
- e) The City shall continue to seek out increased public access to parkland, open space and natural areas under ownership or control by other government agencies, and school boards, through joint use and service agreements.
- f) The City shall continue to foster community partnerships for parkland renewal and stewardship programs and practices.
- g) Where Natural Hazard Lands or Natural Heritage Area, as set out in Part D, Section 13.2 of this Plan are located within a municipal park, trail system, or open space, the applicable policies in Section 13.2 will apply to the Natural Hazard Lands and/or Natural Heritage.

13.2. NATURAL AREA

The City's Natural Area is comprised of a diverse natural heritage system of rivers, streams, valleylands, wetlands, shoreline, woodlots, forests, natural areas, habitats and corridors. Not only are these natural areas and features environmentally significant on a local neighbourhood and community basis, but many are also of regional, provincial, national or world significance.

The Natural Area is more specifically defined as Natural Hazard Lands and Natural Heritage as set as follows:

- a) Natural Hazard Lands
 - i) shoreline;
 - ii) floodplain;
 - iii) significant valleylands;
- b) Natural Heritage
 - i) wetlands;
 - ii) significant woodlands;
 - iii) fish habitat;
 - iv) areas of natural and scientific interest;
 - v) significant habitat of endangered species and threatened species;
 - vi) significant wildlife habitat;
 - vii) natural corridors;
 - viii) key hydrologic features.

The purpose of the Natural Area policies of this Plan is to promote the long term sustainability of Natural Hazard Lands and Natural Heritage by supporting:

- the protection, preservation, restoration, maintenance, and where possible, the improvement of a diverse, connected and integrated system of natural areas, features, hazard lands, habitats, corridors and associated biological and ecological functions.
- a diverse, connected and integrated system of local natural heritage with that of the Region of Niagara Core Natural Heritage System, the Provincial Greenbelt Plan Protected Countryside and Natural Heritage System, and the Provincial Niagara Escarpment Plan.

13.2.1 Natural Area Mapping

1. Natural Area Designation

Lands designated Natural Area on Schedule D1 'General Land Use Plan' and on District Plans in Part E contain one or more of Natural Hazard Lands and/or Natural Heritage mapped by the City.

Development, redevelopment, site alteration and use of lands within and adjacent to the City's Natural Area designation is subject to the policies set out in Section 13.2 of the Plan.

2. Natural Area Extent Line

Natural Hazard Lands and Natural Heritage are also mapped by the Province, the Region of Niagara and the Niagara Peninsula Conservation Authority (NPCA). This mapping is shown on Schedule F2 'Natural Hazard Lands' and Schedules F3 and F4 'Natural Heritage' of this Plan.

Upper tier government and NPCA mapping of Natural Hazard Lands and Natural Heritage on Schedule F2, F3 and F4 does not necessarily coincide with, and often extends beyond the City's Natural Area designation shown on Schedule D1 'General Land Use Plan' and on District Plans in Part E of this Plan.

The combined furthest extent and limit of all the Natural Hazard Lands and Natural Heritage mapping identified on Schedules F2, F3 and F4 is shown as an overlay on District Plans in Part E, identified as the 'Natural Area Extent Line'.

Development, redevelopment, site alteration and use of lands within and adjacent to the Natural Area Extent Line is subject to the policies set out in Section 13.2 of the Plan.

3. Niagara Natural Environment Screening Layer

Further to Natural Area mapping set out in Section 13.2.1.1 and 13.2.1.2 above, the NPCA establishes a Niagara Natural Environment Screening Layer. The 'Screening Layer' is shown on Schedule F5 of this Plan, and the limits of which generally extend onto lands beyond the City's Natural Area designation as well as the Natural Area Extent Line.

Development, redevelopment, site alteration and the use of lands within the 'Screening Layer' may be subject to Provincial or Region of Niagara policies, regulation or controls as applied to Natural Hazard Lands and Natural Heritage and/or subject to NPCA regulation or controls in accordance with Ontario Regulation 155/06 as amended from time to time. Ontario Regulation 155/06 applies to watercourses, significant valleylands, floodplains, shorelines and wetlands.

4. Interpretation

- i) The Natural Area mapping set out on the Schedules of this Plan should not be construed as representing the precise boundaries or all of known Natural Hazard Lands and Natural Heritage.
- ii) Natural Hazard Lands and Natural Heritage may be defined more precisely through Watershed, Environmental Planning Studies, Environmental Impact Studies (EIS), the NPCA, or other government or regulatory authority and mapping.
- iii) Where through the review of a planning application it is found that there are important environmental features or functions that have not been adequately evaluated, the applicant shall have an evaluation prepared by a qualified biologist in consultation with the City, Region of Niagara and where appropriate, the NPCA and the Ministry of Natural Resources. If the evaluation finds one or more natural features meeting criteria set out by the Region of Niagara Policy Plan and/or the NPCA for inclusion as Natural Hazard Lands or Natural Heritage, the applicable policies for such features as set out in Part D, Section 13.2 of this Plan will apply.
- iv) Where new Natural Hazard Lands or Natural Heritage are identified or where more accurate mapping is available in which may modify the location or extent of Natural Hazard Lands or Natural Heritage, Schedules F2, F3, F4 and the Natural Area Extent Line shown on District Plans in Part E may be updated without amendment to this Plan.

Where new Natural Hazard Lands or Natural Heritage are identified, they shall be considered for inclusion as a Natural Area designation in this Plan. Where a new Natural Area designation is to be added or where a significant modification is made to an existing Natural Area designation on Schedule D1 'General land Use Plan' and District Plans in Part E, an amendment to this Plan is required. Minor boundary adjustments to an existing Natural Area designation may be made without an amendment to this Plan.

- v) Schedule F5 of this Plan represents the general location of the Niagara Natural Environment Screening Layer. Reference to the precise boundaries of the subject Screening Layer should be made to the NPCA.

Modification to the Niagara Natural Environment Screening Layer shown on Schedule F5 may be made without an amendment to this Plan.

- vi) Where lands contain two or more Natural Hazard Lands and/or Natural Heritage features of differing significance, the more restrictive policies pertaining to the applicable Natural Hazard Lands and/or Natural Heritage features shall apply.

vii) Provincial Greenbelt Plan Natural System
Provincial Niagara Escarpment Plan

- a) As set out on Schedule D 'Municipal Structure', certain lands within the municipality are located within the Provincial Greenbelt Plan (GBP). A portion of the lands within the GBP are also located within the Provincial Niagara Escarpment Plan (NEP).
- b) As shown on Schedule D, the lands within the GBP outside the NEP are designated 'Protected Countryside – Specialty Crop' in the GBP. Certain of these lands are also located within the GBP "Natural Heritage System".

The lands within the GBP 'Protected Countryside- Specialty Crop' designation, and within the Natural Heritage System, are subject to the Natural System policies contained within the GBP.

- c) The lands within the NEP are designated Escarpment Protection Area, Natural Protection Area, Rural Protection Area or Urban Area in the Niagara Escarpment Plan and subject to the applicable policies therein. These designations are not specifically shown on Schedule D 'Municipal Structure' and reference should be made to the NEP.
- d) Where lands are located in both the GBP and the NEP, the policies of the NEP apply except with respect to parkland, open space and trails, where the policies of the GBP, Section 3.3 continue to apply.
- e) The policies of the Region of Niagara Policy Plan may be more restrictive than the GBP or the NEP, provided they do not conflict with the policies of those Plans;

and further, the policies of this Plan may be more restrictive than all of the aforementioned Plans, provided they do not conflict with the policies of those Plans.

- f) Where lands within the NEP or the GBP 'Protected Countryside – Specialty Crop' and Natural Heritage System are regulated by the NPCA, the more restrictive of the aforementioned Plans identified in Section 13.2.1.4 vii) e) above or Ontario Regulation 155/06 as amended from time to time, applies.

13.2.2. General Policies

1. Permitted Uses

The following uses are permitted within the Natural Area designation and the Natural Area Extent Line, subject to the policies of this Plan:

- i) legally existing uses, buildings and structures including existing agricultural uses;
- ii) new agriculture uses subject to Part D, Section 13.2.5;
- iii) fish, wildlife and conservation management including forestry management;

- iv) essential linear public uses including transportation, utility, and communication facilities subject to Federal or Provincial Environmental Assessment approval;
 - v) watershed management and flooding and erosion control facilities where it has been demonstrated that they are necessary in the public interest and other alternatives are not available, subject to an Environmental Impact Study (EIS) to the satisfaction of the Region of Niagara;
 - vi) passive small scale recreation features such as trails, walkways, and bicycle paths that will have no significant negative impact on natural features or ecological functions.
2. Where planning applications to establish a new use, or expand a permitted use, are not subject to the Environmental Assessment Act, an approved Environmental Impact Study (EIS) shall be required, subject to the policies of this Plan, for any development, redevelopment or site alteration within or adjacent to Natural Hazard Lands or Natural Heritage. Protection or mitigating measures may be required to be implemented by the applicant.
 3. Where an EIS is required, it shall be prepared in accordance with Environmental Impact Study (EIS) Guidelines or subsequent guidelines adopted by the Region of Niagara.

The required scope and/or content of an EIS may be reduced, after consultation with the Niagara Region and the NPCA where the environmental impacts of a development application are thought to be limited; or other environmental studies fulfilling some or all requirements of an EIS have been accepted by the City, Niagara Region and the NPCA.

4. The City may require an independent peer review of an EIS with costs to be borne by the applicant.
5. On lands within or adjacent to a designated Natural Area or the Natural Area Extent Line where no development or placement of fill and site grading is permitted, the erection, location or use of any buildings or structures is prohibited other than those which legally exist.
6. Subject to other policies of this Plan, expansion of an existing use located within or adjacent to Natural Hazard Lands or Natural Heritage may be permitted subject to approval of an EIS and any mitigation measures that may be required.
7. Where development, redevelopment or site alteration is approved within Natural Hazard Lands, Natural Heritage or the associated adjacent land buffer zone, the applicant will submit a Tree Saving Plan maintaining or enhancing the ecological functions to be retained. The Plan shall be prepared in accordance with the Tree and Forest Conservation By-law and its implementation monitored by a member of the Ontario Professional Forestry Association.
8. Where lands are not subject to Section 13.2.2.7 above, the City should enact and maintain a by-law regulating the destruction or injuring of trees in identified woodlots less than 0.5 hectares of land in size.

Where a woodland greater than 0.5 hectares of land in size is located on or adjacent to lands subject to an application for plan of subdivision, consent, site plan approval or other development approval, the applicant shall be required to prepare a Tree Saving Plan as a condition of approval. A grading or building permit shall not be issued until the Tree Saving Plan, with appropriate implementation and monitoring measures, has been approved by the City in consultation with the NPCA.

9. Where development, redevelopment or site alteration is approved in or adjacent to Natural Hazard Lands or Natural Heritage, new lots thus created shall not extend

into either the area to be retained in a natural state or the required adjacent buffer zone identified through an EIS unless approved in consultation with the NPCA. The lands to be retained in a natural state and the adjacent buffer zone shall be maintained as a block and zoned to protect their natural features and ecological functions, and where appropriate and desirable, be dedicated to the municipality or a public agency.

10. The City will, where deemed appropriate, pursue the acquisition of Natural Hazard Lands and Natural Heritage lands by way of land dedication or other means, and which will be adequately sized to support the protection of natural features, function, access and maintenance. It should not be assumed that these lands will be accepted as parkland dedication, and lands having inherent environmental constraints will generally not be accepted as parkland dedication pursuant to the Planning Act.
11. The City recognizes that lands designated Natural Area, whether in private or public ownership, are accessible to the public at the discretion of the owner.
12. The City shall encourage and provide assistance, where feasible, to private landowners and interest groups in developing and maintaining stewardship programs to support retention and enhancement of Natural Hazard Lands and Natural Heritage.
13. Prior to any planning approvals, new development applications requiring a Provincial Permit to Take Water shall satisfy the City, the NPCA and the Niagara Region that the water taking will not have any negative impacts on natural ecosystems or the quantity and quality of water to meet existing and planned uses.

13.2.3. Natural Hazard Lands

Natural Hazard Lands mapping is shown on Schedule F2 of this Plan.

Notwithstanding policies related to Shoreline, Floodplains and Valleylands in Sections 13.2.3.1-3 below, the following policies apply to all Natural Hazard Lands and hazardous sites.

- i) Development shall generally be directed to areas outside of Natural Hazard Lands and hazardous sites.
- ii) Development, redevelopment and site alteration shall not be permitted:
 - within areas that would be rendered inaccessible to people and vehicles during times of flooding hazards, erosion hazards and/or dynamic beach hazards, unless it has been demonstrated that the site has safe access appropriate for the nature of the development and the natural hazard.

Notwithstanding the above, development, redevelopment and site alteration may be permitted in certain areas identified above where the development is limited to uses which by their nature must locate within the floodplain, including flood and/or erosion control works or minor additions or passive non-structural uses which do not affect flood flows.

- iii) Development or redevelopment shall not be permitted where the use is:
 - an institutional use associated with hospitals, nursing homes, pre-school, school nurseries, day care and schools, where there is a threat to the safe evacuation of the sick, the elderly, persons with disabilities or the young during an emergency as a result of flooding, failure of floodproofing measures or protection works, or erosion;
 - an essential emergency service such as that provided by fire, police and ambulance stations and electrical substations, which would be impaired during an

emergency as a result of flooding, the failure of floodproofing measures and/or protection works, and/or erosion control;

- associated with the disposal, manufacture, treatment or storage of hazardous substances.

1. Shoreline

- a) Development, redevelopment and site alteration shall not be permitted within the dynamic beach hazard limit, and may be permitted within the erosion hazard limit and the flooding hazard limit subject to the approval of the NPCA.
 - i) Public access to shorelines should be maintained and where possible improved. Road closings that would reduce public access should not be permitted unless a suitable new access is provided nearby;
 - ii) Landowners shall be encouraged to maintain and restore the shoreline in a natural state by establishing a naturally vegetative strip along the shoreline, and the use of non-structural shoreline protection such as bio-engineering using native vegetation, where feasible.
- b) Where major development or redevelopment is proposed along the shoreline:
 - i) public access to the shoreline will be provided;
 - ii) development design should ensure that the view of the shoreline be maintained from beyond the limits of the developed site;
 - iii) where possible, the shoreline should be maintained in, or restored to a naturally vegetated state;
 - iv) suitable shoreline lands shall be dedicated to the City or appropriate public agency where such lands would provide public benefit and identified as part of a planned public trail system. These lands should be located above the stable top of bank.

2. Floodplains

Development, redevelopment and site alteration may be permitted within floodplains in accordance with the Conservation Authority's Ontario Regulation 155/06 as amended from time to time, and subject to NPCA approval.

3. Significant Valleylands

Along valleylands where the valley bank height is equal to or greater than 3 metres, the following applies:

- i) Development, redevelopment or site alteration shall not be permitted within the valley, being all the lands below the valley long term stable top of bank(s) as determined by the NPCA, except for permitted uses as set out in Part D, Section 13.2.2.1 and subject to the applicable policies of this Plan.
- ii) Unless otherwise directed by the NPCA, development, redevelopment or site alteration on lands within the adjacent 15 metres of land above the valley long term stable top of banks, must demonstrate through an approved EIS, that erosion and adverse impacts to water quality and quantity, slope stability, wildlife habitat, existing vegetation and drainage shall be minimized, and valley slopes not disturbed.
- iii) No development, redevelopment or site alteration on lands adjacent to the valley long term stable top of bank(s) is permitted 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 valley or on its ecological functions.

- iv) A minimum 7.5 metre setback from the valley stable top of bank(s) shall be required for all development, redevelopment or site alteration.

Subject to review by the NPCA, a reduced valley top of bank setback may be considered on sites within the Urban Area, where:

- an existing lot provides insufficient depth to accommodate the required setback;
 - a proposed development or redevelopment does not result in the creation of generally more than two new lots, and where there is adequate municipal water and sewer capacity available on the existing road frontage, and no construction of new public or private roads are required.
 - the ecological function of the lands adjacent to the valley top of bank has been evaluated and it has been demonstrated that there will be no negative impacts on the valley or on its ecological functions.
 - subject to a geotechnical investigation, the reduced setback, with any required mitigating measures, will result in no adverse long term environmental impacts
- v) Where the NPCA finds evidence of slope instability, the angle of the valley slope exceeds 3:1 (horizontal distance: vertical distance), or where evaluation demonstrates negative impact on natural features or ecological functions, a greater setback from valley top of bank may be required to address site specific issues subject to a geotechnical report prepared by a qualified engineer at the cost of the proponent and to the satisfaction of the NPCA.
- vi) Where possible, existing vegetation should be maintained within the defined valley top of bank adjacent land setbacks. Vegetation below the top of bank shall not be disturbed, and where already impacted, the applicant may be required to rehabilitate and revegetate the valleylands as a condition of development approval.

13.2.4. Natural Heritage

Natural Heritage mapping is shown on Schedule F3 and F4 of this Plan.

1. Wetlands

- i) Development, redevelopment or site alteration shall not be permitted within a provincial, regional or local significant wetland, or within the required adjacent land buffer zone, which shall generally be a minimum of 30 metres measured from the boundary of the wetland.

Development, redevelopment or site alteration on adjacent lands to a wetland shall not be permitted 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 wetland or on its ecological functions. The final width of the required adjacent land buffer zone shall be established through an approved EIS or Subwatershed Study.

- ii) Unless otherwise directed by the NPCA, development, redevelopment or site alteration proposed on lands within 120 metres of an individual wetland area, or on lands connecting a wetland with a wetland complex, shall require approval of a Subwatershed Study, or where a Subwatershed Study has been completed, approval of an EIS.

2. Significant Woodlands

- i) To be identified as significant, a woodland must meet one or more of the following criteria:
- contains threatened or endangered species;
 - contains interior woodland habitat at least 100 metres in from the woodland boundaries;
 - overlap or contain one or more other natural area features identified in Section 13.2;
 - be a minimum of 2 hectares in size, and may be crossed by a watercourse.

Notwithstanding the above, for lands within the Provincial Greenbelt Plan, significant woodlands are identified pursuant to the Greenbelt Plan and its related technical guides.

- ii) Development, redevelopment or site alteration shall not be permitted within a significant woodland unless it has been demonstrated that there will be no negative impacts on the woodland or its ecological functions.
- iii) Development, redevelopment or site alteration shall not be permitted within the required adjacent land buffer zone from the significant woodland, which shall generally be a minimum of 10 metres measured from the drip line of the significant woodland, 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 significant woodland or its ecological functions. The final width of the required adjacent land buffer zone shall be established through an approved EIS or Subwatershed Study.
- iv) Unless otherwise directed by the NPCA, development, redevelopment or site alteration proposed on lands within 50 metres of a significant woodland shall require approval of an EIS to demonstrate that there will be no negative impacts on the significant woodland or their ecological function.

3. Fish Habitat

Development, redevelopment and site alteration may be permitted within a Fish Habitat or on adjacent lands if it will result in no net loss of the productive capacity of fish habitat as determined by the Department of Fisheries and Oceans or it's designate.

A naturally vegetated adjacent land buffer zone, a minimum 30 metres in width measured from the long term stable top of banks, shall generally be required adjacent to Critical Fish Habitat, and a minimum 15 metres in width from Important or Marginal Fish Habitat.

Unless otherwise directed by the Department of Fisheries and Oceans, or it's designate, development or redevelopment proposed within 30 metres of a fish habitat shall require approval of an EIS. A narrower buffer zone may be considered where the EIS has demonstrated that it will not harm fish or fish habitat, but in no case shall the buffer zone adjacent to Critical Fish Habitat be less than 15 metres.

4. Areas of Natural and Scientific Interest (ANSIs)

- i) ANSIs are defined as lands that contain natural landscapes or features which have been identified as having values related to natural heritage preservation, scientific study, or education and contain representative earth science and/ or natural processes.

- ii) Development, redevelopment or site alteration shall not be permitted in a provincial or regional significant (NPCA regulated) ANSI unless it has been demonstrated that there will be no negative impacts on the ANSI or their ecological functions. Notwithstanding, no development, redevelopment or site alteration is permitted within a Provincial Life Science ANSI.
- iii) Development, redevelopment or site alteration shall not be permitted on adjacent lands to an ANSI 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 ANSI or on their ecological functions.
- iv) Development, redevelopment or site alteration proposed on lands within 50 metres of an ANSI shall require approval of an EIS to demonstrate that there will be no negative impacts on the ANSI or its ecological function.

5. Significant Habitat of Threatened and Endangered Species

- i) Mapping of Significant Habitat of Threatened and Endangered Species may not be included on the Schedules of this Plan. Much of this habitat may be found within Natural Hazard Lands or Natural Heritage shown on Schedules F2, F3 and F4.

The City may collaborate with the Province and other agencies during the early stages of the planning process, to ensure that the Significant Habitat of Threatened and Endangered Species on lands affected by or contiguous to any proposed development or site alteration is properly evaluated and identified.

- ii) Development, redevelopment or site alteration shall not be permitted in a Significant Habitat of Threatened and Endangered Species. Development or site alteration shall not be permitted on adjacent lands to a Significant Habitat of Threatened and Endangered Species 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 Significant Habitat of Threatened and Endangered Species or on its ecological functions.
- iii) Development, redevelopment or site alteration proposed on lands within 50 metres of a Significant Habitat of Threatened and Endangered Species will require approval of an EIS to demonstrate that there will be no negative impact on the Significant Habitat of Threatened and Endangered Species or on its ecological functions.

6. Significant Wildlife Habitat

- i) Mapping of Significant Wildlife Habitat may not be included on the Schedules of this Plan. Much of this habitat may be found within Natural Hazard Lands or Natural Heritage as shown on Schedules F2, F3 and F4. The City may collaborate with the Province and other agencies during the early stages of the planning process, to ensure that Significant Wildlife Habitat on lands affected by or contiguous to any proposed development or site alteration is properly evaluated and identified.
- ii) No development, redevelopment or site alteration is permitted within a Significant Wildlife Habitat unless it has been demonstrated that it will have no negative impacts on the Significant Wildlife Habitat or on its ecological functions.
- iii) Unless otherwise directed by the NPCA, development, redevelopment or site alteration within 50 metres of a Significant Wildlife Habitat shall require an EIS to demonstrate that there will be no negative impact on the Significant Wildlife Habitat or on its ecological functions.

7. Regional Natural Heritage Corridors

Where development, redevelopment or site alteration is proposed in or near a Regional Natural Heritage Corridor, as generally illustrated on Schedule F3, the corridor shall be considered in the development review process. An EIS may be required to demonstrate that there will be no negative impact to the natural features and ecological functions within the corridor, and to the system and linkages within and between natural features and processes within the corridor.

8. Key Hydrologic Features

Key Hydrologic Features include permanent and intermittent streams, lakes, and their littoral zones, seepage areas, springs, and wetlands. Where not already included within Natural Hazard Lands or Natural Heritage shown on Schedules F2, F3 and F4 of this Plan, they may be identified through a future EIS or other studies and shown on the Schedules of this Plan, and may be subject to minimum adjacent land buffer zone and other requirements.

Specific policies for key hydrological features within the Provincial Greenbelt Plan Protected Countryside designation and Natural Heritage System are included in Section 13.2.5 below.

13.2.5. Agriculture Area -Provincial Greenbelt Plan Protected Countryside and Natural Heritage System

The Provincial Greenbelt Plan Protected Countryside and Natural Heritage System are set out on Schedule D ‘Municipal Structure’ of this Plan.

In addition to other policies of this Plan, the following policies apply to lands within the Provincial Greenbelt Plan Protected Countryside and Natural Heritage System.

- i) In addition to Natural Heritage features as set out in Section 13.2 b) of this Plan, Natural Heritage features within the Greenbelt Plan also include sand barrens, savannahs, tallgrass prairies, alvars and significant habitat of special concern species.
- ii) Within the Protected Countryside Natural Heritage System, no development, redevelopment or site alteration is permitted in Natural Heritage features as set out Section 13.2.5 i) above, including any associated vegetation protection zone, with the exception of:
 - Forest, fish and wildlife management; conservation and flood or erosion control projects only where demonstrated to be necessary in the public interest and after all alternatives have been considered; infrastructure, aggregate, recreational, shoreline and existing uses as defined in Section 4 of the Provincial Greenbelt Plan.
- iii) Vegetation Protection Zone
 - a) A proposal for new development, redevelopment or site alteration within 120 metres of a Natural Heritage feature (as set out in Section 13.2.5 i) above) within the Natural Heritage System or a key hydrologic feature (Section 13.2.4.8) anywhere within the Protected Countryside requires a natural heritage evaluation and hydrological evaluation which will identify a vegetation protection zone which:
 - is of sufficient width to protect the key natural feature or key hydrologic feature and it’s functions from the impacts of the proposed change and associated activities that may occur before, during, and after construction, and where possible, restore or enhance the feature and/or its function;
 - is established to achieve, and be maintained as natural self-sustaining vegetation.

- b) In the case of wetlands, seepage areas and springs, fish habitat, permanent and intermittent streams, lakes and significant woodlands, the minimum vegetative protection zone shall be 30 metres in width measured from the outside boundary of the natural heritage or hydrologic feature.
- c) New buildings and structures for agricultural uses, or agriculture cultivation, shall be required to provide a 30 metre vegetative protection zone from a natural heritage or key hydrologic feature but may be exempt from the requirement of establishing a condition of natural self sustaining vegetation if the land is, and will continue to be used for agricultural purposes. Despite this exception, agricultural uses should pursue best management practices to protect and/or restore key hydrological features and functions.
- iv) Small scale expansion of existing farm buildings and structures, and farm or non farm dwellings, may be permitted within Natural Heritage features set out in Section 13.2.5 above where:
 - there is no alternative and the expansion, alteration or establishment is directed away from the feature to the maximum extent possible; and
 - the impact of the expansion or alteration on the feature and it's functions is minimized to the maximum extent possible.

14. AGRICULTURE

Due to a combination of soils and climate, the City's agricultural lands are considered to be unique agricultural lands suitable for the production of tender fruit and grapes, and other crops.

The unique nature of these lands for agriculture production is recognized and reinforced in the Provincial Greenbelt Plan (GBP) and in the Region of Niagara Policy Plan.

As shown on Schedule D 'Municipal Structure' of this Plan, the GBP designates all of the City's agricultural lands, except those located within the Provincial Niagara Escarpment Plan, as Protected Countryside- Speciality Crop (Tender Fruit and Grape Lands).

The Agricultural Land Base Map in the Region of Niagara Policy Plan shows all of the City's agricultural lands as Unique Agricultural Lands (Good Tender Fruit and Good Grape Area).

The Agriculture land use designation, as set out on Schedule D1 'General Land Use Plan' and more specifically in Part E, Section 15.7 'Agriculture Area District Plan', is intended to protect and promote the City's agricultural lands and area for long term sustainable agricultural production and practices, and in doing so, to support viable agriculture land economy and employment base, and enhance the City's Garden City identity and community sense of place.

Non-agriculture or non-agriculture related uses, other than those identified in Section 14.1 below, shall not be permitted in the Agriculture land use designation.

14.1. Permitted Uses:

Permitted uses within the Agriculture land use designation include:

- i) A full range of agriculture uses including vineyards, livestock, field crops, fruits, vegetables, greenhouses and horticultural specialities.
- ii) Secondary uses, provided they are incidental and subordinate to the main agriculture operation, including wineries, agri-tourism and value added uses, home based business, and home industries related to agriculture.
- iii) Existing single-detached residential dwellings; New single-detached residential dwellings on the same property as, and where related and secondary to a main

agricultural use, or on an existing vacant lot of record, subject to the applicable policies of this Plan.

- iv) Agriculture farm related small scale commercial and farm related small scale industrial uses intended to primarily serve the agricultural community.
- v) Linear infrastructure and utilities, other than administrative facilities, subject to the Environmental Assessment Act, where required, and consistent with the policies of this Plan.
- vi) Compatible uses such as forestry and natural area protection and conservation.
- vii) Kennel

14.2. General Policies

1. **Agri-Tourism and Value Added Uses** – means farm based business activities that cater to the travelling public and agriculture tourism, and which support, promote and sustain the viability of the agriculture operation. These uses are secondary and subordinate to the principal farm operation on the property, and may include farm markets, restaurants related to a winery, bed and breakfast, on-farm tours, road side produce stands, pick your own facilities, farm mazes, agriculture related special event facilities, agriculture education and research facilities, and uses and practices necessary to support the day to day farm operation.
 - a) Agri-Tourism and Value Added Uses shall only be permitted subject to the following:
 - i) are to be secondary and subordinate to the principal farm operation and activities on the property;
 - ii) the size of such uses are to be small in scale, and limited and appropriate to the site, surrounding area and the scale of the farm operation;
 - iii) on all farm parcels, generally up to a maximum gross floor area of 93 square metres; and, generally up to a maximum of 464.5 square metres of gross floor area on farm parcels 6 hectares of land or greater in size.
 - iv) agri-tourism and value added uses, with the exception of bed and breakfast accommodations, shall be subject to site plan control where greater than 93 square metres in gross floor area.
 - v) the display and retail sales of off-farm products shall be permitted, provided that the display and retail sales area is no greater than one-third of total gross floor area devoted to commercial use of an agri-tourism and value added use, to a maximum 93 square metres in size.
 - vi) bed and breakfast accommodations shall be permitted to a maximum of 6 bedrooms with the exception of lands within the Niagara Escarpment Plan Area, where a maximum of 3 bedrooms are permitted.
 - vii) where adequately served by on-site services, including sustainable private services and parking; compatible with surrounding uses; does not cause or generate off-site negative impacts related to infrastructure, noise or traffic, and will not negatively impact the agricultural viability of the subject property, surrounding area, or natural areas, features or functions.
 - b) Uses and practices necessary to support the day to day farm operation include processing, packaging, warehouse and distribution of agriculture products produced on the farm.

These uses need not comply with Policy 14.2.1 a) iii) to vi) above.

2. Wineries

- a) Wineries are permitted subject to zoning by-law regulation and site plan control, and where:
 - i) the farm parcel is generally 6 hectares or greater in size and adequately sized to provide an agricultural setting for the winery, land for the ponding of waste water, and associated vineyards.
 - ii) direct or convenient access to an improved roadway with sufficient capacity to accommodate anticipated traffic is provided.
 - iii) the gross floor area devoted to the winery operation is clearly subordinate and secondary to the main agricultural uses on the property, and should not exceed 5 % of the lot area.
 - iv) the total of all agri-tourism and value added uses should not exceed 50% of the gross floor area of a winery on the same property, up to a maximum of 464.5 square metres.
 - v) the display and retail sales of off-farm products shall be permitted, provided that the display and retail sales area is no greater than one-third of total gross floor area devoted to commercial use of an agri-tourism and value added use, to a maximum 93 square metres in size.
 - vi) adequately served by sustainable private services, and other on-site services such as parking and waste management.
 - vii) compatible with surrounding uses; does not cause or generate off-site negative impacts related to infrastructure, noise or traffic, and will not negatively impact the agricultural viability of the subject property, surrounding area, or natural areas, features and functions.

