CITY OF NIAGARA FALLS

By-law No. 2026- XXX

A by-law to provide for the adoption of Amendment No. XXX to the City of Niagara Falls Official Plan.

THE COUNCIL OF THE CORPORATION OF THE CITY OF NIAGARA FALLS, IN ACCORDANCE WITH THE PLANNING ACT, 1990, AND THE REGIONAL MUNICIPALITY OF NIAGARA ACT, HEREBY ENACT AS FOLLOWS:

1. Amendment No. XXX to the City of Niagara Falls Official Plan, constituting the attached text and maps, is hereby adopted.

Read a First, Second and Third time; passed, signed and sealed in open Council this XXth day of XXXX, 2026.

....

WILLIAM G. MATSON, CITY CLERK JAMES M. DIODATI, MAYOR

DRAFT

OFFICIAL PLAN AMENDMENT NO. XXX

PART 1 – PREAMBLE

(i) Purpose of the Amendment

The purpose of the amendment is to include a set of policies that provide policy direction for development of the lands within an area known as the Northwest Secondary Plan.

(ii) Location of the Amendment

The amendment applies to the lands shown on Map 1.

(iii)Details of the Amendment

Map Change

- Schedule A is amended to:
  - Illustrate the Northwest Secondary Plan Area;
  - Remove Special Policy Area “24” from lands located on the east side of Kalar Road;
  - Delete the Good General Agriculture and Environmental Conservation Area designations and apply the Residential, Minor Commercial, and Environmental Conservation designations to portions of the subject lands;
  - Identify in a text box “Northwest Secondary Plan See Schedule A-8”; and,
  - Illustrate the Urban Area Boundary as depicted in the Niagara Official Plan(2022).
- Schedule A-1 is amended by altering the lands designated Environmental Conservation Area.
- Schedule A2 is amended to designate the lands Greenfield Area and to illustrate the Urban Area Boundary as depicted in the Niagara Official Plan(2022).
- Schedule A-8 is a new schedule depicting future land use.
- Schedule A-8 (A) is a new schedule depicting natural environment and features.
- Schedule A-8 (B) is a new schedule depicting transportation and active transportation.
- Schedule B is amended to designate the lands Phase 2 and to illustrate the Urban Area Boundary as depicted in the Niagara Official Plan (2022).
- Schedule D is amended to designate the lands Northwest community.
- Appendix III-C is amended by altering the lands depicted as Locally Significant Wetland and deleting the lands depicted as Significant Woodland.
- Appendix III-D is amended by altering the lands depicted as Natural Heritage Feature on Appendix III-C.

Text Change

- The amendment deletes Part 2, Section 13.24 Special Policy Area "24" in its entirety; adds a new Section 5 – Northwest Secondary Plan to Part 5 – Secondary Plans; and, adds a new definition "Public Service Facilities" to Appendix 1-Definitions of the Official Plan.

(iv) Basis of the Amendment

The Northwest Secondary Plan is a detailed land use and policy framework that will guide the development of the Plan Area.

The Secondary Plan is bounded by Mountain Road to the north, the QEW and Montrose Road to the east, the Hydro One corridor to the south, and Kalar Road to the west. The total gross site area is approximately 101 hectares (249.5 acres).

The lands affected by this amendment are identified on Schedule A2 as Greenfield. The area is also identified in Schedule B as a future growth area. Redevelopment of the existing hospitality venues and commercial operations; and, the development of agricultural land, will provide for intensification in a manner that will meet Greenfield density targets.

A complete community is envisioned with compact neighbourhoods offering commercial and public service facility uses that will have access to nearby parks, open space, and the natural heritage system.

At build-out, the Northwest Secondary Plan Area is designed to provide a development yield of:

- Approximately 6350 to 6750 people
- 1700 to 3050 dwelling units
- The capacity for up to 1750 jobs

The Secondary Plan will exceed the target gross density of 53 residents and jobs combined per hectare for designated Greenfield Areas established by the Official Plan. The calculation of Greenfield density excludes lands designated Environmental Protection Area or Environmental Conservation Area.

The Northwest Secondary Plan was the subject of an extensive public consultation process.

An Open House was held on April 1, 2026 and the Statutory Public Meeting under the Planning Act was held on XXXX XX, 2026.

PART 2 - BODY OF THE AMENDMENT

All of this part of the document entitled PART 2 – Body of the Amendment, consisting of the following text and attached maps, constitute Amendment No. XXX to the Official Plan of the City of Niagara Falls.

DETAILS OF THE AMENDMENT

The Official Plan of the City of Niagara Falls is hereby amended as follows:

1. MAP CHANGES

i. SCHEDULE A- LAND USE PLAN of the Official Plan is amended by:
   a. Identifying the Northwest Secondary Plan Area;
   b. Deleting Special Policy Area "24" from lands located on the east side of Kalar Road approximately 395 metres south of the intersection of Montrose Road;
   c. Deleting the Good General Agriculture and Environmental Conservation Area designations on the lands south of Mountain Road between Kalar Road and Montrose Road and applying the Residential, Minor Commercial, and Environmental Conservation designations to specific areas and features of the subject lands;
   d. Identifying in a text box adjacent to the Northwest Secondary Plan Area the text "Northwest Secondary Plan See Schedule A-8";
   e. Identifying the Urban Area Boundary as depicted in the Niagara Official Plan(2022); as shown on the map attached entitled "Map 1 to Official Plan Amendment No. XXX".

ii. SCHEDULE A-1 – NATURAL HERITAGE FEATURES AND ADJACENT LANDS of the Official Plan is amended by altering the lands designated Environmental Conservation Area, as shown on the map attached entitled "Map 2 to Official Plan Amendment No. XXX".

iii. SCHEDULE A2- URBAN STRUCTURE PLAN of the Official Plan is amended to designate the lands Greenfield Area and to illustrate the Urban Area Boundary as depicted in the Niagara Official Plan(2022) as shown on the map attached entitled "Map 3 to Official Plan Amendment No. XXX".

iv. A new schedule SCHEDULE A-8 - NORTHWEST SECONDARY PLAN LAND USE is added as shown on the map attached entitled "Map 4 to Official Plan Amendment No. XXX".

v. A new schedule SCHEDULE A-8(A) NORTHWEST SECONDARY PLAN-NATURAL ENVIRONMENT AND FEATURES is added as shown on the map attached entitled "Map 5 to Official Plan Amendment No. XXX".

vi. A new schedule SCHEDULE A-8(B) NORTHWEST SECONDARY PLAN-TRANSPORTATION AND ACTIVE TRANSPORTATION is added as shown on the map attached entitled “Map 6 to Official Plan Amendment No. XXX”.

vii. SCHEDULE B- PHASING OF DEVELOPMENT of the Official Plan is amended to designate the lands Phase 2 and to illustrate the Urban Area Boundary as depicted in the Niagara Official Plan(2022) as shown on the map attached entitled “Map 7 to Official Plan Amendment No. XXX”.

viii. SCHEDULE D- COMMUNITY PLANNING DISTRICTS of the Official Plan is amended to designate the lands Northwest as shown on the map attached entitled “Map 8 to Official Plan Amendment No. XXX”.

ix. Appendix III-C is amended by altering the lands depicted as Locally Significant Wetland and NPCA Regulated Wetland < 2 ha and delete the lands depicted as Significant Woodland as shown on the map attached entitled “Map 9 to Official Plan Amendment No. XXX”.

x. Appendix III-D is amended by altering the lands depicted as Natural Heritage Feature on Appendix III-C as shown on the map attached entitled “Map 10 to Official Plan Amendment No. XXX”.

2. TEXT CHANGES

i. PART 2, SECTION 13.24 SPECIAL POLICY AREA “24” is deleted in its entirety.

ii. A new definition is to be added in APPENDIX 1-DEFINITIONS as follows:

> “Public Service Facilities”: means land, buildings and structures, including but not limited to schools, hospitals and community recreation facilities, for the provision of programs and services provided or subsidized by a government or other body, such as social assistance, recreation, police and fire protection, health, child care and educational programs, including elementary, secondary, post-secondary, long-term care services, and cultural services.

iii. A new PART 5, SECTION 5 – NORTHWEST SECONDARY PLAN is to be added as follows:

> “SECTION 5: NORTHWEST SECONDARY PLAN”

PART 5 SECONDARY PLANS
SECTION 5: NORTHWEST SECONDARY PLAN

Preamble

The Northwest Secondary Plan provides a detailed land use and policy framework to guide future development.

The Secondary Plan is bounded by Mountain Road to the north, the QEW and Montrose Road to the east, the Hydro One corridor to the south, and Kalar Road to the west. The total gross site area is approximately 101 hectares (249.5 acres).

Vision

The Northwest Secondary Plan lands were brought within the City's urban area boundary as a Greenfield Area in 2022.

The land use designations aim to offer flexibility with a wide range and mix of residential unit type and mixed-use environments that will be home to approximately 6350 to 6750 residents.

The Northwest Secondary Plan Area will have a series of compact, vibrant neighbourhoods arranged around complimentary uses that include park spaces, natural heritage system, open space, mixed use (residential, commercial, and office), and public service facility components that will form the fabric of this community.

The land use pattern will offer amenity access and provide convenience to not only those living within this community, but also to those living in neighbourhoods close by.

The Vision Statement

The Northwest community accommodates people of all ages and abilities through a mix of land uses and housing types.

It has a connected and convenient system of complete streets and pathways with access to natural and recreational areas within and outside of the community.

It is planned and designed to anticipate the evolving needs of those who live, work and play within the neighbourhood.

The principles and objectives of good planning are being applied to the development of this Secondary Plan in a manner that reflects and supports the Vision Statement in a manner as follows:

Principle 1: Establish Northwest as a Complete Community

To provide for the efficient use of land, compact urban form, and a mix of uses to support the livability and sustainability of the community.

Objectives

- To promote a mix of land uses, including: residential, mixed use, and public service facilities, that will support the needs of the community.
- To coordinate land use designations and densities that provide for suitable transition and graduation throughout the community.
- To encourage development forms that are compact to utilize urban land and services efficiently.
- To encourage land assembly that will result in more efficient and effective design.
- To provide housing options that will meet the demographic and socio-economic needs of residents.
- To provide employment opportunities, that are compatible with residential use, to provide residents the possibility to live and work in proximity.
- To enhance the Northwest community by promoting gateway features at key locations that will assist in distinguishing the neighbourhood and identifying the community entry.

Principle 2: Enhance the Connectivity of the Northwest Area

To support a connected, multi-modal transportation system that is efficient and effective.

Objectives

- To ensure the multi-modal transportation and transit systems provide for the needs of all residents in a manner that is safe, efficient, and effective.
- To create an urban form and street network that promotes and provides an integrated active transportation network throughout the community.
- To provide a continuous multi-trail and multi-path network within the community that connects frequent destinations such as parks, open space, commercial amenities, and the natural heritage system (where permitted).

DRAFT

Principle 3: Identify, Preserve and Enhance Natural Heritage Resources

To identify, preserve, and enhance the natural heritage system.

Objectives

- To ensure that development respects and does not negatively impact on natural heritage features or their ecological functions by designating features and providing appropriate separation distances and buffers.
- To integrate the natural heritage system, where appropriate, with open space, parks, and stormwater management facilities to provide an aesthetic amenity to residents.
- To contain storm water through a system of storm water management ponds that are integrated with the subwatershed of Ten Mile Creek.

1. General Policies

1.1 Secondary Plan Boundary

The boundary of the Northwest Secondary Plan is shown on all mapping Schedules of this Secondary Plan.

1.2 Land Use Structure

Lands within the Northwest Secondary Plan are designated as one of the following land use designations, as depicted on Schedule A-8:

- Low Density Residential
- Medium Density Residential
- Mixed Use
- Park
- Open Space
- Environmental Protection Area
- Environmental Conservation Area
- Special Policy Areas

1.3 Relationship with the Official Plan

1.3.1 The designations in the Northwest Secondary Plan are intended to complement the land use designations and policies in the Official Plan while focusing on a framework that directly supports the creation and evolution of the

Secondary Plan Area in a more compact form than has been traditionally experienced.

1.3.2 Where applicable, policies in the Official Plan shall continue to apply; however, the specific policies in this Secondary Plan shall prevail in instances of conflict or variation from the Official Plan.

1.3.3 Through implementation of this Plan or through future consolidations of the Official Plan, general policies cited under the designations may be removed in favour of Official Plan policies in an effort to simplify the intent, applicability, and readability of the Secondary Plan.

1.4 Housing and Population Growth

1.4.1 The Northwest Secondary Plan Area is planned to accommodate between 6350 to 6750 people and approximately 1000 to 1750 employees by 2051.

1.4.2 The Residential and Mixed Use lands, identified on Schedule A-8, are defined provincially as Designated Growth Area lands that are planned by the City to achieve between 70 and 95 person/jobs on a net developable area of approximately 70 hectares, subject to refinement during the development application process.

