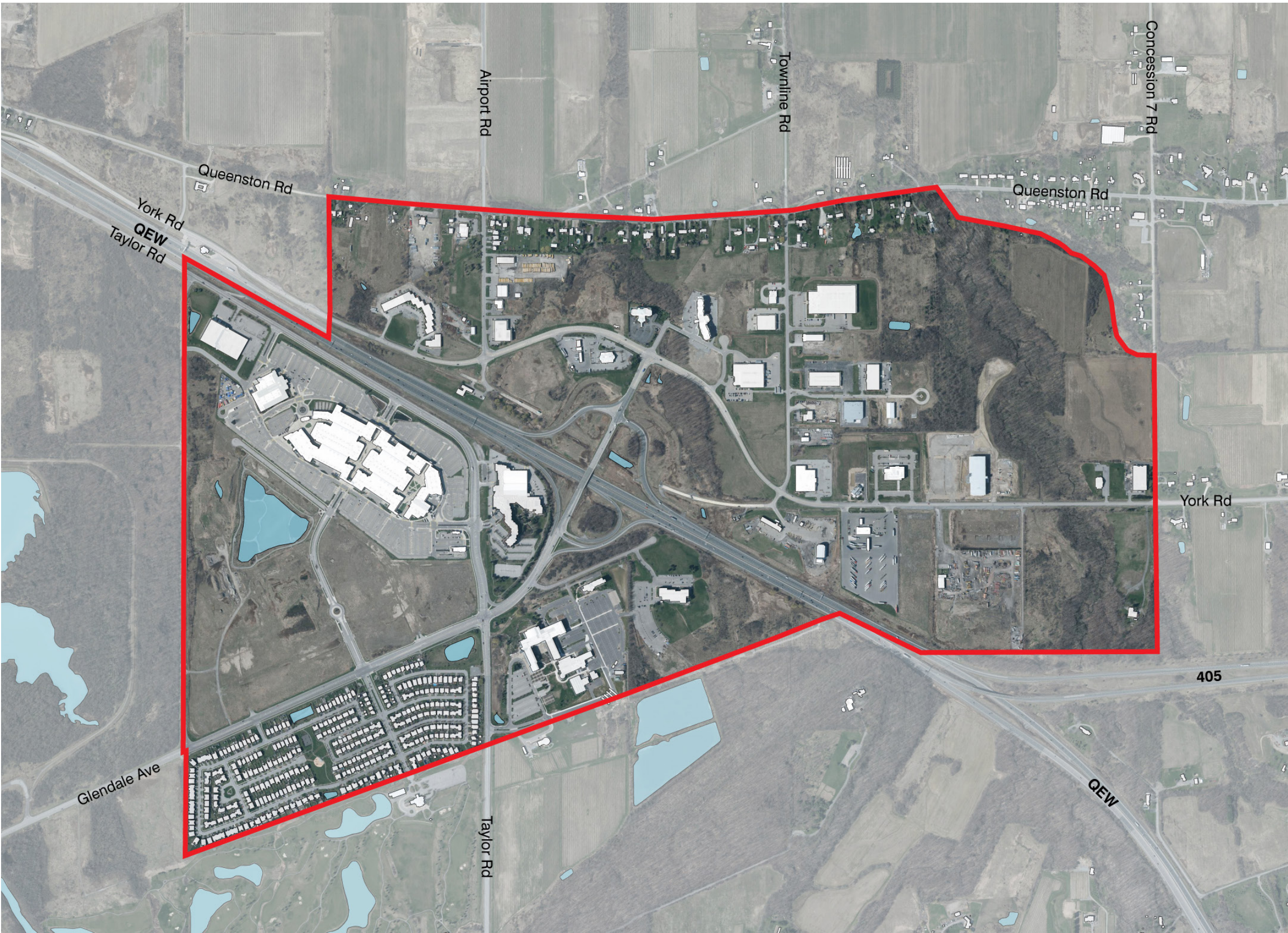


# Glendale Secondary Plan Update

Public Information Centre  
Niagara-on-the-Lake Town Hall



August 14, 2024

 The Planning Partnership

urbanMetrics  
GM Blue Plan  
LEA  
HDR  
NCSI  
Matrix

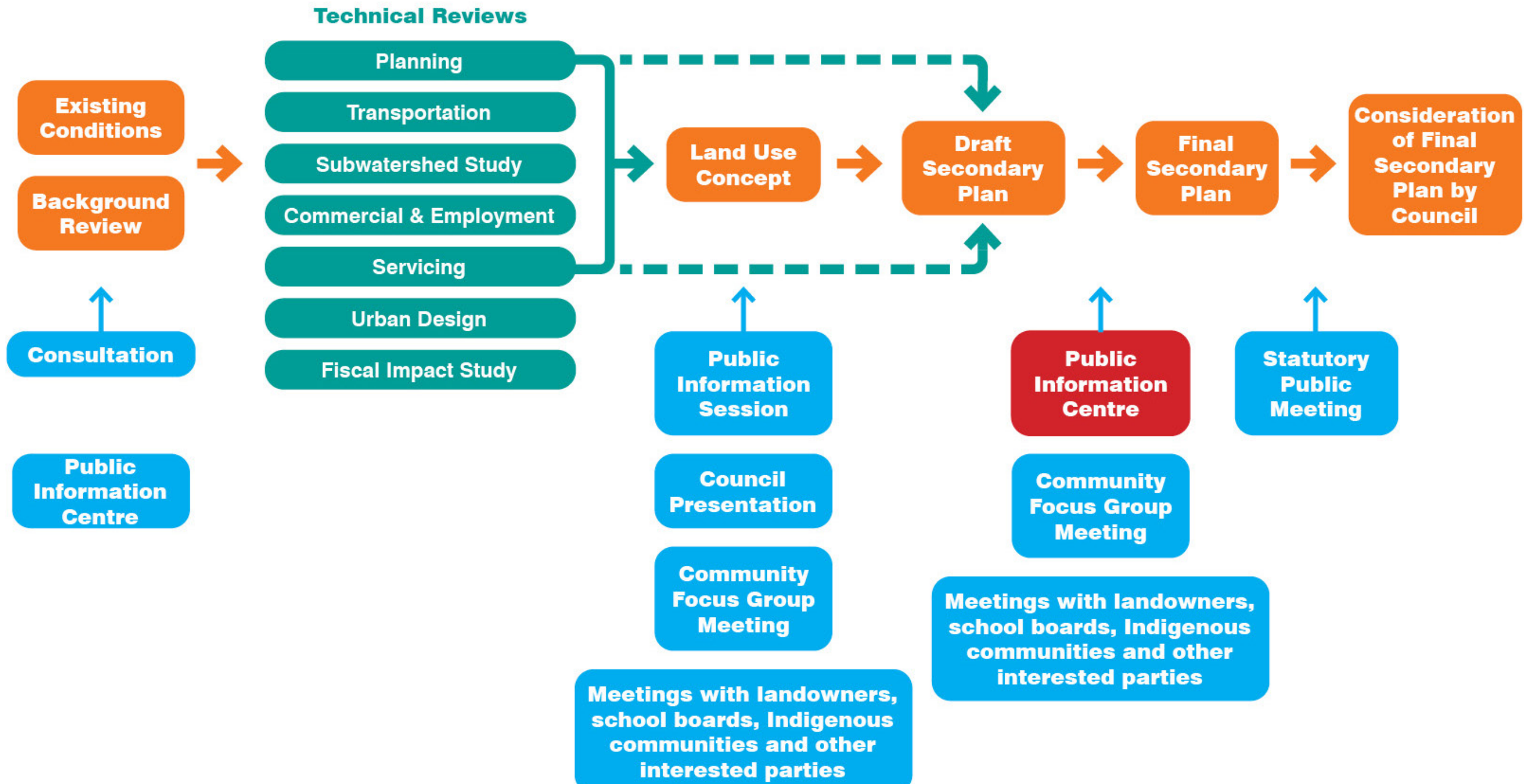


# Secondary Plan Update Process

## Phase 1 Understanding the Existing & Planned Context

## Phase 2 Confirming the Land Use Concept

## Phase 3 Secondary Plan



# Secondary Plan

# Draft Secondary Plan Content



## Vision and Principles

Overarching goals for secondary plan



## Growth Management

Population and Employment Growth;  
Phasing



## General Policies for Building a Successful Community

Housing Affordability;  
Economic Development;  
Urban Design;  
Environmental Sustainability



## Land Use and Built Form Policies

Includes:  
permitted and prohibited land uses in all designations, building heights, sensitive uses



## Land Use Designations and Symbols

Includes:  
permitted uses and general development policies for each land use designation