3. Home Industry

Home industries are small scale uses providing services primarily to the farming community and supporting agri-tourism and value added uses.

- i) Home industries may be conducted in whole or in part in an accessory building to a farm operation and may employ up to 3 non-residents.

The scale and location of the industry will be regulated in the Zoning By-law, and must be supported by adequate on-site services including sustainable private services, parking and waste management facilities.

- ii) Home industries may be permitted through a zoning by-law amendment on agricultural lands not being farmed where;
 - the owner can demonstrate that the impact on future agricultural viability of the lands or adjacent lands will not be jeopardized;
 - the use is compatible with surrounding uses; does not cause or generate negative off-site impacts related to infrastructure, noise or traffic; and will not negatively impact natural areas, features and functions.
 - there are adequate on-site services, including sustainable private services and parking to support the use.

4. Agriculture Farm Related Commercial or Farm Related Industrial Uses may be permitted by way of zoning by-law amendment and site plan control where:

1. a) the use is small in scale, required in close proximity to, and

directly related to and predominately serving agriculture uses and farm operations;

- b) it is not practical to locate within the Urban Area;
 - c) the use has adequate access to a publically maintained road, is adequately served by sustainable private services and other on-site services such as parking and waste management, and does not require any new municipal services;
 - d) negative impacts on surrounding uses and agricultural operations are minimized, and shall be compatible with existing and permitted future uses on adjacent lands;
 - e) the use does not cause or generate off-site negative impacts related to infrastructure, noise or traffic;
 - f) the use will not negatively impact natural areas, features and functions;
 - g) the lot size and location is appropriate for the intended use.
 - h) the size of the operation including buildings, outdoor storage and processing should not exceed 930 square metres in area
2. The zoning by-law will limit the maximum floor space and establish site design criteria to ensure compliance with Section 14.2.4.1 above.
3. Larger scale operations generally in excess of 930 square metres in area shall be subject to an Official Plan amendment, Zoning By-law amendment and site plan control.

5. Help House - permanent or portable farm help dwellings may be permitted provided:

- i) the dwelling is for either a person or persons who are employed full-time in the farm operation;
- ii) the size and/or nature of the farm operation makes the employment of such help necessary;
- iii) the dwelling does not have a significant effect on the tillable area of the farm or its viability, or negatively impact natural area, features or functions;
- iv) the dwelling is adequately served by on-site sustainable private services and other on-site services;
- v) the dwelling shall not be permitted to be severed in the future;
- vi) that in the area designated "Escarpment Rural Area" in the Niagara Escarpment Plan, accessory agricultural dwellings are to be mobile or portable dwellings only.

6. Home Based Business - is permitted within the confines of the principal residence on the property, and an accessory dwelling unit and non-farm structures that are directly accessory to the principal residence, in accordance with applicable by-law requirements to ensure the ancillary and subordinate nature of such use. Home based business shall be small in scale in relation to the size of the principal residence, may permit outside activities but not outdoor storage, and shall be strictly limited in the provision of non-resident employees and outside signage, and the scale of operation.

7. **Accessory Apartment** - notwithstanding Part D, Section 7.10, an accessory apartment unit is permitted within the principal detached residential dwelling on a property, or in a non-farm related detached structure directly accessory to the principle residential dwelling, in accordance with applicable zoning by-law requirements and other applicable laws and requirements, including the Building Code, Fire Code and property standards.
8. **Infrastructure Uses**, such as essential public or private uses such as roads and transmission lines, communications infrastructure and linear water and sewer facilities, are permitted:
 - subject to the Canadian Environmental Assessment Act, the Environmental Assessment Act, the Planning Act, the Telecommunications Act or by the National or Ontario Energy Boards, or which receives a similar environmental approval, where required, and;
 - where such facilities will be located so as to minimize impacts on surrounding agricultural lands, farm operations, natural areas, features and functions.
9. **Servicing**
 - a) The creation of a new communal water or wastewater system is prohibited.
 - b) The City will not consider, nor accept becoming a party to a default responsibility agreement for any private communal water supply or sewage treatment system as may be required pursuant to the Ministry of the Environment guidelines.
 - c) No new or extensions of existing municipal water and wastewater services are permitted outside the Urban Area unless they are required for health reasons as determined by the Medical Officer of Health.
10. **Enlargement of Existing Non-Agricultural Uses**, other than those specifically permitted in Section 14.1 v) and vi), may be permitted on an existing lot of record legally established prior to the date of adoption of the Garden City Plan, where the enlargement occurs on lands which are currently zoned to permit the enlargement, is not in conflict with an active agricultural operation, and that the expanded use can meet the criteria set out in Section 14.2.4 c) to g).
11. **Minimum Distance Separation**
 1. New land uses and the creation of lots, as permitted by the policies of this Plan, and new or expanding livestock facilities (including barns, manure or material; storages and anaerobic digesters) shall comply with the Minimum Distance Separation Formulae as established by Provincial standards.
 2. Known livestock operations and potential area of influence are generally shown in Part G, Appendix 3. This mapping is for information purposes only, may not include all existing livestock operations, and is not to be considered an acceptable substitute for the applicability or application of the Minimum Distance Separation Formulae.
12. **Lot Creation**

The creation of new lots for agricultural or agricultural related purposes may be permitted by consent, subject to a number of criteria as set out below. The creation of new lots for non-agricultural uses shall be prohibited except as may be permitted for uses as set out in Section 14.1 v) and vi) of this Plan.

Notwithstanding the following lot creation policies, lots proposed to be created within the Niagara Escarpment Plan (NEP) Area are subject to the applicable policies of the NEP.

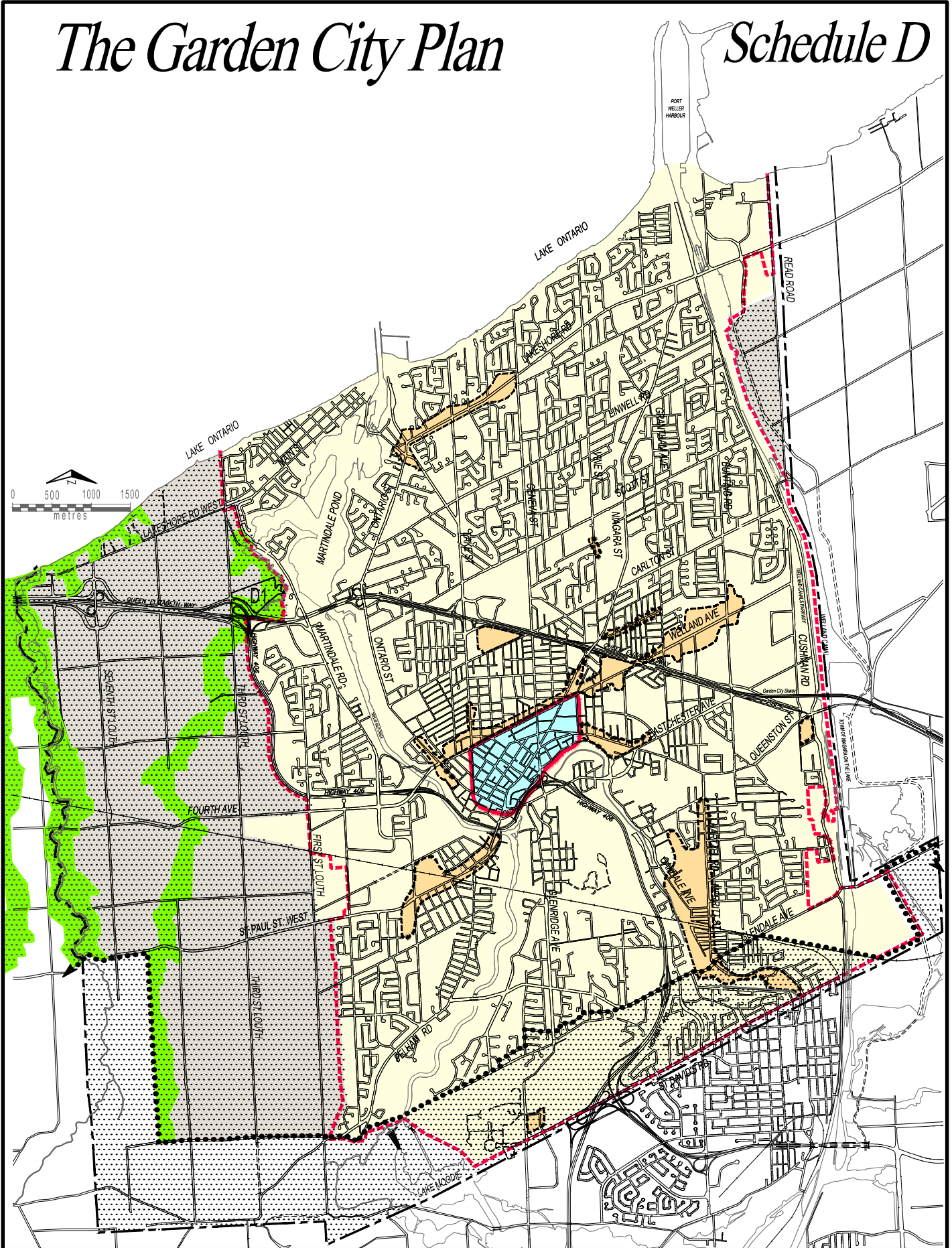
Consents to convey land may be permitted only in accordance with the following:

1. The consent is for agricultural purposes where the severed and retained lots are intended for agricultural purposes and provided that the minimum lot size is 16.2 hectares of land in size.
 2. The consent is for a residence surplus to a farm operation, not including a help house, that is surplus as a result of a farm consolidation where two or more farms have been amalgamated to form one contiguous parcel of land under one ownership. Such consents will be subject to the following criteria:
 - i) That the remnant parcel of agricultural land be a size sufficient to function as a viable part of the overall agricultural operation;
 - ii) That the surplus dwelling be of sufficient quality and value to warrant its retention on the severed property and its use as a non-farm residence and that the residence also meet the standards contained in the Maintenance and Occupancy By-law, or successor;
 - iii) That the dwelling proposed for severance be surplus to the present and anticipated needs of the agricultural operation for farm residence and for farm help houses;
 - iv) That the surplus dwelling meets the Minimum Distance Separation Formulae as established by Provincial standards;
 - v) That the dwelling was an existing use as of December 16, 2004;
 - vi) The size of the surplus dwelling lot shall not exceed an area of 0.4 hectares of land except to the extent that additional area is required to support a sustainable private system as determined by the Ontario Building Code or by the Ministry of the Environment where applicable.
 - vii) Any new lot must have sufficient frontage on an existing publicly maintained road.
 - viii) That as a condition of severance, the applicant must have the remnant parcel of land rezoned to preclude its use for residential purposes in perpetuity.
 3. The consent is for a minor boundary adjustment or easements, complies with other policies of this Plan, does not create a separate lot for a residential dwelling, and there is no increased fragmentation of a natural area or feature or key hydrologic feature.
 4. The consent is for an existing or new agriculture farm related small scale commercial or farm related small scale industrial use as set out in Section 14.1 iv) and 14.2.4 of this Plan, provided that:
 - i) any new lot will be limited to the minimum size needed to accommodate the use, including sustainable private services and other on-site services appropriate for such a use;
 - ii) as a condition of severance, the applicant must have the remnant parcel of land rezoned to preclude its use for a new agriculture farm related small scale commercial and farm related small scale industrial use
 5. The consent is for the accommodation of infrastructure where the facilities or corridor cannot be accommodated through the use of easements or rights-of-way, and where the consent does not create a separate lot for a residential dwelling.
- 13. Topsoil** - The removal of topsoil from agricultural lands will be discouraged and should be regulated by by-laws passed under the Top Soil Preservation Act.

14. **Alternative/Renewable Energy** - Small scale on-farm alternative and/or renewable energy systems are encouraged in association with an agricultural operation.
15. **Greenhouse** - Greenhouse structures and operations are encouraged to utilize representative and natural soil floor bases, and will be regulated through the implementing zoning by-law.

The Garden City Plan

Schedule D

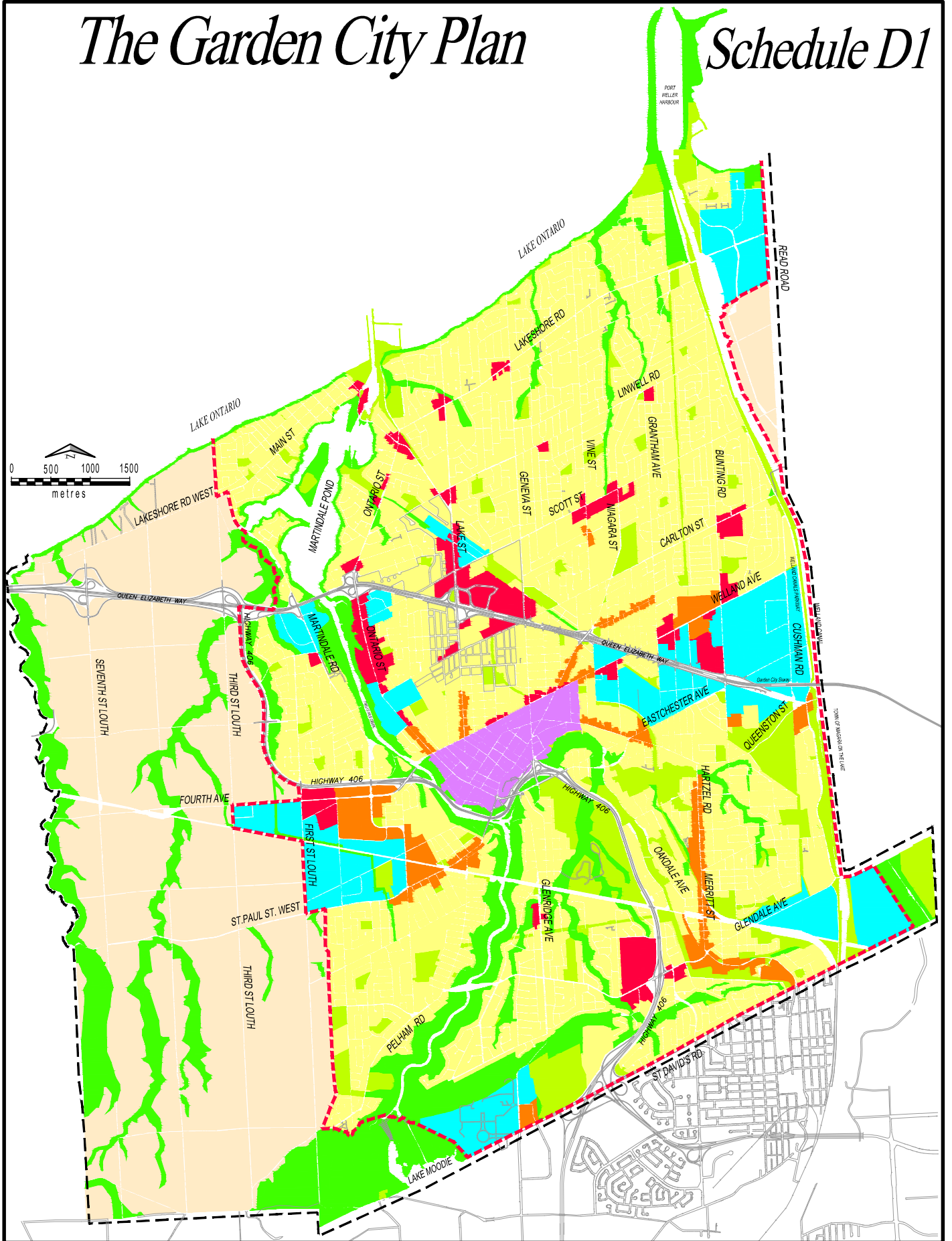


Municipal Structure

- Municipal Boundary
- Urban Area
- Provincial Greenbelt Plan Area
- Provincial Greenbelt Plan Area - Protected Countryside (Specialty Crop Area)
- Provincial Greenbelt Plan Area - Protected Countryside (Natural Heritage System)
- Niagara Escarpment Plan Area
- - - - Provincial Growth Plan - Limits of Built Boundary
- Urban Growth Centre
- Intensification Areas

The Garden City Plan

Schedule D1



General Land Use Plan

- Neighbourhood Residential
- Employment
- Commercial
- Mixed Use
- Natural Areas
- Parkland & Open Space
- Agriculture
- Downtown
- Urban Area Boundary

PART E

DISTRICT PLANS

PART E : DISTRICT PLANS

15. District Plans

The City is divided into 7 District Plans, the boundaries of which are identified on Schedule E “District Planning Areas – Index”.

The District Plans, and accompanying land use schedules are established in Part E, Section 15.1 to 15.7 of this Plan, as described below, and

- Set out the more refined land use designations and policies established in Part D of this Plan.
- May also set out more specific or special land use designations and/or policies that apply to individual properties or areas with respect to goals, objectives, policies and land use permissions, including ‘special study areas’ set out for future study in accordance with Part F, Section 16.22 of this Plan, and those established through approved Secondary Plans.

Section 15.1 North District Plan - Schedule E1, E2, E3

Section 15.2 Central District Plan- Schedule E4, E5

Section 15.3 West District Plan- Schedule E6, E7, E6/7 and E6/7 A, B, C (GO Transit Station Secondary Plan - GTSSP)

Section 15.4 South District Plan- Schedule E8

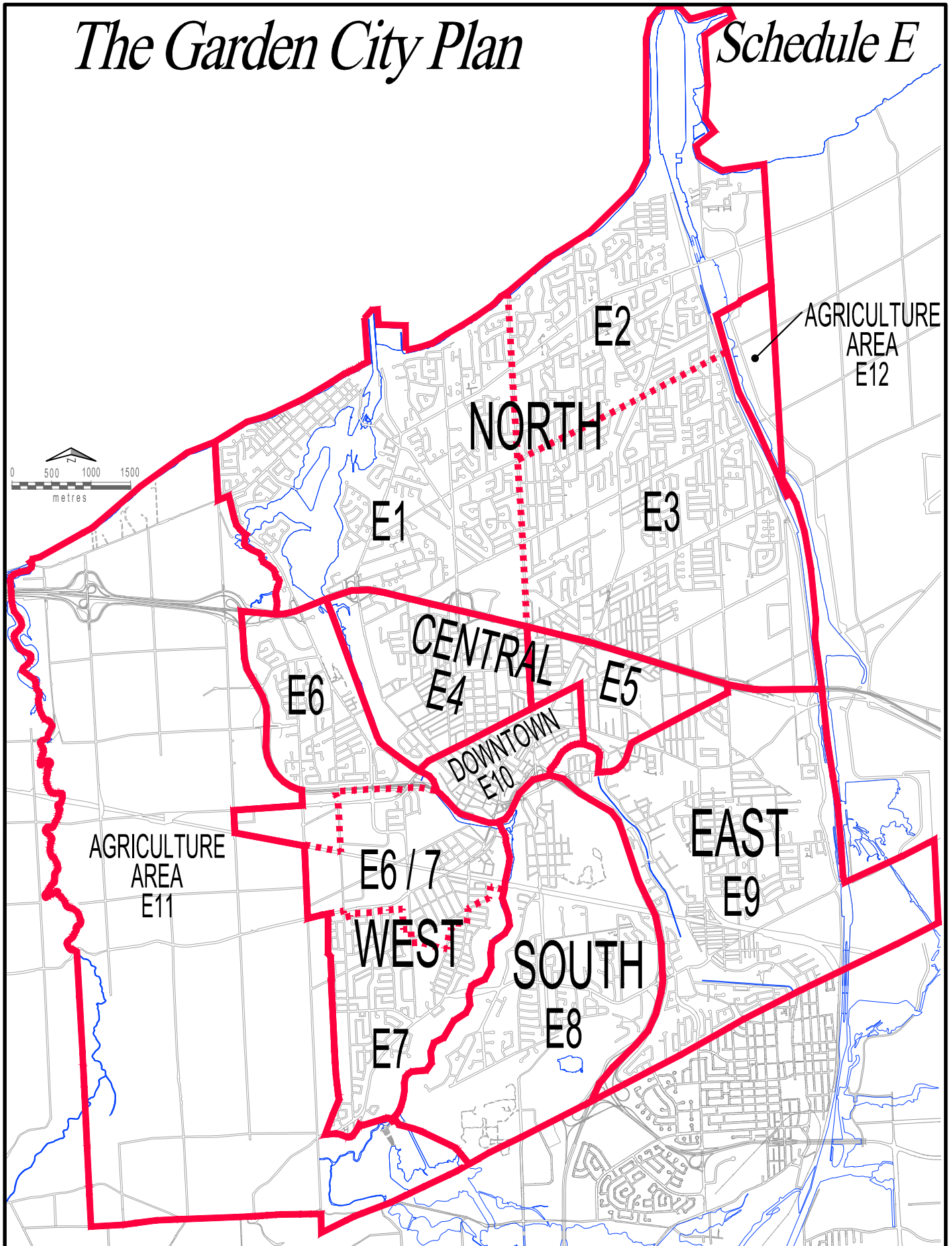
Section 15.5 East District Plan- Schedule E9

Section 15.6 Downtown District Plan- Schedule E10

Section 15.7 Agriculture Area District Plan- Schedule E11, E12

The Garden City Plan

Schedule E



District Planning Areas - Index

North District	See Schedule E1, E2, E3
Central District	See Schedule E4, E5
West District	See Schedule E6, E7; E6/7 (GO TRANSIT STATION SECONDARY PLAN)
South District	See Schedule E8
East District	See Schedule E9
Downtown District	See Schedule E10
Agriculture Area District	See Schedule E11 & 12

NORTH DISTRICT

15.1. NORTH DISTRICT

The following specific or special policies apply to lands located on the following schedules:

1. Schedule E1

- a) Auto dealerships shall not be permitted on lands designated Business Commercial Employment fronting on Secord or Nihan Drive.
- b) Notwithstanding Part D, Section 9.2.2 of the Plan, the following applies on the lands designated Community Commercial located to the west of Lakeport Road and north of Gertrude Street, and generally known as Port Dalhousie Commercial Core:
 - i)
 - a) an appropriate range and mix of medium or higher density residential housing, commercial, employment, institutional and indoor recreation uses are permitted, to support regional based tourist facilities to enhance the economic vitality of the area;
 - b) no ground floor residential dwelling units are permitted;
 - c) office uses which do not generate a significant amount of pedestrian traffic or require a ground floor location are encouraged to locate on upper floors;
 - d) retail functions are permitted on upper floors only where in conjunction with a ground floor commercial use.
 - ii) In addition to Section 15.1.1 b) i) above, the following applies to the lands designated Community Commercial west of Lakeport Road, north of Lock Street, and specific to the lands described as Port Place lands and subject to the Ontario Municipal Board Final Orders issued on May 14, 2010, and August 3, 2010 with respect to Case No. PL060850:
 - a) a multi-use commercial/residential building is permitted having a 17 storey height limit to a maximum of 62 metres, provided that:
 - i) the residential component is part of a multi-use commercial redevelopment scheme including retail, office, restaurant, hotel and theatre uses, and
 - ii) appropriate development standards are established in the related zoning amendment, site plan agreement, heritage easement agreement and any other approval or applicable development agreement, and
 - iii) a Holding (H) designation shall be applied to the residential component; and buildings and structures may be erected on the subject lands prior to the removal of the specific Holding (H) designation, however, the residential component shall not be used for residential purposes until such time as the provisions of the zoning by-law are met, including all conditions related to the Holding (H) conditions.
- c) Lands located on the east side of Lakeport Road, west of Port Dalhousie Harbour, the following applies:
 - i) Notwithstanding the Community Commercial land use designation, the development or redevelopment of these lands permit an appropriate

range and mix of medium and higher density residential housing, commercial, employment, institutional and indoor recreation uses to support regional based tourist facilities to enhance the economic vitality of the area.

- ii) prior to development or redevelopment of the subject lands, an urban design study shall be undertaken by the proponent(s), to the satisfaction and approval of the City, to ensure implementation of appropriate design standards to support a connected public realm, protection for public access, vistas and views to the waterfront, and protection of cultural heritage amenities.
- d) Mixed Use Intensification ‘Special Study Area’ as set out in Part F, Section 16.22
 - Lakeshore Road between Ontario Street and Geneva Street.
 - primary basis/focus for study: to establish an appropriate range of transit supportive medium and higher density housing opportunities with a mix of commercial, employment, institutional and recreation uses, pursuant to Part D, Section 12 of the Plan; and to establish urban design strategies to guide redevelopment and intensification.
- e) Harbour industrial marine uses, excepting boat slips and administrative office, shall not be permitted on the west side of Port Dalhousie Harbour.
- f) Port Dalhousie Residential Neighbourhood - Notwithstanding Part D, Section 8.1 of the Plan, for the applicable lands subject to Special Provision 7 in Zoning By-law No. 2013 -283, height of buildings should not exceed 9 metres.
- g) Port Dalhousie Residential Neighbourhood - Notwithstanding Part D, Section 8.1 of the Plan, on lands bounded by Lake Ontario, Bayview Drive, Christie Street, and the rear lot line of properties fronting Considine Avenue, height of buildings should not exceed 7.5 metres.
- h) Notwithstanding the Low Density Residential designation, business offices are permitted on lands known as 1-3 Lakeshore Road.
- i) Notwithstanding the Low Density Residential designation, a medium density residential development consisting of one single detached dwelling and a 15 unit apartment building, for a maximum of 16 dwelling units, is permitted on lands known municipally as 6 and 10 Dalhousie Avenue.
- j) Rowing facilities and associated uses are permitted on lands known municipally as 72 Henley Island Drive, and 60 Lakeport Road, subject to the policies in Part D, Section 13 of the Plan.
- k) Notwithstanding Section 9.2.3 b) of this Plan, on lands known municipally as 300/302 Lake Street, office uses are permitted to a maximum 50 % of total gross leaseable floor area, and residential apartment units are permitted on the upper floor of the two storey building.

2. Schedule E2

- a) Notwithstanding the Low Density Residential designation, a professional office is permitted on lands known as 237 Lakeshore Road.

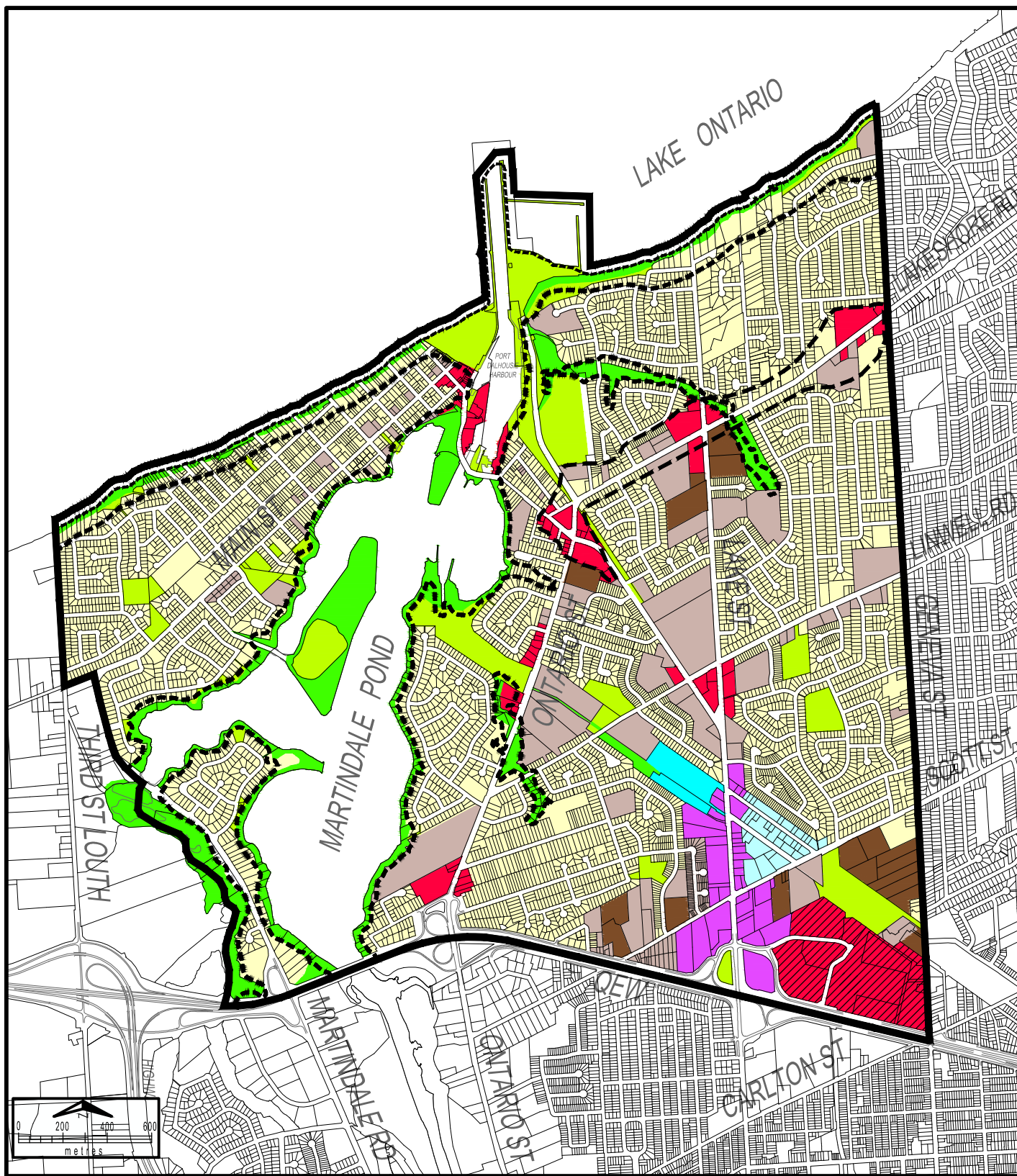
3. Schedule E3

- a) Mixed Use Intensification ‘Special Study Area’ as set out in Part F, Section 16.22
 - Welland Avenue (QEW to Bunting Road) – Lincoln Mall Node.

