NORTHWEST SECONDARY PLAN

CONCEPTUAL LAND USE PLAN

OPTION 2

THIS PLAN DOES NOT IMPLY OR INFER ANY LAND USE APPROVALS AND IS FOR CONSULTATION PURPOSE ONLY

LEGEND

LAND USE DESIGNATION

LOW DENSITY 1
Single Detached, Semi-Detached, Duplex, Triplex, Street Townhomes.
Low Density 1 would also provide opportunity for small neighbourhood convenience commercial when accompanied by second level residential apartment situated at intersecting interior collector roads. Publicly funded schools are also a permitted on any residentially designated lands.

LOW DENSITY 2 (Limited)
Rear-lane Street Townhomes and Window Street Townhome, Semi-Detached and Single Detached (& Condominium variations of same ground-based forms). Generally intending to provide noise attenuating function, form and placement. Rear-lotting onto arterials not supported. Low Density 2 would also provide opportunity for small neighbourhood convenience commercial when accompanied by second level residential apartment situated at intersecting interior collector roads.

MEDIUM DENSITY 1
Multi-level form such as stacked townhomes and apartments up to 4 storeys in height. Also includes more compact back-to-back townhomes.

MEDIUM DENSITY 2
Generally Multi-level form of 4-6 storeys and may be accompanied by Medium Density 2 for sites requiring transitional consideration.

MIXED USE 1 (Gateway)
Mixed Use multi-level buildings providing for the greatest heights (10-12 storeys) with at-grade commercial use and permissions for office use on second level and all remaining upper levels for residential.

MIXED USE 2
Mixed Use multi-level buildings heights of up to 6-10 storeys with at-grade commercial use residential above.

Commercial (Kalar / Mountain)
Very limited stand-alone commercial. Generally limited to gas and/or convenience commercial - no drive-thru or carwash. Not for any highway service commercial use.

INSTITUTIONAL
Uses generally anticipated would include Place of Worship and other secondary uses including daily care provision such as daycare for pre-school and seniors. Designation may also consider Hospice as a permitted use.

PARK
Community Park / Neighbourhood Park.
(Not all park land may be shown on this Option and sizing will be reviewed as part of the Preferred Option Plan development with Parks Department Staff).

OPEN SPACE 1
Land used for purposes other than park use and may contain servicing infrastructure, facilitate trail networks, or used for tree planting.

OPEN SPACE 2
Major Utility Corridor with limited permissions for uses such as trail connections or other passive, non-invasive uses subject to authority approval.

OPEN SPACE 3
Storm Water Management facilities and trail connections (where feasible).

ENVIRONMENTAL PROTECTION
Natural Feature protection and associated feature buffering subject of detailed EIS Study at time of development.
Subwatershed study will inform on features and their legislative protections with recommendations for additional protections for municipal consideration in addition to any Storm Water Management facility recommendations and trail integration/connections (where feasible).

TRANSPORTATION

ARTERIAL ROAD (Existing City and Region)
Arterial Roads will accommodate highest volumes of traffic and will be subject to widenings (where deficient) following detailed analysis of a preferred option in Phase 3 of the Transportation Impact Assessment and any related assessments from City and Regional Master Transportation Study outcomes.

COLLECTOR ROAD
Collector Roads are the primary roads within the new community that serve to provide access to the localized road networks and are generally the points of connection to the surrounding arterial network. Collector Roads will typically have wider right-of-way and pavement width than local roads, will often extend through the community from one arterials to another, and contain higher order active transportation provision and potential fixed transit stops.
This Land Use Option illustrates a roundabout intersection with an arterial road that is intended to provide more direct community access from highway ramping. Any such scenario would require approval of local, regional and provincial authorities.

LOCAL ROAD
Local Roads are the predominant road classification within the Land Use Option and provide access to a majority of the neighbourhood ground-based dwellings. In some instances, laneways (not shown) also form part of the local network at a finer grain and typically have the smallest right-of-way width. Local roads would have sidewalk provision in all instances leading to higher order active transportation networks and any available transit infrastructure.

ACTIVE TRANSPORTATION
The Option illustrates a conceptual active transportation network comprising of the primary network. The primary network would include off-road trails, in-boulevard trails, and broad sidewalks. Local road sidewalk networks would feed into these primary networks and provide access throughout the community for active or passive pedestrian movement, with links to key transit stop locations.

YIELD ESTIMATES

CALCULATED ESTIMATES - Option 2

Designation with Residential	Residential Density / ha.	Area (ha.)	Calculated Unit Yield
Low Density 1	20	21.4384	**429**
Low Density 2	25	6.0089	**150**
Medium Density 1	40	10.4661	**419**
Medium Density 2	50	6.6811	**334**
Mixed Use 1	100	4.3065	**431**
Mixed Use 2	75	3.5348	**265**
		Total Yield Estimate	**2027**

CALCULATED ESTIMATES

Designation	Pop. Persons /unit	Esitmated Pop.
Low Density 1	3.3 ppu	**1911**
Low Density 2		
Medium Density 1	2.2 ppu	**1656**
Medium Density 2		
Mixed Use 1	1.8 ppu	**1252**
Mixed Use 2		
Estimated Population		**4819**

CALCULATED ESTIMATES

Estimated Commercial Floor Space across all Mixed Use =15,686 sq.m. @ 1 job/50 sq.m. = **317 jobs** (P.R.E.)