## Transportation, Service Infrastructure and Utilities

Future improvements and considerations for future development

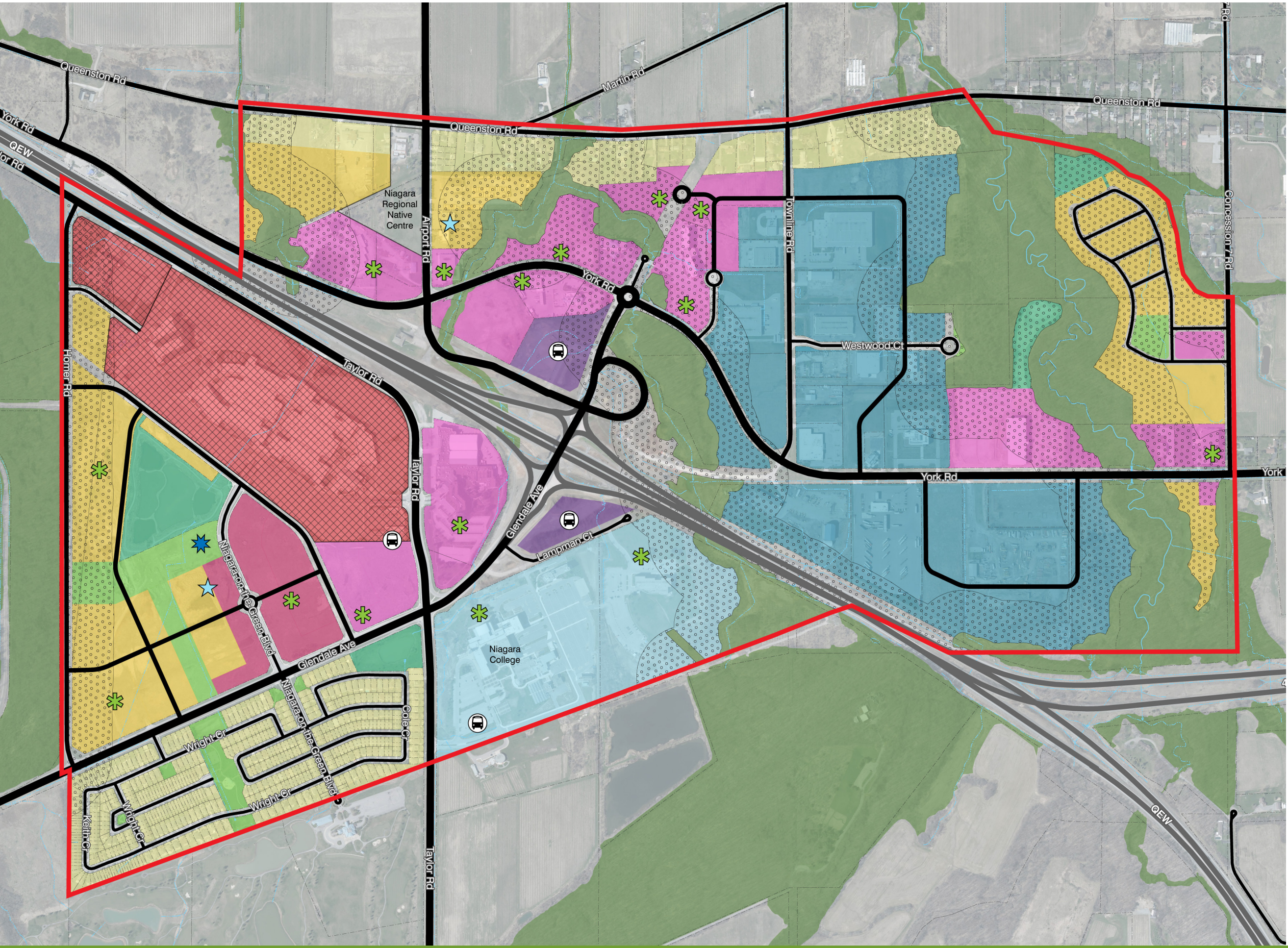


## Implementation and Interpretation

Definitions and requirements for all development within secondary plan area



# Schedule 1 - Land Use Designations



0 50 100 150 200 250m

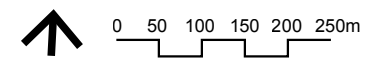
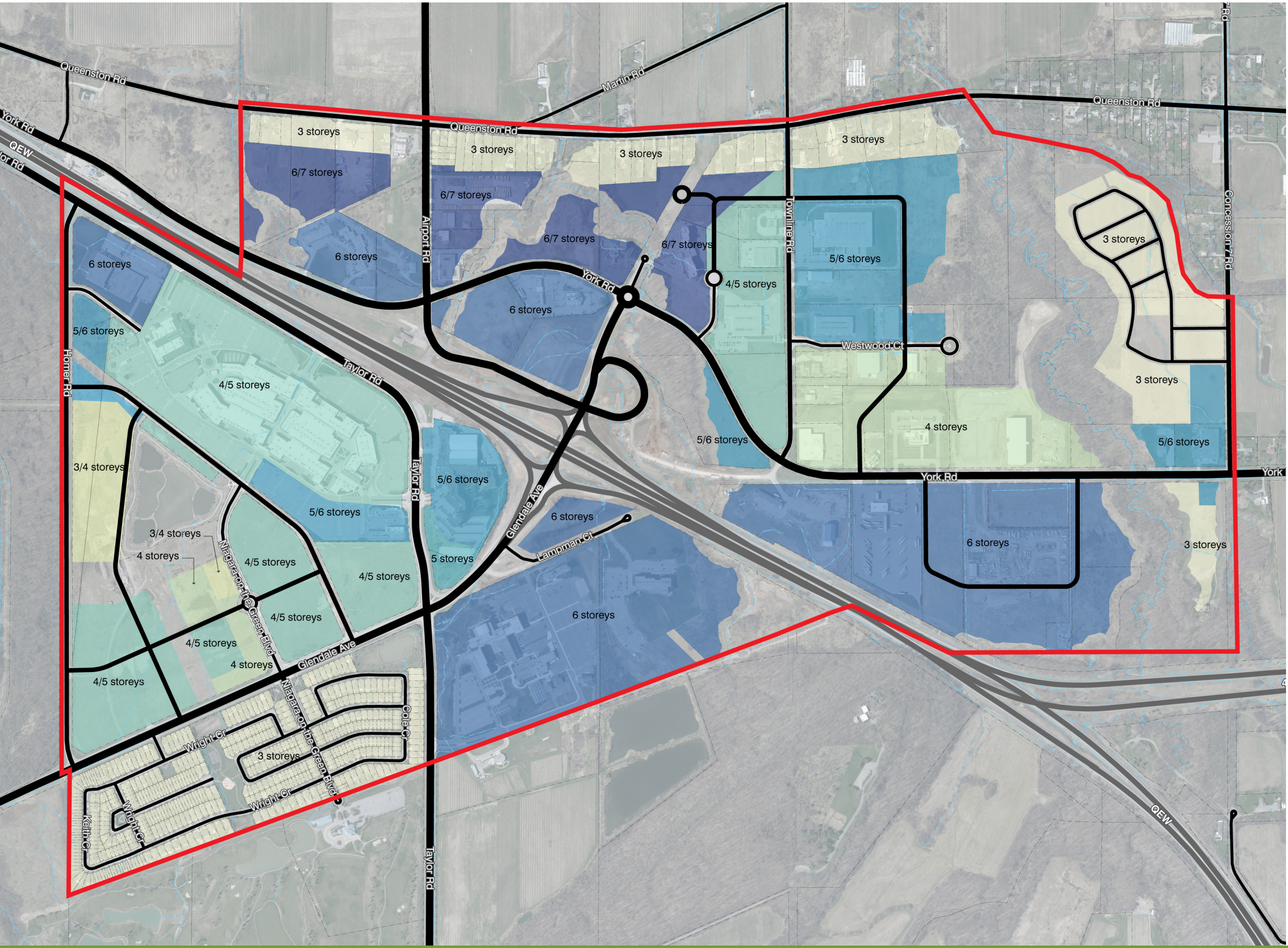
- Existing Residential Designation
- New Residential Designation
- Regional Commercial Designation
- Regional Commercial Mixed-Use Overlay
- Mixed-Use I Designation
- Mixed-Use II Designation
- Industrial/Business Park Designation
- Institutional Campus Designation
- Public Parkland Designation
- Transportation Facilities Designation
- Environmental Protection Designation
- Adjacent Lands Overlay
- Stormwater Management Facility

**SYMBOLS**

- ⊞ Potential Regional Transit Hub
- ★ Potential School Location
- ★ Potential Community Centre Location
- ✱ Potential Urban Park Location
- Glendale Secondary Plan Area