- primary basis/focus for study: to establish an appropriate range of transit supportive medium and higher density housing opportunities with a mix of commercial, employment, institutional and recreation uses, pursuant to Part D, Section 12 of the Plan, except that building height established in Section 12.1 v) may not apply; and to establish urban design strategies to guide redevelopment and intensification.
- b) Notwithstanding Part D, Section 12.1 iv) and 15.1.3 a) of the Plan above, on lands known municipally as 453-525 Welland Avenue (the Lincoln Mall Value Centre), a total commercial floor area of 37150 square metres is permitted, and the provisions of Section 12.1 iv) do not apply.
- c) Notwithstanding Part D, Section 9.2.2 of the Plan, on lands known municipally as 185, 189, 191 Bunting Road and 189 Dieppe Road (St. Catharines East Development), a total commercial floor area of 32,500 square metres is permitted, and any one use may occupy up to 45% of total ground floor area permitted.
- d) Notwithstanding Section 8.3.3 of the Plan, on lands known as 355, 357 and 359 Carlton Street, total gross leaseable commercial floor area for commercial uses is permitted to a maximum 1950 square metres, and need not be in conjunction with residential dwelling units.
- e) Notwithstanding the Low Density Residential designation, an apartment building is also permitted on the lands known municipally as 31 Agar Street.

The Garden City Plan

North Planning District Schedule E1



Land Use Designations

 Low Density Residential (20 to 32 units / ha)

 Medium Density Residential (25 to 99 units / ha)

 High Density Residential (85 units / ha or greater)

 Major Commercial

 Community Commercial

 Arterial Commercial

 Special Study Area

 Mixed Use

 General Employment

 Business Commercial Employment

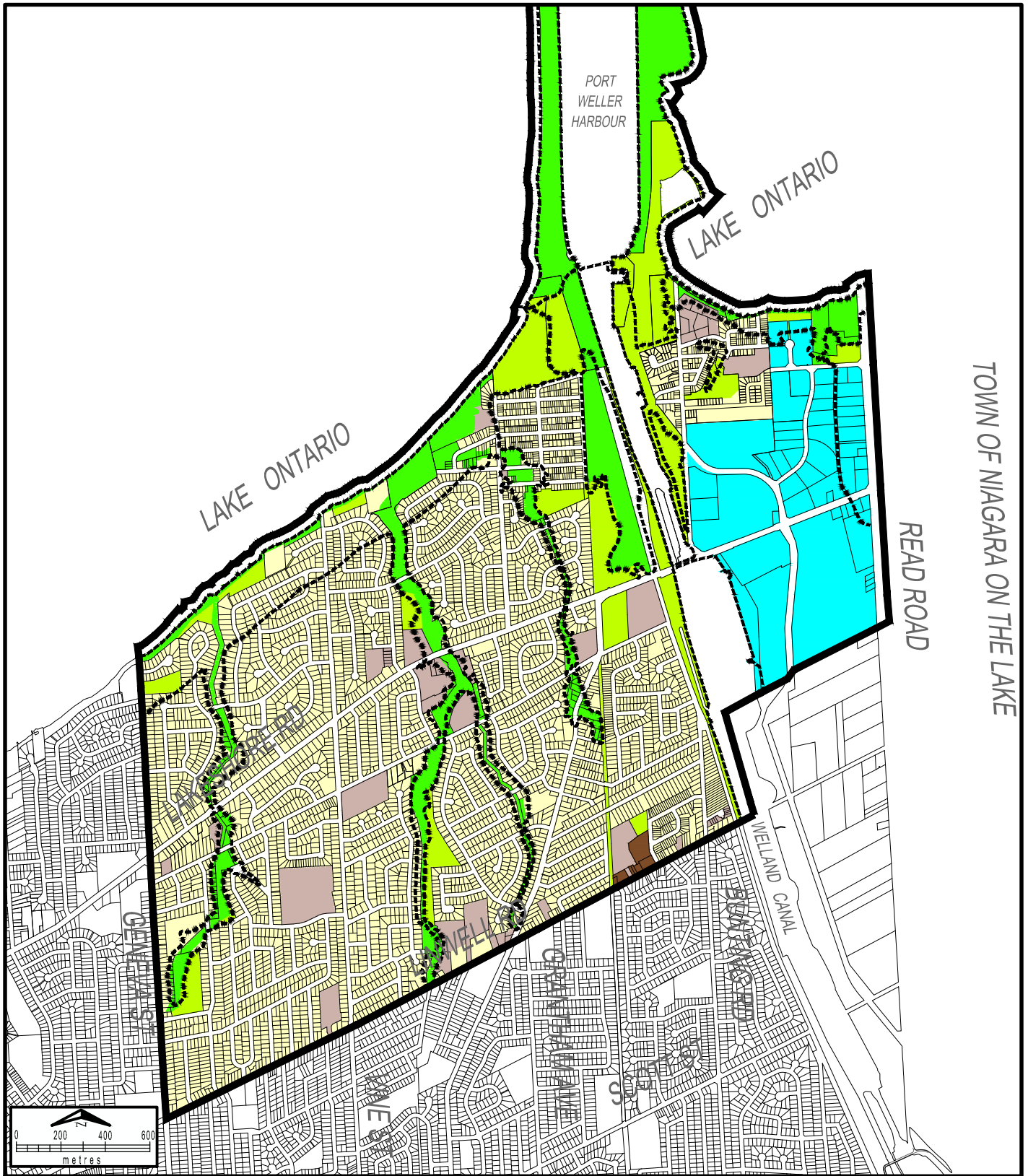
 Parkland & Open Space

 Natural Areas

 Natural Area Extent Line

The Garden City Plan

North Planning District Schedule E2



Land Use Designations

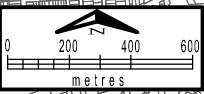
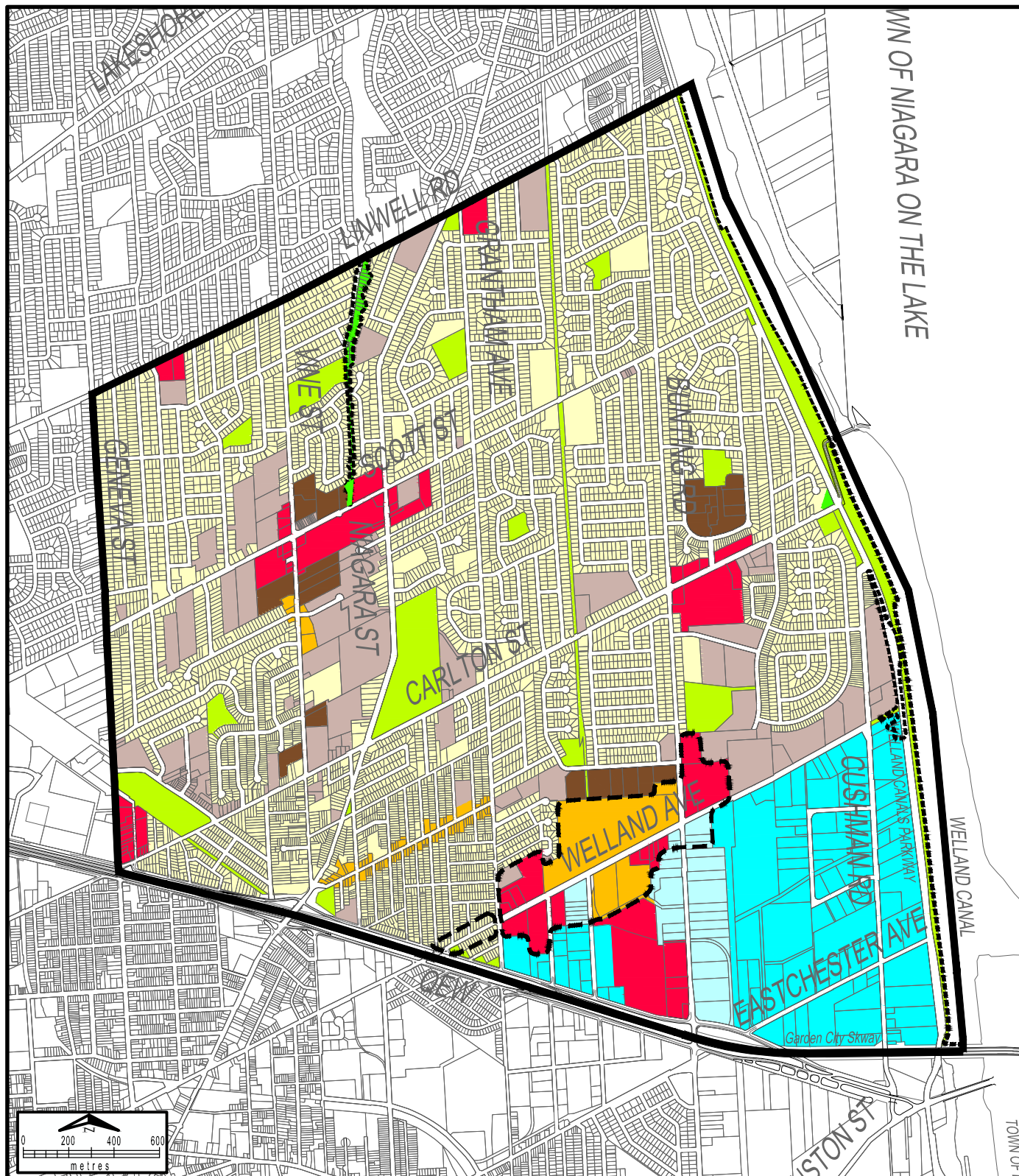
- Low Density Residential (20 to 32 units / ha)
- Medium Density Residential (25 to 99 units / ha)
- High Density Residential (85 units / ha or greater)
- Major Commercial
- Community Commercial
- Arterial Commercial

- Special Study Area
- Mixed Use
- General Employment
- Business Commercial Employment
- Parkland & Open Space
- Natural Areas
- Natural Area Extent Line

NOTWITHSTANDING LAND USE DESIGNATIONS SHOWN ON THIS SCHEDULE, THE USE OF LAND WITHIN OR ADJACENT TO THE NATURAL AREA EXTENT LINE MAY BE SUBJECT TO ADDITIONAL REGULATION OR RESTRICTION. REFER TO PART D, SECTION 13.2 NATURAL AREA POLICIES, ALSO SEE SCHEDULES F2, F3, F4 AND F5

The Garden City Plan

North Planning District Schedule E3



Land Use Designations

- Low Density Residential (20 to 32 units / ha)
- Medium Density Residential (25 to 99 units / ha)
- High Density Residential (85 units / ha or greater)
- Major Commercial
- Community Commercial
- Arterial Commercial

- Special Study Area
- Mixed Use
- General Employment
- Business Commercial Employment
- Parkland & Open Space
- Natural Areas
- Natural Area Extent Line

CENTRAL DISTRICT

15.2. CENTRAL DISTRICT

The following specific or special policies apply to lands located on the following schedules:

1. Schedule E4

- a) Auto dealerships shall not be permitted on lands designated Business Commercial Employment.
- b) Mixed Use Intensification ‘Special Study Area’ as set out in Part F, Section 16.22
 - Welland Avenue from Ontario Street to Geneva Street.
 - primary basis/focus for study: to establish an appropriate range of transit supportive medium and higher density housing opportunities with a mix of commercial, employment, institutional and recreation uses, pursuant to Part D, Section 12 of the Plan; and to establish urban design strategies to guide redevelopment and intensification.
- c) Mixed Use Intensification ‘Special Study Area’ as set out in Part F, Section 16.22
 - lands on the north side of Carlton Street, between Lake Street and Geneva Street.
 - primary basis/focus for study: to establish an appropriate range of transit supportive medium and higher density housing opportunities with a mix of commercial, employment, institutional and recreation uses, pursuant to Part D, Section 12 of the Plan, except that building height established in Section 12.1 v) may not apply; and to establish urban design strategies to guide redevelopment and intensification.
- d) Notwithstanding the residential land use designation on the lands known municipally as 52 Catherine Street, and 55 Catharine Street, the continuation of existing Business Commercial Employment uses are permitted subject to the applicable policies of this Plan

2. Schedule E5

- a) Auto dealerships shall not be permitted on lands designated Business Commercial Employment on Welland Avenue.
- b) For the lands bounded by Queenston Street, Eastchester Avenue and Oakdale Avenue, and which includes the General Hospital site at 142 Queenston Street, the following applies:

The development or redevelopment of the lands for Medium Density Residential uses shall also permit a limited amount of small scale ground floor retail, service commercial, office, institutional and indoor recreation uses along the Queenston Street road frontage intended to directly serve the local neighbourhood; and further

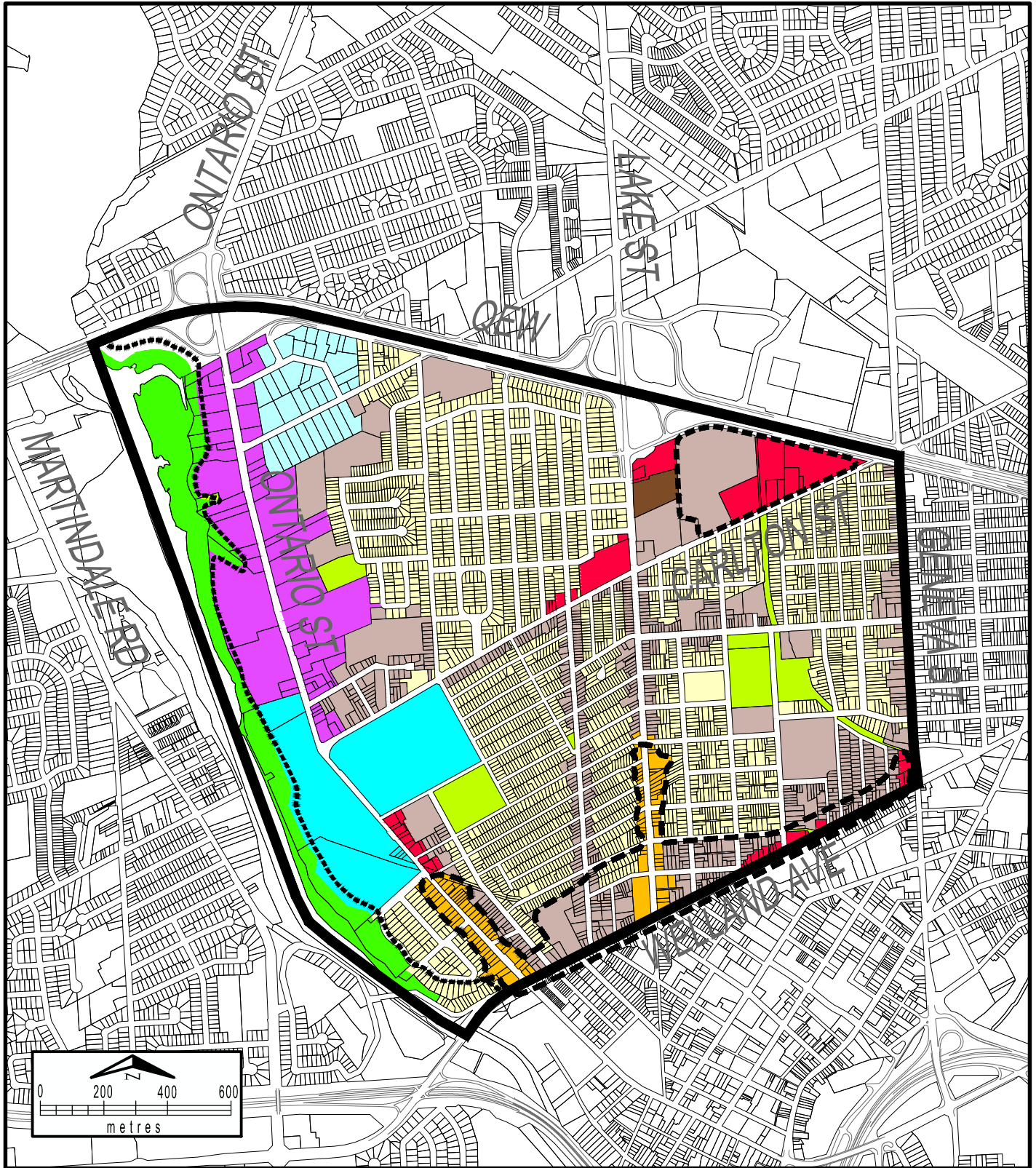
Notwithstanding Part D, Section 8.1.2 of the Plan, additional height and density may be permitted in relation to the provision of underground or structured parking and supportive greening opportunities pursuant to Part F, Section 16.8 of the Plan.

- c) Notwithstanding the Medium Density Residential designation, accessory office uses are permitted on the lands known as 15 Gibson Place.

- d) Mixed Use Intensification ‘Special Study Area’ as set out in Part F, Section 16.22
- Welland Avenue from Geneva Street to the QEW.
 - primary basis/focus for study: to establish an appropriate range of transit supportive medium and higher density housing opportunities with a mix of commercial, employment, institutional and recreation uses, pursuant to Part D, Section 12 of the Plan; and to establish urban design strategies to guide redevelopment and intensification.

The Garden City Plan

Central Planning District Schedule E4



Land Use Designations

- Low Density Residential (20 to 32 units / ha)
- Medium Density Residential (25 to 99 units / ha)
- High Density Residential (85 units / ha or greater)
- Major Commercial
- Community Commercial
- Arterial Commercial

- Special Study Area
- Mixed Use
- General Employment
- Business Commercial Employment
- Parkland & Open Space
- Natural Areas
- Natural Area Extent Line

WEST DISTRICT

15.3. WEST DISTRICT

The following specific or special policies apply to lands located on the following schedules:

1. Schedule E6

- a) Auto dealerships shall not be permitted on lands designated Business Commercial Employment.
- b) Notwithstanding the Low Density Residential designation, a medical office is permitted on lands known as 111 Martindale Road.
- c) The Business Commercial Employment lands west of the new NHS hospital site, and consisting of properties known municipally as 1242, 1262, 1290, 1296 Fourth Avenue and 1958 Third Street Louth, are to be developed as a prestige business park. Development regulations and urban design guidelines and strategies will be employed to direct development in campus format, and to facilitate connected and integrated building and site design, internal roads and infrastructure, shared parking, and to ensure limited and shared ingress and egress to external roads. A high degree of streetscape design and amenities shall be encouraged to recognize and support the prominence of these lands as a major 'gateway' location.
- d) Notwithstanding the Business Commercial Employment designation and Part D, Section 10.3.2 a) i), the full range of industrial uses established in the General Employment designation are also permitted on the lands known municipally as 2032 First Street Louth, 2012 First Street Louth, and 399 Vansickle Road.

2. Schedule E7

- a) Notwithstanding the Low Density Residential designation, a medical office complex is permitted on lands located at the corner of Glendale Avenue and Pelham Road, and known municipally as 245 Pelham Road.
- b) Notwithstanding the Low Density Residential and Natural Areas designations, the lands known municipally as 125 and 141 Vansickle Road shall also permit an apartment building, banquet hall, cultural facility and outdoor recreation uses.

3. Schedule E6/7 - GO Transit Station Secondary Plan (GTSSP)

- Schedule E6/7 (Land Use Designations)
- Schedule E6/7 - A (Building Heights)
- Schedule E6/7 - B (New Road Connections and Improvements)
- Schedule E6/7 - C (Public Realm and Active Transportation Plan)

1. BACKGROUND

- i) On May 7, 2018 Council adopted Amendment No. 19 to establish and incorporate within the Official Plan the GO Transit Station Secondary Plan (GTSSP). The GTSSP establishes a land use plan, policies, and implementation framework to guide the development and redevelopment of lands within the Secondary Plan Area which is set out as follows:

- a) GTSSP Area

The GTSSP Area is set out on Schedule E6/7. The Secondary Plan Area is centrally located within the West District Plan, and is comprised of approximately 335 ha of land generally extending west from Burgoyne

Bridge to Vansickle Road and First Street Louth, and south from Highway 406 to a boundary along Rykert Street.

The GTSSP is the result of, and implements, the St. Catharines GO Transit Station Secondary Plan Study (GTSSP Study), which was completed in April 2018 and prepared in coordination and consultation between the City of St. Catharines and the Region of Niagara. The GTSSP Study was initiated in response to the Provincial government announcement of planned expansion of daily GO Train service into Niagara, and the selection of the West Major Transit Station (former VIA Rail Station) at 6 Great Western Street in West St. Catharines as one of Niagara's confirmed GO Transit Station sites.

- ii) The St. Catharines GTSSP Study also informed the creation of the GO Transit Station Secondary Plan Urban Design Guidelines (GTSSP Urban Design Guidelines), which were approved by Council on May 7, 2018. The GTSSP Urban Design Guidelines provide direction to enhance the character of both the public and private realm within the Secondary Plan Area. The GTSSP Urban Design Guidelines must be read in conjunction with the Official Plan.

- iii) Implementation Framework

The intent of the GTSSP and GTSSP Urban Design Guidelines is to work cohesively to appropriately manage change to guide transit-supportive and connected development and redevelopment of lands within and in the vicinity of the GO Transit Station, and to facilitate and support the optimum use and function of the transit station and surrounding lands within the Secondary Plan Area.

- a) The GTSSP provides a more defined and refined land use planning framework and policies for the subject area than those established in the general policies of the Official Plan. Notwithstanding, in many cases the general policies of the Official Plan augment those contained in the GTSSP.

Except as otherwise provided for in the GTSSP, in the case of a conflict between the policies of the GTSSP and other policies contained within the Official Plan, the policies of the GTSSP prevail.

2. VISION AND OBJECTIVES

The purpose of the GTSSP is to establish a more detailed planning framework for the Secondary Plan Area in support of the general policy framework provided by the Official Plan. The Secondary Plan has been created to provide greater guidance with respect to land use, built form, urban design, the public realm and open space network, transportation including walking, cycling, and road infrastructure, municipal infrastructure improvements and implementation.

1. Vision

Rapid transit expansion to St. Catharines will support growth and economic development for the City, Region, and Province. The Secondary Plan Area is occupied by Ridley College, existing stable residential, large scale retail and industrial uses, and other smaller scale non-residential uses. The future GO Transit Station will elevate its role in the City structure and make the area a destination and transfer point for a significant portion of local, inter/intra-regional multi-modal trips.

Concentrated transit-supportive development in the area, particularly in close proximity to the GO Transit Station, will be a hub of activity, providing for a full range of residential, commercial, employment, and community functions which coexist in a mutually beneficial manner. Notwithstanding the change that the area will experience, existing stable

residential, employment, and institutional uses will be protected and enhanced through public realm improvements.

The Station itself will define the area, being designed to integrate with the existing character while exemplifying high-quality iconic elements to represent its role as a key destination in the City. Existing connections will be improved and new connections will be developed to provide all modes of transportation with safe and convenient access to the Station and into the Downtown, employment areas, commercial areas, Ridley College, and other key destinations.

2. Objectives

The objectives to guide change in the GTSSP Area include:

a) Support mixed use intensification throughout the Secondary Plan Area

The Transit Station Area is being planned to accommodate significant population growth through transit-supportive development.

b) Balance modes of movement and improve pedestrian connectivity to the Station

An enhanced public realm including improved cycling, pedestrian facilities and a finer-grained street network will prioritize non-auto movement and help connectivity between the GO Transit Station, other areas within the GTSSP and other areas within the City, including the Downtown.

c) Create a well-designed and physically integrated GO Transit Station and hub

The West Major Transit Station is being planned as a transit hub and will be the origin, destination, and transfer point for a significant portion of trips through the Region. The Station will exemplify design excellence, be a focal point for the community and operate as an activity hub, providing for transit facilities, uses and services.

d) Protect existing stable neighbourhoods

Residential neighbourhoods play an important role in the vibrancy of the area by providing ground-related housing, an important component of housing choice. Since new development in the Secondary Plan Area will largely be in the form of higher density rental and condominium apartments, it is of particular importance to recognize the existing surrounding low density stable residential neighbourhoods.

Existing residential areas will be maintained with low density residential use permissions, traffic management measures and enhanced by pedestrian realm improvements and new active transportation connections. To support livability, neighbourhoods should have easy access to a range of community amenities and parkland.

e) Attract and accommodate a variety of employment uses

Employment uses serve an important role in the creation of complete communities and support economic prosperity. The Secondary Plan aims to accommodate existing employment uses and attract new employment functions. To help attract and accommodate a variety of employment uses, public realm improvements should support economic attraction and transition uses should be introduced to

manage land use compatibility.

- f) Maintain and leverage iconic presence of Ridley College and VIA Station buildings

Ridley College is an important institutional use within the Secondary Plan Area with a number of iconic buildings representing culturally significant historic architectural styles. In addition, the existing VIA Station is designated as a heritage railway station under the Heritage Railway Stations Protection Act. The Transit Station Area will leverage the physical design and architectural elements of these iconic buildings to define a unique character for the area.

3. LAND USE POLICIES (Schedule E6/7)

The Land Use Plan for the GTSSP Area is set out on Schedule E6/7, and includes the following land use designations:

- Low Density Residential
- Medium Density Residential
- High Density Residential
- Mixed Use 1
- Mixed Use 2
- Mixed Use 3
- General Employment
- Business Commercial Employment
- Parkland and Open Space
- Natural Areas

The Land Use Plan also includes the following policy overlay area:

- Transit Station Site Overlay

a) Land Use Designations

The subject policies that apply to each of the land use designations are set out below.

1. Low Density Residential

Lands designated Low Density Residential are subject to the policies set out in Part D, Section 8.1.1, 8.2, 8.3 and 8.4 of the Official Plan, except that:

Height of buildings will generally not exceed the heights illustrated on Schedule E6/7- A (Building Heights).

2. Medium Density Residential

Lands designated Medium Density Residential are subject to the policies set out in Part D, Section 8.1.2, 8.2, 8.3 and 8.4 of the Official Plan, except that:

Height of buildings will generally not exceed the heights illustrated on Schedule E6/7- A (Building Heights).

3. High Density Residential

Lands designated High Density Residential are subject to the policies set out in Part D, Section 8.1.3, 8.2, 8.3 and 8.4 of the Official Plan, except that:

Height of buildings will generally not exceed the heights illustrated on Schedule E6/7- A (Building Heights).

4. **Mixed Use 1**

The Mixed Use 1 designation establishes opportunities for a broad range and mix of uses primarily intended to serve the immediate neighbourhood and community population. Mixed Use 1 designations are located along key corridors within the Secondary Plan Area, and provide for smaller scale, transit-supportive uses, and street animated development in a medium density format designed to support the character of the surrounding neighbourhood.

Uses can be mixed across a parcel of land or mixed within a building. Commercial and other non-residential uses should be located on the ground floor of buildings close to the front property line to help frame and animate the street.

- i) Permitted uses include;
 - triplex, fourplex, townhouse and apartment dwellings;
 - retail, service commercial, office, institutional, indoor recreation and community and cultural facilities;
 - work-live accommodation is encouraged to locate in campus format to support integrated and shared support services and business incubation opportunities.
- ii) This designation is planned to accommodate a minimum development density equivalent to 100 people and jobs per hectare.
- iii) Height of buildings will generally not exceed the heights illustrated on Schedule E6/7- A (Building Heights).
- iv) Large format uses are discouraged. Commercial, institutional and recreation buildings should not exceed 930 square metres in gross floor area, and where in excess of 620 square metres of gross floor area, shall only be permitted in combination with residential units.
- v) Individual non-residential uses should not exceed 370 square metres in gross leasable floor area.
- vi) Retail and service commercial uses are permitted on the ground floor of a building; or on upper floors of a building where in conjunction with a retail or service commercial use on the ground floor.
- vii) Loading areas, outside storage not intended for retail display and sale of merchandise, and waste management facilities will be located away from, and screened from view of pedestrian and vehicular activity areas, internal and external roads, and adjacent uses.
- viii) Outside areas intended for retail display or sale of merchandise will be regulated through the Zoning By-law to ensure ancillary use, minimize negative impacts on pedestrian, bike, transit and vehicular circulation, and enhance building, site and streetscape context sensitive design.
- ix) Exceptions
 - i) Notwithstanding Section 15.3.3.3.a) 4 i) above, vehicle sales and auto related service facilities are not permitted. Gas bars

and car washes may be permitted subject to Zoning By-law Amendment.

- ii) Notwithstanding the Mixed Use 1 designation on lands known as 1 Monck Street, the continuation of existing institutional uses is permitted subject to Section 8.3.2 of the Official Plan, except for 8.3.2 i) and ii).

5. Mixed Use 2

The Mixed Use 2 designation permits a broad range and mix of uses intended to serve the neighbourhood and community population, as well as an intra- and inter- regional population and market.

This designation provides opportunities for transit-supportive medium and higher density residential and mixed use development, and larger scale developments intended to support the optimum development and use of the West Transit Station Area as set out on Schedule E6/7.

Lands designated Mixed Use 2 are wholly contained within the West Transit Station Area as identified on Schedule E6/7.

The Mixed Use 2 designation within the West Transit Station Area is the focus for medium and higher density residential development with a mix of small scale, ground oriented commercial, institutional, recreation and community and cultural uses; and accompanied by required transit station uses, functions and amenities.

i) Permitted uses include:

- triplex, fourplex, townhouse and apartment dwellings;
- retail, service commercial, office, institutional, indoor recreation and community and cultural facilities;
- work-live accommodation is permitted and encouraged to locate in campus format to support integrated and shared support services and business incubation opportunities
- transit station uses, functions and amenities.

ii) This designation is planned to accommodate a minimum development density equivalent to 150 people and jobs per hectare.

iii) Height of buildings will generally not exceed the heights illustrated on Schedule E6/7- A (Building Heights).

iv) Retail and service commercial uses are permitted on the ground floor of a building; or on upper floors of a building where in conjunction with a retail or service commercial use on the ground floor.

v) Loading areas, outside storage not intended for retail display and sale of merchandise, and waste management facilities will be located away from, and screened from view of pedestrian and vehicular activity areas, internal and external roads, and adjacent uses.

vi) Outside areas intended for retail display or sale of merchandise will be regulated through the Zoning By-law to ensure ancillary use, minimize negative impacts on pedestrian, bike, transit and vehicular circulation, and enhance building, site and streetscape context sensitive design.

- vii) Commercial, institutional, recreation or cultural buildings should not exceed 930 square metres in gross floor area, and where in excess of 620 square metres of gross floor area, should only be permitted in combination with residential units.
- viii) Individual non-residential uses should not exceed 370 square metres in gross leasable floor area, except for required transit related uses.
- ix) Exceptions
 - i) Notwithstanding the Mixed Use 2 designation on lands known as 230 Louth Street and 200 St. Paul Street West, the continuation of existing General Employment uses are permitted subject to the applicable policies of the Official Plan.
 - ii) Notwithstanding Section 15.3.3.3 a) 5 i) above, vehicle sales and auto related service facilities, including gas bars and car washes are not permitted.
 - iii) Notwithstanding Section 15.3.3.3 a) 5 ii) above, the lands designated Mixed Use 2 at the northeast corner of Louth Street and Ridley Road should be developed at a maximum density range of 100 people and jobs per hectare.