Institutional - School Est.= **25 jobs**
Daycare & Hospice Est. = **20 jobs**
Commercial Est. = **4 jobs**

Estimated Jobs	362



Mixed Use 1 :
- Gateway buildings with landmark architecture.
- Commercial uses at-grade.
- Office use/permissions 2 floor.
- 10-12 storey buildings.
- Shared internal circulation for limiting points of access to arterial roads.
- Residential Density maximum 100 uph.
- Community Commercial uses to serve residents and limited pass-by traffic.
- Not to serve as a highway commercial location.



Commercial :
- Limited stand-alone commercial due to compatibility.
- Generally limited to gas and/or convenience commercial - no drive-thru or carwash.
- Seek fuel partner willing to provide high-end urban and architectural design suitable to compliment Gateway status.
- Not to serve as a highway commercial location.
- Shared access from Kalar with Mixed Use to east.



Mixed Use 2 :
- Gateway buildings with landmark architecture.
- Commercial uses at-grade.
- 6-10 storey buildings.
- Internal circulation for limiting points of access including shared access to arterial roads.
- Residential Density maximum 75 uph.
- Community Commercial uses to serve residents and limited pass-by traffic.
- Not to serve as a highway commercial location.



Medium Density 2 :
- Residential use.
- Residential Density maximum 50 uph.
- 4-6 storey apartment with lower transitional height where appropriate.
- Internal shared access with adjacent properties and/or designations.



Open Space 3 (SWM) :
- Storm Water Management facilities.
- Integrate trails where feasible.
- Enhance naturalization between significant natural features.



Environmental Protection:
- Designation used for the protection of significant natural heritage features and key drainage features, including appropriate buffering as determined by detailed EIS at the time of applications (15m min).



Open Space 1 :
- Land used for purposes other than park use and may contain servicing infrastructure and overland flow routing.
- May facilitate trail networks or used for tree planting where practical.



Low Density 2 :
- Ground-based residential use comprised of townhomes, single detached, or semi-detached with either rear-lane access (preferred) or used with window streets facing onto Kalar Road. Flanking lots are acceptable, rear-lotting not permitted.
- Generally 2 to 3 storeys in height and maximum density of 25 uph.
- Purpose built (materials) to serve as a mitigating form for noise attenuation for the interior residential uses, avoiding noise walls.



Medium Density 1 :
- Residential use.
- Transitioning building height.
- Multi-level form such as stacked townhomes and apartments up to 4 storeys in height. Also includes more compact back-to-back townhomes.
- Residential Density maximum of 40 uph.



Medium Density 2 :
- Residential use.
- Residential Density maximum 50 uph.
- Transitioning building height.
- 4-6 storey apartment and stacked townhomes. Internal access off Collector.

Medium Density 2 :
- Residential use.
- Residential Density maximum 50 uph.
- Transitioning building height.
- 4-6 storey apartment and stacked with lower height at Montrose (potentially 2-3 storey).
- Internal access off Montrose, westerly, away from curve. Additional shared and internal access with Mixed Use to west.
- Lands have not provided for on-ramping. If MTO declines future ramp, remaining lands to be designated same as adjacent if deemed surplus.

Low Density 2 :
- Ground-based residential use comprised of long-block townhomes 2 to 3 storeys in height.
- Forward facing, rear-lane access for frontage along Montrose facing the QEW.
- Purpose built (materials) to serve as a mitigating form for noise attenuation for the interior residential uses, avoiding noise walls.
- Low Density limited would also provide opportunity for small neighbourhood convenience commercial when accompanied by second level residential apartment situated at intersecting interior collector roads.
- Average of 25 uph across all Low and Low Density Limited designations.



Low Density 1 :
- Ground-based residential use comprised of Single Detached, Semi-Detached, Duplex, Triplex, Street Townhomes.
- Average of 20 uph across all Low Density 1 designations.
- Low Density 1 would also provide opportunity for small neighbourhood convenience commercial when accompanied by second level residential apartment situated at intersecting interior collector roads.



Institutional (School) :
- Elementary School.
- Location across from park space.



Park :
- Community Park serving as Neighbourhood as well.



Institutional (Place of Worship) :
- Place of Worship and secondary uses including such uses as daycare for pre-school and seniors.
- Designation may also consider Hospice as a permitted use.
- Subject to any required Ministry regulations.



Open Space 2:
- Major Utility Corridor.
- Limited Secondary Uses such as trails or other minor non-invasive uses (subject to approval by Authority).