# Schedule 2 - Building Height



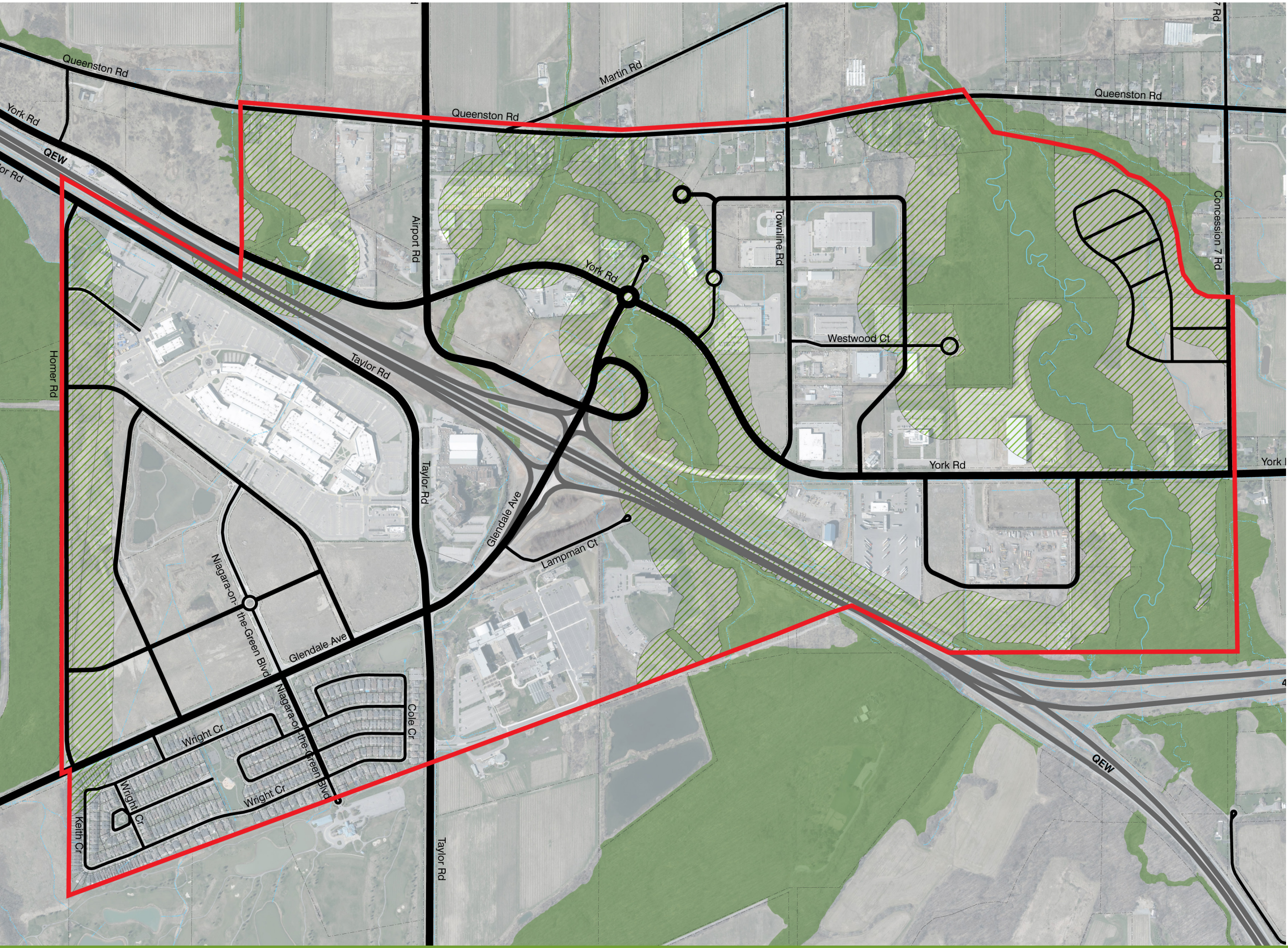
- 3 Storeys (10 m)
- 3-4 Storeys (12.25 m)
- 4 Storeys (13.25 m)
- 4-5 Storeys (14.25 m)
- 5 Storeys (16.25 m)
- 5-6 Storeys (19.25 m)
- 6 Storeys (20.25 m)
- 6-7 Storeys (20.25 m)

Glendale Secondary Plan Area

**Note:** building heights are regulated by Transport Canada's Canadian Aviation Regulations for the Niagara District Airport