6. Mixed Use 3

The Mixed Use 3 designation permits a broad range and mix of uses intended to serve the neighbourhood and community population, as well as an intra and inter- regional population and market.

Lands designated Mixed Use 3 are wholly contained within the Louth Centre Node as set out on Schedule E6/7, and is generally bounded by Highway 406 to the north, the rear lot lines of properties fronting on the east side of Louth Street, Benfield Drive to the east and south, and Vansickle Road to the west.

The Louth Centre Node has grown and developed as an established large scale commercial centre supporting a community and regional destination and marketplace.

The Mixed Use 3 designation within the Secondary Plan Area is intended to support the maintenance of the large scale commercial centre within the Louth Centre Node. The designation also supports the integration and intensification of transit-supportive medium and higher density residential uses, and mixed use development, to enhance the Node as a neighbourhood, community and regional destination, and marketplace. Its purpose is to support and strengthen the optimum use of the adjacent West Major Transit Station and surrounding lands.

- i) Permitted Uses include:
 - fourplex and apartment dwellings;
 - retail, service commercial, office, institutional, indoor recreation and community and cultural facilities;
 - work-live accommodation is permitted and encouraged to locate in campus format to support integrated and shared support services and business incubation opportunities.

- ii) The Mixed Use 3 designation is planned to accommodate a minimum development density equivalent to 150 people and jobs per hectare.
- iii) Height of buildings will generally not exceed the heights illustrated on Schedule E6/7- A (Building Heights).
- iv) Residential uses may be located in freestanding buildings or in upper storeys of mixed use buildings, and will provide adequate outdoor amenity space for residents.
- v) Freestanding residential buildings should not occupy more than 20% of the individual lot area.
- vi) Retail, service commercial and other non-residential uses are permitted on the ground floor of a building; or on upper floors of a building where in conjunction with a retail, service commercial and other non-residential use on the ground floor.
- vii) New commercial, institutional, recreation or cultural buildings in excess of 1860 square metres in gross floor area shall only be permitted in conjunction with residential units in a mixed use building.
- viii) Notwithstanding vii) above, existing non-residential buildings are permitted to expand for non-residential uses without a residential provision.
- ix) Lands designated Mixed Use 3 within the Louth Centre Node as illustrated on Schedule E6/7 will be designed to support:
 - development in campus and nodal format, supporting connectivity of uses, functions, infrastructure and amenities between properties;
 - in future, a network of public streets as per Section 15.3.3.4.2 ii) iii) and identified on Schedule E6/7 - C (Public Realm and Active Transportation Plan);
 - integrated and shared access and parking;
 - minimize strip and linear development, and private driveway access points along roads;
 - well defined and clearly articulated street edges;
 - adequate on-site parking to accommodate all uses;
 - safe internal vehicular traffic circulation, and minimize traffic impacts on adjacent roads;
 - safe, connected, convenient, accessible and barrier free pedestrian and bike networks within and adjacent to the Louth Centre Node;
 - common, integrated landscape and design features;
 - parking area landscaping and greening, and pod parking design;
 - convenient, accommodating and accessible transit facilities.

- x) Loading areas, outside storage not intended for retail display and sale of merchandise, and waste management facilities will be located away from, and screened from view of pedestrian and vehicular activity areas, internal and external roads, and adjacent uses.
- xi) Outside areas intended for retail display or sale of merchandise will be regulated through the Zoning By-law to ensure ancillary use, minimize negative impacts on pedestrian, bike, transit and vehicular circulation, and enhance building, site and streetscape context sensitive design.
- xii) Exceptions
 - i) Notwithstanding Section 15.3.3.3 a) 6 ii) above, the northeast and southeast quadrants of Louth Street/Martindale Road and Fourth Avenue may be developed at a minimum density of 80 people and jobs per hectare.
 - ii) Notwithstanding Section 15.3.3.3 a) 6 v) above, there is no percentage (%) of lot area restriction for freestanding residential buildings on the properties known municipally as 412 and 448 Louth Street.
 - iii) Notwithstanding Section 15.3.3.3 a) 6 i) above, vehicle sales and auto related service facilities are not permitted. Gas bars and car washes may be permitted subject to Zoning By-law Amendment.

7. General Employment

Lands designated General Employment are subject to the policies set out in Part D, Section 10.3.1 of the Official Plan; except that:

Height of buildings will generally not exceed the heights illustrated on Schedule E6/7- A (Building Heights). Any proposal for height greater than that illustrated on Schedule E6/7 - A (Building Heights) will be evaluated having regard for urban design principles and policies set out in the GTSSP and the GTSSP Urban Design Guidelines. Such a proposal to increase height may be subject to a Zoning By-law Amendment without amendment to this Plan.

- i) Exceptions
 - i) Notwithstanding Part D, Section 10.3.1 a), storage or warehousing is only permitted as an ancillary use to a primary employment use on the following properties located within the West Transit Station Area:
 - 235 Louth Street
 - 301 Louth Street
 - 79 Ridley Road

8. Business Commercial Employment

Lands designated Business Commercial Employment are subject to the policies set out in Part D, Section 10.3.2 of the Official Plan; except that:

Height of buildings will generally not exceed the heights illustrated on Schedule E6/7- A (Building Heights). Any proposal for height greater than illustrated on Schedule E6/7 - A (Building Heights) will be evaluated having regard for urban design principles and policies set out in the

GTSSP and the GTSSP Urban Design Guidelines. Such a proposal to increase height may be subject to a Zoning By-law Amendment without amendment to this Plan.

- i) Exceptions
 - i) Notwithstanding Part D, Section 10.3.2 a), auto dealerships are not permitted.

9. Parkland and Open Space

Lands designated Parkland and Open Space are subject to the policies set out in Part D, Section 13.1 of the Official Plan.

The GTSSP provides specific guidance and direction with respect to new and enhanced parkland, open space and public realm opportunities within the Secondary Plan Area, as set out in Section 15.3.3.4 and as illustrated on Schedule E 6/7 - C (Public Realm and Active Transportation Plan) and Schedule F1 (Parkland and Major Trails).

Height of buildings will generally not exceed the heights illustrated on Schedule E6/7- A (Building Heights).

10. Natural Areas

Lands designated Natural Area are subject to the policies set out in Part D, Section 13.2 of the Official Plan.

b) Policy Overlay Area

Additional policies that apply to the Policy Overlay Area are set out below.

1. Transit Station Site Overlay

The Transit Station Site Overlay has been identified to provide additional policy support for the lands that will accommodate the primary transit station and the immediate surrounding lands.

Development and redevelopment within the Transit Station Site Overlay shall be evaluated having regard for the following additional policies:

- i) Offer a high level of accessibility with priority for high levels of pedestrian and transferring activity, while adequately balancing multiple modes of access to the station.
- ii) Provide enhanced traveller amenities, including but not limited to internal pedestrian pathways, secure bike parking, mixed uses, retail and shared commuter parking.
- iii) Maximize development opportunities and orient new buildings toward Louth Street, Ridley Road and other new public or private roads.
- iv) In addition to the policies of Part C, Section 3 Cultural Heritage, the character of new development shall complement the existing heritage railway station and the character of Ridley College.
- v) In accordance with Schedule E6/7 - A (Building Heights), maximum building height permissions shall transition down from a maximum of generally up to 54 metres at the corner of Ridley Road and Louth Street, to generally up to 22 metres where adjacent to the

Low Density Residential land use designation at the east boundary of the Transit Station Site Overlay area. If necessary, building height and scale may be further reduced in the implementing Zoning By-law to achieve compatibility adjacent to the Low Density Residential land use designation.

- vi) To achieve compatibility adjacent to the Low Density Residential area, increased yard setbacks may be required in the implementing Zoning By-law, where appropriate. The approved GTSSP Urban Design Guidelines will inform the Zoning By-law in this regard.
- vii) Physical buffers such as landscaping, berms and fencing shall be required to mitigate development impact on the adjacent Low Density Residential area.
- viii) The Transit Station Site should be planned to promote travel behaviour according to the following hierarchy:
 - Vehicle trip reduction: encourage a mix of land uses within and around the station site, and enhance intermodal connection to avoid vehicle trips
 - Walking and cycling: enhance access for pedestrians and cyclists, including a network that connects surrounding public streets and spaces
 - Transit: provide efficient access and egress for transit vehicles
 - Ridesharing: promote access for high occupancy vehicles such as carpools
 - Car sharing and taxis: site design that facilitates efficient car sharing and passenger drop-off
 - Single-occupancy vehicles: provide safe and efficient automobile parking and access, with a sufficient but not excessive amount of parking
- ix) Notwithstanding Schedule E6/7 - A (Building Heights), the height of parking structures will generally not exceed 18 metres. Parking structures are to be located and designed in a manner so as to minimize compatibility issues with surrounding land uses, including but not limited to issues of:
 - Traffic and access
 - Shadow impacts
 - Light trespass
 - Overlook and privacy
- x) Ensure that development proposals (transit station site or private developments) do not limit the development potential of surrounding lands. Land available for transit-supportive development adjacent to the transit station should be optimized. Proposals must consider how surrounding lands can be developed in an integrated manner within the Transit Station Site Overlay area and the surrounding environment.
- xi) Adequate wayfinding and signage solutions are required for the Transit Station Site.

4. IMPLEMENTATION FRAMEWORK

The GTSSP Land Use Plan set out in Section 15.3.3.3 is accompanied by a number of other policies, guidelines and implementation strategies to direct future development and redevelopment of the area, and support a comprehensive planning framework for the Secondary Plan Area.

This framework includes the following components which are to be read in conjunction with the GTSSP Land Use Plan:

- Transportation
- Public Realm
- Urban Design

1. Transportation

The Secondary Plan Area is to be served by a multi-modal, integrated, connected and accessible transportation network, accommodating pedestrians, cyclists, transit users, and automobiles.

A number of transportation related challenges and opportunities were identified through the GTSSP Study, and accordingly, the GTSSP sets out several transportation related improvements to facilitate a connected and integrated transportation network to support the optimum development and redevelopment of the Secondary Plan Area.

The policies below should be read in conjunction with the following Schedules:

- Schedule C - Transportation Network
 - Schedule C1 - Region of Niagara Bicycle Network
 - Schedule E6/7 - B (New Road Connections and Improvements)
 - Schedule E6/7- C (Public Realm and Active Transportation Plan)
 - Schedule F1- Parkland and Major Trails
- i) Schedule E6/7 - B (New Road Connections and Improvements) illustrates new connections, road widening and other road improvement opportunities which are intended to support the implementation of the Secondary Plan. Improvements are required to address existing issues, accommodate population and employment growth, and to provide safe and efficient access to the GO Transit Station. This will necessitate the need for improvements to the active transportation network, transit services connectivity and road network. The following summarizes the key road-related improvements:

1. Louth Street Potential Widening

Louth Street (Regional Road 38) is currently two lanes wide between Vintage Crescent and Rykert Street and four lanes wide between Fourth Avenue and Vintage Crescent. The street provides access and connectivity to a number of employment and large format retail areas. Fourth Avenue connects Louth Street to Highway 406 at the north end of the street. Within the Secondary Plan Area, Louth Street connects to Ridley Road, which is intended to be the primary GO Transit Station access point.

Louth Street is expected to see increasing volumes over the planning horizon, in particular between St. Paul Street West and Fourth Avenue. Therefore, Louth Street may need to be widened from two to four lanes between St. Paul Street West and Vintage Crescent. Additional operational improvements should also be considered, particularly at the intersection of Ridley Road. If a future widening occurs, the road shall be developed as a complete street.

2. Reconstruction of St. Paul Street West bridge and St. Paul Street West Potential Widening

St. Paul Street West (Regional Road 81) is currently a two lane road which provides access and connectivity to the Downtown to the northeast and employment lands to the west.

The Region of Niagara is currently planning the reconstruction of the St. Paul Street West rail overpass bridge, which may affect access to the Transit Station site from St. Paul Street West via Great Western Street.

West of Louth Street, St. Paul Street West is expected to see increasing traffic volumes over the planning horizon, particularly between Louth Street and Vansickle Road. Therefore, St. Paul Street West may need to be widened in this section. Additional operational improvements should also be considered. If a future widening occurs, the road shall be developed as a complete street.

3. Potential reconfiguration of Ambrose Street, Permilla Street, Great Western Street and Cameron Park

As a result of the St. Paul Street West bridge reconstruction, access to the Transit Station Site from Great Western Street may be eliminated, or Great Western Street may be reduced to a westbound one way. At the time of the bridge re-design the City will consider the reconfiguration of Ambrose Street and Permilla Street in this area, as they relate to their connections to Great Western Street. As a result of potential closures and reconfigurations in this area, there is an opportunity to expand Cameron Park. It is a priority of this Secondary Plan to see the use of Cameron Park maintained and improved.

4. Traffic Management Study Area

A Traffic Management Study Area has been identified on Schedule E6/7 - B (New Road Connections and Improvements). The City will undertake this Study with the objective of limiting potential cut-through traffic and infiltration through the identified residential neighbourhood. The Study will make recommendations aimed at reducing the amount of infiltration through the neighbourhood, as well as mitigating any impacts that could occur.

The Study will consider the effects of other potential roadway improvements and connections, including the reconfiguration of Great Western Street, Ambrose Street and Permilla Street.

5. Realignment of Ridley Road

Ridley Road is planned to be the primary access point for the GO Transit Station, and provides development and intensification opportunities adjacent to the station. A realignment of Ridley Road should be considered to increase the separation distance between Ridley Road and the rail crossing on Louth Street. The intersection of Ridley Road and Louth Street should be redesigned to accommodate a right angle intersection at Louth Street and the need for a traffic signal shall be evaluated. Potential operational issues resulting from the realignment will also need to be assessed.

6. Intersection Improvements and Lane Widening at Martindale Road and Highway 406

The intersection of Fourth Avenue and Louth Street/Martindale Road will remain a key location under future traffic conditions examined through the GTSSP Study, and will operationally be approaching or at capacity, especially in the PM peak hour. The intersection should be considered for additional operational improvements, including the potential to widen the Martindale Road crossing over Highway 406 from two to four lanes, with the introduction of bike lanes.

7. Active transportation improvements to Fourth Avenue

The Fourth Avenue overpass and interchanges to Highway 406 are currently not pedestrian- or cyclist-friendly. Improvements to this area should prioritize the active transportation network while balancing pedestrian and cyclist safety with automobile access to the freeway.

8. Geometric Improvements to Pelham Road

There is an opportunity to examine the intersection of St. Paul Street West and Pelham Road to improve the current configuration.

9. New public street from Ridley Road to Transit Station Site

A new public street is needed to facilitate the movement of pedestrians and traffic from Ridley Road to the Transit Station Site. The new road would serve as the primary means of access for vehicular traffic to the Transit Station Site. It shall be designed to enhance access for pedestrians and cyclists and provide efficient access and egress for transit vehicles. The new road allowance will be located in a manner so as to maximize development opportunities on remnant parcels. Operationally, the new road allowance will be located to achieve adequate separation distances from existing intersections.

- ii) There are a number of active transportation connections identified within the GTSSP, as illustrated on Schedule E6/7 - C (Public Realm and Active Transportation Plan). The active transportation network is planned to provide direct and safe connections to the GO Transit Station Site, surrounding transit stops, multi-use trails, public spaces and parks, schools, mixed use and residential areas, employment opportunities and recreational facilities. Amenities for cyclists and pedestrians (such as bike parking, seating, and shaded areas) should be located at key points along the network. New connections include both on-road and off-road facilities.
- iii) In addition to the policies of Part C, Section 5.4.2, parking requirements across the GTSSP Area may be minimized, and shared parking and access is encouraged in order to reduce street front parking areas and support transit friendly development;
- iv) The City's transit network should be refined to provide adequate connections to the GO Transit Station, link the GO Transit Station with the Downtown and Downtown Transit Station and provide an integrated transit network that allows efficient travel between modes.

- v) Where a Transportation Demand Management (TDM) Plan is required as part of a complete application in accordance with Part F, Section 16.16 of the Official Plan, the TDM Plan will be to implement and promote measures to reduce the use of low-occupancy automobiles for trips and to promote cycling and walking. The City may develop a city-wide TDM Strategy to provide guidance for future development on the integration of TDM and transit-supportive design best practices.

2. Public Realm

The planned public realm improvements for the GTSSP are identified on Schedule E6/7 - C (Public Realm and Active Transportation Plan), and considers the following:

- Major Gateway Improvement areas
- Minor Gateway Improvement areas
- Major Streetscape Improvement areas
- Minor Streetscape Improvement areas
- Potential Street Grid Refinements
- Potential New Public Spaces
- Potential Public Space Improvements

i) Gateways

Gateways are intended to function as formal entranceways into the Secondary Plan Area and create a strong sense of place. Gateways include lands within the right-of-ways and all abutting lands. The GTSSP contemplates two levels of improvement:

- Major gateway improvement areas; and,
 - Minor gateway improvement areas.
- i) Major gateway improvements should include prominent signage, enhanced lighting, intensive landscaping (such as seasonal floral displays, tree planting), public art, cycling infrastructure and other types of public realm enhancements. Adjacent redevelopment should be designed to support the function of the gateway.
- ii) Minor gateway improvements should include a smaller scale of public realm enhancements, such as landscaping, public art, lighting and appropriately scaled wayfinding cues. The expectation is that Minor Gateway Improvements are for locations which require enhancements to address the public realm at prominent intersections, but would not necessarily imply prominent redevelopment opportunities on adjacent lands.
- iii) The function and intent of each Gateway is detailed in the GTSSP Urban Design Guidelines.
- iv) Where new development or redevelopment is planned near a gateway, the proposed development/redevelopment should be designed in a manner which enhances the function of the gateway, through:
- Complementary building orientation and massing;
 - Enhanced architectural detailing;
 - Linked private and public pedestrian connectivity;

- Enhanced private realm landscaping; and,
- Other elements as appropriate.

ii) Streetscape Improvements

Schedule E6/7 - C (Public Realm and Active Transportation Plan) establishes a public realm network and guidelines that promote and support a high quality public realm, protected environment, and an open space framework that links and connects open spaces and other environments through parks, gateways, streetscape improvements and active transportation routes.

Streetscape improvements are intended to provide direction for future enhancements to the key roads within the GTSSP, and apply to public land within the right-of-way. Three levels of improvement area contemplated in this Secondary Plan:

- Major streetscape improvements areas
 - Minor streetscape improvements areas
 - Potential street grid refinement areas
- i) Major and minor streetscape improvements identified on Schedule E6/7 - C (Public Realm and Active Transportation Plan) and are described in the GTSSP Urban Design Guidelines, including contemplated cross-sections for each right-of-way.
 - ii) A fine grained street network supports connectivity, accessibility and a compact built form and should be promoted as part of development opportunities within the GTSSP.
 - iii) A potential street grid refinement area has been identified on Schedule E6/7 - C (Public Realm and Active Transportation Plan). Development and redevelopment in this area should evaluate the potential of incorporating a finer grained street network with consideration for pedestrian-scale block sizes, improved public realm, activated street networks and the orientation of adjacent buildings.

iii) Potential New Public Spaces and Public Space Improvements

Schedule E6/7 - C (Public Realm and Active Transportation Plan) identifies potential new public spaces and public space improvements.

- i) Where new major mixed use development or redevelopment is planned, new public spaces should be provided to enhance the pedestrian environment and provide amenities for residents, employees and visitors.
- ii) Public spaces should be inclusive and barrier-free to all users while including a mix of design elements such as enhanced landscaping, shade trees, ample seating, and public art.
- iii) New public spaces should be located close to the street and be connected to the pedestrian network, including existing or planned transit stops.
- iv) Where public spaces exist, improvements will be made to better serve the GTSSP Area and City.

New public spaces and public space improvements identified on E6/7 - C (Public Realm and Active Transportation Plan) are described in detail in the GTSSP Urban Design Guidelines.

3. Urban Design

The GTSSP establishes Urban Design Guidelines providing direction to enhance the character of both the public and private realm within the Secondary Plan Area.

The GTSSP Urban Design Guidelines relate to specific areas and users, including residential, employment and commercial areas, boulevards, streetscape treatments, gateways and public spaces.

The GTSSP Urban Design Guidelines also address matters related to accessibility, access, entranceways, vehicular parking including structured parking, loading areas, bicycle parking and facilities, street furniture, wayfinding, low impact development and sustainability measures, and building height, massing and facades.

The GTSSP Urban Design Guidelines are to be read in conjunction with the urban design policies and principles established in Part C, Section 4 of the Official Plan, and where more specific and refined, will be the operative guidelines to direct public initiatives and private development and redevelopment within the Secondary Plan Area.

5. PHASING AND GENERAL TIMELINE FOR CAPITAL IMPROVEMENTS

The GTSSP and GTSSP Urban Design Guidelines identify a number of capital improvements to the transportation network and public realm, as detailed in Sections 15.3.3.4.1 and 2 of the GTSSP. Council shall approve a phasing strategy to assist with the implementation of these improvements. The phasing strategy will consider the following:

- The timing of any potential transportation, infrastructure and public realm improvements.
- Any projects or initiatives which may impact the timing of development, to inform the timelines for capital improvements.
- The expected timing of development, including the expected build-out of vacant lands and redevelopment of existing areas, to inform the timelines for capital improvements.

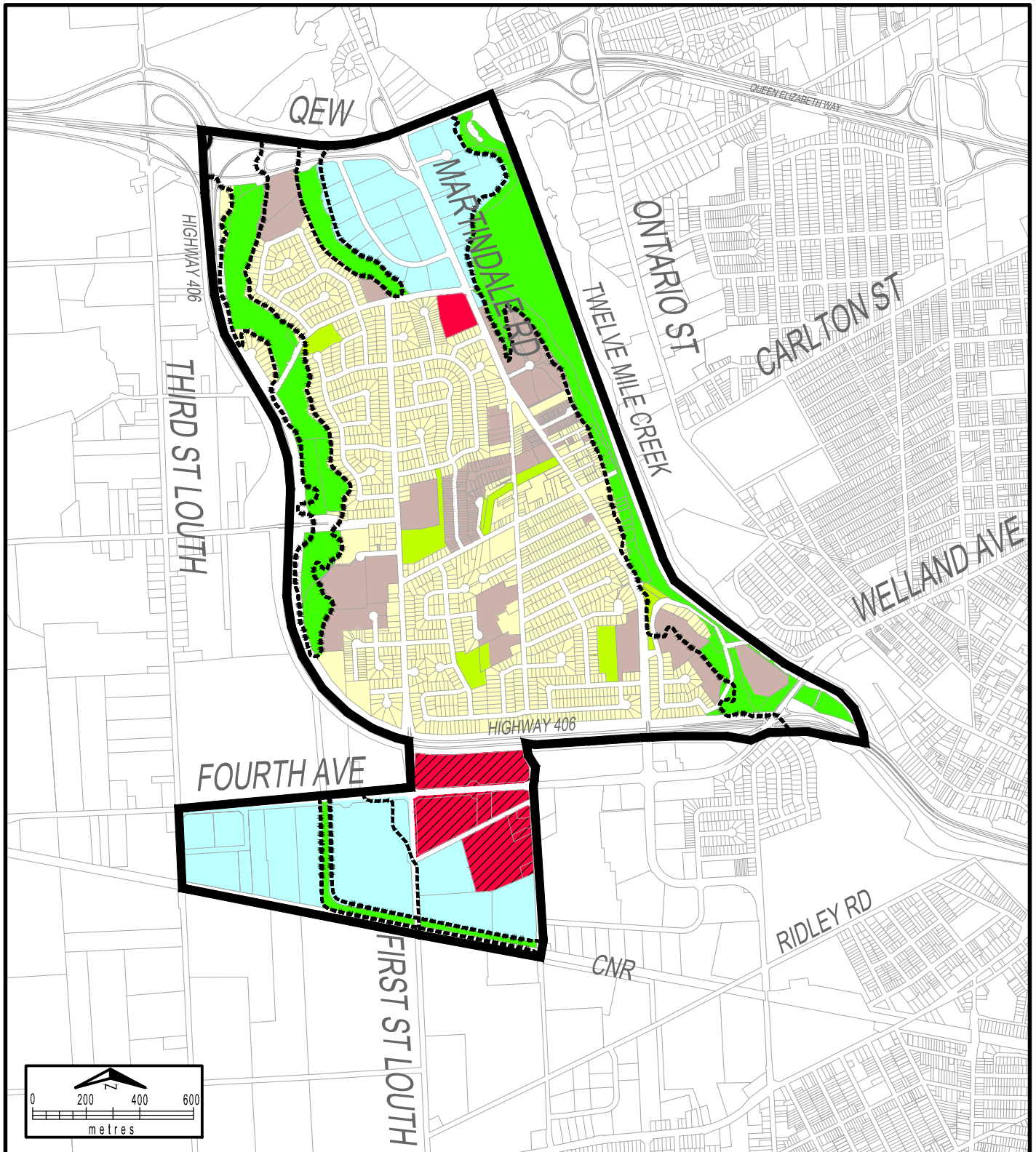
Priority should be given to improvements in the West Transit Station Area.

Implementation of these improvements will be undertaken through both the City's and Region of Niagara's respective Transportation Master Planning processes, capital works programs and/or through the development approvals process.

The City will also amend the City's Parks Policy Plan to integrate the policies of the GTSSP and GTSSP Urban Design Guidelines, if necessary.

The Garden City Plan

West Planning District Schedule E6



Land Use Designations

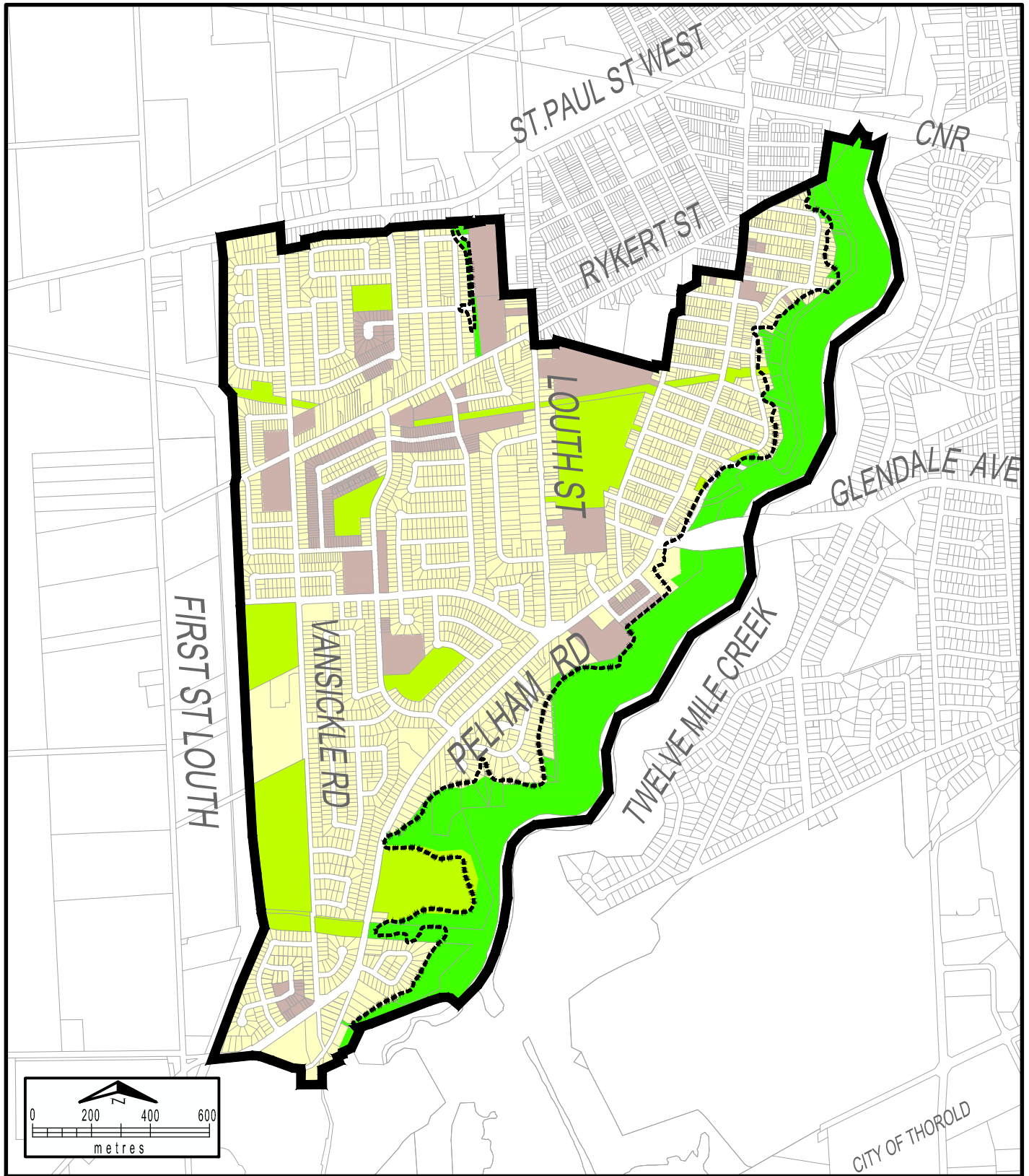
- Low Density Residential (20 to 32 units / ha)
- Medium Density Residential (25 to 99 units / ha)
- High Density Residential (85 units / ha or greater)
- Major Commercial
- Community Commercial
- Arterial Commercial

- Special Study Area
- Mixed Use
- General Employment
- Business Commercial Employment
- Parkland & Open Space
- Natural Areas
- Natural Area Extent Line

NOTWITHSTANDING LAND USE DESIGNATIONS SHOWN ON THIS SCHEDULE, THE USE OF LAND WITHIN OR ADJACENT TO THE NATURAL AREA EXTENT LINE MAY BE SUBJECT TO ADDITIONAL REGULATION OR RESTRICTION. REFER TO PART D, SECTION 13.2 NATURAL AREA POLICIES, ALSO SEE SCHEDULES F2, F3, F4 AND F5