1.4.3 The Northwest Secondary Plan Area is planned to accommodate between 1700 to 3050 residential units in an approximate mix of 21.5% low density residential units, 33.5% medium density residential units, and 45% higher density residential units in mixed use development by 2051.

1.4.4 The City encourages the provision of varying lot sizes, housing forms, and sizes to contribute to, and offer, varying levels of affordability, meet diverse household size and demographic/socio-economic needs, and accommodate a full spectrum of tenure.

1.4.5 The City encourages plans of subdivisions to integrate all forms of housing to provide inclusive neighbourhoods. When properties that are the subject of development applications are more than 1 ha., a variety of built form should be introduced to avoid repetitious streetscapes and concentration of similar dwelling product.

2. Land Use Policies

The following policies apply to the lands within the Northwest Secondary Plan Area as shown on Schedule A-8.

Low Density Residential

2.1 Low Density Residential lands are intended to provide for a full range of low density housing form in the Northwest Secondary Plan Area.

DRAFT

Permitted Uses

2.1.1 The following uses are permitted within the Low Density Residential designation:

- Residential uses in the form of detached, semi-detached, duplex dwelling units, street townhouses, and multi-unit buildings (triplex and fourplex);
- Additional needs housing;
- Accessory dwelling units;
- Accessory buildings and structures;
- Neighbourhood commercial mixed use development (subject to Policy 2.1.12);
- Home occupations, including owner occupied short-term accommodations;
- Parks; and,
- Public service facilities.

Height and Density

2.1.2 Where a parcel of land abuts Montrose Road a minimum height of 3 storeys and 10 metres is required.

2.1.3 The maximum height is up to 3 storeys, or 10 metres, whichever is less, for residential use only buildings, and up to 4 storeys or 14 metres, whichever is less, for neighbourhood commercial mixed use development (subject to Policy 2.1.12).

2.1.4 Detached, semi-detached, duplex, street townhouses, multi-unit buildings, and additional needs housing should be developed with a density no greater than 25 units per hectare.

2.1.5 A minor increase in the maximum density may be considered without amendment to the Plan if appropriate design controls are in place, as outlined in Policy 2.1.13, and internal and external municipal services, transportation networks, and public service facilities are demonstrated and proven sufficient to accommodate any increase in density within the Plan Area.

Development Policies

2.1.6 Back-lotting onto any public road, save and except a rear lane, will not be permitted.

2.1.7 Dwellings should orient and address all adjacent road frontages.

2.1.8 Where dwelling units front onto an arterial road, driveway access onto an interior public or private street, rear lane, or window street is required. On corner lots, driveway access should be provided on the lesser order road frontage.

2.1.9 Where garages are front-facing, they should not dominate the streetscape. Complimentary stylized garage doors should be used to enhance building façade and the public realm.

2.1.10 Where dwellings are proposed on the frontage of Montrose Road, adjacent to the Queen Elizabeth Way (QEW), dwellings will be restricted to townhouse form, with maximized building block length, and be designed to act in a capacity of noise mitigation on the balance of the community to the west.

Compliance with Ministry acoustical guidelines will need to be demonstrated through required acoustical study reports completed by qualified professionals and submitted with planning and building permit applications. The City prefers this approach over large, concrete noise barriers along the westerly edge of the Ministry of Transportation (MTO) Highway right-of-way.

For the purposes of this policy, it shall be noted that Montrose Road adjacent to the QEW is contained within the MTO right-of way. A minimum 14 metre MTO Highway Corridor Allowance requirement is required to protect future highway expansion opportunities that is measured from the MTO right-of-way onto abutting land parcels.

2.1.11 Multi-dwelling units such as triplex and quadraplex should have parking areas within the rear or interior side yards.

2.1.12 Neighbourhood commercial mixed use development will only be permitted within the Low Density Residential designation provided they:

- Are located on an arterial or collector road;
- Are limited to a size which reflects an urban scale of development and supports the pedestrian oriented built form. The maximum amount of floor space for a neighbourhood commercial use will be established in the implementing Zoning By-law;
- Include no more than 3 businesses on a lot;
- Are compatible with adjacent properties in terms of aesthetics, privacy, sun shadowing, and noise/air/vibration impacts;
- Provide on-site parking areas in the rear or interior side yards that are screened from adjacent residential uses by solid fencing or decorative walls and landscaping;
- Residential uses are required above the ground floor. Private residential amenity space is to be provided either at grade or with provision of balconies or roof top patios above grade; and,
- Shared parking arrangements may be permitted on a site-specific basis subject to submission of a Parking Demand Analysis as part of an application to amend the Zoning By-law, to the satisfaction of the City.

DRAFT

2.1.13 Where an increase in density is proposed in the Low Density Residential designation, the development increasing density will ensure compatibility such that the amenity area of the lower density residential areas are maintained or protected. Site design considerations may include:

- Increased setbacks;
- Sensitive building siting and parking locations;
- Provision of landscape buffers and solid fencing;
- Angular planes or other mechanisms that control massing;
- The location, pattern, orientation, and style of doorways, windows, balconies, and other architectural details; and,
- The location of waste/recycling containers and containment.

Medium Density Residential

2.2 Medium Density Residential lands are intended to provide for a full range of medium density housing form in the Northwest Secondary Plan Area.

Permitted Uses

2.2.1 The following uses are permitted within the Medium Density Residential designation:

- Residential uses in the form of apartment buildings, stacked, back-to-back and block townhouse dwellings;
- Additional needs housing;
- Accessory dwelling units;
- Accessory buildings and structures;
- Neighbourhood commercial mixed use development (subject to Policy 2.2.16);
- Home occupations;
- Parks; and,
- Public service facilities.

Height and Density

2.2.2 The maximum height is up to 4 storeys, or 14 metres, whichever is less, for all forms of townhome dwellings, and up to 6 storeys or 21 metres, whichever is less, for apartment buildings. Neighbourhood commercial mixed use development maximum height is to be determined by the residential form (subject to Policy 2.2.16).

2.2.3 Apartment buildings, stacked, back-to-back, and block townhouse dwellings, and additional needs housing should be developed with a density to no less than 25 units per hectare and no more than 75 units per hectare.

2.2.4 A minor increase in the maximum density may be considered without amendment to the Plan if appropriate design controls are in place, as outlined in Policy 2.2.17, and internal and external municipal services, transportation networks, and public service facilities are demonstrated and proven sufficient to accommodate any increase in density within the Plan Area.

Development Policies

2.2.5 Back-lotting onto Montrose and Kalar Roads is not permitted.

2.2.6 Dwellings should orient and address all adjacent road frontages.

2.2.7 Where dwelling units front onto an arterial road, driveway access onto an interior public or private street, rear lane, or window street is required. On corner lots, driveway access should be provided on the lesser order road frontage.

2.2.8 Surface parking areas should be located in rear or interior side yards and screened from view through landscaping and fencing.

2.2.9 Loading, servicing, and waste/recycling areas should be located in rear or interior side yards and be screened from view through built form and landscaping.

2.2.10 Where garages are front-facing, they should not dominate the streetscape. Complimentary stylized garage doors should be used to enhance building façade and the public realm.

2.2.11 For apartment buildings, garage doors for underground or structured parking, or service doors, including utility closets, should not be located on primary facades and should locate on interior or rear yards.

2.2.12 Permitted uses should front a structured parking area abutting the front lot line or exterior side yard lot line.

2.2.13 Generous landscaping should be provided in front and exterior side yards to complement the streetscape.

2.2.14 Any lot or block that abuts Low Density Residential designated land should provide solid fencing or decorative walls and landscaping abutting the shared interior side and rear lot lines.

2.2.15 An active entrance should be provided for an apartment building for the portion of the building facing a street.

2.2.16 Neighbourhood commercial mixed use development will only be permitted within the Medium Density Residential designation provided that they:

- Are located on an arterial or collector road;
- Are limited to a size which reflects an urban scale of development and supports the pedestrian oriented built form. The maximum amount of floor

space for a neighbourhood commercial use will be established in the implementing Zoning By-law;
- Include no more than 3 businesses on a lot;
- Are compatible with adjacent properties in terms of aesthetics, privacy, sun shadowing, and noise/air/vibration impacts;
- Provide on-site parking areas in the rear or interior side yards that are screened from adjacent residential uses by solid fencing or decorative walls and landscaping;
- Residential uses are required above the ground floor. Private residential amenity space is to be provided either at grade or with provision of balconies or roof top patios above grade; and,
- Shared parking arrangements may be permitted on a site-specific basis subject to submission of a Parking Demand Analysis as part of an application to amend the Zoning By-law, to the satisfaction of the City.

2.2.17 Where buildings are proposed within the Medium Density Residential designation that abut the Low Density Residential designation, or if an increase in density is proposed, the higher density development is to be designed to ensure development compatibility such that the amenity area of the lower density residential area is maintained or protected. Site design considerations may include:

- Increased setbacks;
- Sensitive building siting and parking locations;
- Provision of landscape buffers;
- Angular planes or other mechanisms that control massing of development;
- The location, pattern, orientation, and style of doorways, windows, balconies, and other architectural details; and,
- The location of waste/recycling containers and containment.

Mixed Use

2.3 Mixed Use lands are intended to provide opportunities for a mix of complementary commercial, office, and residential land uses, within individual buildings and lots, that benefit from arterial and collector road frontage, and provide a transition to medium and lower density residential lands.

The highest buildings, serving as a gateway to the community, will be located opposite the Mountain Road QEW off-ramp. Height will be reduced westward in order to reduce the impacts of massing on adjacent agriculture and agriculture related uses.

DRAFT

High activity destination uses that animate the streetscape, draw pedestrians and patrons, and increase foot traffic, such as restaurants and retail, are encouraged at-grade and along arterial and collector road frontages. Professional office uses are encouraged to occupy second storey space. Residential uses are to occupy upper-levels of buildings.

Standalone commercial or office use will be discouraged within the interior portions of the designation.

2.3.1 The following uses are permitted within the Mixed Use designation:

- Commercial uses, such as personal service, financial institutions, retail, and restaurant;
- Office uses;
- Clinics;
- Day care, subject to Provincial licensing policies;
- Residential uses;
- Additional needs housing;
- Home occupations;
- Private or semi-public open spaces; and,
- Public service facilities.

At the south-east corner of the Mountain Road and Kalar Road intersection, the following additional use is permitted:

- One (1) Gasoline bar and convenience

The Mixed Use designation of the Northwest Secondary Plan is not intended to, nor shall it provide highway commercial uses, despite its proximity to the Mountain Road interchange.

The mixed uses in this location are intended to provide for the residents within and proximate to this community. For the intended reasons, the following uses are prohibited:

- Large scale automotive service stations
- Drive-throughs
- New or used car dealerships
- Public garage, autobody or mechanical

DRAFT

Height and Density

2.3.2 The maximum height for a gasoline bar and convenience is 1 storey and 3 metres.

2.3.3 The minimum and maximum heights for all other development within the Mixed Use designation will be as follows:

a. For properties with Mountain Road frontage that are in direct alignment with the QEW ramp and to its east and located north of Montrose Road the minimum height is 12 storeys and 36 metres; and, the maximum height is 15 storeys or 45 metres, whichever is less.
b. For properties with Mountain Road frontage that are not in direct alignment with the QEW ramp and to its west or located south of Montrose Road the minimum height is 10 storeys and 30 metres; and, maximum height is 12 storeys or 36 metres, whichever is less.
c. For properties that have a front or exterior lot line that abuts Kalar Road, the minimum height is 6 storeys and 18 metres, for approximately 50 metres measured horizontally from the eastern property line of the Kalar Road road allowance; with, a transition eastward to a maximum height of 12 storeys or 26 metres, whichever is less.

2.3.4 Residential density in the Mixed Use designation shall be no less than 75 units per hectare and no more than 125 units per hectare.

2.3.5 A minor increase in the maximum density may be considered without amendment to the Plan if appropriate design controls are in place, as outlined in Policy 2.3.23, and internal and external municipal services, transportation networks, and public service facilities are demonstrated and proven sufficient to accommodate any minor increase in density within the Plan Area.

Development Policies

2.3.6 Individual commercial uses within mixed use buildings may be limited in size. The maximum amount of floor space for an individual commercial use will be established in the implementing Zoning By-law.

2.3.7 Residential uses, except for lobbies and associated functions, and residential amenity area, are to occupy floors above the ground floor.

2.3.8 Office uses are encouraged to occupy floors above the ground floor street-related façade.

2.3.9 Buildings should be designed and massed to frame streets and open spaces, enhance the public realm, and provide a comfortable pedestrian environment during all four seasons by ensuring adequate sunlight to public spaces and eliminating uncomfortable wind conditions in pedestrian areas.