0 25 50 75 100 150 200 300 400 500 1000
metres

DESIGN SUMMARY OF THIS PLAN

- Maintains existing arterial network to provide access to new community (no access opposing QEW ramp access points) resulting in higher volume accommodation at Mountain and Kalar Roads and again at Kalar at Montrose Roads (existing "button-hook" movement remains).
- Gateway Mixed-Use Commercial / Residential with highest order density, height permissions, in a location with longstanding commercial presence at farthest point from established community.
- Presenting a community face to Montrose Road and the QEW (doubling as noise attenuation) instead of large-scale acoustical barrier walls.
- Preservation and enhancement of east to west drainage course and woodlands / wetlands.
- Approximately 49% of all ground-oriented residential with broad dwelling type including single and semi-detached, duplex, townhome, triplex and quad permissions in Low 1, Low 2 and Medium 1. Stacked and back-to-back generally found within the Medium 1. Together this would represent approximately 65% of the land area designated for supporting these forms of residential dwelling types.
- Approximately 51% of the residential would be found in the remaining 35% of land area designated for Medium 2 and Mixed Use and typically be apartment dwelling units.
- Community Park space adjacent to the environmental lands and elementary school proximate at the intersection of collector roads (not arterial).
- Active transportation networks on arterial & collectors, in select areas of natural feature, and open space (including hydro corridor).

Prepared by City of Niagara Falls
Long Range Planning Initiatives staff
July 7, 2025

What you need to know about interpreting this Plan

THIS OPTION REMAINS CONCEPTUAL AND SUBJECT TO CHANGE

- ITS PURPOSE IS TO ILLUSTRATE THE LAND USE COMPONENTS THAT CITY STAFF HAVE DISTILLED THROUGH VARIOUS POINTS OF CONSULTATION WITH STAFF, KEY AGENCY AND STAKEHOLDERS, GUIDANCE FROM THEIR PROFESSIONAL CONSULTANTS, AND THROUGH PROFESSIONAL PLANNING EXPERIENCE.
- BOUNDARIES OF LAND USES ARE NOT INTENDED TO BE DEFINITIVE AND MAY BE ADJUSTED AND MODIFIED UP UNTIL SUCH TIME THAT THE SUBWATERSHED STUDY IS COMPLETED, DEVELOPMENT CONSTRAINTS ARE IDENTIFIED BY THE CITY, A PREFERRED LAND USE PLAN IS IDENTIFIED, AND COUNCIL HAS MADE A DECISION ON A STAFF RECOMMENDATION.
- COLLECTOR ROADS ARE GENERALLY LOCATED WHERE STAFF HAVE INTENDED BUT CAN BE MODIFIED. LOCAL ROADS ARE ENTIRELY CONCEPTUAL AND WOULD BE DETERMINED AT TIME OF DEVELOPMENT APPLICATIONS (POST SECONDARY PLAN APPROVAL)
- THE CITY WILL ZONE LANDS IN ACCORDANCE WITH THE DESIGNATIONS IDENTIFIED. RECOGNIZING FUTURE AMENDMENTS MAY BE NECESSARY WHEN REFINED SUBDIVISION AND SITE PLANNING APPLICATIONS ARE RECEIVED, POLICY WILL BE INCLUDED IN THE SECONDARY PLAN THAT ANTICIPATES SUCH AMENDMENTS TO BE MADE, PROVIDED INTENT IS MAINTAINED AND ALIGNS WITH THE VISION AND FORM TO BE FOUND WITHIN THE PLAN AREA AND BE SUBJECT TO COUNCIL APPROVAL.
- THIS PLAN IS FOR PRE-AMENDMENT (INFORMAL) PROCESSING AND CONSULTATION PURPOSE WITH ALL MUNICIPAL PARTNERS, AGENCIES , STAKEHOLDERS, AND GENERAL PUBLIC. A FORMAL AMENDMENT PROCESS WILL BEGIN FOLLOWING THE IDENTIFICATION OF A PREFERRED LAND USE PLAN. DETAILED ASSESSMENTS AND REPORTING, TOGETHER WITH RECOMMENDATIONS, THAT WILL ACCOMPANY A FORMAL AMENDMENT (POLICIES AND MAPPING SCHEDULES) THAT WILL BECOME PART OF THE CITY'S OFFICIAL PLAN AND GUIDE DEVELOPMENT OF THIS PLAN AREA INTO THE FUTURE AND TO COMPLETION.
- IMAGES INCLUDED ON THIS PLAN ARE MEANT ONLY TO BE GENERAL EXAMPLES, INTENDED TO PROVIDE A VISUAL OR SPATIAL SENSE OF THE SIZE AND MASSING THAT MAY BE REFLECTIVE OF FUTURE APPLICATIONS AND DO NOT REPRESENT OR SERVE ANYTHING FURTHER THAN TO PROVIDE VISUAL ASSISTANCE AND REFERENCE.