The Garden City Plan

West Planning District Schedule E7



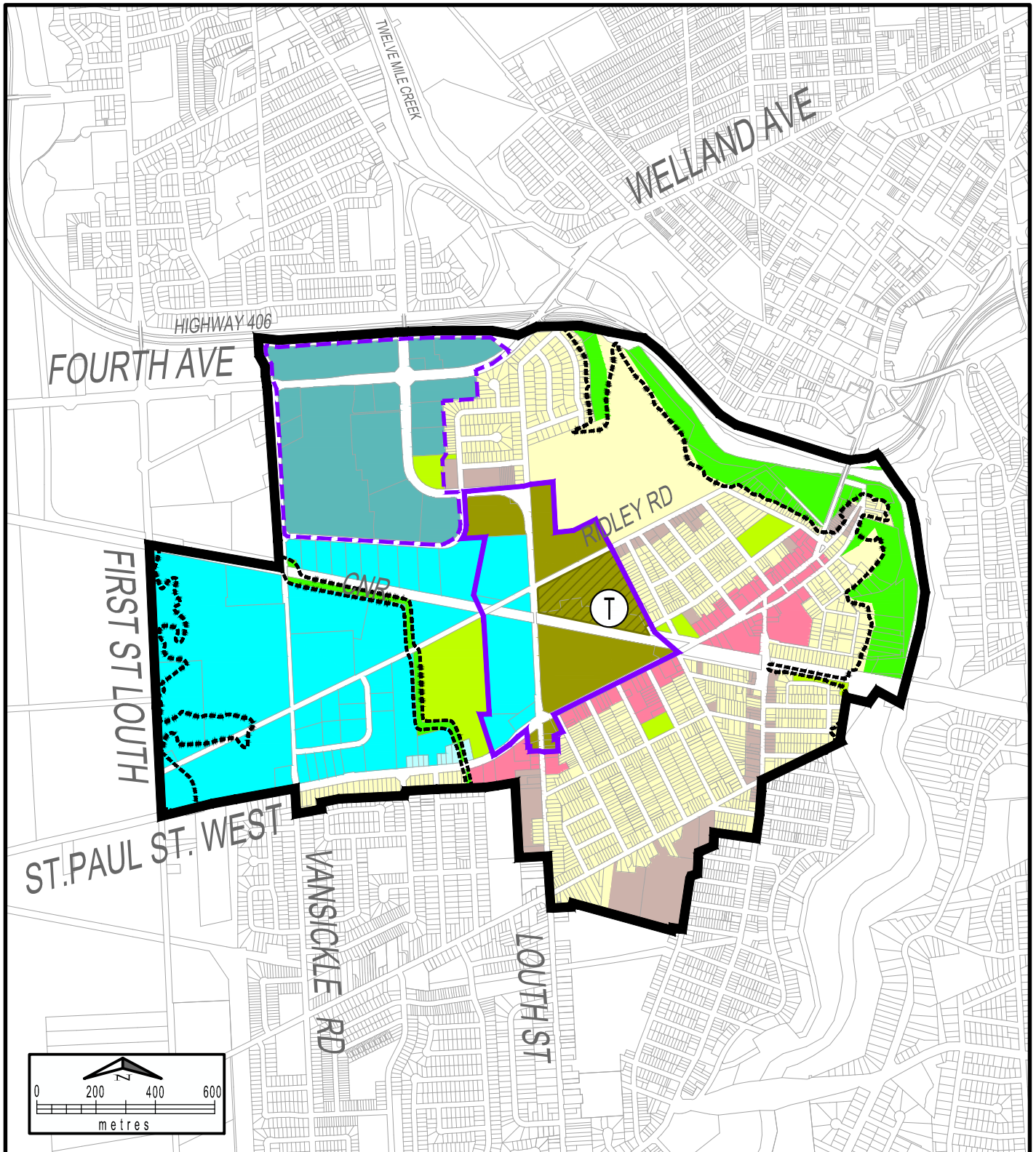
Land Use Designations

- Low Density Residential (20 to 32 units / ha)
- Medium Density Residential (25 to 99 units / ha)
- High Density Residential (85 units / ha or greater)
- Major Commercial
- Community Commercial
- Arterial Commercial

- Special Study Area
- Mixed Use
- General Employment
- Business Commercial Employment
- Parkland & Open Space
- Natural Areas
- Natural Area Extent Line

The Garden City Plan

West Planning District -
GO Transit Station Secondary Plan (GTSSP) Schedule E6/ 7



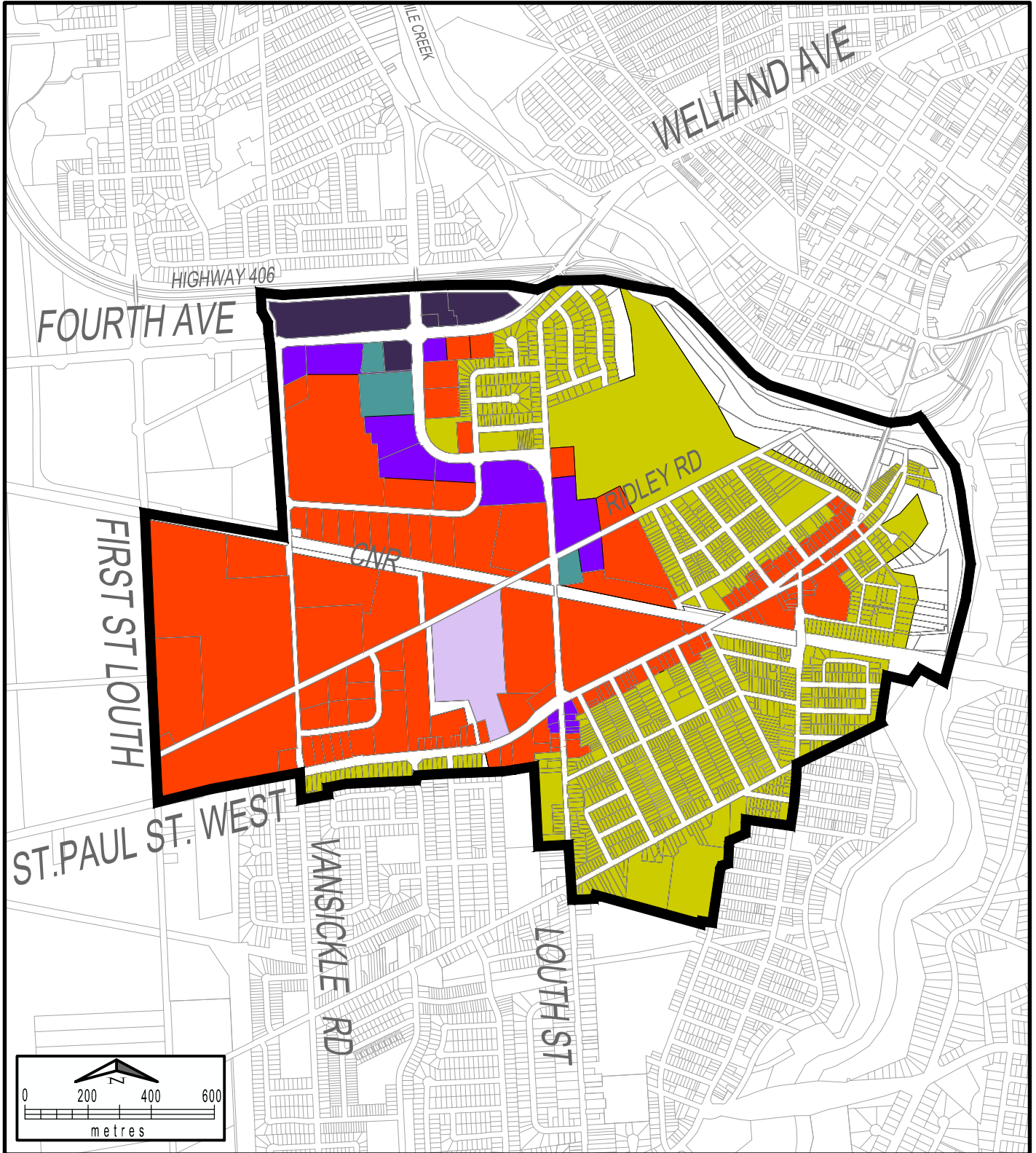
Land Use Designations

- | | | |
|---|--------------------------------|--|
| Low Density Residential (20 to 32 units / ha) | General Employment | Louth Centre Node |
| Medium Density Residential (25 to 99 units / ha) | Business Commercial Employment | West Transit Station Area |
| High Density Residential (85 units / ha or greater) | Parkland & Open Space | Transit Station Site Overlay |
| Major Commercial | Natural Areas | Major Transit Station |
| Community Commercial | | Special Study Area |
| Arterial Commercial | | Natural Area Extent Line |
| Mixed Use 1 | | GO Transit Station Secondary Plan Area |
| Mixed Use 2 | | |
| Mixed Use 3 | | |

NOTWITHSTANDING LAND USE DESIGNATIONS SHOWN ON THIS SCHEDULE, THE USE OF LAND WITHIN OR ADJACENT TO THE NATURAL AREA EXTENT LINE MAY BE SUBJECT TO ADDITIONAL REGULATION OR RESTRICTION. REFER TO PART D, SECTION 13.2 NATURAL AREA POLICIES, ALSO SEE SCHEDULES F2, F3, F4 AND F5

The Garden City Plan

West Planning District -
GO Transit Station Secondary Plan (GTSSP) Schedule E6/ 7 - A



Building Heights

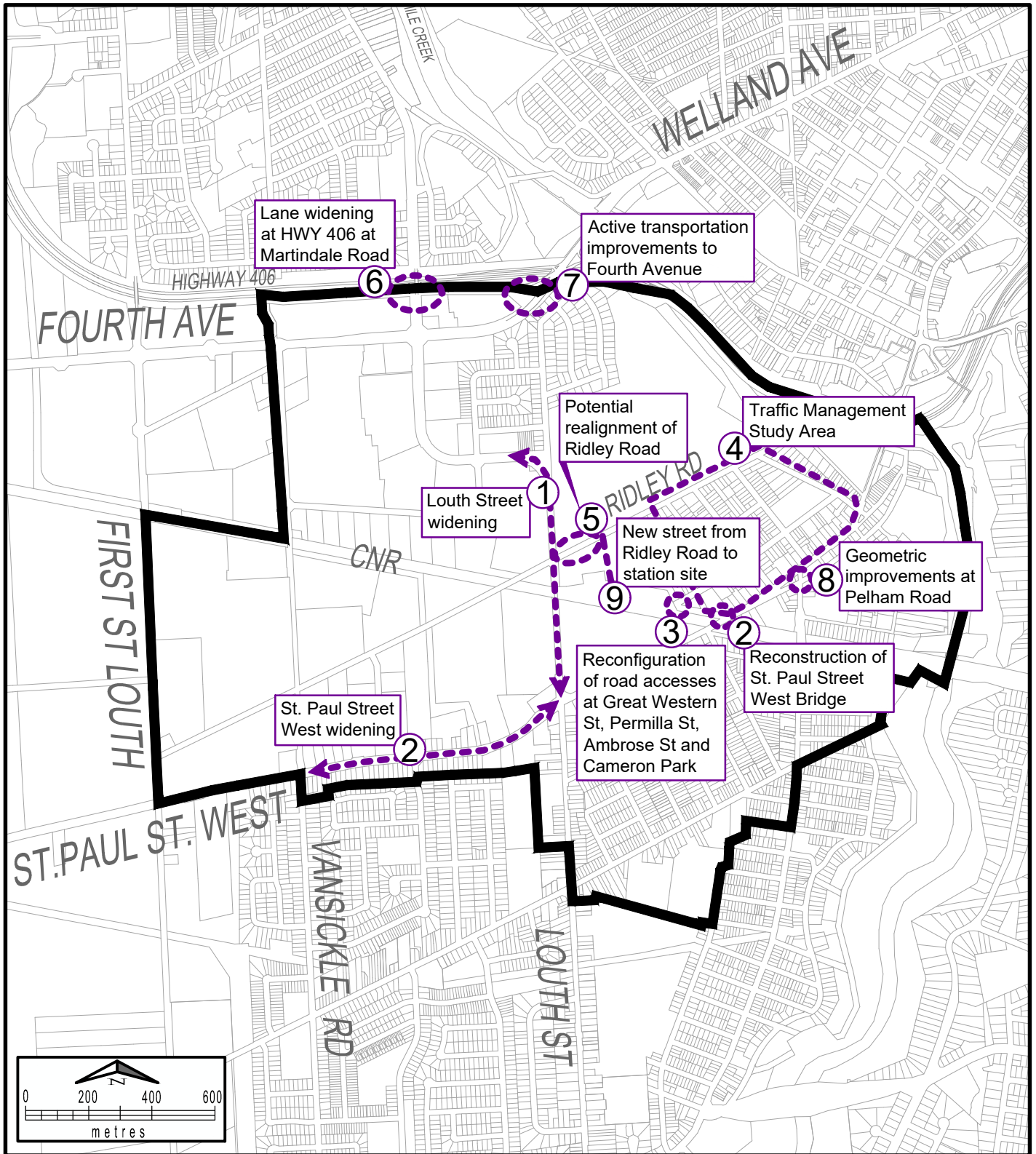
- 11 Metres (3 Storey)
- 16 Metres (4 Storey)
- 22 Metres (6 Storey)
- 35 Metres (10 Storey)
- 54 Metres (16 Storey)
- 68 Metres (20 Storey)

GO Transit Station Secondary Plan Area

*HEIGHT REFERENCED IN STOREYS IS FOR CONVENIENCE PURPOSES ONLY.

The Garden City Plan

West Planning District -
GO Transit Station Secondary Plan (GTSSP) Schedule E6/7 - B

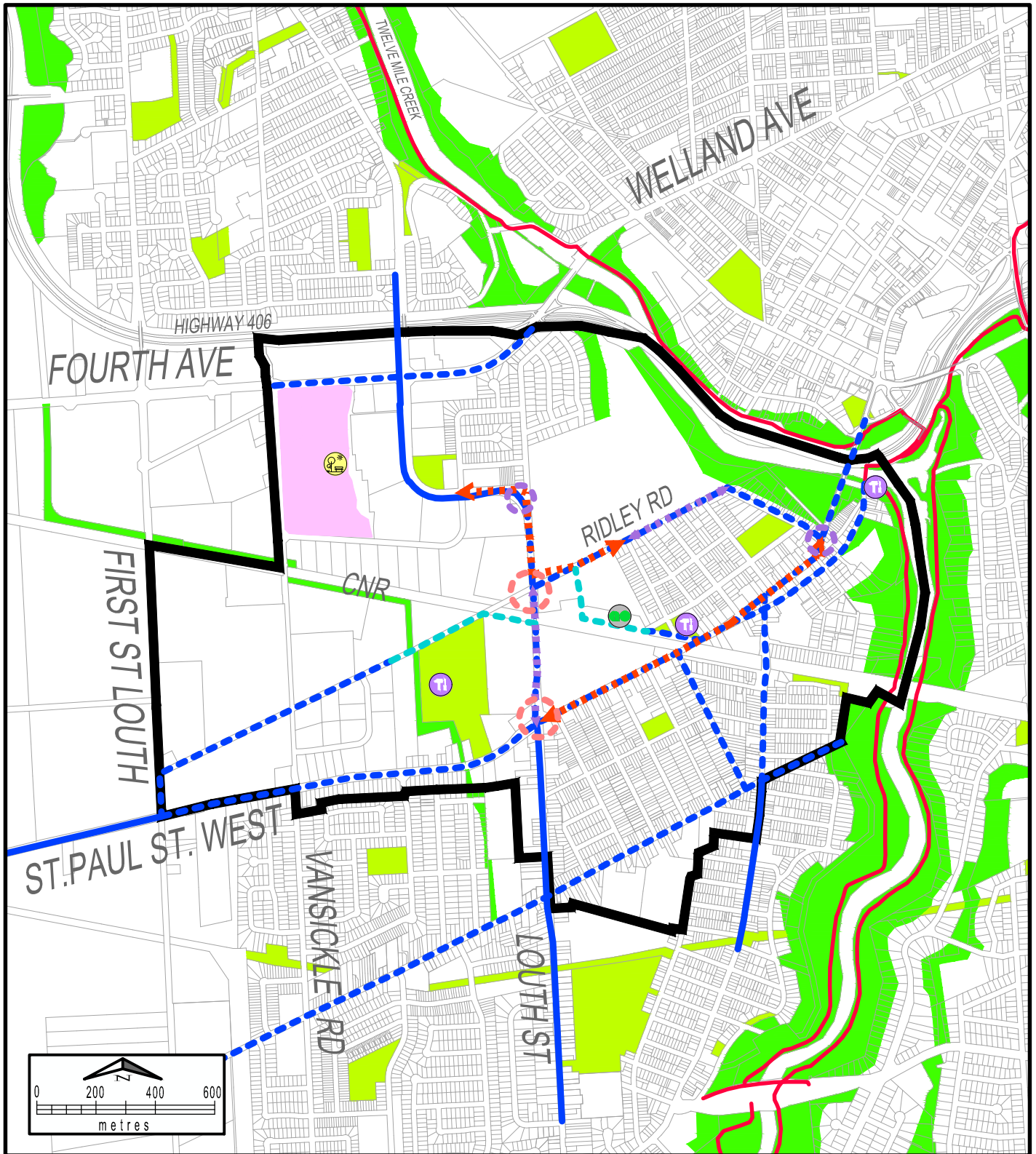


New Road Connections and Improvements










- Location of Improvement
- █ GO Transit Station Secondary Plan Area

The Garden City Plan

West Planning District -
GO Transit Station Secondary Plan (GTSSP) Schedule E6/7 - C



Public Realm and Active Transportation Plan

- | | |
|--|--|
|  Major Streetscape Improvement |  Major Gateway |
|  Minor Streetscape Improvement |  Minor Gateway |
|  Existing Multi-Use Trail (Off Road) |  Potential New Public Space |
|  Planned Multi-Use Trail (Off Road) |  Potential Public Space Improvement |
|  Existing Bike Lane / Route (On Road) |  Potential GO Station Location |
|  Planned Bike Lane / Route (On Road) |  Natural Areas |
|  Potential Street Grid Refinement |  Parkland & Open Space |
| |  GO Transit Station Secondary Plan Area |

SOUTH DISTRICT

15.4. SOUTH DISTRICT

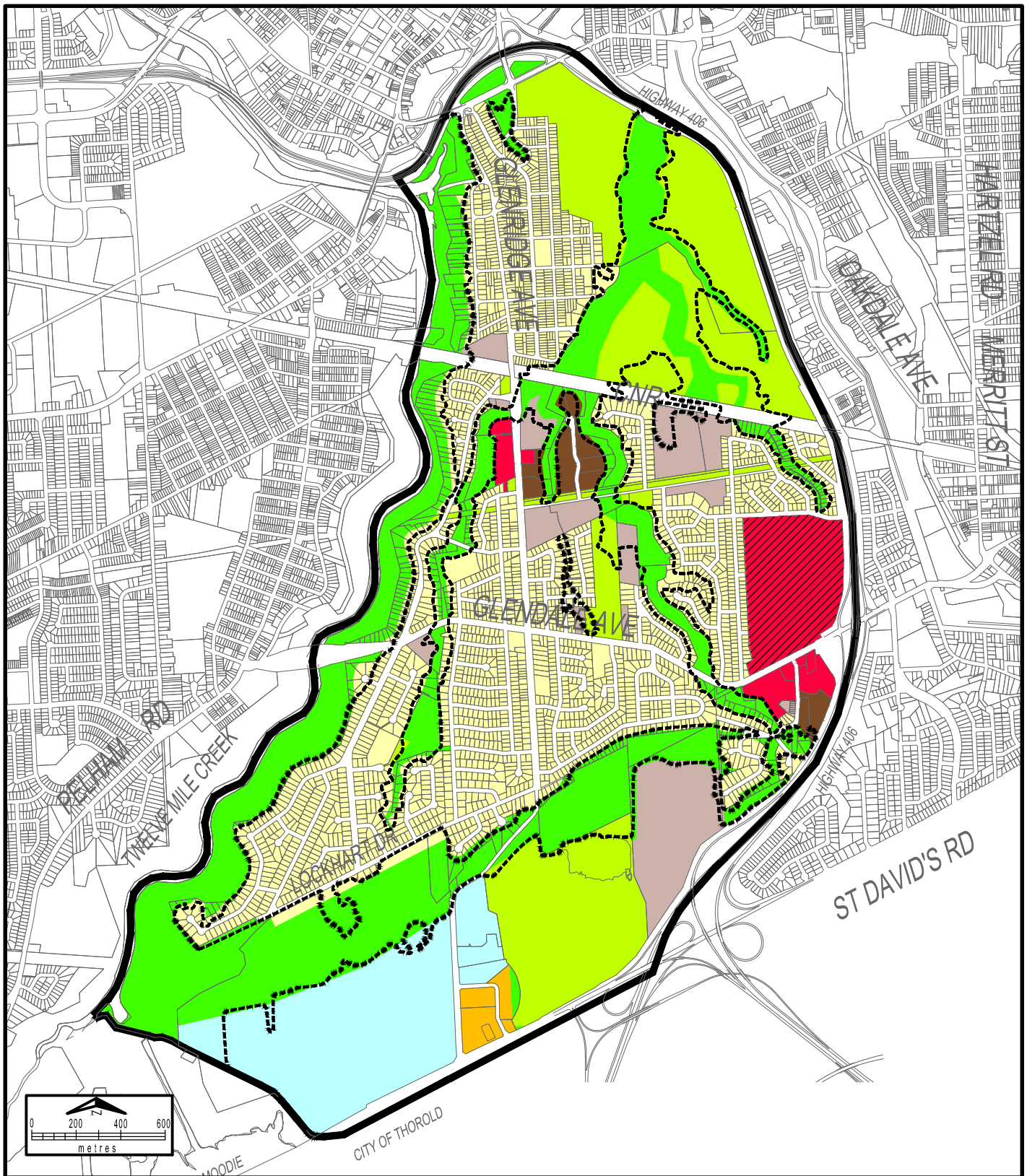
The following specific or special policies apply to lands located on the following schedules.

1. Schedule E8

- a) Lands designated Business Commercial Employment shall not permit uses defined in Section 10.3.1 a) i) of this Plan, or auto dealerships.
- b) Notwithstanding the Low Density Residential and Natural Areas designations, and Part D, Section 8.3.2 allowing local public serving institutional uses, the lands known municipally as the former Captain John Decew School located on approximately 2.2 hectares of land on the south side of Lockhart Drive shall also permit institutional uses, including University/College uses, to serve a City wide population and beyond.
- c) Notwithstanding the Medium Density Residential designation, the lands known municipally as 20 Trillium Lane also permit University/College uses subject to a zoning by-law amendment and impact studies as set out in Part F, Section 16.16 of the Plan including, but not limited to, use compatibility, traffic, building and site design, and environmental sensitivity.
- d) Notwithstanding Part D, Section 8.1.1, lands designated Low Density Residential and known municipally as 99 South Drive shall also permit an apartment building with a maximum of 10 dwelling units.

The Garden City Plan

South Planning District Schedule E8



Land Use Designations

- Low Density Residential (20 to 32 units / ha)
- Medium Density Residential (25 to 99 units / ha)
- High Density Residential (85 units / ha or greater)
- Major Commercial
- Community Commercial
- Arterial Commercial

- Special Study Area
- Mixed Use
- General Employment
- Business Commercial Employment
- Parkland & Open Space
- Natural Areas
- Natural Area Extent Line

NOTWITHSTANDING LAND USE DESIGNATIONS SHOWN ON THIS SCHEDULE, THE USE OF LAND WITHIN OR ADJACENT TO THE NATURAL AREA EXTENT LINE MAY BE SUBJECT TO ADDITIONAL REGULATION OR RESTRICTION. REFER TO PART D, SECTION 13.2 NATURAL AREA POLICIES, ALSO SEE SCHEDULES F2, F3, F4 AND F5

EAST DISTRICT

15.5. EAST DISTRICT

The following specific or special policies apply to lands located on the following schedules.

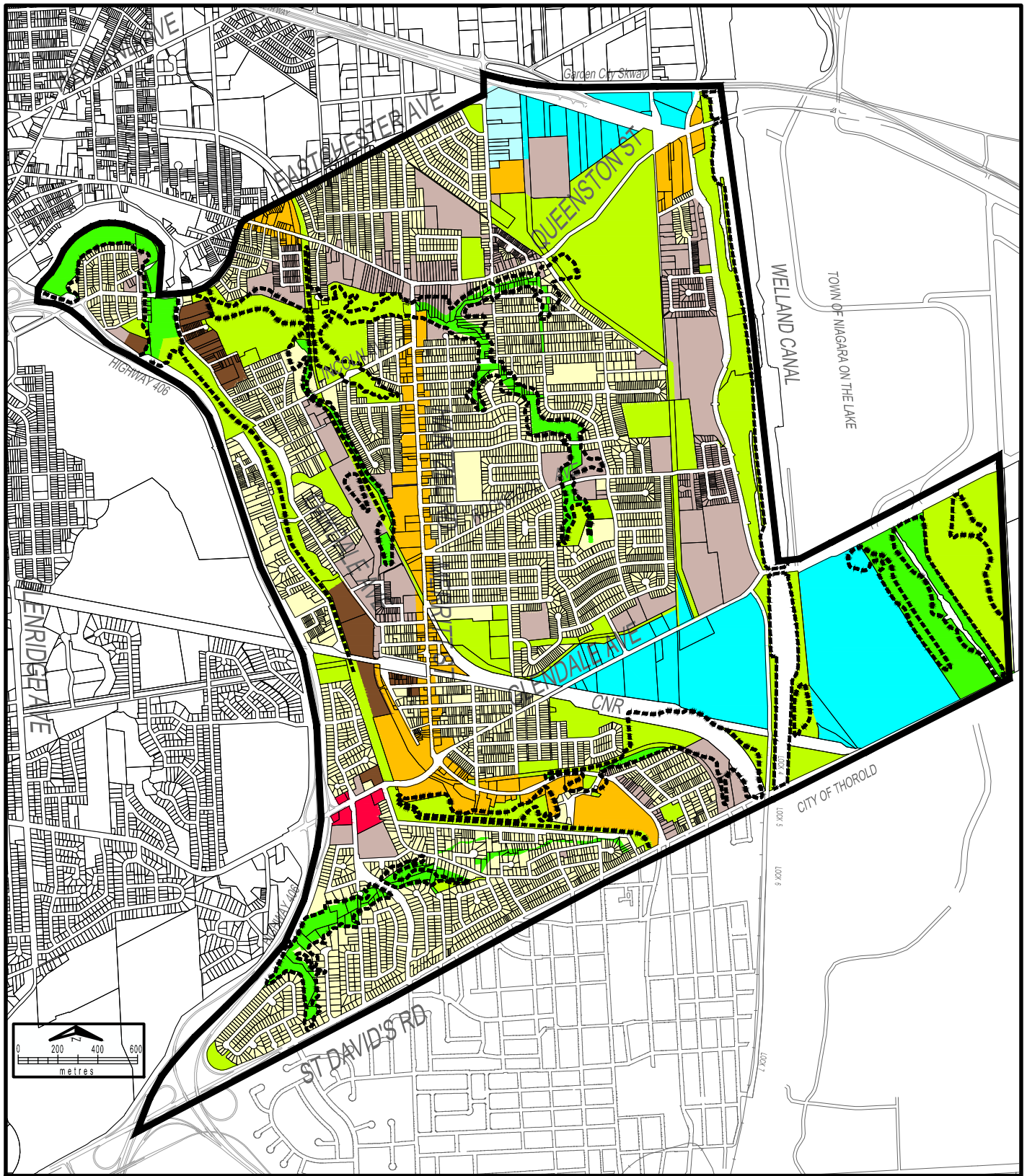
1. Schedule E9

- a) Lands designated Medium Density west of Hartzel Road, south of Lincoln Avenue, and east of Oakdale Avenue are permitted residential density up to 199 units per hectare.
- b) Notwithstanding the Mixed Use designation on lands known as 45 Merritt Street, the continuation of existing General Employment uses are permitted subject to the applicable policies of the Plan.
- c) Notwithstanding Section 8.3.3 of this Plan, a convenience commercial centre may be permitted on up to 0.8 hectares of land at the northwest corner of Glendale Avenue and Welland Canals Parkway, and subject to the following:
 - i) total gross leasable floor area for commercial use does not exceed 25% of total site size;
 - ii) total gross leasable floor area per individual commercial use does not exceed 370 square meters;
 - iii) where total gross leasable commercial floor area on the site exceeds 930 square metres, residential dwelling units will be provided and in a manner not to detract from the primary convenience commercial function of the centre;
 - iv) zoning by-law amendment to ensure enhanced landscaping/greening and provision for tourism and gateway related facilities and amenities are provided as part of the development.
- d) Notwithstanding Part D, Section 8.1.2 of the Plan, the lands designated Medium Density on the west side of Welland Canals Parkway, south of Howland Drive, and known municipally as 54 Mackenzie King Drive (Lock III Estates, Block 33 and 34, Registered Plan 30M-346) are permitted a range of housing density between 23 and 99 units/hectare.
- e) On lands designated Mixed Use adjacent to Merritt Street from the extent of Ker Street and extending west and north to the CN Railway, and on lands designated Mixed Use adjacent to Glendale Avenue, the following applies:
 - i) Notwithstanding Section 12.1 of the Plan:
 - a) no ground floor residential dwelling units are permitted;
 - b) office uses which do not generate a significant amount of pedestrian traffic or require a ground floor location are encouraged to locate on upper floors;
 - c) retail functions are permitted on upper floors only where in conjunction with a ground floor commercial use.
 - f) Notwithstanding the Low Density Residential designation, a density of up to 54 units per hectare, and a maximum height of 13.5 metres shall be permitted on the lands known municipally as 176 Oakdale Avenue.

- g) For the lands known municipally as 124 Bunting Road, non-residential uses permitted in the Mixed Use designation shall be directed to the north and west of the site to support greater transition of use, and compatibility with adjacent uses.
- h) Notwithstanding Part D, Section 12 of this Plan, in addition to the permitted uses of the Mixed Use designation, an indoor storage facility shall be permitted as an additional permitted use on lands designated Mixed Use at 88 Merritt Street. The use shall be subject to a Zoning By-law Amendment and a Site Plan Agreement.
- i) Notwithstanding the Low Density residential designation, an apartment building is permitted on the lands known municipally as 63 Vine Street.
- j) Notwithstanding the Medium Density Residential and the High Density Residential designations, the lands known municipally as 16 Melbourne Avenue also permit indoor and outdoor recreation uses.