2.3.10 A stepback should be provided at and above the third storey of all buildings.
2.3.11 Buildings should provide transparent glazing for ground floor facades abutting public streets and facades abutting open space or park uses.
2.3.12 Mixed use buildings serving in a gateway capacity should have landmark architecture, signature landscaping treatment, and lighting.
2.3.13 It is encouraged to have generous landscaping in front and exterior side yards to complement the streetscape.
2.3.14 Landscape buffers along any property line with a Residential designation should be of sufficient depth and height to provide appropriate levels of screening in addition to perimeter solid fencing or decorative wall.
2.3.15 Sidewalks and public squares should be designed to provide safe, attractive, well designed, and coordinated landscaping, lighting, and street furnishings that enhance the pedestrian experience. Public art may be added to public squares to further enhance interest and placemaking.
2.3.16 The number of access points from individual lots to arterial roads should be minimized. Shared access and internal connections between multiple lots is encouraged.
2.3.17 Parking areas should be provided in structures with permitted uses fronting the structured parking area abutting the front lot line or exterior side yard lot line. Where structures cannot be accommodated, surface parking areas should be located in rear or interior side yards. Where a rear or exterior lot line or the rear or side building façade abuts a public road, enhanced landscaping and building treatments should be employed to ensure that building facades and servicing areas are attractive or appropriately screened by solid fencing or decorative walls and landscaping from view.
2.3.18 Shared parking arrangements within a mixed use development may be permitted on a site-specific basis subject to submission of a Parking Demand Analysis as part of an application to amend the Zoning By-law, to the satisfaction of the City.
2.3.19 Loading, servicing, and waste/recycling areas should be located in the rear or interior side yard of the lot and be screened from view through built form and landscaping.
2.3.20 An active entrance should be provided for each at grade individual non-residential occupancy, and at least one active entrance to provide access for above grade dwelling units, to the front lot line and/or exterior lot line.
2.3.21 Outdoor amenity areas for residential use must be provided. Outdoor amenity areas are encouraged to locate adjacent to the natural heritage system, when present, to assist with transition between the built and natural environments.
2.3.22 Private or semi-public open spaces under the control of condominium corporations or private landowners is encouraged. Site design considerations may include:

- Providing direct access from adjacent public sidewalks and internal pedestrian connections;
- Visibility from active indoor areas and common areas to private open spaces, to the public realm, or to semi-private open spaces;
- Maximum sun exposure for open space areas by considering the location and massing of taller building elements;
- Provide a blend of hard and soft landscaping and site furnishings that assist in the functionality of the space; and,
- Consideration of CPTED principles.

2.3.23 Where buildings are proposed within the Mixed Use designation that abut a Residential designation, the mixed use development is to be designed to ensure development compatibility such that the amenity area of the lower density residential area are maintained or protected to an extent feasible. Site design considerations may include:

- Increased setbacks;
- Sensitive building siting;
- Provision of landscape buffers;
- Angular planes or other mechanisms that control the scale of development;
- The provision of parking areas that do not dominate the site physically and visually;
- The location, pattern, orientation, and style of entranceways, windows, balconies, and other architectural details; and,
- The location, pattern, and style of loading bays and waste/recycling containers and containment.

Public Service Facilities

2.4 Although public service facilities are not designated or illustrated on Schedule A-8, lands under any of the Residential and Mixed Use designations may be used for public service facilities, subject to the following policies:

2.4.1 A site specific Zoning By-law amendment is not required for a public service facility if it conforms to the public services regulations of the Zoning By-law.

2.4.2 Public service facilities, are to be located and designed in accordance with the following policies, with additional policies for specified uses provided below:

- Public service facilities may be permitted as either single use buildings or integrated within a mixed use building;
- Public service facilities are to be located on arterial or collector roads;

- Public service facilities shall not create any traffic hazards;
- Buildings should be designed and massed to be compatible with the surrounding community, frame streets and open spaces, enhance the public realm, and provide a comfortable pedestrian environment during all four seasons by ensuring adequate sunlight to public spaces and eliminating uncomfortable wind conditions for pedestrians;
- It is encouraged to have generous landscaping in front and exterior side yards to complement the streetscape; and,
- Parking is to be accommodated on site. Parking areas should be located in rear or interior side yards. Where a rear or exterior lot line or the rear or side building façade abuts a public road, enhanced landscaping and building treatments should be employed to ensure that building facades and servicing areas are attractive or appropriately screened from view.

Schools

2.4.3 A site specific Zoning By-law amendment is not required for a publicly funded school within any Residential or Mixed Use designation.

2.4.4 Publicly funded school boards will make any final determination on site need or other details with respect to location and size during development application submissions. Schedule A-8 illustrates a single publicly funded elementary school site.

2.4.5 Schools are to be located and designed in accordance with the following policies:

- An elementary school site should be centrally located such that the majority of students it is intended to serve are within an 800 metre radius;
- An elementary school site should be located with at least one frontage on a collector road;
- Parking should be located in interior side yards;
- Where feasible, elementary school sites should be located adjacent to planned municipal parks and the natural heritage system, avoiding natural hazards areas; and,
- School sites are a frequent destination and focal point and should be supported with active transportation network connections consisting of trails and sidewalks to promote student and pedestrian travel.

DRAFT

Places of Worship

2.4.6 A site specific Zoning By-law amendment is required for a place of worship within any Residential and Mixed Use designation.

2.4.7 Places of worship are to be located and designed in accordance with the following policies:

- A place of worship shall not be located on a local road, must be compatible with adjacent properties, and not create any traffic hazards;
- The site must be large enough to accommodate all buildings and structures, on-site parking, amenity areas, and buffers;
- Parking is only to be provided in rear or interior side yards;
- Landscape buffers along any property line with residential use should be of sufficient depth and height to provide appropriate levels of screening in addition to perimeter privacy solid fencing or a decorative wall; and,
- A positive presence should be established to the frontage and streetscape with appropriate, distinct, massing and scale adding to visual distinction and identity of the land use.

Hospice or Long-Term Care

2.4.8 A site specific Zoning By-law is required for a hospice or a long-term care home within any Residential or Mixed Use designation.

2.4.9 Hospices or long-term care homes are to be located and designed in accordance with the following policies:

- Hospices or long-term care homes are encouraged to be located adjacent to park, open space uses, and the natural heritage system, providing more opportunities for quiet, tranquil spaces;
- Depending on internal building layout, limited parking areas may be considered in the front yard where it can be demonstrated to improve function and intended purpose of the hospice use in creating and supporting quiet, tranquil space adjacent to rooms associated with the use;
- Larger parking areas should be located in rear or interior side yards;
- It is encouraged to have generous landscaping in front and exterior side yards to complement the streetscape; and,
- Landscape buffers along any property line with residential use should be of sufficient depth and height to provide appropriate levels of screening in addition to perimeter privacy solid fencing or a decorative wall.

Parks

2.5 Municipally owned park land will provide places for passive and active recreation for not only residents of the Northwest Secondary Plan Area but also residents outside of the Plan Area.

Permitted Uses

2.5.1 The following uses are permitted within the Parks designation:

- Recreational facilities and sports fields
- Picnic areas
- Multi-use trails
- Compatible special purpose uses or events
- Accessory buildings and structures

General Policies

2.5.2 A 4.0 ha. community park is illustrated on Schedule A-8. It is the intention of the City to pursue acquisition of adequate parkland through dedication or though cash-in-lieu opportunities afforded to the municipality under the Planning Act.

2.5.3 The community park will remain centralized, as illustrated on Schedule A-8, have collector road frontage, and be regularly shaped for ease of facility programming.

2.5.4 Minor adjustment to limits of the designation may be permitted without amendment to this Plan, subject to review at the time of application(s). No reduction in park area will be permitted.

2.5.5 Parks may be integrated with, and are encouraged to be located adjacent to, public service facilities, open space, stormwater management ponds, and the natural heritage system.

2.5.6 Parks should be connected or integrated with active transportation networks.

2.5.7 Recreational facilities, sports fields, and lighting are to be designed to minimize any potential negative impacts on residential uses.

2.5.8 Healthy mature trees should be retained in areas that will not interfere with recreational facilities or sports fields in an effort to maintain the urban tree canopy.

2.5.9 The City encourages parkettes, where practical and feasible, throughout the Secondary Plan Area. Parkettes are not designated features.

DRAFT

2.5.10 Parkettes may be located within any Residential and Mixed Use designated land, adjacent to a public road, subject to approval by the City. The size of parkettes will be determined at the time of planning application submissions.

2.5.11 A parkette of approximately 0.5 ha is illustrated on Schedule A-8. The City will pursue acquisition of a parkette in the general location shown, subject to points of access into the lands on the north side of Montrose Road, at the time of planning application submissions.

Open Space

2.6 The Northwest Secondary Plan Area has a large, singular Hydro One corridor framing the southern end of the Plan Area.

2.6.1 The following uses are permitted within the Open Space designation:

- Passive recreational uses
- Multi-use trails
- Utilities

General Policies

2.6.2 The City will work with responsible authorities to gain permissions and permits for passive, recreational trails to provide connectivity between the Mount Carmel subdivision, located south of the hydro corridor, and the Northwest Secondary Plan Area.

2.6.3 Additional compatible uses, such as urban agriculture (non-livestock community gardens), may be permitted without an amendment to this Plan, provided such uses will not interfere with the primary utility use, and that any required ownership permissions or agreements have been obtained. In addition, the City is not obligated to provide any services, or level of service, should permissions be obtained for urban agriculture use.

Natural Heritage System

2.7 The Natural Heritage System is comprised of two designations: Environmental Protection Area and Environmental Conservation Area, in accordance with the Policies contained within Part 2 Section 11 of the Official Plan.

3. Site Specific Policies

DRAFT

4. Servicing Infrastructure

Water and Sanitary

4.1 The following policies shall apply to water and sanitary infrastructure:

4.1.1 The City's Master Servicing Plan and the Northwest Secondary Plan Functional Servicing Study prepared by GEI (February 13, 2026) will guide future improvements required for the full build-out of this community.
4.1.2 All future development will be required to be serviced with full municipal services.
4.1.3 Lands serviced by private septic and water systems will require decommissioning and connection to municipal sanitary services when they become available.
4.1.4 The City will work cooperatively with Niagara Region to prioritize any planning/investment of downstream infrastructure requiring upgrade to provide full capacity to the Plan Area and its ultimate build-out.
4.1.5 As a condition of future planning approvals, Niagara Region may require a landowner/proponent to provide a written undertaking that acknowledges servicing allocation will not be assigned until the plan is registered and that any pre-servicing will be at the sole risk and responsibility of the landowner/proponent.

Stormwater Management

4.2 The following policies shall apply to stormwater management infrastructure:

4.2.1 The Northwest Secondary Plan Subwatershed Study prepared by Aquafer Beech (XXXXXX, 2026) and Functional Servicing Study prepared by GEI (February 13, 2026) shall inform stormwater management plans with hydrologic and catchment modeling data.
4.2.2 Three stormwater management ponds are illustrated on Schedule A-8 of this Plan. At detailed design stage, their ultimate sizing and configuration will be confirmed. The number of stormwater management facilities is to be limited.
4.2.3 Overland and piped storm water flows will not be directed outside of the respective watershed.
4.2.4 Stormwater management facilities are permitted in all land use designations within the Northwest Secondary Plan Area, except for EPA or ECA designations.
4.2.5 Stormwater management facilities should be designed as focal points within the community contributing to a positive aesthetic for the neighbourhood while achieving functional objectives related to flow moderation/mitigation and water

quality. Efforts to blend and transition appearance with any adjacent natural heritage system is encouraged.

4.2.6 Inlet and outlet structures are encouraged to be concealed using a combination of planting, grading, and natural stone.

4.2.7 Stormwater management best practices will be applied including consideration for site-level stormwater attenuation, low impact development, and green infrastructure techniques where feasible.

4.2.8 The City may consider integrating volume storage outside of the Plan Area at the request of others on lands west of Kalar Road. Any such consideration would be subject to approval authority consultation and completion of any required supporting studies. Any resulting approvals will require a responsibility agreement between ownership and the City detailing facilities, maintenance, access and any other required caveats in favour of the City, and at no cost to the City.

Utilities and Energy Infrastructure

4.3 The following policies shall apply to utilities and energy infrastructure:

4.3.1 The City will participate in discussions with utility providers such as hydroelectric power, communications/telecommunications, pipelines, and natural gas to ensure that sufficient infrastructure is or will be in place to serve the community.

4.3.2 The appropriate locations for large utility equipment and cluster sites will be determined through the Environmental Assessment and development application processes.

4.3.3 Consideration will be given to the locational requirements for larger infrastructure within public rights-of-way, as well as, easements on private property.

4.3.4 Utilities will be planned for and installed in a coordinated and integrated basis to provide for efficient, cost-effective services, and to limit disruptions.