# Schedule 3 - Environmental Protection

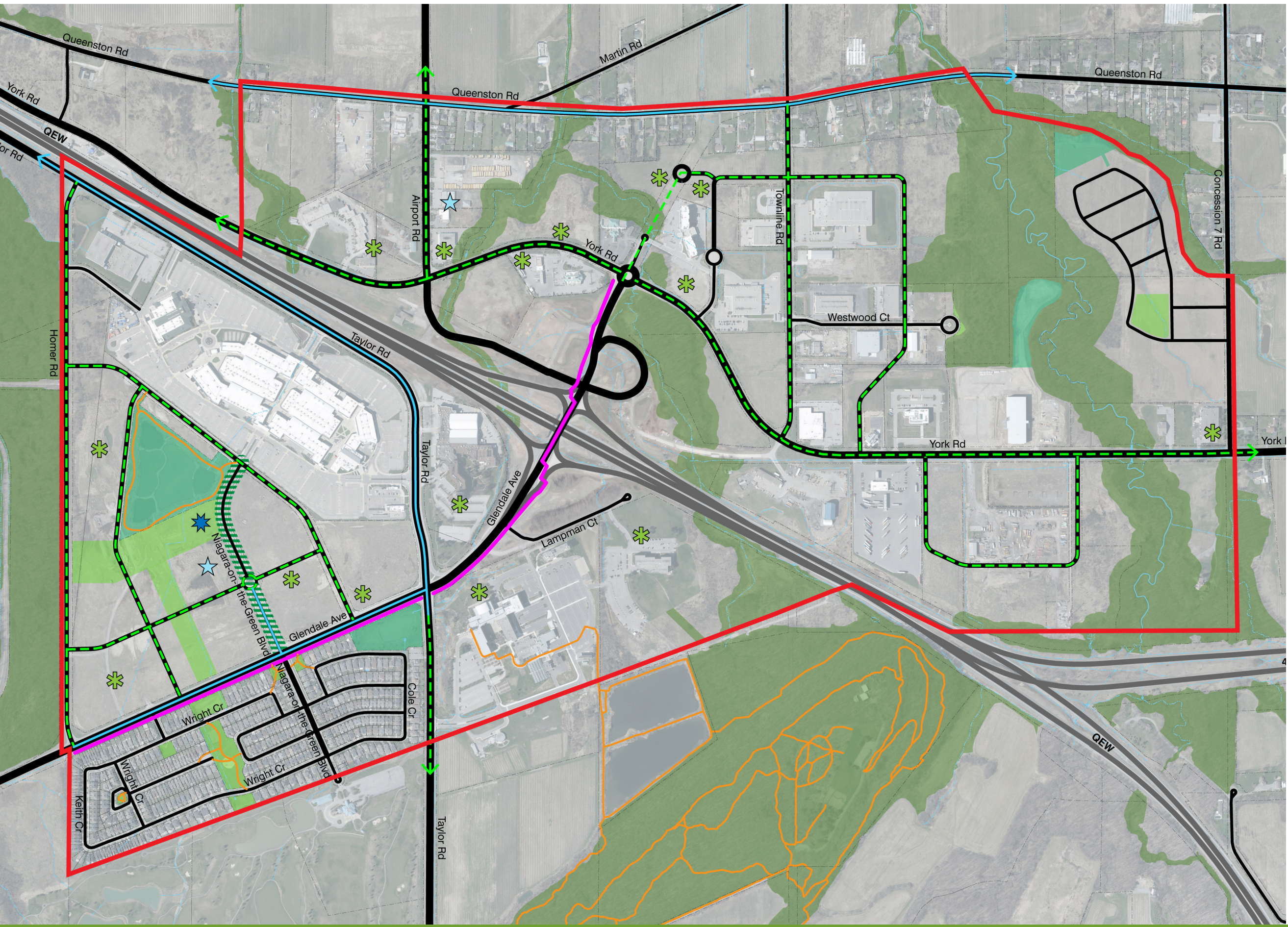


↑ 0 50 100 150 200 250m

- Environmental Protection Designation
- Adjacent Lands Overlay
- Glendale Secondary Plan Area



# Schedule 4 - Pedestrian Realm and Active Transportation Network



0 50 100 150 200 250m

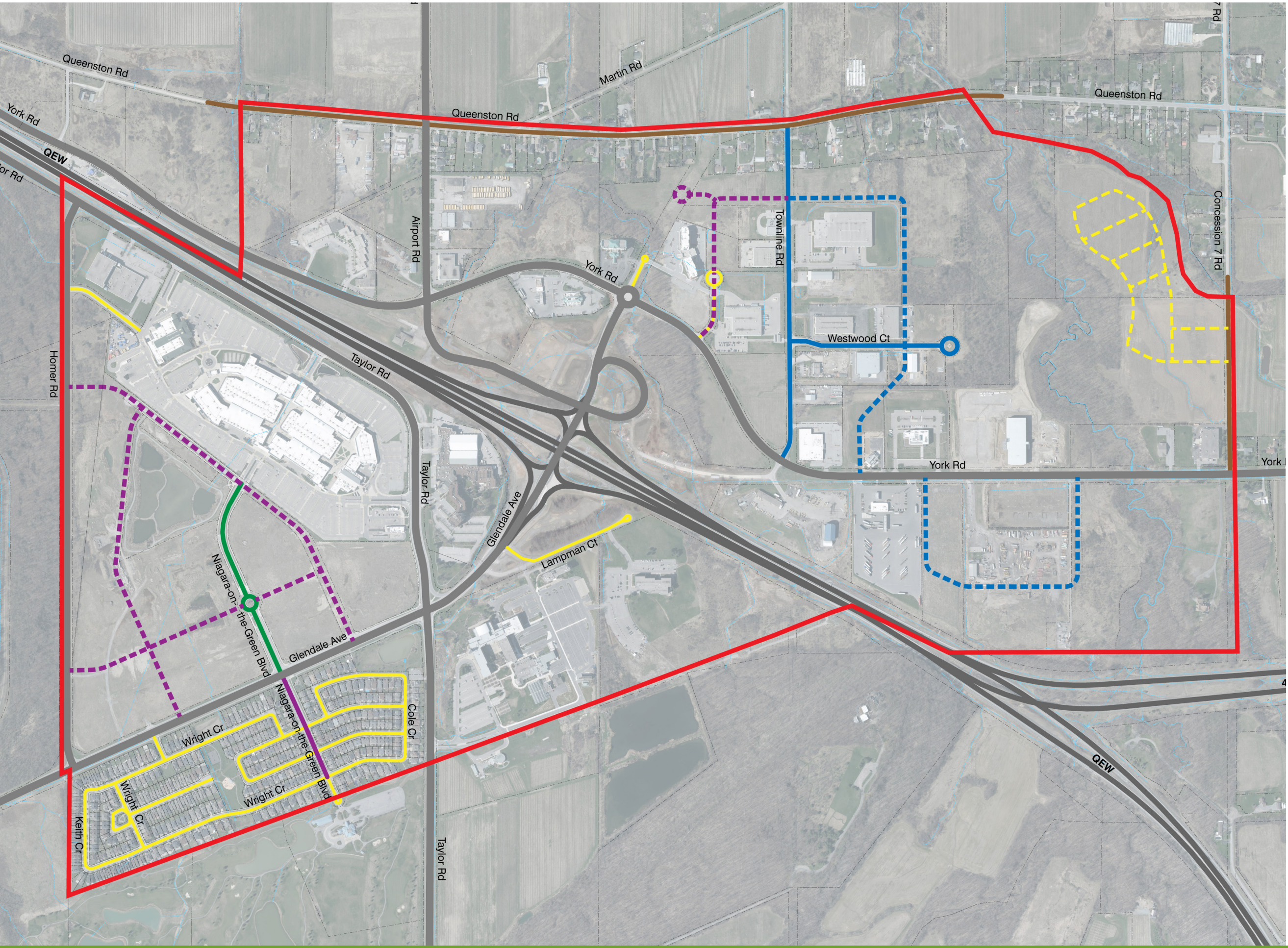
- Environmental Protection Designation
- Public Parkland Designation
- Stormwater Management Facility
- Existing Trails
- Existing Multi-Use Path
- Existing On-Road Bike Facility
- Future Active Transportation Connection