The Garden City Plan

East Planning District Schedule E9



Land Use Designations

- Low Density Residential (20 to 32 units / ha)
- Medium Density Residential (25 to 99 units / ha)
- High Density Residential (85 units / ha or greater)
- Major Commercial
- Community Commercial
- Arterial Commercial

- Special Study Area
- Mixed Use
- General Employment
- Business Commercial Employment
- Parkland & Open Space
- Natural Areas
- Natural Area Extent Line

NOTWITHSTANDING LAND USE DESIGNATIONS SHOWN ON THIS SCHEDULE, THE USE OF LAND WITHIN OR ADJACENT TO THE NATURAL AREA EXTENT LINE MAY BE SUBJECT TO ADDITIONAL REGULATION OR RESTRICTION. REFER TO PART D, SECTION 13.2 NATURAL AREA POLICIES, ALSO SEE SCHEDULES F2, F3, F4 AND F5

DOWNTOWN DISTRICT

15.6. DOWNTOWN DISTRICT

1. Schedule E10

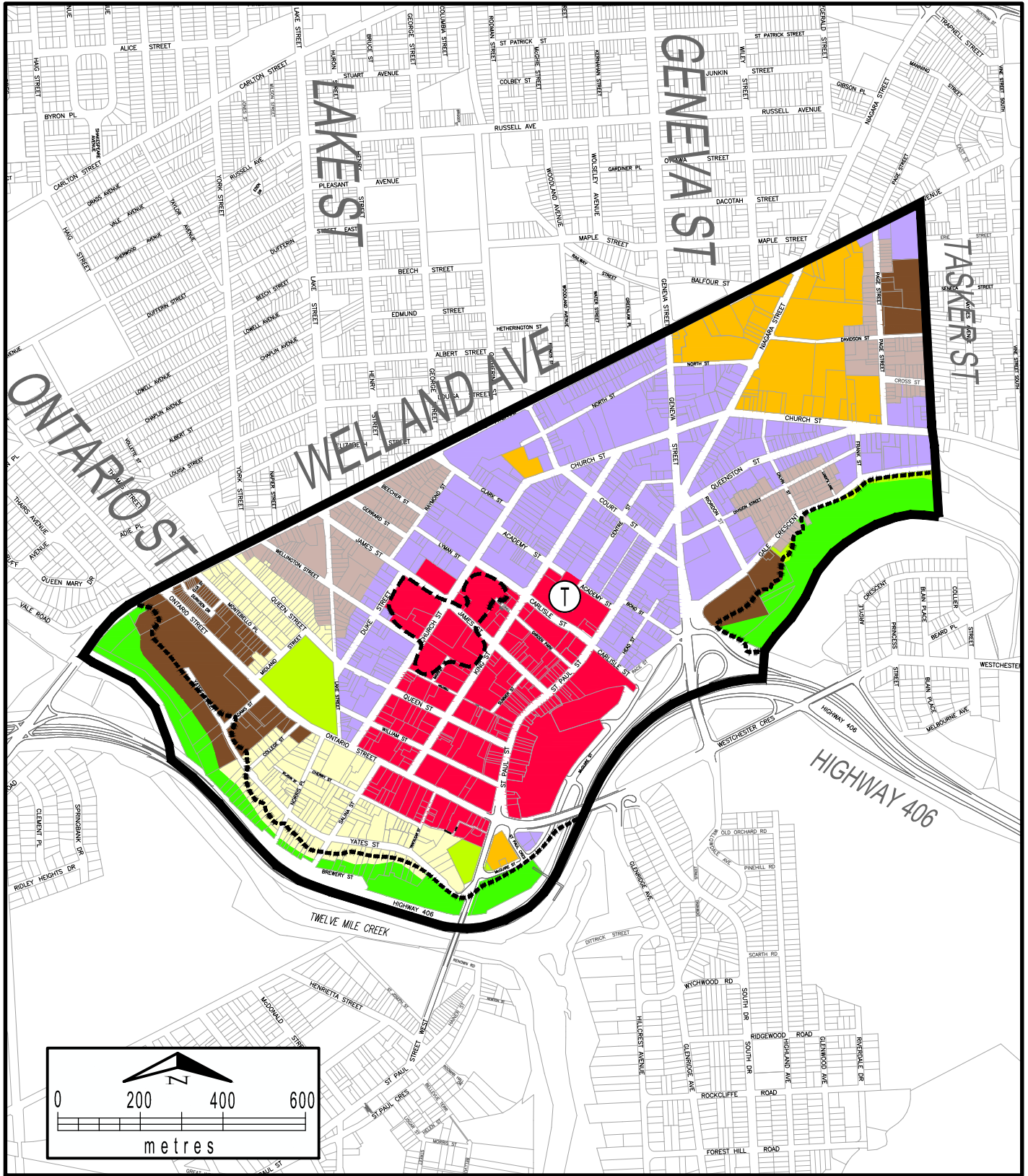
Schedule E10 sets out the general land use plan for the Downtown Planning District and is to be read in conjunction with the applicable policies for the Downtown District as set out in Part D, Section 11 of the Plan.

The following specific or special policies apply to lands located on Schedule E10 'Downtown Planning District'.

- a) Notwithstanding Part D, Section 11.2.4 of the Plan, lands designated Mixed Medium High Density Residential/Commercial that face onto St. Paul Street or Geneva Street may be developed / redeveloped without a residential component.
- b) Notwithstanding the Commercial Core land use designation, residential uses are not permitted on the lands known municipally as 198 St. Paul Street (Brock University School for Fine and Performing Arts).
- c) Small scale ground floor retail, service commercial, office and indoor recreation uses are permitted in conjunction with residential uses on the former Hotel Dieu Hospital site located at 155 Ontario Street.
- d) Notwithstanding the Medium High Density Residential designation, the lands located at the northwest corner of Ontario Street and Adams Street, described as Part of Lots 954, 955, 956, Corporation Plan No. 2, designated as Part 1, Reference Plan 30R- 8292, permit the existing ambulance station.
- e) Notwithstanding Part D, Section 11.3 a) of the Plan, for the lands known municipally as 98 Welland Avenue, that small scale commercial uses are permitted with or without residential uses on the same lot.
- f) Notwithstanding Part D, Section 11.2.6. c), lands designated Commercial Core and known municipally as 201 St. Paul Street shall permit a maximum building height up to 30.5 metres, provided that the building includes terracing above 11 metres in building height and above 26.5 metres in building height along both the St. Paul Street and James Street frontages.

The Garden City Plan

Downtown Planning District Schedule E10



Land Use Designations

- Low Density Residential (20 to 32 units / ha)
- Medium Density Residential (25 to 99 units / ha)
- Medium High Density Residential (60 to 198 units / ha)
- Mixed Medium High Density Residential / Commercial (60 to 198 units / ha)
- Mixed High Density Residential / Commercial (85 units / ha or greater)

- Commercial Core
- Parkland & Open Space
- Natural Areas
- T Major Transit Station
- Civic Square Area
- Natural Area Extent Line

NOTWITHSTANDING LAND USE DESIGNATIONS SHOWN ON THIS SCHEDULE, THE USE OF LAND WITHIN OR ADJACENT TO THE NATURAL AREA EXTENT LINE MAY BE SUBJECT TO ADDITIONAL REGULATION OR RESTRICTION. REFER TO PART D, SECTION 13.2 NATURAL AREA POLICIES, ALSO SEE SCHEDULES F2, F3, F4 AND F5

**AGRICULTURE
AREA
DISTRICT**

15.7. AGRICULTURE AREA DISTRICT

The following specific or special policies apply to lands located on the following schedules.

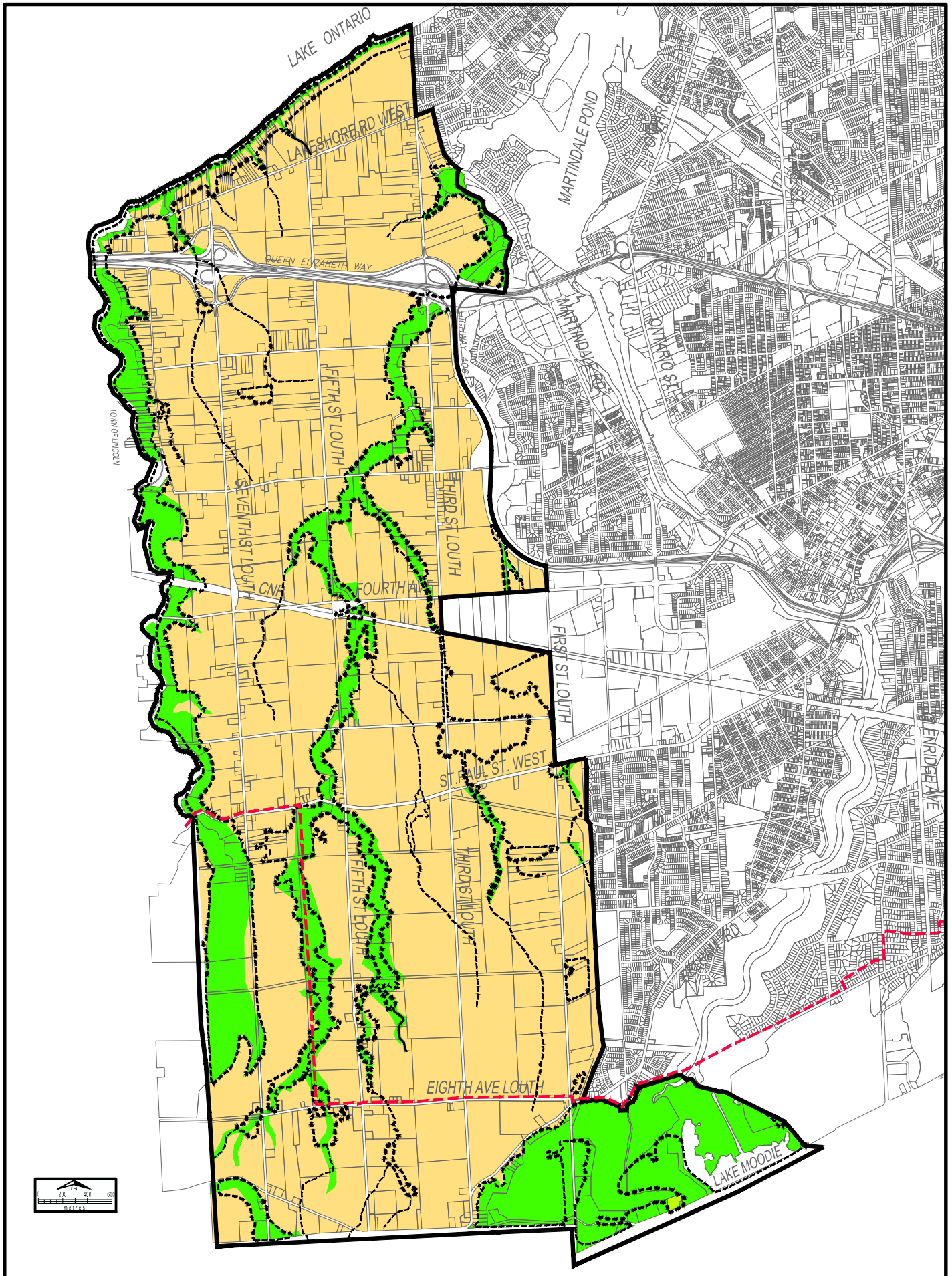
1. Schedule E11

- a) Notwithstanding Part D, Section 14.1 of the Plan, a Place of Worship serviced by private water and sanitary sewers, is permitted on lands at the northeast corner of First Street Louth and Rykert Street and known municipally as 2360 First Street Louth.
- b) Notwithstanding Part D, Section 14.1 of the Plan, a Place of Worship is permitted on lands known municipally as 1230 Old Martindale Road.

2. Schedule E12

The Garden City Plan

Agriculture Area Planning District Schedule E11



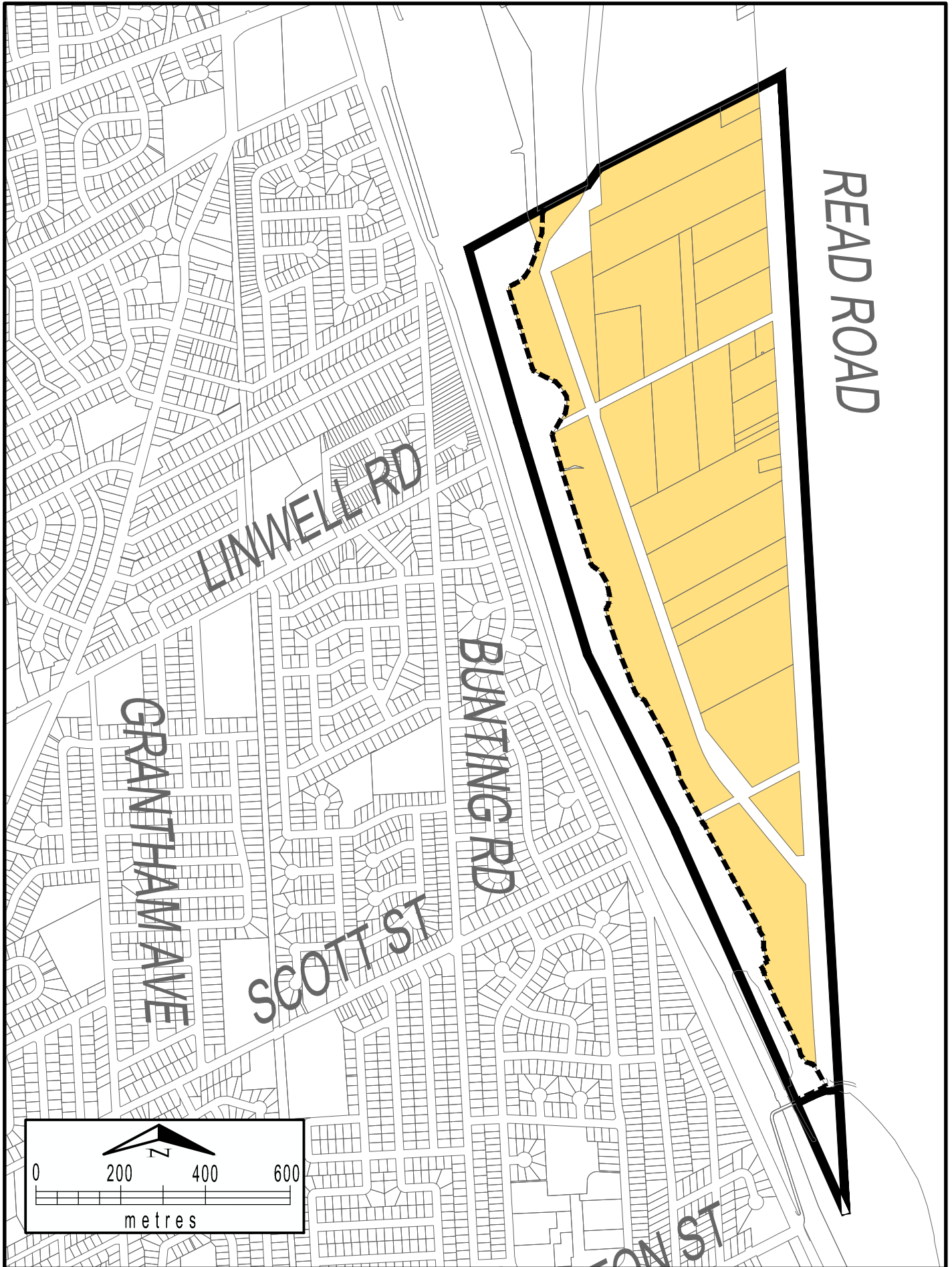
Land Use Designations

- Agriculture
- Natural Area
- Natural Area Extent Line
- Parkland & Open Space
- Niagara Escarpment Plan Boundary

NOTWITHSTANDING LAND USE DESIGNATIONS SHOWN ON THIS SCHEDULE, THE USE OF LAND WITHIN OR ADJACENT TO THE NATURAL AREA EXTENT LINE MAY BE SUBJECT TO ADDITIONAL REGULATION OR RESTRICTION. REFER TO PART D, SECTION 13.2 NATURAL AREA POLICIES, ALSO SEE SCHEDULES F2, F3, F4 AND F5

The Garden City Plan

Agriculture Area Planning District Schedule E12



Land Use Designations

 Agriculture

 Natural Area Extent Line

NOTWITHSTANDING LAND USE DESIGNATIONS SHOWN ON THIS SCHEDULE, THE USE OF LAND WITHIN OR ADJACENT TO THE NATURAL AREA EXTENT LINE MAY BE SUBJECT TO ADDITIONAL REGULATION OR RESTRICTION. REFER TO PART D, SECTION 13.2 NATURAL AREA POLICIES, ALSO SEE SCHEDULES F2, F3, F4 AND F5

PART F

IMPLEMENTATION

AND

INTERPRETATION

PART F : IMPLEMENTATION AND INTERPRETATION

16. IMPLEMENTATION

The Implementation Section of the Plan outlines the tools that the City can use to implement the policies of the Plan. Basic planning tools include zoning by-laws, subdivision control, severances, as well as more specialized planning tools and mechanisms, such as holding by-laws and community improvement plans.

16.1 Official Plan

Every application for amendment to this Plan will be evaluated on the basis of the following general considerations and any others that are pertinent to the particular application:

- i) the degree of conformity of the proposed amendment to the general intent, purpose and philosophy of this Plan, particularly the vision, planning principles and general policies of the Plan;
- ii) consistency with Provincial and upper tier government plans, policies and legislation;
- iii) the availability and suitability of land already designated for the proposed use, and the need for, and the feasibility of the proposed use;
- iv) the compatibility of the proposal, or the adequacy of proposed mechanisms for achieving compatibility, with adjacent and planned uses;
- v) the potential of the proposal to cause instability within an area intended to remain stable;
- vi) the ability of the City's infrastructure and public service facilities to accommodate the proposal without costly expansion, upgrading, or required deferral of other planned infrastructure and public service facility improvements in other areas of the City;
- vii) the financial implications, both costs and revenues, to the City;
- viii) the degree to which approval of the amendment would establish an undesirable precedent.

16.2. Zoning

1. Zoning by-laws shall be used to implement the policies of the Plan by regulating the use of land, buildings or structures in accordance with the Planning Act, and may be more restrictive than the provisions of the Plan. By-laws will establish the following criteria:
 - a) Land use zones which will permit the type of development specified in the Plan
 - b) Development and performance standards appropriate to each type of use
 - c) Any regulations needed to implement the intent of the Plan
2. Notwithstanding, in the area of the Niagara Escarpment Plan, certain lands are subject to Niagara Escarpment Development Control, as identified in Part F, Schedule F5. In these areas of Development Control, City zoning by-laws have no force or effect. Subject to Niagara Escarpment Regulations, permits are required from the Niagara Escarpment Commission for all new development in the Development Control Area.

16.3. Holding By-Laws

1. The City may, in a zoning by-law, affix an “H” in conjunction with any zoning category in order to limit or prevent the use of certain lands which are considered inappropriate or premature for immediate development.
2. Where a holding designation is in effect, the lands shall generally be limited to existing uses or uses which will not prejudice the future development of these lands. In addition, no building or structure may be erected on the site until such time as an application has been approved by Council to remove the “H” symbol. The holding symbol shall not apply to minor accessory buildings and structures such as sheds, garages, or pools.
3. Prior to enacting a by-law to remove the holding provision in accordance with the Planning Act, Council shall be satisfied that:
 - a) Adequate servicing, such as water supply, sewage disposal facilities, storm water drainage, solid waste collection and disposal, and roads can be provided;
 - b) All necessary requirements of the city have been satisfied;
 - c) All necessary development agreements have been entered into, and that the conditions of these agreements have been, or will be met;
 - d) Development satisfies all other relevant policies of the Plan.

16.4. Conditional Zoning By-Laws

1. The City may, in a zoning by-law, permit a use of land or the erection, location or use of buildings or structures subject to one or more prescribed conditions on the use, erection or location.
2. Where a condition is imposed under Section 16.4.1, the City may require the owner of the land to which the by-law applies to enter into an agreement with the City relating to the condition. The agreement may be registered against the land to which it applies and the City may enforce the agreement against the owner and, subject to the Registry Act and Land Titles Act, any and all subsequent owners of the land.

16.5. Interim Control By-Laws

1. The City may enact interim control by-laws pursuant to the Planning Act, in order to limit or prevent the use of certain lands until such time as a review or study of the land use planning policies of the lands has been undertaken. The interim control by-laws will specify the use and any additional regulations applicable thereto which will be permitted while the by-law is in effect. The interim uses should not conflict with the ultimate intended land uses. The interim control by-law, however, shall not prohibit the use of lands for any purpose for which a building permit has been issued under the Building Code Act, on the date of passing of the interim control by-law.
2. The interim control by-laws shall define the specific area affected and establish an expiry date in accordance with provincial regulations.

16.6. Temporary Use By-Laws

1. The City may enact temporary use by-laws pursuant to the Planning Act, in order to allow lands to be zoned for uses otherwise prohibited in the zoning by-law, on a temporary basis. The temporary use by-laws shall define the specific area affected, establish all necessary regulations, and establish an expiry date, in the case of by-laws authorizing a temporary garden suite of not more than 20 years from the date of passing of the by-law, and in all other cases, of not more than 3

years from the date of passing of the by-law. The City may pass further temporary use by-laws to grant an extension of the temporary use by-law.

2. In considering temporary use by-laws, the City shall be satisfied that:
 - a) The proposed development/redevelopment is consistent with the temporary nature of the use;
 - b) The proposed use is compatible with adjacent uses and where necessary, buffering is provided to ensure visual separation;
 - c) Adequate services are available.
3. Subsequent to the expiration of the temporary use by-laws, the use permitted by the by-law shall cease. If such use continues, it will be considered illegal with respect to the Zoning By-law.

16.7. Site Plan Control

1. All lands within the limits of the City shall be designated a proposed Site Plan Control Area.
2. The City shall, by by-law, identify specific types of development subject to site plan control. It may also deem certain types of development exempt from site plan control.
3. Unless an exemption is granted under Part F, Section 16.7.2, site plan approval shall be required for all of the following:
 - a) All lands used, zoned or to be zoned for residential purposes, save and except lands used, zoned or to be zoned for residential buildings having less than 4 dwelling units.
 - b) All lands used, zoned or to be zoned for commercial, employment, institutional, public or recreational purposes.
 - c) All lands used, zoned or to be zoned for mixed-use purposes.
 - d) All lands within the “Agriculture Area” which are used, zoned or to be zoned for:
 - i. Existing and expanded non-agricultural uses, except residences, where there is an enlargement of existing uses, as set out in Part D, Section 14.2.10.
 - ii. Wineries as set out in Part D, Section 14.2.2.
 - iii. Agriculture farm related commercial and industrial uses directly related to and serving the surrounding agricultural uses as set out in Part D, Section 14.2.4.
 - iv. Agri-tourism and value-added uses and activities greater than 93 square metres, as set out in Part D, Section 14.2.1, with the exception of bed and breakfast accommodation and uses set out in Part D, 14.2.1.b).
 - e) All lands used for the purpose of public service by the Corporation of the City of St. Catharines and any Local Board or Commission thereof, as defined by the Municipal Affairs Act, and the Regional Municipality of Niagara and any Local Board or Commission thereof as defined by the Municipal Affairs Act.
4. No development shall be undertaken within a site plan control area designated in accordance with Section 16.7.3, until the City has approved drawings and/or agreements sufficient to ensure the matters set out Subsections 41(4) and 41(5) of the Planning Act as amended, including but not limited to:

- a) Matters relating to exterior design, including without limitation, the character, scale, appearance and design features of buildings and their sustainable design.
 - b) Sustainable design elements within and adjoining a City right-of-way, including, without limitation, trees, landscaping, permeable paving materials, street furniture, curb ramps, waste and recycling containers, and bicycle facilities.
 - c) Matters relating to the protection and continued function of natural areas, features and hazard lands.
5. As a condition of approval of the plans and/or drawings required in this section, the City may require the owner of the land to:
- a) Provide and maintain, to the satisfaction of and at no expense or risk to the City, the facilities, works, or matters set out in Section 41(7) of the Planning Act as amended.
 - b) Enter into one or more agreements with respect to the provision and maintenance of such facilities, works, or matters.
 - c) Enter into one or more agreements to ensure that the development proceeds in accordance with the approved plans and drawings as required by this Section.

16.8. Preferred or Beneficial By-Laws

1. The City may consider the requirement to provide community benefits pursuant to Section 37 of the Planning Act as amended in exchange for increases in height and/or density of development, redevelopment or intensification above and beyond those permitted in the zoning by-law.
2. The community benefits may include but are not limited to:
 - a) Provision of public access, pedestrian and vehicular, to public facilities and sites.
 - b) Protection and/or enhancement of natural areas, features and functions.
 - c) Affordable housing for low and moderate income groups, or special needs groups.
 - d) Provision of public parking; underground or structured parking, transit facilities and amenities.
 - e) Conservation, protection or preservation of structures and sites of cultural heritage value or interest.
 - f) Provision of community and open space facilities, such as community and recreational facilities, community or roof top gardens.
 - g) Parkland beyond the minimum requirements of this Plan.
 - h) Active transportation routes and public space, and connections to external active transportation routes and trail systems.
 - i) Sustainable, energy efficient building and site design; LEED certification or equivalent.
 - j) Provision of public art.
3. The community benefits should generally be provided and be directed to the areas immediately surrounding the area in which the preferred or beneficial zoning is provided.

4. The City shall require one or more agreements for development/redevelopment which include increased height and/or density in exchange for community benefits. The agreement(s) shall be registered against the land to which it applies.

16.9. Development Permits

1. The City may, in a by-law, designate one or more development permit areas pursuant to the provisions of the Planning Act.
2. Upon authorization of a development permit system, the City may implement this Plan, as it applies to the designated development permit area(s) by the use of a development permit regime independent or supplemental to its powers of implementation described in this Plan.

16.10. Subdivision Control

1. All lands within the City shall be subject to subdivision control pursuant to the Planning Act. The provisions of the Planning Act, including subdivision agreements, will be used to ensure that the land use designations and policies of the Official Plan are complied with, and that a high standard of design is maintained in all development.
2. Only those plans of subdivision which conform to the following criteria will be recommended for approval.
 - a) The plan of subdivision conforms with the policies of this Plan.
 - b) Adequate servicing, such as water supply, sewage disposal facilities, storm water drainage, solid waste collection and communications/telecommunications infrastructure, and access can be provided.
 - c) The City is able to provide necessary community services without imposing undue increases in taxation on all residents.

16.11. Lot Creation

1. Creation of lots shall only be effected through consent or plans of subdivision,
2. Consents to sever parts of lots as an alternative to a registered plan of subdivision will be discouraged and will only be permitted when such a plan would clearly not be needed to ensure the intent of applicable policies in this Plan are followed.
3. Consents to sever individual parcels of land, including land assembly and lot boundary adjustments will only be permitted where:
 - a) It is clearly apparent that no development could take place which would lead to significant expense by the City for public works or which would lead to further development leading to such expenses.
 - b) They contribute to the infilling of areas that are already substantially developed.
 - c) The size, shape and configuration of the parcel is appropriate for the use proposed and in terms of the optimum development of the surrounding area.
4. The creation of, and use, of new lots as well as remnant parcels of land created through consent, including new lots and remnant parcels created through land assembly or boundary adjustments, shall be evaluated having regard for the Urban Design policies and principles of this Plan, together with other relevant policies of this Plan.

Conditions of approval may be established, including but not limited to Development Agreements registered on title, to ensure that existing or new development/redevelopment on new lots or remnant parcels of land created through consent, including through land assembly and boundary adjustment, is in keeping with the policies of this Plan and having regard for the matters set out in Section 51 (24) of The Planning Act, as amended.

5. As set out in Part C, Section 4.1.1 of this Plan, the City may consider the establishment of a Design Review Panel to provide knowledgeable guidance with respect to design matters, consistent with City Urban Design Guidelines and the policies of this Plan, and in a manner to support both the municipality and proponents in the evaluation of lot creation proposals, including land assembly and boundary adjustments, and the subsequent development and/or redevelopment of the subject lands.
6. Provisions for severing individual parcels of land within the Agriculture Area are found in the Agriculture policy section of the Plan.
7. It is the general intent of this Plan to provide for the severance of land or the creation of easements for public parks, open space and trails, where such consents do not result in the creation of additional building lots.

16.12. Non-Conforming Uses

1. A land use that does not conform to the zoning by-law, but which lawfully existed prior to the approval of the zoning by-law, is a non-conforming use. If such non-conforming uses ceases, then the rights derived from the non-conforming use shall terminate.
2. Non-conforming uses that are deemed to comply with the intent of the Plan may be zoned in accordance with their present use provided:
 - a) The zoning does not permit any significant change of use or performance standards that will result in or aggravate any situation detrimental to adjoining land uses.
 - b) It does not interfere with desirable development in adjacent areas that are in conformity with the Plan.
3. It is the intention and expectation that non-conforming uses shall eventually cease to exist and be replaced by uses that conform with the intent of the Plan and the zoning by-law.
4. In special circumstances, it may be appropriate to consider the extension or enlargement of non-conforming uses provided:
 - a) the expansion or enlargement will not jeopardize the possibility of future development/redevelopment in their vicinity that may comply more closely with the intent of this Plan.
 - b) special efforts are made to enhance the compatibility of the uses and to improve the amenity and design, more particularly buffering, landscaping, parking, and active transportation and vehicular circulation.
 - c) the expansion or enlargement is directed to areas outside natural heritage and natural hazard lands.
5. Notwithstanding the provisions on extensions or enlargements of non-conforming uses, nothing will prevent the rebuilding or repair of any building or structure that is damaged or destroyed by fire or natural disaster subsequent to the adoption of this Plan provided:
 - a) The dimensions of the building or structure that was destroyed are not increased.

- b) The use of the building is not altered.
 - c) The building or structure is not located in a flood plain, unstable slope or erosion area.
6. However, where the area of the lot is sufficient, the new buildings or structures shall be located in conformity with the requirements of the zoning by-law. Further, nothing shall prevent the upgrading to a safe condition any such building or structure provided such repair or alteration does not increase the size or height of the building or structure.

16.13. Property Standards

1. The City shall prescribe maintenance standards and conditions of occupancy for all private property and particularly in areas of special concern through a property standards by-law enacted in accordance with the provisions of the Building Code Act.

In addition, the City will appoint a Property Standards Officer who will be responsible for administering and enforcing the maintenance and occupancy by-law.

16.14. Community Improvement

The Planning Act allows municipalities to prepare Community Improvement Plans for designated Community Improvement Project Areas that require Community Improvement as a result of age, dilapidation, overcrowding, faulty arrangement, unsuitability of buildings or other justification.

Community Improvement is defined as the planning or re-planning, design or redesign, re-subdivision, clearance, development or redevelopment, construction, reconstruction and rehabilitation, improvement of energy efficiency or any of them, of a Community Improvement Project Area, and the provision of such residential, commercial, employment, public recreational, institutional, religious, charitable or other uses, buildings, structures, works, improvements or facilities, or space therefor, as may be appropriate or necessary.

Community Improvement shall be carried out through the designation, by by-law, of a Community Improvement Project Area and the preparation and implementation of a Community Improvement Plan to apply therein. The whole of the municipal Urban Area as set out on Schedule D of this Plan, or any parts therein, may be designated as a Community Improvement Project Area.