5. Transportation

Transportation Networks

5.1 The Northwest Secondary Plan Area will be serviced by a multi-modal transportation network as illustrated on Schedule A-8 (B) of this Plan.

Road Transportation Network

5.1.1 The existing and planned road network includes arterial roads (both Regional and City), collector roads, local roads, rear lanes, and window streets. The following policies describe the general planned function and complete streets approach for each road type within the Secondary Plan Area.

5.1.2 Identified widths in the Official Plan may be subject to additional right-of-way road widening where road improvements require additional dedication to establish the required ultimate cross sections.

Arterial Roads

5.1.3 Arterial roads are to be guided by the following policies:

a. The City's Master Transportation Plan, companion Active Transportation Plan, and the Northwest Secondary Plan Transportation Plan prepared by WSP (February 6, 2026) will guide future improvements (i.e. medians, turning lanes, traffic signals, and right-of-way road widening) required for the full build-out of this community.
b. All way stop control will be required at all proposed interior collector road intersections.
c. Stop control will be required at the proposed interior collector road intersections with Montrose Road. Stop controls required at proposed local roads will be determined at the time of development approval.
d. Despite existing signalization, no new point of access will be permitted directly opposite the QEW southbound off-ramp terminus at Mountain Road. Existing point of access will be permitted to remain until such time as properties are redeveloped.
e. Mountain Road is expected to carry high volumes of westbound left-turning traffic coming from the QEW and from the northbound right-turning traffic from Kalar Road accessing the QEW. New driveway accesses are not permitted to ensure safe and efficient traffic flow.
f. The segment of Kalar Road between Mountain Road and Montrose Road falls under the jurisdiction of the Niagara Region. It is expected to carry high volumes of southbound and northbound left-turning traffic with two closely spaced signalized intersections. New driveway accesses are not permitted on this segment to ensure safe and efficient traffic flow. Existing point of access will be permitted to remain until such time as properties are redeveloped.
g. The number of driveways accessing blocks on the east-west segment of Montrose Road (north and south sides) shall be minimized by aligning driveway accesses to reduce impact on the Regional road.

Shared internal reciprocal access agreements between ownership is encouraged.

h. For the Montrose Road segment that runs parallel with the QEW, residential driveways are not permitted, and a 1 foot reserve is required adjacent to the right-of-way, in order to accommodate noise attenuation as a priority, either through functional build form or other attenuation means. Access to the community from this portion of Montrose Road will be from internal collector roads identified on Schedule A-8 (B) of this Plan.
i. Notwithstanding Policy 5.1.3.h., existing access to the existing Place of Worship will be permitted to remain until such time as the property is redeveloped.
j. For the Kalar Road segment from Montrose Road to the southern extent of the Plan Area, a 1 foot reserve is required adjacent to the right-of-way. Driveways for development on the east side of Kalar Road, south of Montrose Road, shall be from internal collector and local road networks and any resulting rear lane or window street development exposed to the Kalar Road frontage.

Collector Roads

5.1.4 Collector roads are to be guided by the following policies:

a. Collector roads within the Secondary Plan Area shall be planned with no less than a minimum of 23m right-of-way (R.O.W.) and may be subject to additional R.O.W. width in locations to accommodate additional lane assignment and turning movements.
b. The collector road network is illustrated on Schedule A-8 (B) of this Plan and is expected to remain as shown or in very close proximity to the locations that are illustrated.
c. Minor modifications to the locations of collector roads (generally no greater than the width of the right-of-way) can be made without amendment to this Plan provided the principles of permeability and interconnectivity are maintained through adjacent properties, to the satisfaction of the City.
d. Instances of larger modifications not requiring amendment would be restricted to avoidance of EPA or ECA designated land, hazard lands, or stormwater management facility requirements, and supported by an accepted EIS and/or Stormwater Management Plan at the time of planning application submissions, with the City’s approval.
e. Ultimate location of collector roads and intersections with boundary arterial roads will be determined at the development stage, in

accordance with the recommendations of relevant studies and subject to approvals from jurisdictional authorities.

f. Collector roads within the Plan Area will be designed to accommodate:

- 2 lanes of traffic in a full urban cross section;
- A right turn lane will be required on the north-south collector road with its intersection with Montrose Road; and,
- Provision of in-boulevard trail on one side and sidewalk on the opposing side.

Local Roads

5.1.5 Local roads are under the jurisdiction of the City, and are to be guided by the following policies:

a. Local roads are not illustrated on the Schedules of this Plan and will be determined as part of any future applications for development, in accordance with recommendations of studies and application approval.
b. Local roads shall be planned with a minimum 20m R.O.W., however, there may be cases when less than 20 metres may be permitted with the City's approval.
c. Generally, the local roads will accommodate:

- 2 lanes of traffic;
- On-street parking; and,
- Sidewalk on both sides.

d. Local road networks should limit block length and provide grid or modified grid design layout throughout the Plan Area.
e. Cul-de-sacs shall not be permitted unless in the opinion of the City no feasible alternative is available.
f. Land owners/proponents are encouraged to coordinate with adjacent property owners to ensure a high degree of vehicular and pedestrian connectivity and permeability is being achieved across mutual property lines that reinforce seamless connectivity.
g. Wherever practical, local road connections to collector roads should provide opportunity for flanking or exterior side yard exposure to accommodate in-boulevard trails on the collector roadway, limiting driveway interference.

DRAFT

Rear Lanes and Window Streets

5.1.6 Rear lanes or window streets may be under the jurisdiction of the City or may be privately owned, depending on development tenure.

5.1.7 Rear lanes or window streets are not illustrated on the Schedules of this Plan and will be required as part of any future applications for development.

Rear lanes

5.1.8 Rear lanes are to be guided by the following policies:

a. Rear lanes will generally have a R.O.W. between 8.5 to 12m and pavement width of no less than 6m.
b. Parking in rear lanes will be prohibited in order to maintain clear path for service and emergency response vehicles.
c. Speed control measures, such as speed bumps, will be required.
d. Rear lanes are preferred for improved aesthetic of building frontage and streetscape of the higher order streets in which they address.
e. Rear lanes are required for parcels of land along Montrose Road located adjacent to the QEW.

Window Streets

5.1.9 Window streets are to be guided by the following policies:

a. Window streets should be planned with local road standards.
b. The City may review the need for full 20m R.O.W. on a case-by-case basis in favour of a reduced window street width where it can be demonstrated no resulting negative impact on required underground services.
c. Parking is permitted on one side.

Transit

5.1.10 The City will encourage Niagara Transit to extend transit routes to and within the Secondary Plan Area at the earliest point during the build out of this community.

5.1.11 The City will support development applications working in consultation with Niagara Transit to identify appropriate infrastructure (i.e. lighting, shelters) that further supports routing and ridership.

DRAFT

Active Transportation Networks

5.1.12 The City supports appropriate infrastructure in subdivision/condominium and site planning that promotes walking and cycling for recreational pursuit or for practical purpose in providing connections to transit or high volume destinations such as schools, parks, or commercial uses in a safe and convenient manner.

5.1.13 The Northwest Secondary Plan will make use of a wide variety active transportation (AT) facility types to compose an integrated AT network linking all parts of the Plan Area. It is expected the network will be comprised of: uni-directional cycling facilities, a small length of bi-directional cycling facility, in-boulevard multi-use path, off-road multi-use trail, and concrete sidewalks as shown on Schedule A-8 (B).

5.1.14 Rights-of-way for multi-use paths and multi-use trails will be dedicated and constructed as public rights-of-way as part of development.

5.1.15 Vehicular crossings of multi-use trails should be minimized.

5.1.16 The active transportation network may be located within all designations except within the EPA designation and within the ECA designation only when it has been demonstrated it will have no negative impact.

6. Implementation

General

6.1 The Secondary Plan is to be implemented in accordance with the requirements of the Planning Act, Development Charges Act, and other applicable legislation.

6.2 Minor adjustments to the limits between designations may be permitted without amendment to this Plan where such adjustments are the result of minor changes to location of collector roads, changes to other limiting constraints such as natural heritage features, and/or buffer refinement. In all instances, the adjustment will not change the designation on either side of the boundary.

6.3 Any adjustments proposed may require justification and consultation with municipal planning staff, and deemed to be minor by the General Manager of Planning, Building and Development (or designate).

6.4 Designation changes deemed to be not minor will require amendment to this Plan.

6.5 The City will zone the lands to correspond with the respective designations in order to implement the land uses of the Secondary Plan.

6.6 The City may use holding (H) provisions during zoning implementation to ensure outstanding matters related to the future use of lands within the Plan Area have been satisfied prior to development.

6.7 Properties are encouraged to consolidate with adjoining properties sharing the same designation to provide increased opportunity for comprehensive development planning.

Phasing of Development

6.8 Development is to progress in an orderly, efficient and fiscally responsible manner.
6.9 Development cannot proceed until any extensions of municipal sanitary sewers and watermains required to service the lands have been designed, approved for construction, and installed.
6.10 The execution of a front ending agreement by the landowner/proponent in accordance with requirements of the Development Charges Act, if required, is required prior to development.

Front Ending Agreements

6.11 Where an application has been submitted in advance of required installation of on-site and off-site services that meet upstream and downstream system requirements, Council may consider entering into a front-ending agreement with a landowner/proponent, as a condition of approval, in accordance with City policies and procedures.

Landowners Agreement

6.12 The City encourages the benefitting landowners to work together and to enter into Landowners Agreements based on the requirements of this Plan, to address a variety of considerations, for instance oversizing of infrastructure, provision of land for stormwater management facilities, etc.

The Agreement(s) may assign cost sharing and other responsibilities in a reasonable and equitable manner in direct proportion that a development benefit is conferred upon the lands being developed. The Agreement(s) may address matters to which the parties voluntarily agree and other matters permitted by law. The City is not a party to a Landowners Agreement.

Subdivision of Land

6.13 Lot creation is to proceed primarily by way of plan of subdivision.
6.14 Applications for consent are discouraged and will only be permitted for:

- Legal or technical reasons;
- When a plan of subdivision or condominium plan is clearly not needed;

DRAFT

- Where the consent does not prejudice the intent of the Secondary Plan developing as intended, and the City has expressed its satisfaction to this end; or,
- A boundary adjustment for consolidation.

Required for Development Applications

6.15 Landowners/proponents seeking to advance planning applications are encouraged to pre-consult with City staff to discuss their proposals, be informed of any requirements (as outlined in Part 4 Section 14.2 of the Official Plan), and establish agreed upon Terms of Reference, that the City or Conservation Authority may require in order to deem an application complete.

6.16 The following studies must be prepared by qualified professionals, and may be subject to peer review, all costs will be borne by the landowner/proponent:

Archaeological Assessments

6.16.1 All properties within the Northwest Secondary Plan, either entirely or partially, that have been identified as falling within Areas of Archaeological Potential, will be required to retain a licenced archaeologist to consult with responsible authorities, including Indigenous consultation, to confirm extents of any identified limits for at minimum Stage 1 and 2 Archaeological Assessments, and obtaining Ministry clearance prior to being able to proceed.

Environmental Impact Study (EIS)

6.16.2 Landowners/proponents seeking to develop properties within the Northwest Secondary Plan that are adjacent to, or contain natural heritage features, or identified as potentially containing natural heritage features, will be required to undertake a detailed EIS informed by the findings and recommendations of the Northwest Secondary Plan Subwatershed Study prepared by AquiferBeech (XXXX,XX, 2026). The following additional policies apply where applicable:

a. The EIS must:

- Identify natural heritage features and functions in the site-specific study area;
- Evaluate the sensitivity of those features and functions;
- Identify appropriate buffers accordingly;

- Assess the potential impacts of the proposed development or site alteration; and,
- Provide recommendations for protection and mitigation measures that address those potential impacts.

b. Potential for restoration and enhancement may also be reviewed and further developed, as appropriate through the EIS.
c. Where there is existing data available for the site, such as may be contained in the Northwest Secondary Plan Subwatershed Study, the site characterization component of the EIS may be scoped to focus on updating or confirming existing data as required (e.g., defining exact feature boundaries in the field, confirming data that is five or more years old), pending input and agreement by the City and the Conservation Authority (where applicable).
d. Regulatory requirements such as Species at Risk (SAR) permitting and confirmation of appropriate buffers must be completed for properties that have the potential for SAR habitat.
e. Bat acoustic surveys are required where any tree removals are proposed to satisfy Ministry of the Environment, Conservation, and Parks (MECP) requirements and help determine the presence of SAR bats and significant wildlife habitat associated with bat species (i.e.bat maternity colonies). This requirement should not necessarily be restricted to woodland habitats if cavity trees or other highly-suitable potential roosts will be affected.
f. Woodland and wetland confirmation and delineation by formal staking and survey of wetland and woodland areas may be required to confirm the boundaries adjacent to proposed development or site alteration, in keeping with the standards of the Ontario Wetland Evaluation System (2022) and Provincial and City policy. Delineation and staking of wetlands are expected to require coordination with Conservation Authority staff during the growing season to verify the location and extent of wetlands.
g. Should any works be proposed in the Northwest Secondary Plan Area that may result in Fisheries Act implications, it is recommended that the landowner/proponent exercise the measures to protect fish and fish habitat listed by Fisheries and Oceans Canada to avoid contravention with the federal Fisheries Act and exercise due diligence by further mitigating accidental death of fish and the harmful alteration, disruption or destruction of fish habitat.

A Zoning By-law amendment will be required to place natural heritage features and their buffers within the appropriate zone.

Erosion and Sediment Control Plan and Floodplain Mapping Analysis

6.16.3 Landowners/proponents seeking to develop properties within the Northwest Secondary Plan that contain all or a portion of the 10 Mile Creek tributary will be required to undertake an Erosion and Sediment Control Plan and a Floodplain Mapping Analysis informed by the findings and recommendations of the Northwest Secondary Plan Subwatershed Study prepared by Aquifer Beech (XXXX,XX, 2026) to determine the extent of any resulting floodplain and to determine development limits.

A Zoning By-law amendment will be required to place the floodplain lands within the appropriate zone.

Functional Servicing Report

6.16.4 Landowners/proponents seeking to develop properties within the Northwest Secondary Plan will be required to undertake a Functional Servicing Report informed by the findings and recommendations of the Northwest Secondary Plan Functioning Servicing Study prepared by GEI (February 13, 2026).

Hydrogeologic Assessment

6.16.5 Landowners/proponents seeking to develop properties within the Northwest Secondary Plan will be required to undertake a Hydrogeologic Assessment informed by the findings and recommendations of the Northwest Secondary Plan Subwatershed Study prepared by Aquifer Beech (XXXX,XX, 2026). The following additional policies apply:

a. An updated Hydrologic Analysis is required when any modifications are made to the land uses of the Northwest Secondary Plan.
b. All developments will be required to verify soil and groundwater conditions including any constraints associated with high or perched groundwater and to characterize soil properties.

Land Use Compatibility, Noise, Air, and Vibration Assessments

6.16.6 Landowners/proponents seeking to develop properties within the Northwest Secondary Plan will be required to undertake Land Use Compatibility, Noise, Air, and Vibration Assessments informed by the findings and recommendations of the Phase 2 Land Use Compatibility Assessment Proposed Northwest Secondary Plan Area Niagara Falls Report prepared by SS Wilson Associates (January 8, 2026). The following additional policies apply where applicable:

a. Properties that are in proximity to major roadways and/or the QEW are required to complete a detailed environmental Noise Study in accordance with MECP Publication NPC-300 to support draft plan, zoning, and site plan applications.
b. Where warranted by noise prediction models, mitigation measures may include:

- Building orientation and massing;
- Acoustically rated windows and doors, with central air conditioning or equivalent mechanical ventilation;
- Limits on balcony depths and locations adjacent to high-exposure facades, consistent with MECP Publication NPC-300 practice near provincial highways;
- Noise barriers or local facade treatments where MECP Publication NPC-300 criteria cannot otherwise be achieved;
- Appropriate HVAC unit selection/acoustic mitigation measures; and,
- Warning clauses in purchase and sale, lease, and in subdivision/condominium/site plan agreements advising residents of proximity to major roads and potential for higher ambient sound levels.

c. Properties that are in proximity to the QEW are required to complete a detailed Air Quality and Traffic-Related Air Pollution (TRAP) Study in accordance with O. Reg. 419/05 to support draft plan, zoning, and site plan applications. The Study may reference the health-based guidance developed by Public Health Ontario for near-roadway development. At detailed design stage, prior to building permit issuance, the TRAP Study must confirm whether enhanced filtration is appropriate for buildings closest to the QEW; and, whether any constraints on the location/orientation of outdoor amenity areas are warranted.

d. Any new mixed-use, multi-unit residential, commercial, or public service facility buildings within the Plan Area at the time of site plan application and prior to building permit issuance, must assess through the completion of a detailed Noise Study:

   - Road traffic noise;
   - Stationary noise sources associated with HVAC equipment;
   - The location, screening, and acoustical treatment of rooftop and ground-mounted mechanical/HVAC equipment;
   - Any on-site communal mechanical systems introduced through detailed design;
   - Any neighbouring sources of noise that may be approved prior to detailed design phase;
   - Mitigation measures for any adverse effect on adjacent sensitive land uses; whether adequate setbacks from lot lines where sensitive uses are present have been provided; and,
   - On and off site compliance with NPC-300 criteria.

e. Any new community park and elementary school site, during detailed site planning, should assess and address play-field orientation and parking/pick-up/drop-off circulation to ensure that any localized noise associated with the park and school functions are appropriately managed.

f. Should quarry-related blasting, or any successor use involving blasting, associated with the Walker Brothers quarry be still occurring when the Plan Area is developed; and/or if future landfill operations are approved on the site, all properties within the Plan Area are required to complete a detailed Quarry/Landfill-focused Blast Noise and Vibration Impact Assessment.

   The assessment should be undertaken in accordance with MECP Publication NPC-119 which sets limits for ground vibration and air overpressure at nearby sensitive receptors and MECP Publication NPC-300 for any stationary noise components associated with a quarry or future landfill operations.

   In addition, a detailed separate site – specific Air Quality, Odour, and Dust Impact Assessment to demonstrate compatibility with the Plan Area, consistent with MECP expectations under the Environmental Protection Act is required.

Meander Belt Assessment

6.16.7 Landowners/proponents seeking to develop properties within the Northwest Secondary Plan that contain all or a portion of the 10 Mile Creek tributary will be required to undertake a Meander Belt Assessment informed by the findings and recommendations of the Northwest Secondary Plan Subwatershed Study prepared by Aquifer Beech (XXXX,XX, 2026).

Transportation Impact Study

6.16.8 Landowners/proponents seeking to develop properties within the Northwest Secondary Plan will be required to undertake a Transportation Impact Study (TIS) informed by the findings and recommendations of the Northwest Secondary Plan- Preferred Land Use Concept Plan Transportation Plan prepared by WSP (February 6, 2026). The following additional policies apply where applicable:

a. Where a TIS is requested, the TIS will be prepared by a qualified transportation consultant, following Niagara Region's TIS Guidelines that the City have adopted, to assess the potential traffic and active transportation impacts of a proposed development and identify any additional required roadway improvements. City and Regional Transportation Staff shall be consulted to confirm the scope of the required terms of reference.
b. For those developments within the MTO-controlled areas per the Highway Corridor Management Manual, the TIS shall also be prepared in accordance with the MTO's TIS Guidelines.
c. In cases where the proposed site density is significantly increased through Official Plan and Zoning By-law Amendment applications, or increased through policies and criteria identified and provided for in the Secondary Plan, additional studies will be required to demonstrate the impact and extent of any further improvements to those already identified in the WSP Report (2026) referenced above.
d. When preparing development applications, individual landowners/proponents will propose the locations of local road networks. A functional traffic design study shall be prepared by a qualified transportation consultant to demonstrate Secondary Plan policy alignment, network connectivity and permeability, appropriate roadway right-of-way standards,

and to define and address all design requirements outlined in the TIS Guidelines.

e. A roadway and intersection functional design shall be prepared for those developments along Mountain Road, Montrose Road, and Kalar Road to demonstrate that sufficient right-of-way is provided for roadway and intersection widening improvements that meet the needs at future buildout conditions for the entire Secondary Plan area.

Stormwater Management Report

6.16.9 Landowners/proponents seeking to develop properties within the Northwest Secondary Plan will be required to undertake a Stormwater Management Report informed by the findings and recommendations of the Northwest Secondary Plan Subwatershed Study prepared by Aquifer Beech (XXXX,XX, 2026) and the Northwest Secondary Plan Functioning Servicing Study prepared by GEI (February 13, 2026). The following additional policies apply:

a. Any modifications made to the proposed land uses and boundaries after the completion of the Subwatershed Study will require updated hydrologic analysis.
b. A Stormwater Management Report must include:
   - Minor and major flow routes identified and capacities verified;
   - Detailed sizing for the stormwater management facility and stormwater management outfall locations (may require site walk with approval agencies);
   - LID siting, footprints, soils, and infiltration values and preliminary sizing;
   - Define the types of LID techniques that are to be incorporated into the future urban landscape to meet the targets identified in Table 12-2 of the Northwest Subwatershed Study-Integrated Subwatershed Study Report over the respective study areas; and,
   - Infiltration rates utilizing industry standard methodologies.

Warning Clauses

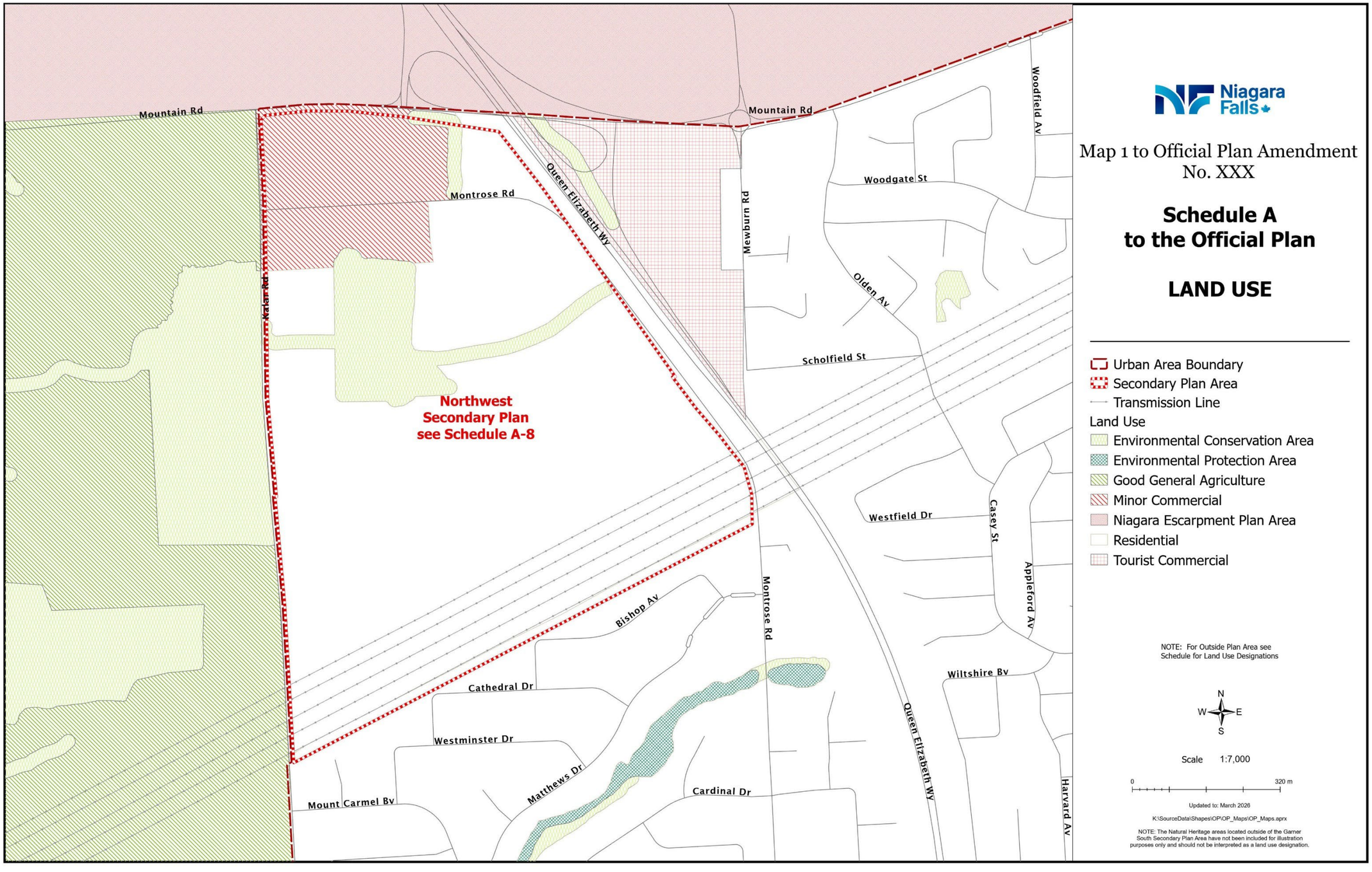
6.17 All agreements executed by the City for development within the Northwest Secondary Plan Area shall include warning clauses (where applicable) to inform all future purchasers and/or rental agreements for tenants within the Plan Area of:

- The existing nearby quarry and its proposed transition to become a landfill, together with projected operational lifespan and typical operational activities;
- Nearby agricultural use and operations;
- Nearby planned agri-tourism development, commercial uses and operations;
- Nearby QEW/arterial/collector roads;
- Nearby parks and associated recreational activities; and,
- Adjacent or nearby major utilities (Hydro One and TCPL).