1. Community Improvement Goals
- a) To co-ordinate and guide public and private improvement activities in designated Community Improvement Project Areas for revitalization and re-investment;
 - b) To phase the implementation of improvement projects in accordance with local needs, established priorities and financial resources;
 - c) To enable the municipality to participate in Federal, Provincial and Regional funding programs;
 - d) To actively pursue private/public partnerships for community improvement projects;
 - e) To stimulate private sector investment linked to public strategies for community planning.
2. Community Improvement Objectives

The objectives of these policies are:

- a) To upgrade inadequate municipal services and facilities in developed communities to an acceptable standard;
- b) To resolve issues of incompatible land use;
- c) To encourage the renewal, rehabilitation or redevelopment of private properties in order to maintain a safe and pleasant built environment within the community;
- d) To encourage the renewal, rehabilitation or redevelopment of public properties in order to maintain a safe and pleasant built environment within the community;
- e) To aid in fulfilling the potential of residential, mixed use, commercial and employment areas in the City;
- f) To support the achievement of intensification, density targets and the growth strategy as set out in this Plan;
- g) To improve parking, access and traffic circulation;
- h) To ensure that residents of developed communities are served by an adequate supply of open space, recreation and community facilities;
- i) To guide and prioritize the expenditure of public funds on community improvement;
- j) To encourage environmental remediation and sustainability of development, including energy efficiency;
- k) To improve pedestrian and bicycle circulation and accessibility for all persons;
- l) To facilitate the restoration, maintenance, improvement and protection of natural hazard lands and natural heritage;
- m) To facilitate and promote economic and cultural development;
- n) To encourage a range and mix of housing types, including affordable housing;
- o) To facilitate the preservation, restoration, adaptive reuse, and improvements of buildings and landscapes with historical, architectural or other heritage significance.

3. Criteria for Designating Community Improvement Project Areas

Council will consider the following criteria in the designation of Community Improvement Project Areas:

- a) Inadequacy of some or all hard services, including water, sanitary sewers, storm sewers, roads, lighting and sidewalks;
- b) A significant portion of the housing stock and other buildings are in need of maintenance, rehabilitation or redevelopment;
- c) An inadequate mix of housing types; inadequate affordable housing;
- d) The presence of non-compatible land uses;
- e) Inadequacy of social, recreational, open space and cultural facilities and services;

- f) Within commercial areas, there is deterioration in the appearance of building facades, inappropriate signage, inadequate parking facilities or inadequate pedestrian accessibility;
 - g) Within employment areas, the inefficiency of employment sites, access to, from and within the employment areas, inadequacies of parking, loading and outside storage areas, conflicts with neighbouring uses or the presence of obsolete buildings;
 - h) Areas where there is significant environmental contamination and areas of potential environmental contamination;
 - i) Areas exhibiting environmental, social or community economic development problems
 - j) Areas exhibiting natural hazard land or natural heritage deterioration or degradation;
 - l) Improvement of housing and/or employment opportunities to support density targets established in this Plan for residential neighbourhoods, employment areas, mixed use areas, intensification areas and the Urban Growth Centre.
4. Upon the designation of a Community Improvement Project Area, the City will prepare and implement a Community Improvement Plan which outlines the specific projects and programs that are designed to bring about community improvement.
5. Community Improvement Implementation
- 1. The City will continue to participate in senior government programs that meet the goals and objectives of Community Improvement programs. In addition the City will promote partnerships between private individuals and groups to improve any and all deficiencies that may occur within the community.
 - 2. The City's Property Standards By-law and Zoning By-law can be used to minimize any detrimental effect that may occur to surrounding properties within the community.
 - 3. The City may develop financial incentive programs, such as tax increment financing, tax assistance, waiving of fees and the creation of loan and grant programs to assist in achieving community improvement goals.
 - 4. The City may acquire, lease or dispose of lands, construct or rehabilitate buildings or enter into agreements to complete studies to achieve the goals of a Community Improvement Plan.
 - 5. The City will encourage the relocation of incompatible uses to more appropriate locations, through the use of financial incentives, if necessary, to achieve community renewal goals.
 - 6. The City will encourage owners to make incompatible uses more compatible by such means as the installation of landscape screening, adhering to provincial requirements for noise and emissions and improved site access.

16.15. Committee of Adjustment

The City shall appoint a Committee of Adjustment to consider applications in accordance with the Planning Act, as amended. The Committee shall be guided by the general intent and purpose of the policies and principles of this Plan, and the standards established in the implementing zoning by-law, in making decisions on applications for consent and minor variances.

16.16. Pre-Consultation and Complete Application Submission Requirements

1. Consultation with the City is required prior to the submission of an application for an Official Plan amendment, zoning by-law amendment, draft plan of subdivision, draft plan of condominium, consent or site plan control, unless the Director of the Planning and Development Services Department or designate determines that pre-consultation is not necessary based on the scale of the development or the complexity of planning issues associated with the proposed application.
2. Pre-consultation will determine what is required to be submitted for a complete application and will provide the opportunity to discuss the nature of the application, development and planning issues, the need for additional information and/or report(s) to be submitted with the application, and the planning and approval process including the appropriateness of concurrent applications, where applicable.
3. Pre-consultation may also involve the Region of Niagara, the Niagara Peninsula Conservation Authority, or other agencies and adjacent municipalities that may have an interest in the application as determined by the City.
4. Pre-consultation shall be considered a requirement for the submission of a complete application.
5. Mapping, drawings, reports and technical studies shall be required to support any application requiring a Planning Act approval. The supporting information and materials required shall be determined by the City in consultation with the Region of Niagara, Niagara Peninsula Conservation Authority, other appropriate agencies, adjacent municipalities, and the applicant, prior to the submission of the application as part of the pre-consultation process.
6. In addition to the information and materials required under the Planning Act and any other legislation or regulation, additional information in the form of studies or assessments identified in Section 16.16.5 may be required to consider a planning application complete.
7. The additional information will be required as part of a complete application and shall be provided along with the prescribed information required under the Planning Act in order to ensure that all the relevant and required information pertaining to a development application is available at the time of submission to enable the City to make informed decisions within the prescribed time periods. It also ensures that the public and other stakeholders have access to all relevant information early in the planning process.
8. The additional information or material that may be required includes, but is not limited to the following:
 - a) Planning
 - justification report
 - land use needs assessment
 - economic study
 - market study
 - green space/trail needs assessment
 - financial impact assessment
 - b) Environmental Assessment
 - environmental assessment
 - environmental impact statement/study
 - soil, environmental audit, record of site condition
 - slope stability study
 - tree inventory and preservation study

- energy assessment report
 - air quality report
 - natural features restoration plan
 - noise vibration, shadow, wind study
 - agriculture impact assessment
 - minimum distance separation
 - health impact assessment
 - hazard lands study
- c) Servicing/Infrastructure
- servicing study
 - grading and drainage plan
 - stormwater management study
 - hydrology, soils and/or geotechnical study
 - sub-watershed study
- d) Transportation
- traffic impact study
 - parking demand analysis
 - active transportation circulation plan
 - transportation impact study
 - transportation demand management plan
- e) Urban Design/Culture
- archaeological impact assessment
 - streetscape design study
 - building elevations
 - built form/site design
 - cultural heritage study
 - cultural heritage impact assessment
 - landscape plan
9. The information and material submitted shall be in an electronic format along with a hard copy to the City to make this information readily available to the public and commenting agencies, and shall be prepared by a qualified professional to the satisfaction of the City, retained by and at the expense of the applicant. The City shall review all reports and studies and may also require a peer review by an appropriate public agency or by a professional consultant retained by the City at the applicant's expense.
10. The Director of Planning and Development Services or their designate shall be responsible for determining whether a planning application is complete. If an application is submitted without pre-consultation, adequate supporting information and/or reports, and any application review fees required by the local municipality, the Region of Niagara, Niagara Peninsula Conservation Authority or any other public agency, the application may be deemed to be incomplete.

16.17. Processing Times

1. The City endeavors to process all development applications as expeditiously as possible. However, it is recognized that certain development proposals are complex and may require considerable time to fully review. As such, it is difficult to predict a consistent time frame for all proposals. Notwithstanding, the City of St. Catharines will attempt to process applications within the time frames provided for in the Planning Act as amended from time to time, provided all the necessary information has been provided by the applicant.

2. The City shall establish target timeframes for processing other types of planning applications for which the Province has not established time frames.

16.18 Public Facilitation and Notification

One of the principles of sustainability is transparent and participatory government. The City recognizes and supports integrated public engagement and consultation as a key component in the land use planning process.

1. This Plan:
 - i) strongly supports opportunities for citizen and stakeholder participation and input while balancing the need to process development applications within the timelines prescribed within the Planning Act;
 - ii) encourages the involvement of citizens, business, stakeholders, other level of government and related agencies, community groups, networks and associations in the development of planning policies, regulations and standards, and implementation through the planning process.
2. The City will follow the public notification procedures and regulations for informing and obtaining input on planning matters that are contained within the Planning Act. Notwithstanding, the City may exceed these requirements as deemed appropriate.
3. Where a notice of public meeting or a notice of a development application is required, notice will be given, at a minimum, in accordance with the applicable requirements of the Planning Act.
4. The City:
 - i) may set out public meeting requirements and notification on planning matters where such requirements and notification are not required or prescribed in the Planning Act;
 - ii) should establish protocol for the consistent and timely provision and disbursement of information on planning documents, planning matters, and development applications outside of the requirements of the Planning Act;
 - iii) will use a variety of communication methods to provide information, notification, and to seek public engagement and input on planning matters and development applications. Depending on the issues and in accordance with the Planning Act, the City shall choose the most appropriate method of communication, Communication may be in the form of:
 - a) direct mail outs, electronic or otherwise;
 - b) public notice signs;
 - c) newspaper advertisements;
 - d) surveys, electronic or mail out;
 - e) public information open houses;
 - f) workshops/charettes;
 - g) public meetings;
 - h) the City web site and other forms of social media.

16.19. Monitoring

The Official Plan establishes policies to guide decision-making over the long term. However, changing circumstances are inevitable and policy changes may be warranted from time to time. Monitoring facilitates the ability to respond to changes and can improve the quality of decision-making.

1. The City shall establish targets and key indicators as a basis for assessing

progress toward achieving the Plan's policies.

2. The City shall regularly monitor the targets and key indicators to determine:
 - a) The effectiveness and relevance of the Plan's policies.
 - b) New trends and changing circumstances.
 - c) The need to undertake more research and studies.
 - d) The availability and adequacy of land for residential, commercial and employment development.
 - e) The availability and adequacy of infrastructure, recreation and public service facilities.
 - f) The achievement of intensification and density targets, and the growth forecasts and strategy set out in this Plan.
3. The City shall prepare a bi-annual report on the results of the monitoring exercise recommending changes to the implementation strategies and/or the Plan if necessary.
4. The need to review and revise the Plan shall be considered every 5 years, in accordance with the Planning Act, to ensure that the principles and policies remain valid and responsive to changing circumstances.
5. The City shall monitor processing times for planning applications and recommend changes as required to meet the established targets.

16.20. Acquisition of Lands

Pursuant to Section 25 of the Planning Act as amended, the municipality may acquire and hold land within the municipality for the purpose of developing and/or implementing features of the Official Plan, and any land so acquired or held may be sold, leased or otherwise disposed of when no longer required.

16.21. Secondary Plans

Notwithstanding Part F, Section 16.22, the municipality may undertake a Secondary Plan Study for a defined area, and adopt a Secondary Plan for the subject area by way of amendment to the Official Plan. The approved Secondary Plan forms part of the Official Plan, and provides a more defined and refined land use planning framework and direction for the subject area than was provided before the amendment.

16.22. Special Study Areas

1. Certain lands or areas in the City may be set out as a 'Special Study Area'.
2. A 'Special Study Area' is subject to future study by the City or by development proponents to determine and implement appropriate land use designations and/or policies to guide future development, redevelopment or intensification in the affected area(s).
3. The general boundaries of a 'Special Study Area' will be identified on District Plans in Part E of this Plan, and may be more specifically identified at the commencement of the study process.

The general vision and parameters for study of the 'Special Study Area' will also be set out in Part E 'District Plans' of this Plan.

4. The Special Study will commence subject to an approved municipal works program or at such time as a major Official Plan Amendment, Zoning By-law Amendment or development application is brought forward affecting any lands within the Special Study Area.

The municipal works program will set out a priority phasing schedule for undertaking study of the Special Study Areas, to be reviewed on an annual basis. The priority phasing schedule will be based, in part, on the need to assess infrastructure and public service facility requirements and improvements necessary to support the general study vision and parameters set out for the specific study areas, and the overall growth strategy established in this Plan.

5. Terms of Reference for the study of the Special Study Area will be prepared and are subject to the approval of City Council.
6. The findings of the Special Study shall be implemented by Amendment to this Plan considered in relation to Part F, Section 16.1.

Until such time as revised land use designations and/or policies have been implemented by amendment to this Plan, the underlying land use designations and applicable policies established in this Plan will apply.

16.23. Exemption Status

- i) Where site plan approval, plan of subdivision or plan of condominium final approval, or draft plan of subdivision or condominium approval has been granted by the City prior to the final adoption of this Plan, such approval is exempt from the policies of this Plan only insofar as to the policies of this Plan that are directly applicable to the plan or draft plan approval, and where those applicable policies for approval are more restrictive in this Official Plan than policies in effect at time of approval.

This policy does not apply to draft plan approvals granted prior to the final adoption of this Plan that have lapsed.

- ii) Where draft plan of subdivision or condominium approval has been granted prior to final adoption of this Plan, the City will generally not grant an extension of lapsing draft plan approval beyond 6 years from the date of final adoption of this Plan, unless it can be demonstrated that such draft plan meets the growth management strategy and policies of this Plan.

17. INTERPRETATION

This Plan must be read in its entirety. The policies in this section provide guidance for the interpretation of the text and schedules of this Plan.

- 17.1.** In the case of a conflict between this Plan and a Provincial Plan, the applicable Provincial Plan shall prevail.
- 17.2.** In the event of a conflict between this Plan and the Region of Niagara Policy Plan, the more restrictive provision shall apply.
- 17.3.** In the case of a conflict between a general policy and District Plan policy, the District Plan policy shall prevail.
- 17.4.** Changes to the text or schedules of this Plan to correct grammatical or reference errors, punctuation, or to alter formatting, numbering or sequencing may be made without a Plan amendment, provided the general intent of this Plan is maintained.
- 17.5.** The auxiliary verbs “may”, “should” and “shall” are used throughout this Plan in the following context:
 - a) “may” implies that the policy is permissive and not mandatory or obligatory;
 - b) “should” implies that the policy is directive and requires compliance unless proven otherwise on good planning grounds; and,
 - c) “shall” implies that the policy is mandatory and requires full compliance.

- 17.6.** Minor boundary adjustments to land use designations may be permitted without amendment to this Plan where deemed to not be contrary to the established land use designations and applicable policies established in this Plan, and consistent with the intent of the land use designations and policies established in this Plan.
- 17.7.** In cases where a parcel of land contains more than one land use designation, the policies of each designation shall apply to the portion of the property so designated.
- 17.8.** An amendment to this Plan shall not be required for the minor realignment of roads provided the general purpose and intent of this Plan are maintained. The precise routes for new roads shall be determined by future studies.
- 17.9.** Where lists or examples of permitted uses are provided in this Plan, they are intended to indicate the possible range and type of uses that are to be considered. Specific uses that are not listed, but are considered to be similar to the listed uses and to conform to the general intent of the applicable land use designation, may be recognized as a permitted use.

17.10 Density

1. Density is measured based on gross site hectares.
2. Notwithstanding Section 17.10.1 above, for the purposes of measuring density requirements, consideration may be given for excluding from the measurement of gross site hectares, the following:
 - i) lands to be conveyed for parkland dedication, public road widening, and public roads.
 - ii) lands within and to be protected for wetlands, significant valleylands, significant woodlands, fish habitat, areas of natural and scientific interest, significant habitat of threatened and endangered species, significant wildlife habitat, and the shoreline dynamic beach hazard limit;
 - iii) lands within any required adjacent land setback or buffer zone for natural heritage and hazard lands as set out in ii) above, where the required adjacent land setback or buffer zone, or portion thereof, cannot be included within a required yard to a principal building on the site;
 - iv) lands required by the Ministry of Transportation, Ministry of Environment, CN Rail, or other public agency, for distance separation from principal buildings, where the required lands for distance separation, or portion thereof, cannot be included within a required yard to a principal building on the site.
2. Within a low density designation, consideration to relax the established minimum density standard may be given for:
 - a) small lot creation by way of an individual consent, where the consent:
 - i) maximizes the potential development of the subject lands, including the proposed severed and remnant parcel of land; and
 - ii) does not jeopardize future development opportunities on the subject or adjacent lands; and
 - iii) will result in compatible and context sensitive lot design and development.
 - b) private road development, where:
 - i) enhanced design details and features are provided to support optimum compatible and context sensitive development with adjacent properties,

including but not limited to gateway and building design features, greening, landscaping, fencing and additional provision of trees.

4. Accessory apartments shall be excluded in the measurement of density.
5. The residential densities established in this Plan apply to development or redevelopment of properties for residential or mixed use residential development. The reuse or conversion of existing buildings to add residential units or intensification of existing residential uses to add new residential units shall not be subject to the minimum densities established in this Plan.

17.11 Glossary

Accessory Apartment Unit: means a secondary apartment unit within a primary residential dwelling unit or within a detached structure accessory to a primary residential dwelling unit on the same property.

Active Participation: means walking, cycling and other human powered forms of transportation.

Adaptive Reuse: means the adaptation of an existing building for another land use.

Adjacent Lands: means those lands contiguous to a specific natural heritage feature or area where it is likely that development, redevelopment or site alteration would have a negative impact on the feature or area; or those lands contiguous to protected heritage property.

Adult Oriented Use: means uses which are designed to appeal to erotic or sexual appetites or inclinations that provide a service, including but not limited to, strip clubs and body rub parlours, but does not include establishments that retail adult oriented goods, nor services provided by professionals registered by the Province such as registered massage therapists.

Adverse Effects: as defined in the Environmental Protection Act, means one or more of:

- a) Impairment of the quality of the natural environment for any use that can be made of it;
- b) Injury or damage to property or plant or animal life;
- c) Harm or material discomfort to any person;
- d) An adverse effect on the health of any person;
- e) Impairment of the safety of any person;
- f) Rendering any property or plant or animal life unfit for human use;
- g) Loss of enjoyment of normal use of property; and
- h) Interference with normal conduct of business.

Affordable: means

- a) in the case of ownership housing, the least expensive of:
 1. housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income for low and moderate income households; or
 2. housing for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the regional market area.
- b) in the case of rental housing, the least expensive of:
 1. a unit for which the rent does not exceed 30 percent of gross annual household income for low and moderate income households; or
 2. a unit for which the rent is at or below the average market rent of a unit in the regional market area.

Agricultural Use: means the growing of crops, including nursery, greenhouse and horticultural crops; raising of livestock and other animals for food, or fur or fibre, including poultry and fish; aquaculture; apiaries; agro-forestry; maple syrup production; and associated on-farm buildings and structures including accommodation for full-time farm labour when the size and nature of the operation requires additional employment.

Archaeological Resources: includes artifacts, archaeological sites and marine archaeological sites. The identification and evaluation of such resources are based upon archaeological fieldwork undertaken in accordance with the Ontario Heritage Act.

Areas of Archaeological Potential: means areas with the likelihood to contain archaeological resources. Criteria for determining archaeological potential are established by the Province, but municipal approaches which achieve the same objectives may also be used. Archaeological potential is confirmed through archaeological fieldwork undertaken in accordance with the Ontario Heritage Act.

Area of Natural and Scientific Interest (ANSI): means areas of land and water containing natural landscapes or features that have been identified as having life science or earth science values related to protection, scientific study or education.

Brownfield Sites: means underdeveloped or previously developed properties that may be contaminated. They are usually, but not exclusively, former industrial or commercial properties that may be underutilized, derelict or vacant.

Built-Up Area: means all land within the built boundary.

Built Boundary: means the limits of the developed urban area as defined by the Minister of Infrastructure Renewal.

Built Heritage Resource: means one or more buildings, structures, monuments, installations or remains associated with architectural, cultural, social, political, economic, marine or military history and identified as being important to a community.

Compatible: means the development or redevelopment of uses which may not necessarily be the same as, or similar to, the existing development, but can coexist with the surrounding area without adverse impact.

Contaminated: refers to property, lands or soils that have not been rehabilitated and for reasons of public health and safety or environmental quality, may be unsafe for use as a result of human activities, particularly those activities that have left a chemical or radioactive residue. Such sites may include but are not limited to, employment lands, gas stations, transportation facilities, and electrical facilities.

Cultural Heritage Landscapes: means a defined geographical area of heritage significance which has been modified by human activities and is valued by a community. It involves a grouping(s) of individual heritage features such as structures, spaces, archaeological sites and natural elements, which together form a significant type of heritage form, distinctive from that of its constituent elements or parts. Examples may include, but are not limited to, heritage conservation districts, parks, gardens, battlefields, mainstreets and neighbourhoods, cemeteries, trailways, rural landscapes and industrial complexes of cultural heritage value.

Cultural Heritage Resources: include buildings, structures and properties designated or listed under the Ontario Heritage Act, significant built heritage resources, significant cultural heritage landscapes, and archaeological resources.

Development: means the creation of a new lot, a change in land use, or the construction of buildings and structures, requiring approval under the Planning Act, but does not include:

- a) Activities that create or maintain infrastructure authorized under an environmental assessment process;

- b) Works subject to the Drainage Act;
- c) Any other activity deemed by the Director of Planning and Development Services to be minor in nature, which has negligible impact to the natural environment and meets the intent of this Plan.

Dynamic Beach Hazard: means areas of inherently unstable accumulations of shoreline sediments along the Great Lakes – St. Lawrence River System and large inland lakes, as identified by provincial standards, as amended from time to time. The dynamic beach hazard limit consists of the flooding hazard limit plus a dynamic beach allowance.

Ecological Function: means the natural processes, products or services that living and non-living environments provide or perform within or between species, ecosystems and landscapes, including hydrologic functions and biological, physical, chemical and socio-economic interactions.

Ecosystem: means a dynamic complex of plants, animals and microorganisms and their non-living environmental interacting as a functional unit. The term ecosystem can describe small scale units, such as drops of water, as well as large scale units, such as the biosphere.

Endangered Species: means a species that is listed or categorized as an “Endangered Species” on the ‘Ontario Ministry of Natural Resources’ official species at risk list, as updated and amended from time to time.

Erosion Hazard: means the loss of land, due to human or natural processes, that poses a threat to life and property. The erosion hazard limit is determined using considerations that include the 100 year erosion rate (the average annual rate of recession extended over an one hundred year time span), an allowance for slope stability, and an erosion/erosion access allowance.

Fish Habitat: as defined in the Fisheries Act, c. F-14, means spawning grounds and nursery, rearing, food supply, and migration areas on which fish depend directly or indirectly in order to carry out their life processes.

Flood Plain: for river stream, and small inland lake systems, means the area, usually low lands adjoining a watercourse, which has been or may be subject to flooding hazards.

Flooding Hazard: means the inundation, under the conditions specified below, of areas adjacent to a shoreline or a river or stream system and not ordinarily covered by water:

- a) Along the shorelines of the Great Lakes – St. Lawrence River System and large inland lakes, the flooding hazard limit is based on the one hundred year flood level plus an allowance for wave uprush and other water-related hazards;
- b) Along river, stream and small inland land systems, the flooding hazard limit is the greater of:
 - 1. the flood resulting from the rainfall actually experienced during a major storm such as the Hurricane Hazel storm (1954) or the Timmins storm (1961), transposed over a specific watershed and combined with the local conditions, where evidence suggests that the storm event could have potentially occurred over watersheds in the general area;
 - 2. the one hundred year flood; and
 - 3. a flood which is greater than 1. or 2. above which was actually experienced in a particular watershed or portion thereof as a result of ice jams and which has been approved as the standard for that specific area by the Minister of Natural Resources;

except where the use of the one hundred year flood or the actually experienced event has been approved by the Minister of Natural Resources as the standard for a specific watershed (where the past history of flooding supports the lowering of the standard).

Floor Area Lot Ratio: means the gross floor area of all buildings on a lot divided by the lot area.

Hazard Lands, Hazardous Lands or Natural Hazards: means lands that could be unsafe for development, redevelopment or site alteration due to naturally occurring processes associated with flooding, erosion, dynamic beaches or unstable soil or bedrock.

Hazardous Sites: means property or lands that could be unsafe for development, redevelopment or site alteration due to naturally occurring hazards. These may include unstable soils, organic or unstable bedrock.

Home Industry: means a small scale use providing services primarily to the farming community or supporting agri-tourism and value added uses.

Home Based Business: means an occupation, business, enterprise or service, conducted within a dwelling unit and/or accessory structure thereto, is generally undertaken only by residents of the dwelling unit, and which is secondary and subordinate to the principal residential use of the dwelling unit, is small in scale, does not create a public nuisance or adverse effect on abutting lands or the surrounding neighbourhood, and does not include outdoor storage but may include outdoor activities associated with the home based business.

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

- a) redevelopment, including the reuse of brownfield and greyfield 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.

Low and Moderate Income Households: means

- a) in the case of ownership housing, households with incomes in the lowest 60 percent of the income distribution for the regional market area; or
- b) in the case of rental housing, households with incomes in the lowest 60 percent of the income distribution for renter households for the regional market area.

Major Office: generally means freestanding office buildings of 10,000 m² or greater, or with 500 jobs or more.

Minimum Distance Separation Formulae: means formulae developed by the Province to separate uses so as to reduce incompatibility concerns about odour from livestock facilities.

Multi-Modal: means the availability or use of more than one form of transportation, such as automobiles, walking, cycling, buses, rapid transit, rail (such as commuter and freight), trucks, air and marine.

Negative impacts: means

- a) In regard to water, degradation to the quality and quantity of water, sensitive surface water features and sensitive ground water features, and their related hydrologic

functions, due to single, multiple or successive development or site alteration activities;

- b) In regard to fish habitat, the harmful alteration, disruption or destruction of fish habitat, except where, in conjunction with the appropriate authorities, it has been authorized under the Fisheries Act, using the guiding principle of no net loss of productive capacity; and
- c) In regard to other natural heritage features, areas and hazard lands, degradation that threatens the health and integrity of the natural features or ecological functions for which an area is identified due to single, multiple or successive development or site alteration activities.

Place of Worship: means a building, structure or part thereof, which is primarily used for the practice of religion and faith-based spiritual purposes wherein people assemble for faith based worship and teachings, fellowship and community social outreach. A Place of Worship may contain small scale and subordinate classroom facilities for teaching to the principal attendant congregation of the Place of Worship of faith based doctrine only.

Place of Worship facilities are not to be used for the purpose of a commercial, independent, not-for-profit, public or private school whether registered or not with the Provincial Ministry of Education.

Redevelopment: means the creation of new units, uses or lots on previously developed land, including brownfield and greyfield sites.

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 part of the natural or built environment. Examples may include, but are not limited to: residences, day care centres, and educational and health facilities.

Significant: means

- a) In regard to Wetlands and Areas of Natural and Scientific Interest, an area identified as significant by the Ontario Ministry of Natural Resources using evaluation procedures established by the Province, as amended from time to time;
- b) In regard to the habitat of threatened and endangered species, means the habitat, as approved by the Ontario Ministry of Natural Resources, that is necessary for the maintenance, survival and/or the recovery of naturally occurring or reintroduced populations of endangered species or threatened species, and where those areas of occurrence are occupied or habitually occupied by the species during all or any part(s) of its life cycle;
- c) In regard to woodlands, an area which is ecologically important in terms of features such as species composition, age of trees and stand history; functionally important due to its contribution to the broader landscape because of its location, size or due to the amount of forest cover in the planning area; or economically important due to site quality, species composition, or past management history;
- d) In regard to valleylands and wildlife habitat, means ecologically important in terms of features, functions, representation or amount, and contributing to the quality, diversity, ecological health and integrity of an identifiable geographic area or natural heritage.
- e) In regard to cultural heritage and archaeology, means resources that are valued for the important contribution they make to our understanding of the history of a place, an event, or a people.

While some significant resources may already be identified and inventoried by official sources, the significance of others can only be determined after evaluation.

Site Alteration: means the removal of topsoil and activities such as grading, excavation and the placement of fill that would change the landform, grade of the land and natural vegetative characteristics of a site, but does not include activities or works under the Drainage Act.

Special Needs Housing: means any housing, including dedicated facilities in whole or in part, that is used by people who have specific needs beyond economic needs, including but not limited to, needs such as mobility requirements or support functions required for daily living. Examples of special needs housing may include but are not limited to housing for persons with disabilities such as physical, sensory or mental health disabilities, housing for the elderly, group homes, emergency shelter, housing for the homeless, and independent permanent living arrangements where support services such as meal preparation, grocery shopping, laundry, housekeeping, respite care and attendant services are provided. It does not include households that receive community based support services in their own home.

Sustainable Private Services: means a sewage disposal system, other than a holding tank, that is designed and constructed in accordance with the Ontario Building Code Act and/or applicable Provincial requirements, and a water supply designed and constructed in accordance with the Ministry of the Environment Guidelines or other guidelines approved by the City of St. Catharines or the Region of Niagara, which are located on the same property as the buildings to which the sewage disposal system and water supply provide service.

Threatened Species: means a species that is listed or categorized as a “Threatened Species” on the ‘Ontario Ministry of Natural Resources’ official species at risk list, as updated and amended from time to time.

Transit-Supportive:

- a) Makes transit viable and improves the quality of the experience of using transit.
- b) When used in reference to development, it often refers to compact, mixed use development that has a high level of employment and residential densities to support frequent transit service.
- c) When used in reference to urban design, it often refers to:
 - i) design principles that make development more accessible for transit users, such as roads laid out in a grid network rather than a discontinuous network;
 - ii) pedestrian-friendly built environment along roads to encourage walking to transit;
 - iii) reduced setbacks and placing parking at the sides/rear of buildings;
 - iv) and improved access between arterial roads and interior blocks in residential areas.

Utility: a water supply, storm or sanitary sewage, gas or oil pipeline, the generation, transmission and distribution of electric power, steam or hot water, towers, telecommunications infrastructure and other cabled services, a public transportation system, licensed broadcasting receiving and transmitting facilities, or any other similar works or systems necessary to the public interest.

Valleylands: means a natural area that occurs in a valley or other landform depression that has water flowing through or standing for some period of the year.

Wetlands: means lands that are seasonally or permanently covered by shallow water, as well as lands where the water table is close to or at the surface. In either case the presence of abundant water has caused the formation of hydric soils and has favoured the dominance of either hydrophytic plants or water tolerant plants. The four major types of wetlands are swamps, marshes, bogs and fens.