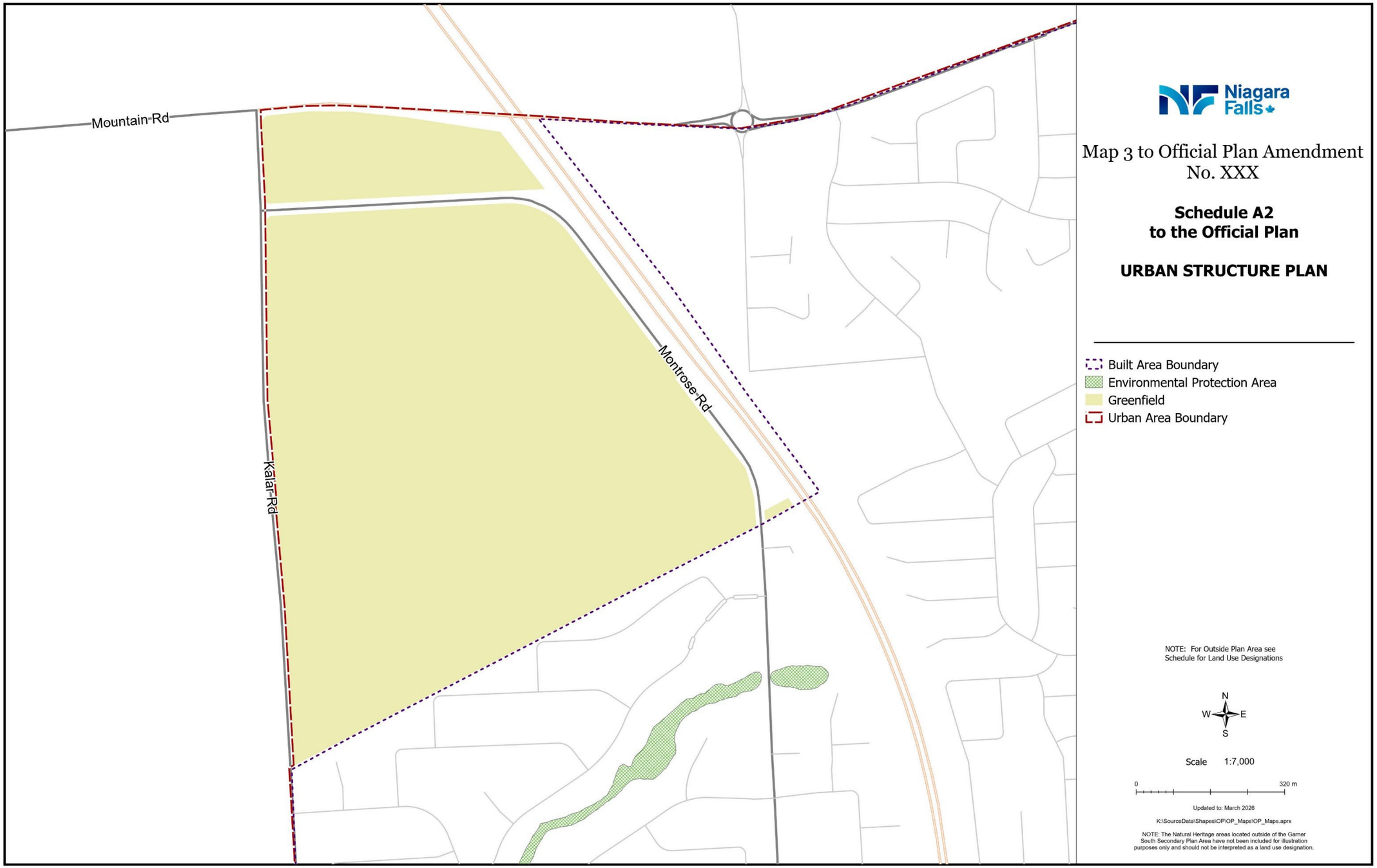
7. Schedules

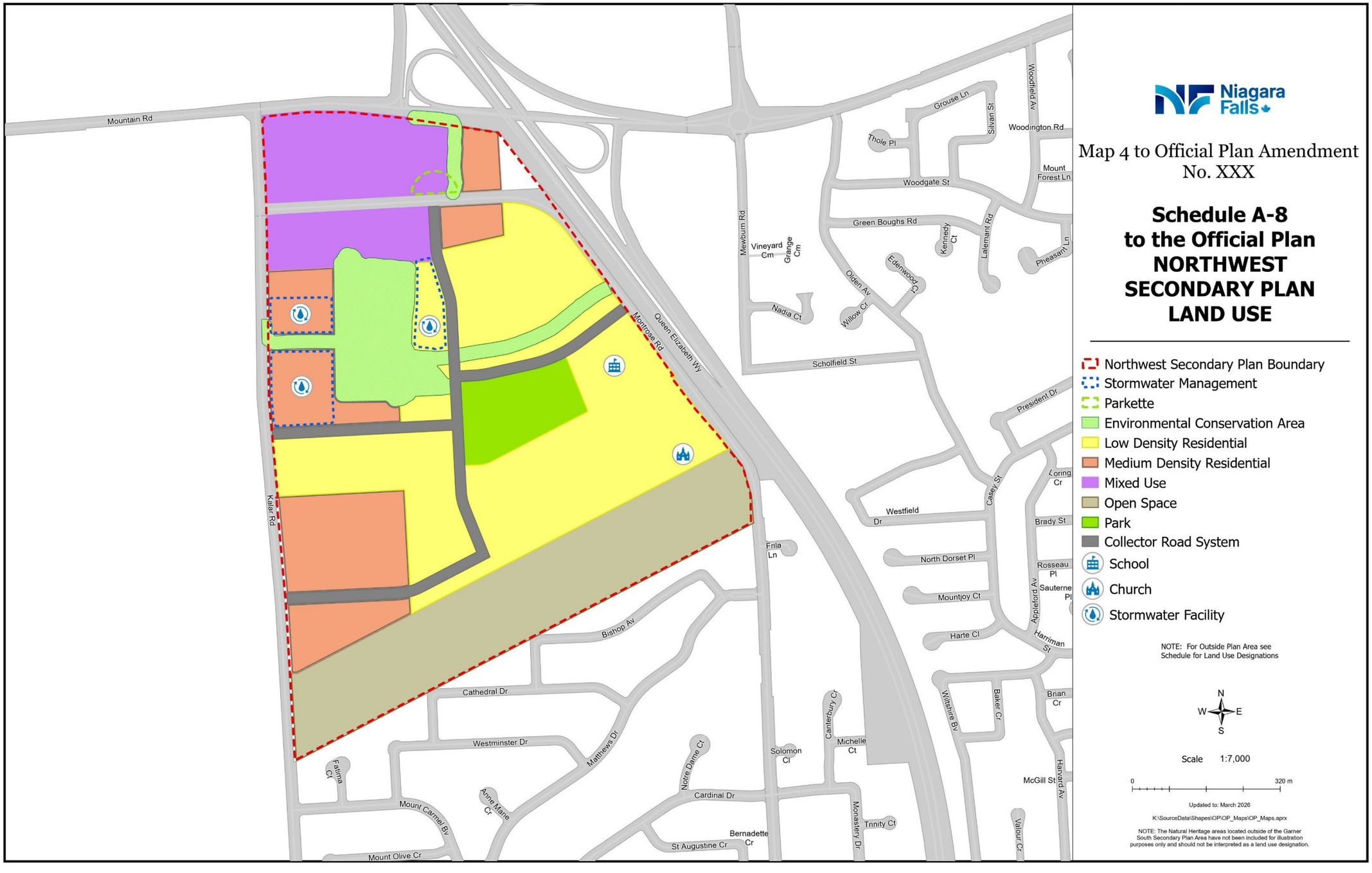
A-8 Land Use Plan
A-8 (A) Natural Environment and Features
A-8 (B) Transportation and Active Transportation

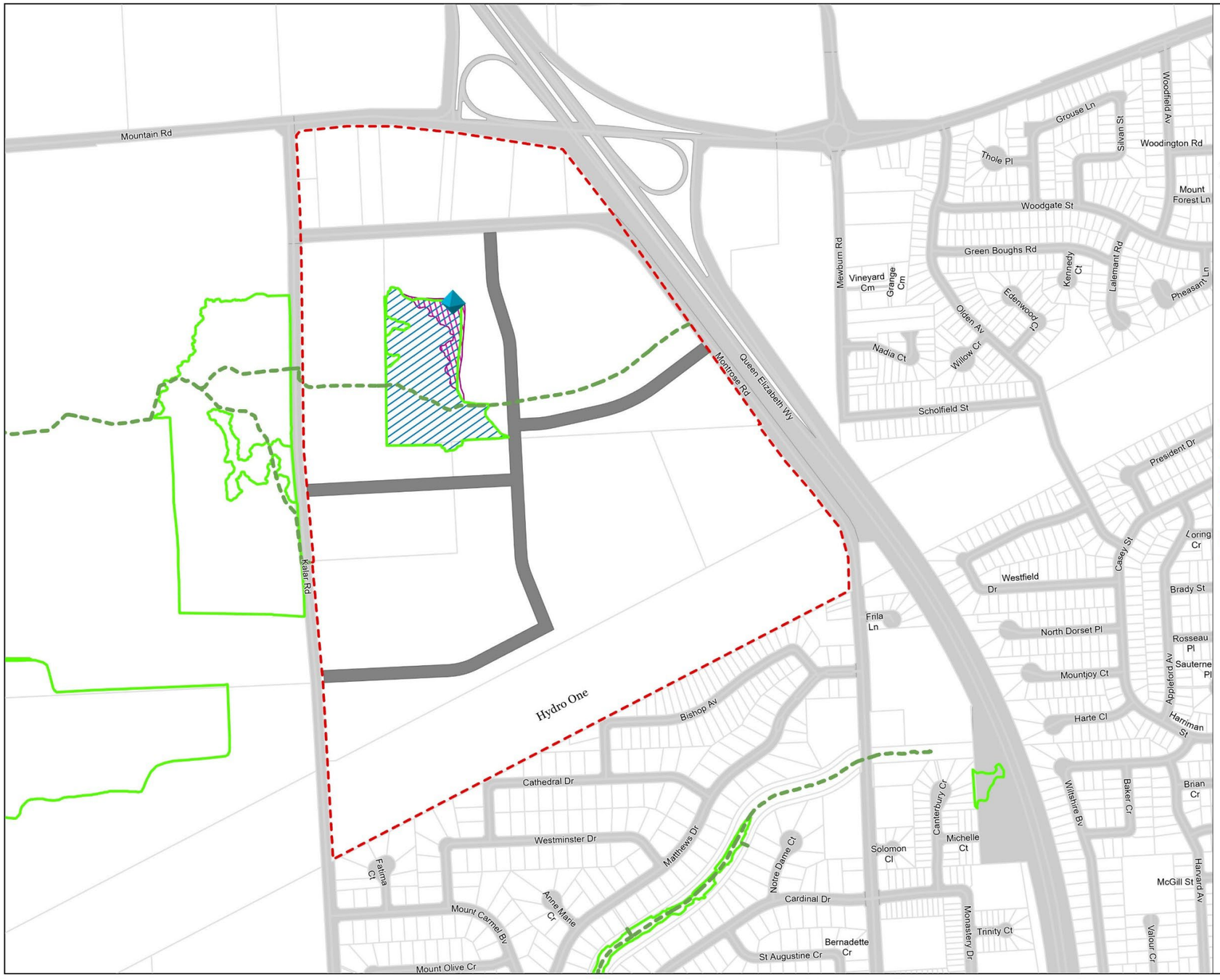
DRAFT


Mountain Rd
Mountain Rd
Woodfield Av
Montrose Rd
Queen Elizabeth Wy
Mewburn Rd
Woodgate St
Kalar Rd
Olden Av
Scholfield St
Northwest
Secondary Plan
see Schedule A-8
Westfield Dr
Casey St
Appleford Av
Bishop Av
Montrose Rd
Cathedral Dr
Wiltshire Bv
Westminster Dr
Queen Elizabeth Wy
Matthews Dr
Cardinal Dr
Mount Carmel Bv
Harvard Av
Niagara Falls
Map 1 to Official Plan Amendment
No. XXX
Schedule A
to the Official Plan
LAND USE
Urban Area Boundary
Secondary Plan Area
Transmission Line
Land Use
Environmental Conservation Area
Environmental Protection Area
Good General Agriculture
Minor Commercial
Niagara Escarpment Plan Area
Residential
Tourist Commercial
NOTE: For Outside Plan Area see
Schedule for Land Use Designations
N
W
E
S
Scale 1:7,000
0
320 m
Updated to: March 2026
K:\SourceData\Shapes\OP\OP_Maps\OP_Maps.aprx
NOTE: The Natural Heritage areas located outside of the Garner
South Secondary Plan Area have not been included for illustration
purposes only and should not be interpreted as a land use designation.


Subject to
NEC Plan Policies
Mountain Rd
Kalar Rd
Montrose Rd
Mewburn Rd
Queen Elizabeth Wy
Niagara Falls
Map 2 to Official Plan Amendment
No. XXX
Schedule A1
to the Official Plan
NATURAL HERITAGE FEATURES
AND ADJACENT LANDS
Subject to NEC Plan Policies
Environmental Conservation Area
Permanent Intermittent Watercourse
NOTE: For Outside Plan Area see
Schedule for Land Use Designations
N
W
E
S
Scale 1:7,000
0
320 m
Updated to: March 2026
K:\SourceData\Shapes\OP\OP_Maps\OP_Maps.aprx
NOTE: The Natural Heritage areas located outside of the Garner
South Secondary Plan Area have not been included for illustration
purposes only and should not be interpreted as a land use designation.


Mountain Rd
Montrose Rd
Kalar Rd
Niagara Falls
Map 3 to Official Plan Amendment No. XXX
Schedule A2 to the Official Plan
URBAN STRUCTURE PLAN
Built Area Boundary
Environmental Protection Area
Greenfield
Urban Area Boundary
NOTE: For Outside Plan Area see Schedule for Land Use Designations
N
W
E
S
Scale 1:7,000
0
320 m
Updated to: March 2026
K:\SourceData\Shapes\OP\OP_Maps\OP_Maps.aprx
NOTE: The Natural Heritage areas located outside of the Garner South Secondary Plan Area have not been included for illustration purposes only and should not be interpreted as a land use designation.


Mountain Rd
Grouse Ln
Woodfield Av
Thole Pl
Silvan St
Woodington Rd
Mount Forest Ln
Woodgate St
Green Boughs Rd
Mewburn Rd
Vineyard Cm
Grange Cm
Kennedy Ct
Lalemant Rd
Pheasant Ln
Edenwood Ct
Olden Av
Willow Cr
Nadia Ct
Scholfield St
President Dr
Queen Elizabeth Wy
Montrose Rd
Kalar Rd
Frila Ln
Westfield Dr
Casey St
Loring Cr
Brady St
North Dorset Pl
Rosseau Pl
Sauterne Pl
Mountjoy Ct
Appleford Av
Harte Cl
Harriman St
Bishop Av
Cathedral Dr
Westminster Dr
Matthews Dr
Fatima Ct
Anne Marie Cr
Mount Carmel Bv
Mount Olive Cr
Notre Dame Ct
Solomon Cl
Canterbury Ct
Michelle Ct
Cardinal Dr
St Augustine Cr
Bernadette Cr
Monastery Dr
Trinity Ct
Wiltshire Bv
Baker Cr
Brian Cr
McGill St
Harvard Av
Valour Cr
Niagara Falls
Map 4 to Official Plan Amendment No. XXX
Schedule A-8 to the Official Plan NORTHWEST SECONDARY PLAN LAND USE
Northwest Secondary Plan Boundary
Stormwater Management
Parkette
Environmental Conservation Area
Low Density Residential
Medium Density Residential
Mixed Use
Open Space
Park
Collector Road System
School
Church
Stormwater Facility
NOTE: For Outside Plan Area see Schedule for Land Use Designations
N
W
E
S
Scale 1:7,000
0
320 m
Updated to: March 2026
K:\SourceData\Shapes\OP\OP_Maps\OP_Maps.aprx
NOTE: The Natural Heritage areas located outside of the Garner South Secondary Plan Area have not been included for illustration purposes only and should not be interpreted as a land use designation.



Niagara Falls

Map 5 to Official Plan Amendment No. XXX

Schedule A-8 (A) to the Official Plan NORTHWEST SECONDARY PLAN - NATURAL ENVIRONMENT AND FEATURES

- Species of Concern- Eastern Wood Peewee
- Silver Maple Mineral Deciduous Swamp
- Fresh Oak- Hickory Deciduous Forest
- Northwest Secondary Plan Boundary
- Collector Road System
- Other Wetlands-Non PSW
- Permanent Intermitent Watercourse