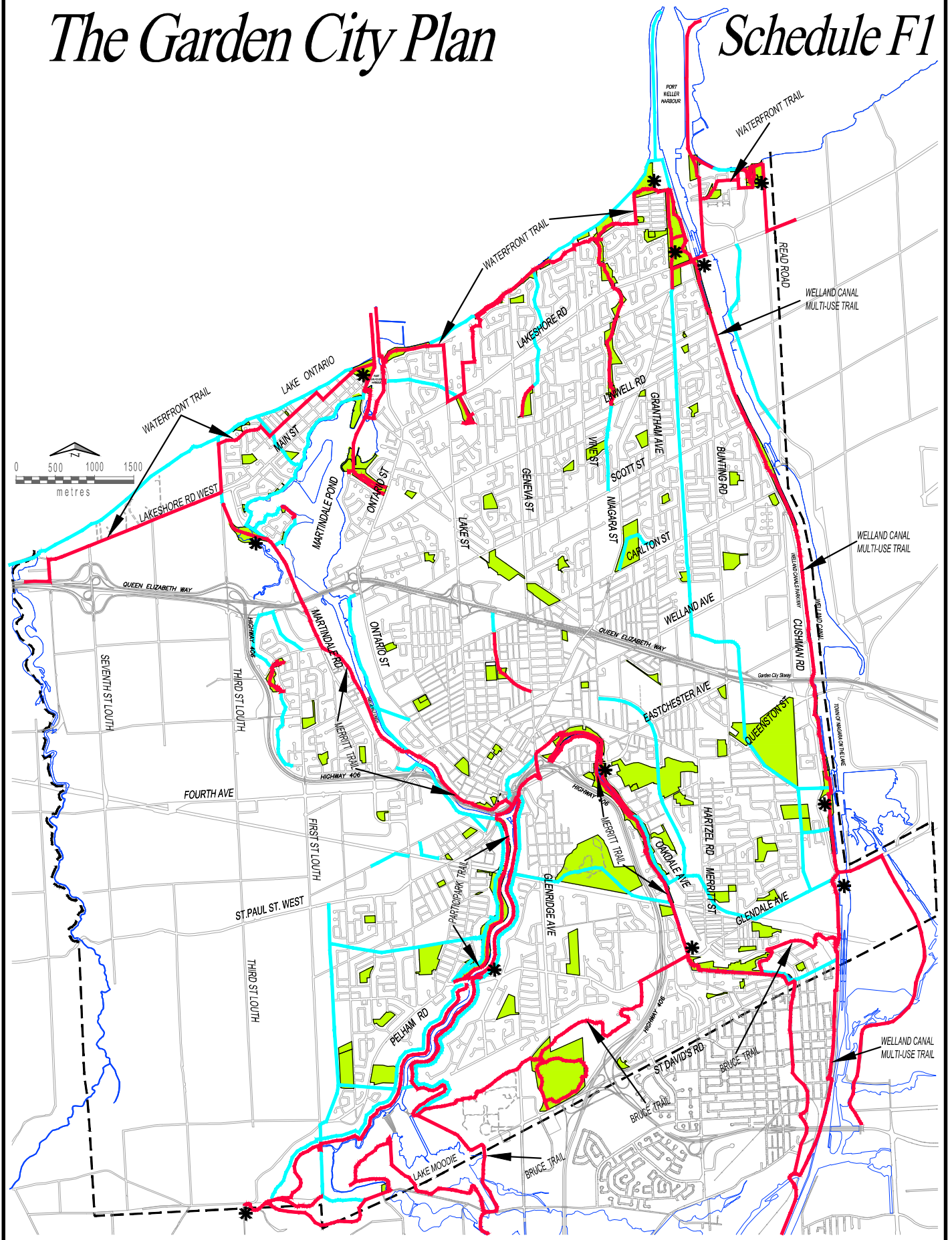
Periodically soaked or wet lands being used for agricultural purposes which no longer exhibit wetland characteristics are not considered to be wetlands for the purposes of this definition.

Wildlife Habitat: means areas where plants, animals and other organisms live, and find adequate amounts of food, water, shelter and space needed to sustain their populations. Specific wildlife habitats of concern may include areas where species concentrate at a vulnerable point in their annual or life cycle; and areas which are important to migratory or non-migratory species.

Woodlands: means treed areas that provide environmental and economic benefits to both the private landowner and the general public, such as erosion prevention, hydrological and nutrient cycling, provision of clean air and the long-term storage of carbon, provision of wildlife habitat, outdoor recreational opportunities, and the sustainable harvest of a wide range of woodland products. Woodlands include treed areas, woodlots or forested areas and vary in their level of significance at the local, regional and provincial levels.

The Garden City Plan

Schedule F1




Parkland and Major Trails

 PARKS

TRAIL SYSTEM

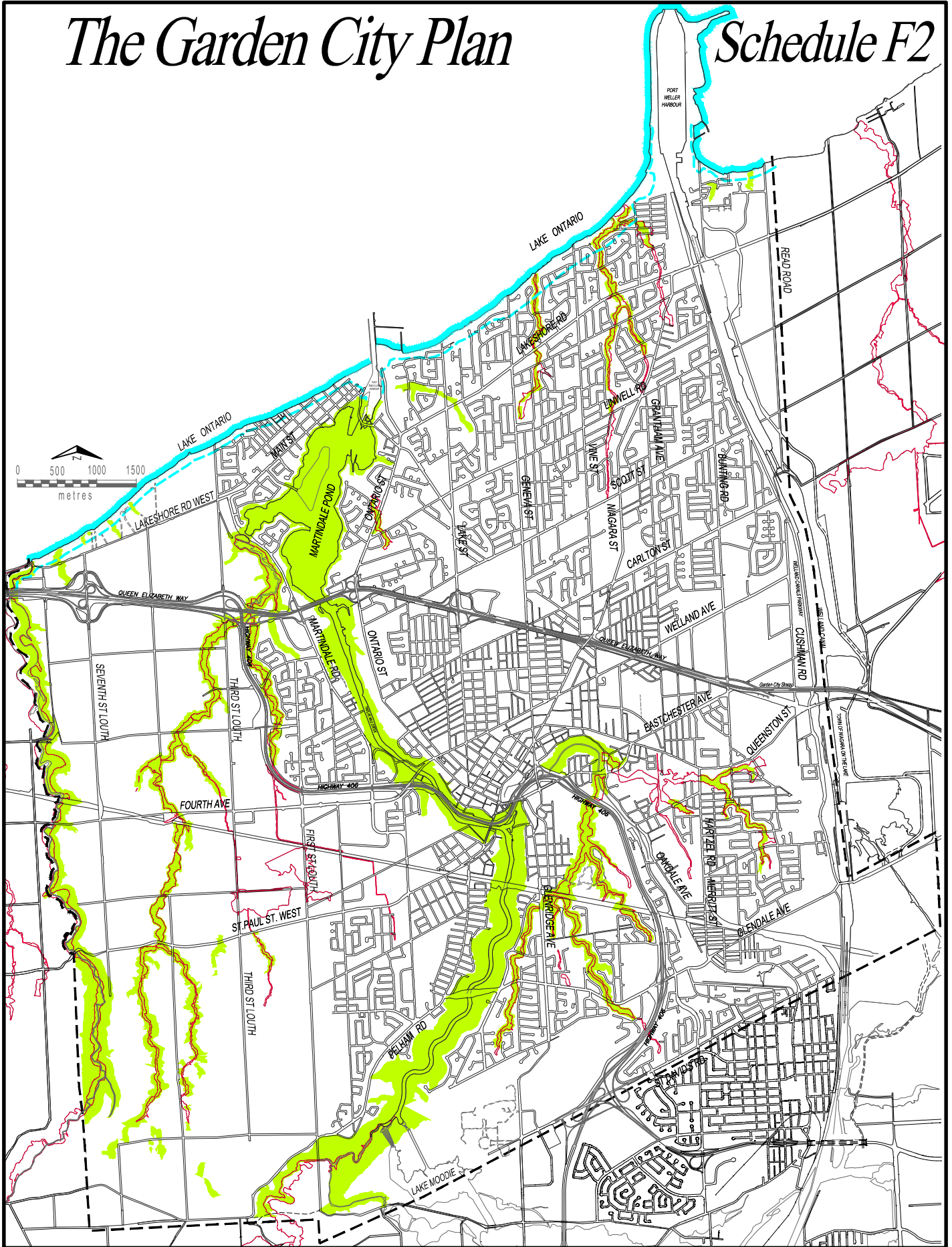
 EXISTING TRAILS

 FUTURE TRAILS
(MAY INCLUDE EXISTING UNIMPROVED TRAILS,
AND WHERE SHOWN ADJACENT TO AN EXISTING
TRAIL MAY INDICATE FUTURE UPGRADE TO
EXISTING TRAILS)

 EXISTING & FUTURE STAGING AREAS

The Garden City Plan

Schedule F2



Natural Hazard Lands

 Significant Valley Lands

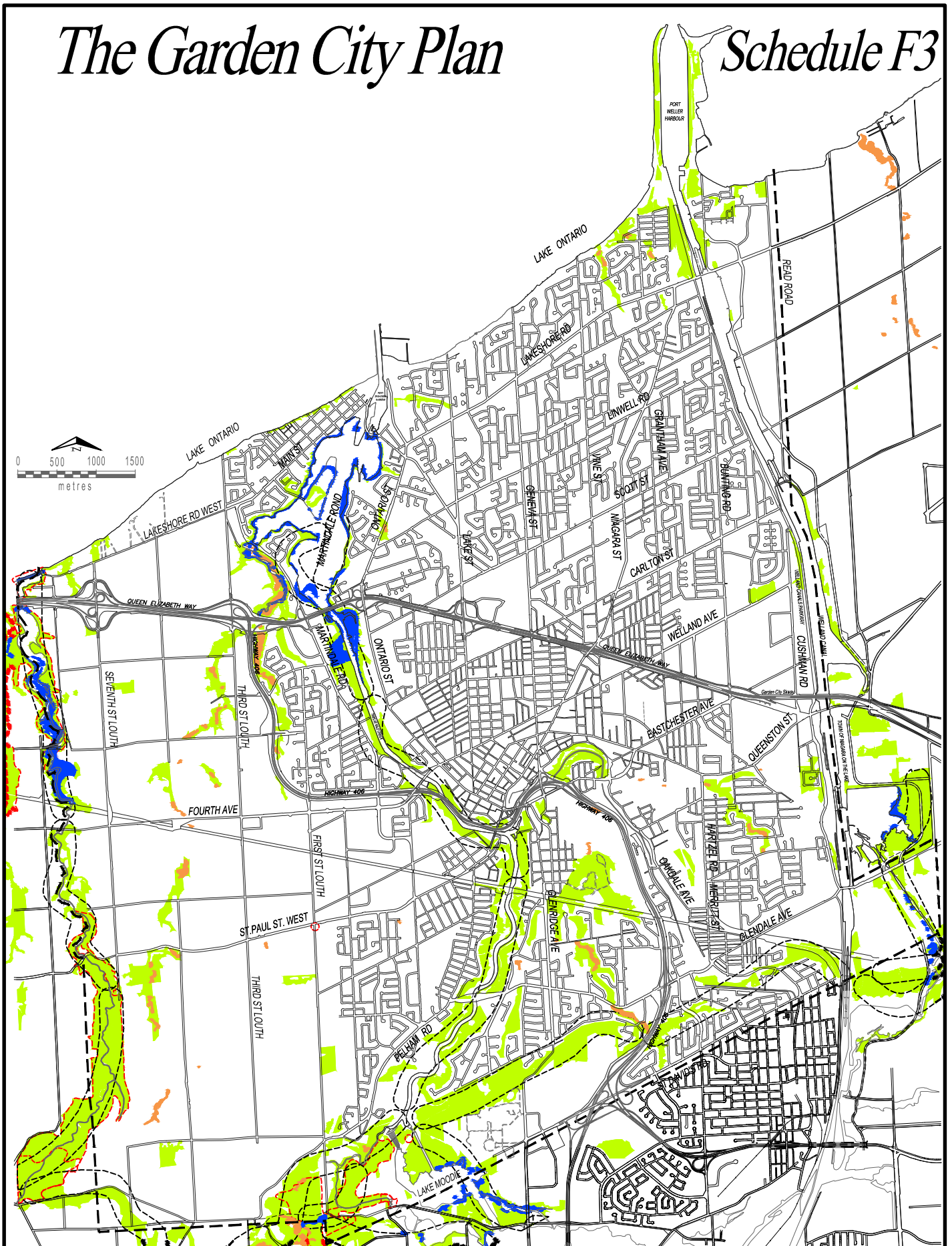
 Floodplains

 Lake Ontario Shoreline






 Shoreline Hazard Extent

The Garden City Plan

Schedule F3

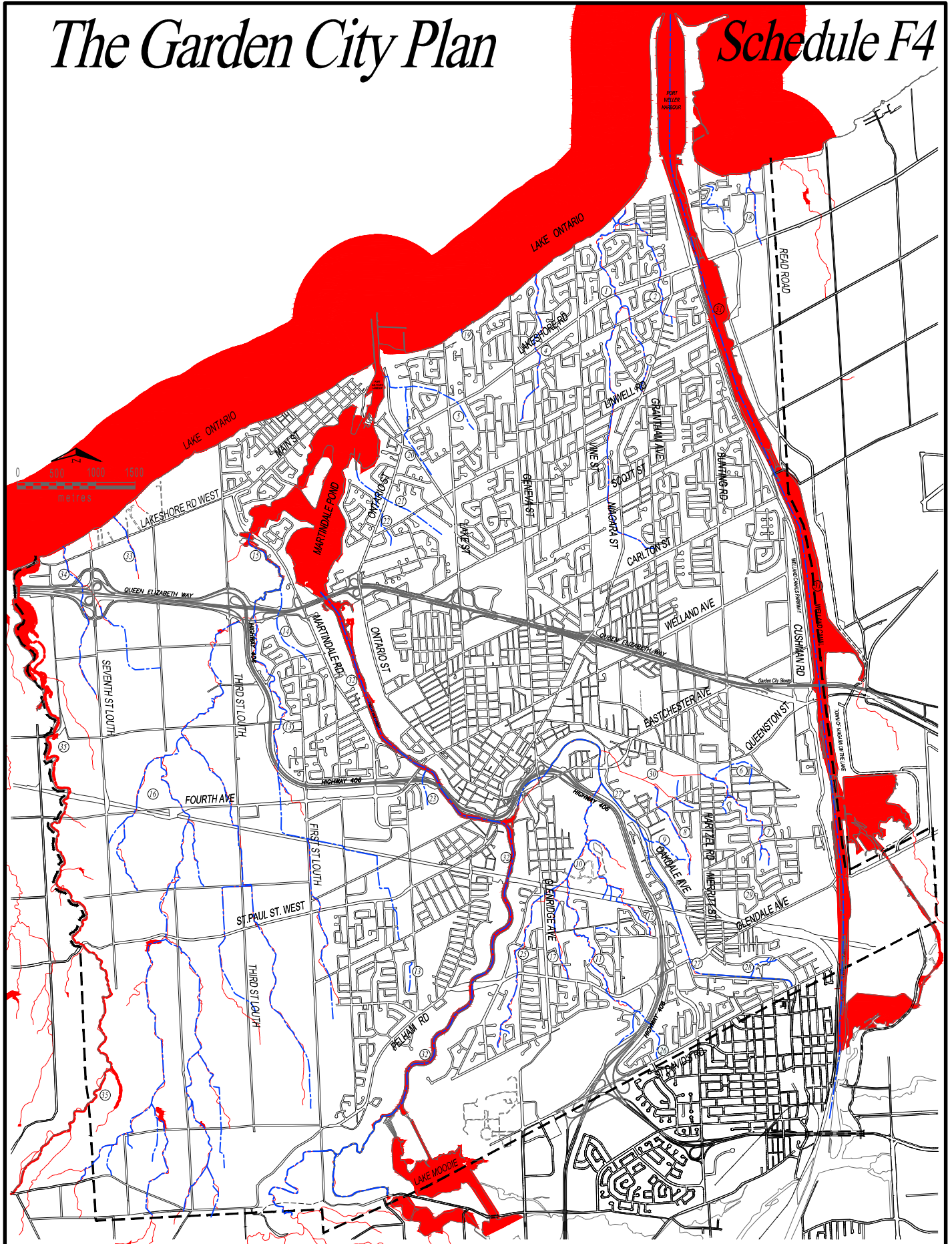


Natural Heritage

-  Significant Woodlands
-  Ansi's (Areas of Natural Scientific Interest)
-  NPCA Regulated Wetlands
-  Provincially Significant Wetlands
-  Regional Natural Heritage Corridors

The Garden City Plan

Schedule F4



Natural Heritage

 **Watercourses**
(Permanent and Intermittent Streams)

 **Fish Habitat**

* WHERE WATERCOURSES OR WATER BODIES CONTAIN MAPPED FISH HABITAT, THE WATERCOURSE OR WATER BODY IS UNDERLYING THE FISH HABITAT MAPPING *

CREEK & WATERCOURSE NAMES

- | | |
|------------------------|-----------------------|
| 1 WALKER'S CREEK | 18 PORT WELLER CREEK |
| 2 BEAMER CREEK | 19 BELMONT CREEK |
| 3 WALKER'S CREEK EAST | 20 MICHIGAN DRAIN |
| 4 SPRING GARDEN CREEK | 21 FAIRVIEW CREEK |
| 5 BEVERLY HILL'S CREEK | 22 JULIANA CREEK |
| 6 ROSEDALE CREEK | 23 SPRINGBANK CREEK |
| 7 SECOND CREEK | 24 OAKMOUNT CREEK |
| 8 ROCKWOOD CREEK | 25 RIVERVIEW CREEK |
| 9 CLIFFORD'S CREEK | 26 ST.DAVIDS CREEK |
| 10 DICK'S CREEK | 27 OLD WELLAND CANAL |
| 11 TREMONT CREEK | 28 BALL CREEK |
| 12 BRIARSDALE CREEK | 29 HARTZEL CREEK |
| 13 FRANCIS CREEK | 30 CARTER CREEK |
| 14 GRAPEVIEW CREEK | 31 WELLAND CANAL |
| 15 RICHARDSON'S CREEK | 32 TWELVE MILE CREEK |
| 16 RICHARDSON'S CREEK | 33 FIRELANE 400 CREEK |
| 17 WOODGALE CREEK | 34 GREGORY CREEK |
| | 35 FIFTEEN MILE CREEK |

The Garden City Plan

Schedule F5



Niagara Natural Environment Screening Layer

 Niagara Natural Environment Screening Layer

 Niagara Escarpment Plan Development Control Area

 Niagara Escarpment Plan Boundary

PART G

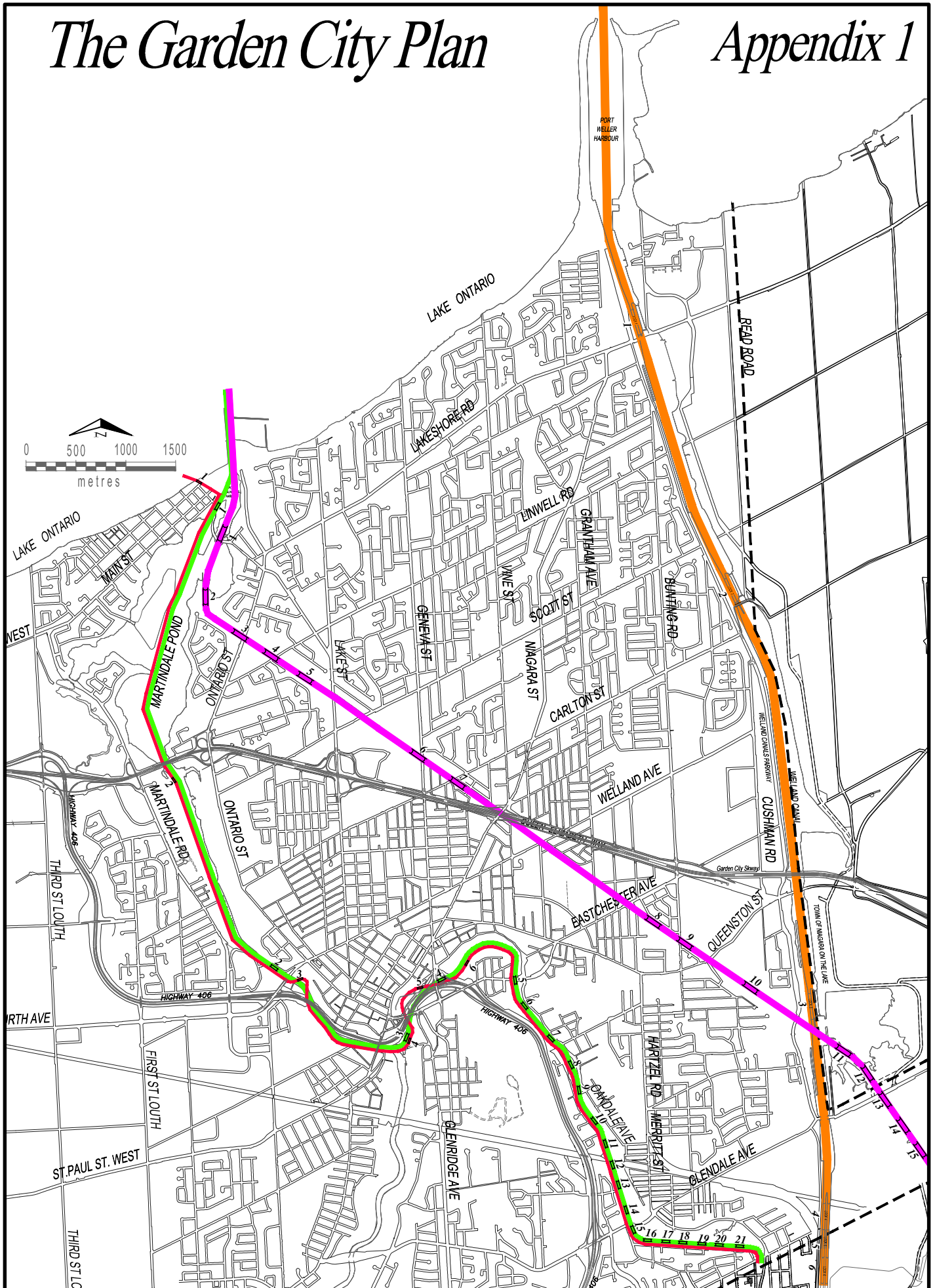
APPENDICES

PART G : APPENDICES

Appendix 1: Welland Canals System

Appendix 2: Airport Zoning Regulations

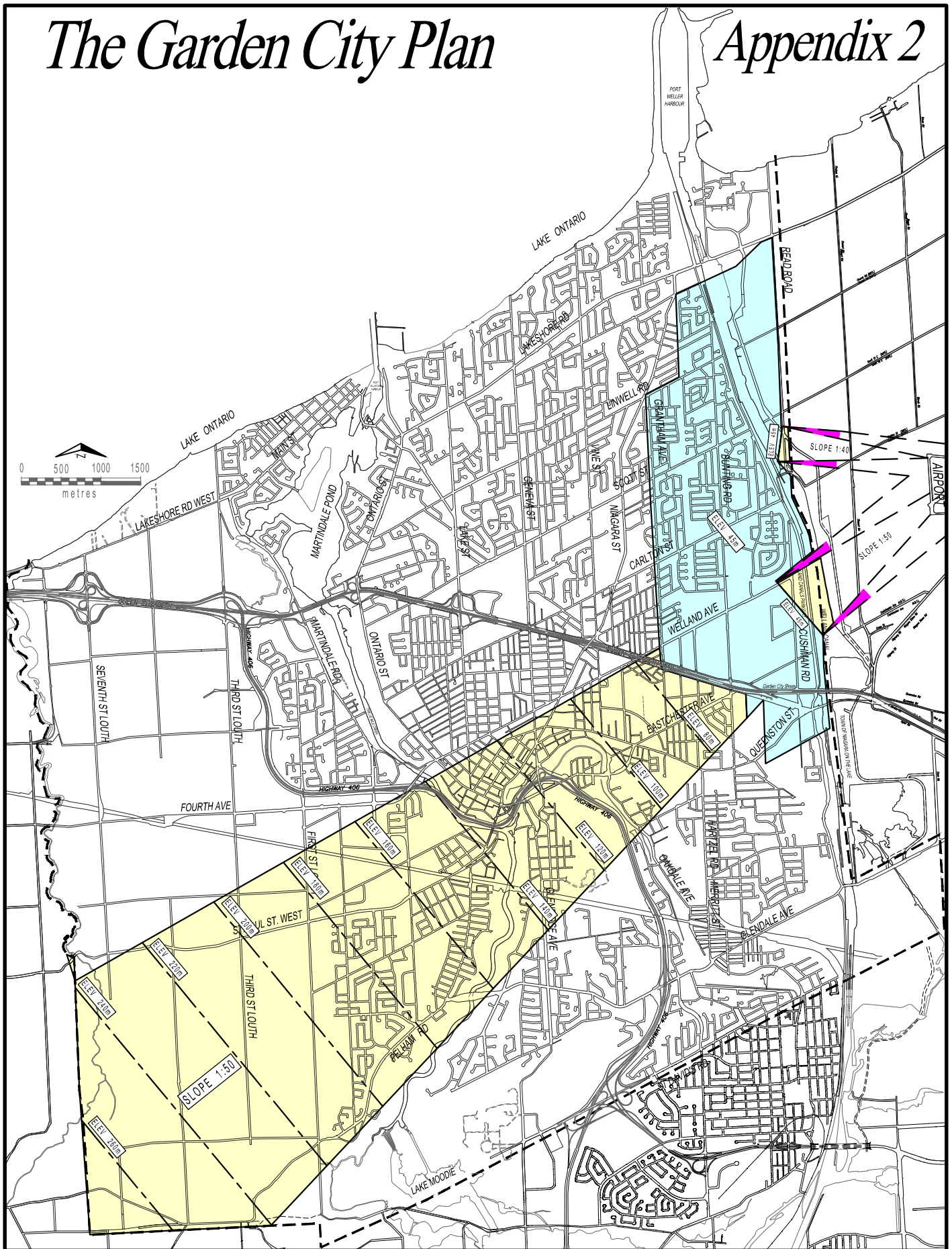
Appendix 3: Potential Development Constraints



Welland Canals System

- First Canal (1829 to 1845)
- Second Canal (1845 to 1887)
- Third Canal (1887 to 1932)
- Fourth Canal (1932 to Present)

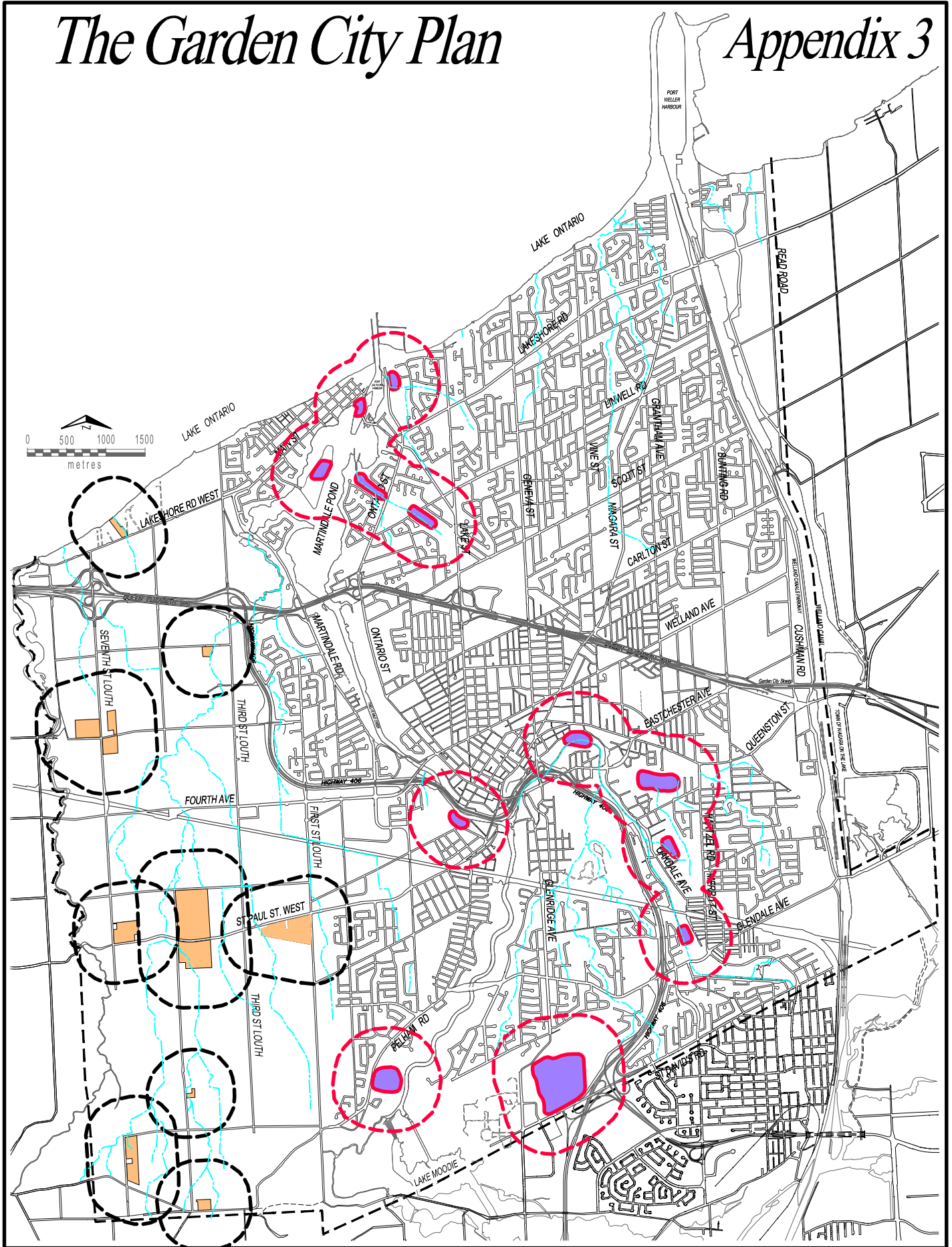
 Indicates Approximate Location of Lock & Number



Airport Zoning Regulations

- Approach Surface
- Outer Surface
- Transitional Surface

*Development May Be Subject to
Department of Transport "Airport Zoning Regulations"
In Areas Identified on This Appendix*



Potential Development Constraints

 FORMER LANDFILL SITES
DASH INDICATES 500m RADIUS FROM SITE

 KNOWN LIVESTOCK OPERATIONS 2002
DASH INDICATES 500m RADIUS OF POTENTIAL INFLUENCE