NOTE: For Outside Plan Area see Schedule for Land Use Designations

N W E S

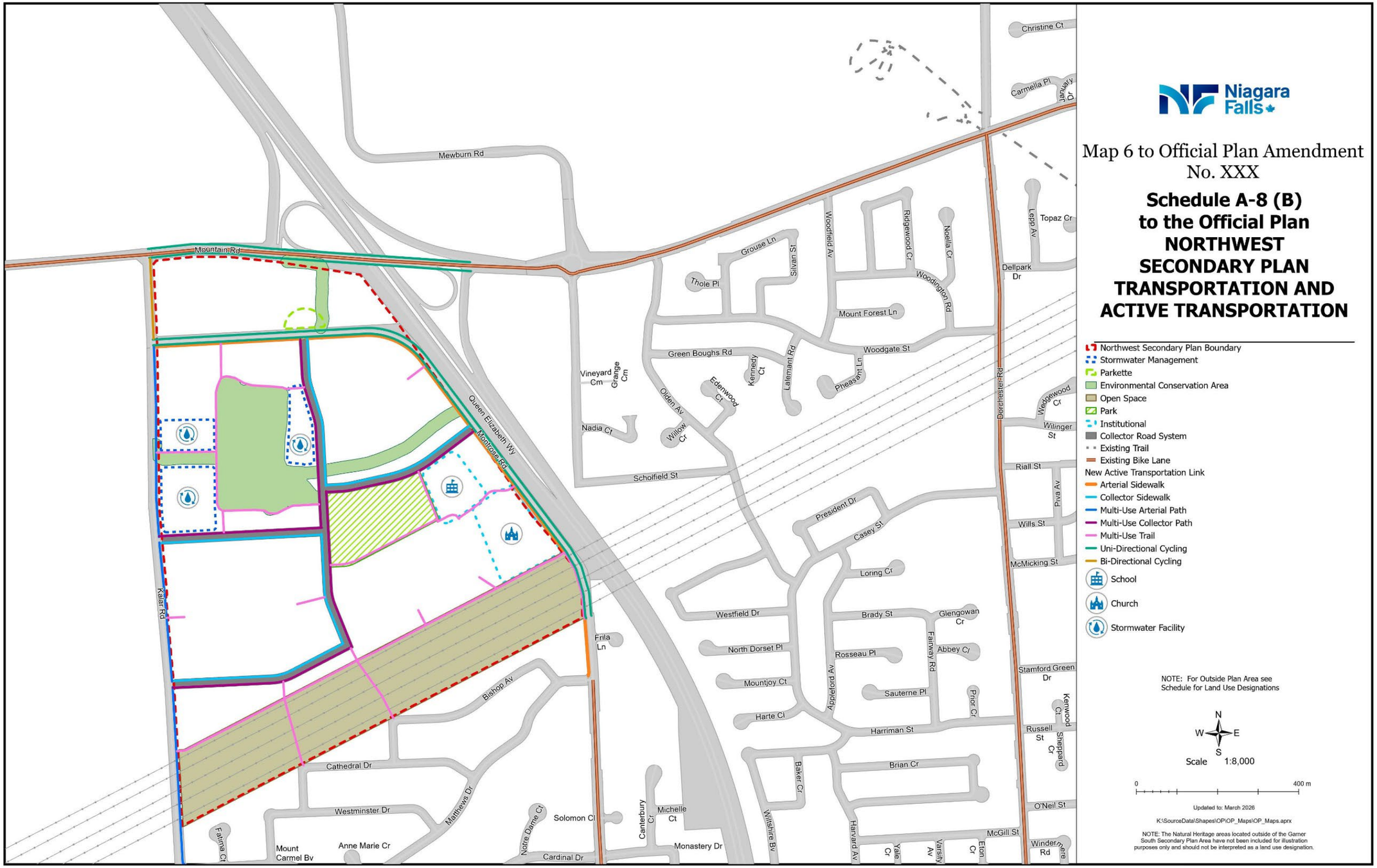
Scale 1:7,000

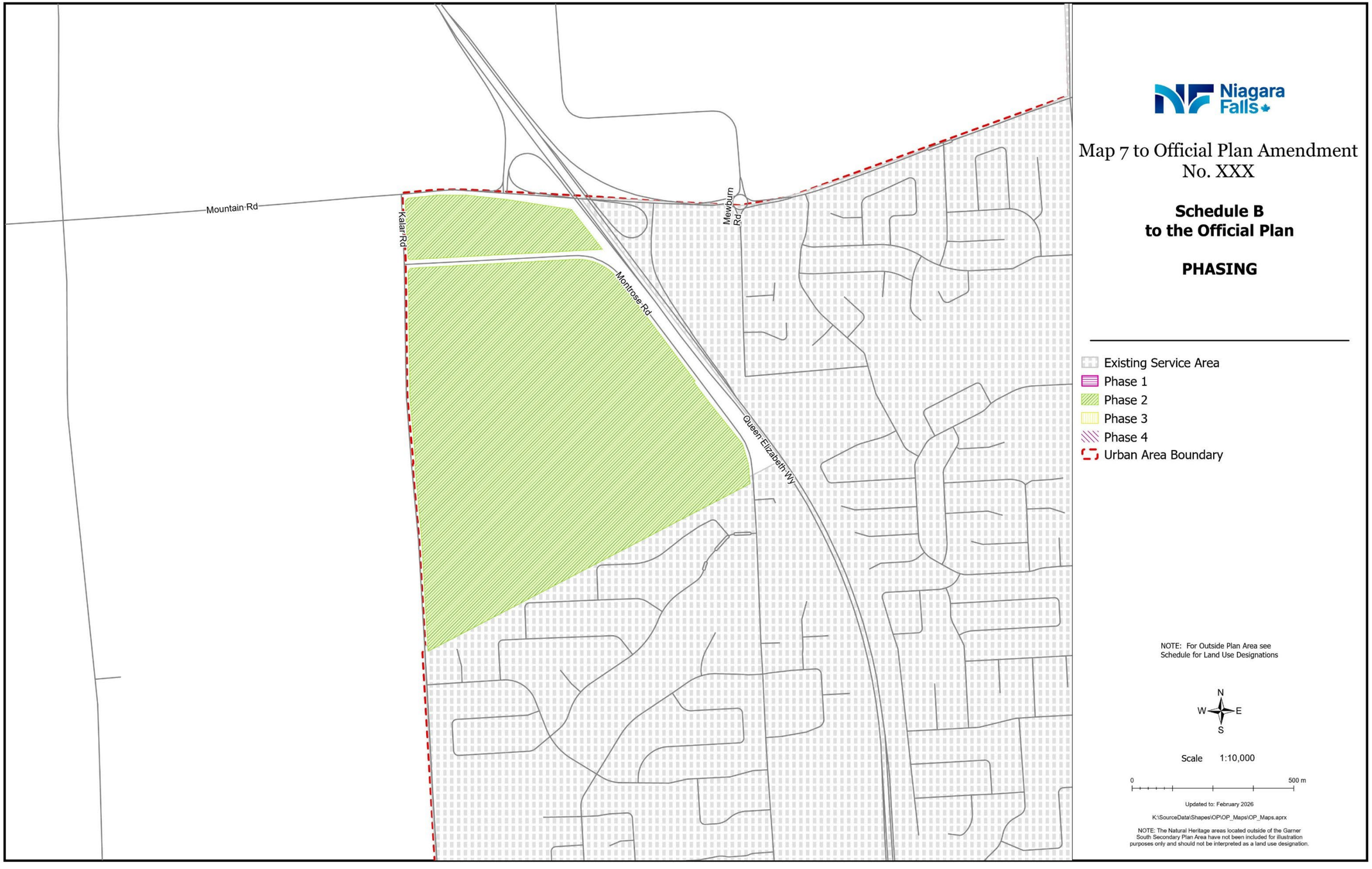
0 320 m

Updated to: March 2026

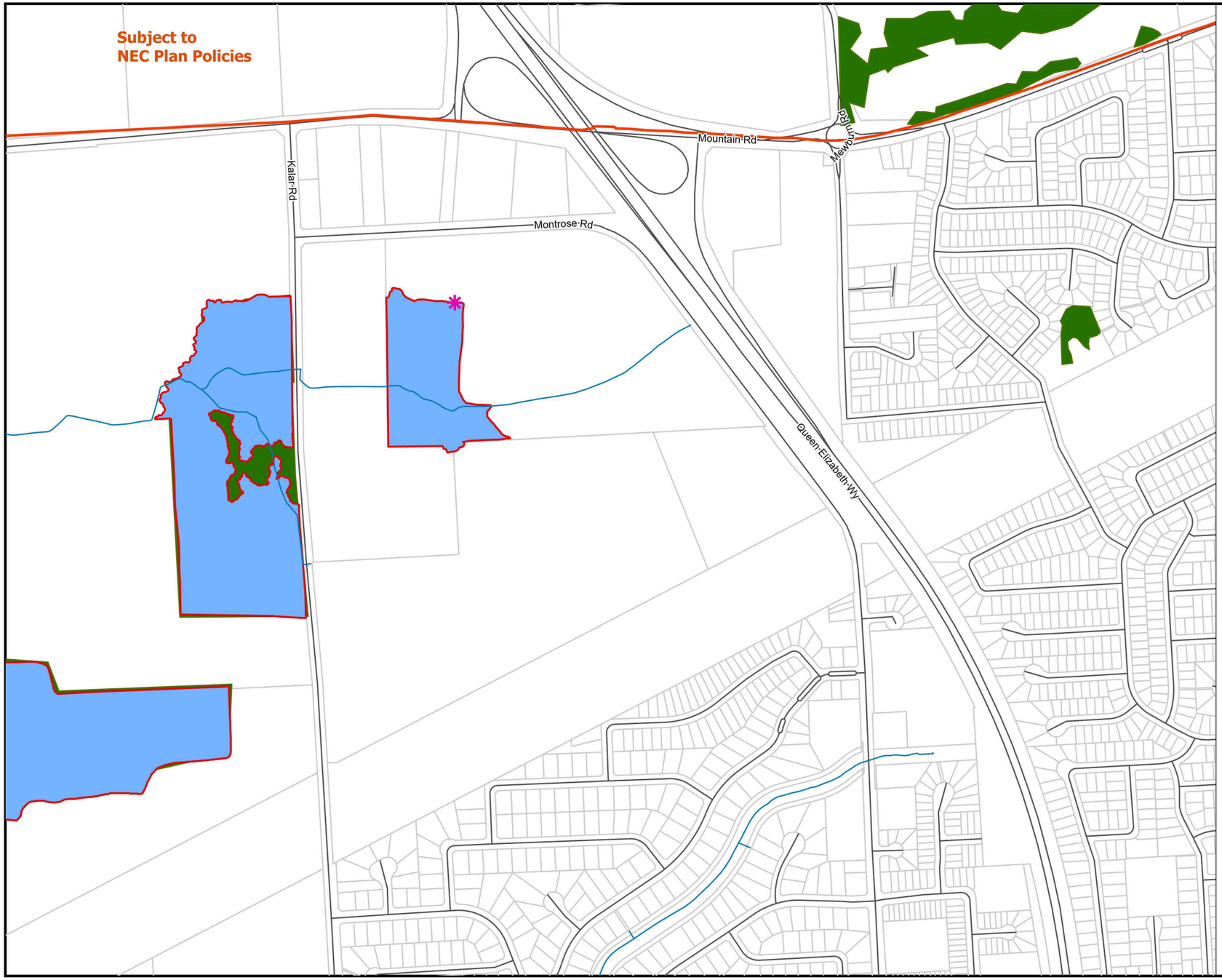
K:\SourceData\Shapes\OP\OP_Maps\OP_Maps.aprx

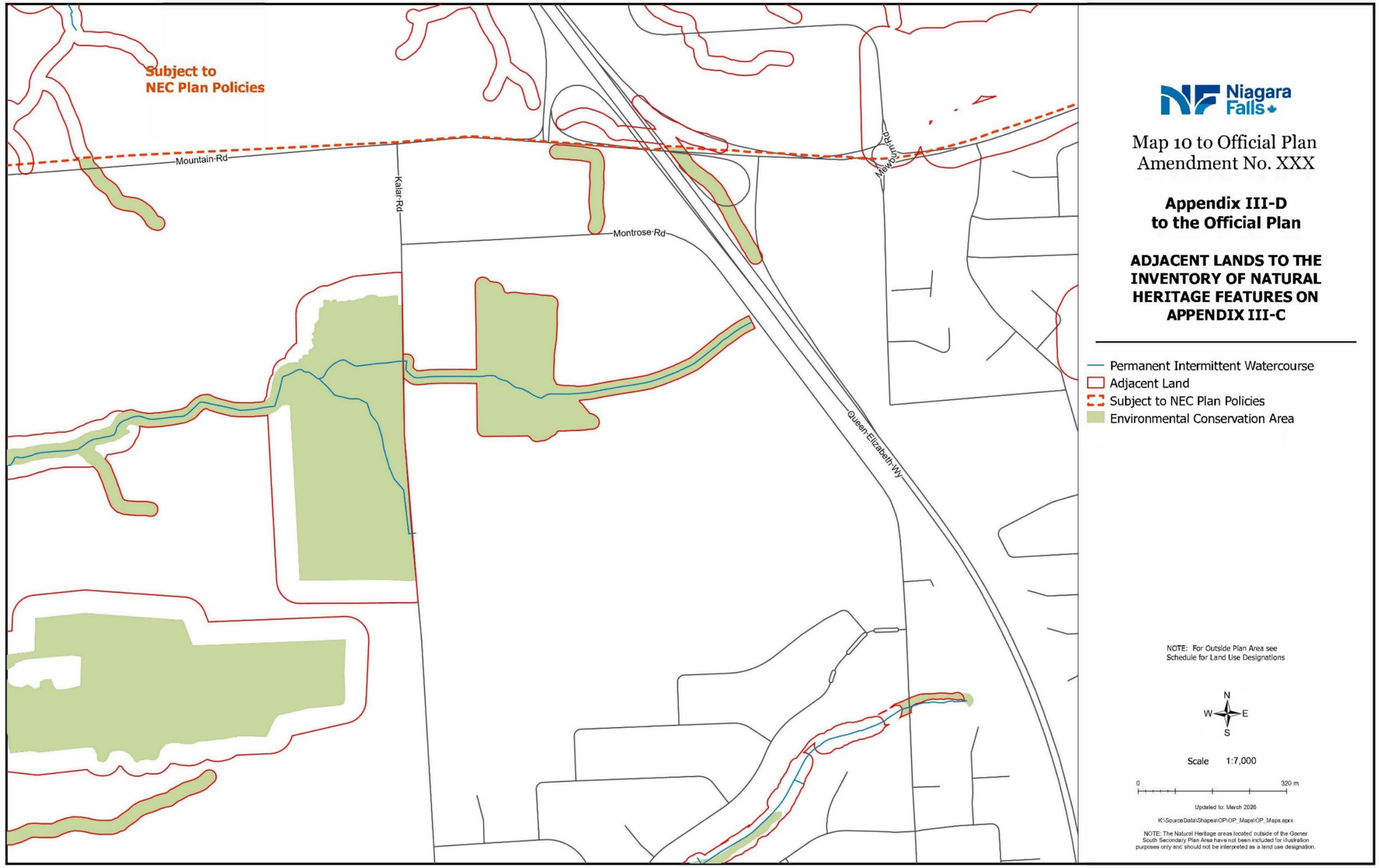
NOTE: The Natural Heritage areas located outside of the Garner South Secondary Plan Area have not been included for illustration purposes only and should not be interpreted as a land use designation.


Mewburn Rd
Mountain Rd
Queen Elizabeth Wy
Montrose Rd
Kalar Rd
Christine Ct
Carmella Pl
January Dr
Topaz Cr
Lepp Av
Dellpark Dr
Grouse Ln
Thole Pl
Silvan St
Woodfield Av
Ridgewood Cr
Noella Cr
Woodington Rd
Mount Forest Ln
Woodgate St
Green Boughs Rd
Vineyard Cm
Grange Cm
Olden Av
Edenwood Ct
Kennedy Ct
Lalemant Rd
Pheasant Ln
Nadia Cr
Willow Cr
Scholfield St
Dorchester Rd
Wedgewood Ct
Wilinger St
Riall St
Piva Av
Wills St
McMicking St
President Dr
Casey St
Loring Cr
Westfield Dr
Brady St
Glengowan Cr
Fairway Rd
Abbey Cl
North Dorset Pl
Rosseau Pl
Appleford Av
Mountjoy Ct
Sauterne Pl
Prior Cr
Harte Cl
Harriman St
Stamford Green Dr
Kenwood Ct
Sheppard Cr
Russell St
Brian Cr
Baker Cr
Wiltshire Bv
Harvard Av
Yale Cr
Varsity Av
Eton Cr
McGill St
O'Neil St
Winder Mere Rd
Frila Ln
Bishop Av
Cathedral Dr
Westminster Dr
Matthews Dr
Fatima Ct
Mount Carmel Bv
Anne Marie Cr
Notre Dame Ct
Solomon Ct
Canterbury Cr
Michelle Ct
Monastery Dr
Cardinal Dr
Niagara Falls
Map 6 to Official Plan Amendment No. XXX
Schedule A-8 (B) to the Official Plan NORTHWEST SECONDARY PLAN TRANSPORTATION AND ACTIVE TRANSPORTATION
Northwest Secondary Plan Boundary
Stormwater Management
Parkette
Environmental Conservation Area
Open Space
Park
Institutional
Collector Road System
Existing Trail
Existing Bike Lane
New Active Transportation Link
Arterial Sidewalk
Collector Sidewalk
Multi-Use Arterial Path
Multi-Use Collector Path
Multi-Use Trail
Uni-Directional Cycling
Bi-Directional Cycling
School
Church
Stormwater Facility
NOTE: For Outside Plan Area see Schedule for Land Use Designations
N
W
E
S
Scale 1:8,000
0
400 m
Updated to: March 2026
K:\SourceData\Shapes\OP\OP_Maps\OP_Maps.aprx
NOTE: The Natural Heritage areas located outside of the Garner South Secondary Plan Area have not been included for illustration purposes only and should not be interpreted as a land use designation.


Mountain Rd
Kalar Rd
Montrose Rd
Mewburn Rd
Queen Elizabeth Wy
Niagara Falls
Map 7 to Official Plan Amendment No. XXX
Schedule B to the Official Plan
PHASING
Existing Service Area
Phase 1
Phase 2
Phase 3
Phase 4
Urban Area Boundary
NOTE: For Outside Plan Area see Schedule for Land Use Designations
N
W
E
S
Scale 1:10,000
0
500 m
Updated to: February 2026
K:\SourceData\Shapes\OP\OP_Maps\OP_Maps.aprx
NOTE: The Natural Heritage areas located outside of the Garner South Secondary Plan Area have not been included for illustration purposes only and should not be interpreted as a land use designation.


Mountain Rd
Kalar Rd
Mewburn Rd
Montrose Rd
Queen Elizabeth Wy
STAMFORD
BEAVERDAMS
NORTHWEST
Niagara Falls
Map 8 to Official Plan
Amendment No. XXX
Schedule D
to the Official Plan
COMMUNITY PLANNING
DISTRICTS
Community Boundary
NOTE: For Outside Plan Area see
Schedule for Land Use Designations
N
W
E
S
Scale 1:10,000
0
500 m
Updated to: February 2026
K:\SourceData\Shapes\OP\OP_Maps\OP_Maps.aprx
NOTE: The Natural Heritage areas located outside of the Garner
South Secondary Plan Area have not been included for illustration
purposes only and should not be interpreted as a land use designation.


Subject to
NEC Plan Policies
Mountain Rd
Kalar Rd
Montrose Rd
Queen Elizabeth Wy
Niagara Falls
Map 9 to Official Plan Amendment
No. XXX
Appendix III-C
to the Official Plan
INVENTORY OF NATURAL
HERITAGE FEATURES
Significant Wildlife Habitat
Subject to NEC Plan Policies
Locally Significant Wetland
Significant Woodland
Permanent Intermittent Watercourse
NOTE: For Outside Plan Area see
Schedule for Land Use Designations
N
W
E
S
Scale 1:7,000
0
320 m
Updated to: March 2026
K:\SourceData\Shapes\OP\OP_Maps\OP_Maps.aprx
NOTE: The Natural Heritage areas located outside of the Garner
South Secondary Plan Area have not been included for illustration
purposes only and should not be interpreted as a land use designation.


Subject to
NEC Plan Policies
Mountain Rd
Kalar Rd
Montrose Rd
Queen Elizabeth Wy
Niagara Falls
Map 10 to Official Plan
Amendment No. XXX
Appendix III-D
to the Official Plan
ADJACENT LANDS TO THE INVENTORY OF NATURAL HERITAGE FEATURES ON APPENDIX III-C
Permanent Intermittent Watercourse
Adjacent Land
Subject to NEC Plan Policies
Environmental Conservation Area
NOTE: For Outside Plan Area see Schedule for Land Use Designations
N
W
E
S
Scale 1:7,000
0
320 m
Updated to: March 2026
K:\SourceData\Shapes\OP\OP_Maps\OP_Maps.aprx
NOTE: The Natural Heritage areas located outside of the Garner South Secondary Plan Area have not been included for illustration purposes only and should not be interpreted as a land use designation.