**SYMBOLS**

- Potential School Location
- Potential Community Centre Location
- Potential Urban Park Location
- Enhanced Streetscapes
- Typical Streetscapes
- Glendale Secondary Plan Area



# Schedule 5 - Roads Network



- 0 50 100 150 200 250m
- Provincial Highway (Queen Elizabeth Way)
  - Regional Roads
  - Existing Collector Streets
  - Proposed Collector Streets
  - Existing Character Streets
  - Existing Industrial/Business Park Streets
  - Proposed Industrial/Business Park Streets
  - Existing Main Street
  - Existing Local Road
  - Proposed Local Road
  - Private Streets/Lanes (not identified on this Schedule)
  - Glendale Secondary Plan Area



# Urban Design Guidelines



# Table of Contents

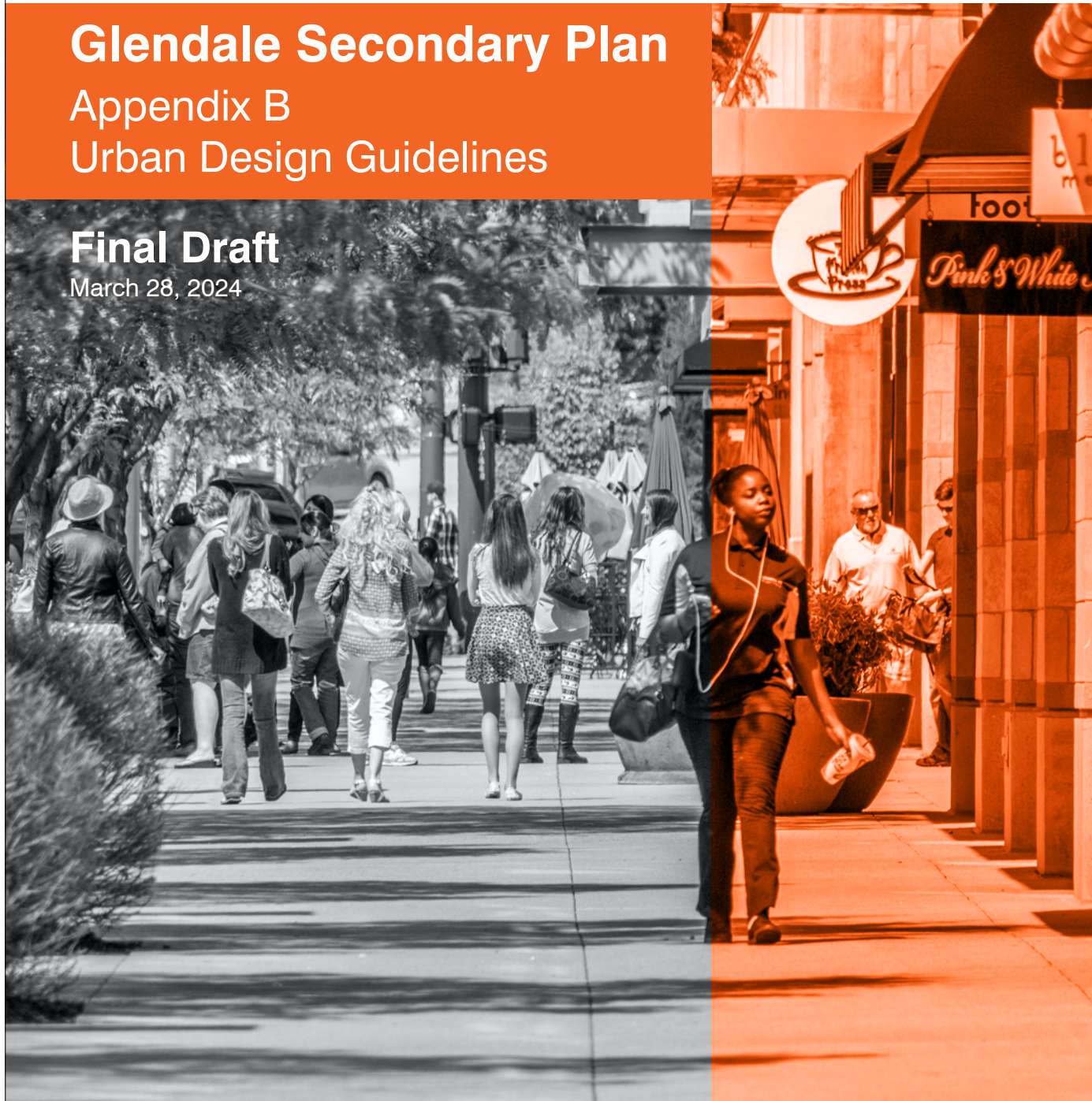


## Glendale Secondary Plan

Appendix B  
Urban Design Guidelines

**Final Draft**

March 28, 2024



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## 2 Public Realm

The design and organization of the public realm will contribute to the place-making of Glendale and to the framework and setting for development.

Guidelines for the public realm will address matters such as the arrangement of streets and blocks, circulation, streetscapes, parks and open spaces, views, natural heritage features, and stormwater management facilities. The successful design of the public realm includes creating diverse, comfortable, welcoming, safe, and accessible spaces.

The guidelines will be considered when municipal initiatives or private development applications impact elements of the public realm.

This chapter includes the following topics:

- Universal Design
- Community Design
- Streetscape Elements
- Streets
- Natural Heritage System, Parks & Open Spaces
- Active transportation
- Stormwater Management Facilities

The Region's *Complete Streets Design Manual (January 2023)* was used as reference for these guidelines.



### Universal Design

Universal Design seeks to ensure that urban environments and spaces open to the public are accessible and usable by people regardless of age or ability.

#### Guidelines

- a) Design of public spaces and elements should incorporate the key principles of Universal Design, including:
  - Equitable use (does not disadvantage, stigmatize or privilege any group of user);
  - Flexibility in use (accommodates a wide range of individual preferences and abilities);
  - Simple and intuitive (easy to understand regardless of user's experience, knowledge, or language skills);
  - Low physical effort (can be used efficiently, comfortably and with minimal fatigue);
  - Perceptible information (communicates all necessary information to all users regardless of ambient conditions or the users' abilities);
  - Tolerance for error (minimizes hazards and adverse consequences of accidental or unintended actions);
  - Size and space for approach and use (provides appropriate size and space for approach and use regardless of body size, posture or functional ability).
- b) Streets, parks and other spaces open to the public must meet the accessibility requirements of the *Accessibility for Ontarians with Disabilities Act (AODA)*, the *Planning Act*, the *Integrated Accessibility Standards Regulation*, any applicable *Zoning By-law(s)* and the *Ontario Building Code (OBC)*.



Ensure public spaces are accessible



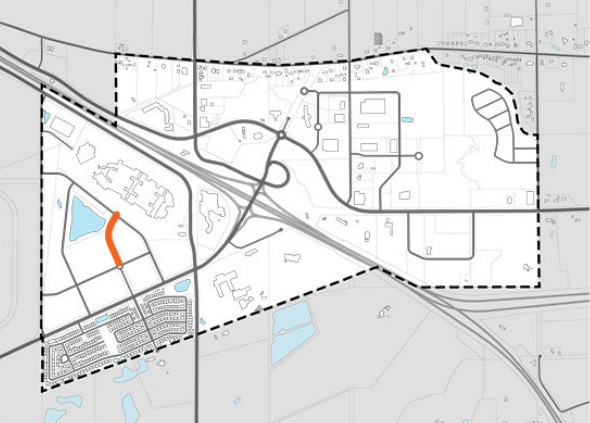
Provide appropriate infrastructure to support accessibility



# Streets - Main Street Sample Page

### Main Street (Shared Street)

Main Streets are designed to support street-related retail development, high levels of pedestrian activity, and accommodate temporary closures for community events, activities and festivals. They should have a special character and be built to a higher design standard than other streets, while utilizing traffic calming techniques to slow vehicular traffic. The sole Main Street in Glendale is Niagara-on-the Green Boulevard, which is identified as an Enhanced Streetscape in the Glendale Secondary Plan.



#### Guidelines

##### General

- a) Niagara-on-the Green Boulevard has a right-of-way width of 26.0 metres.
- b) Locate the main front wall of buildings close to the property line to enclose the street space and promote the visibility of retail to pedestrian and vehicular traffic.

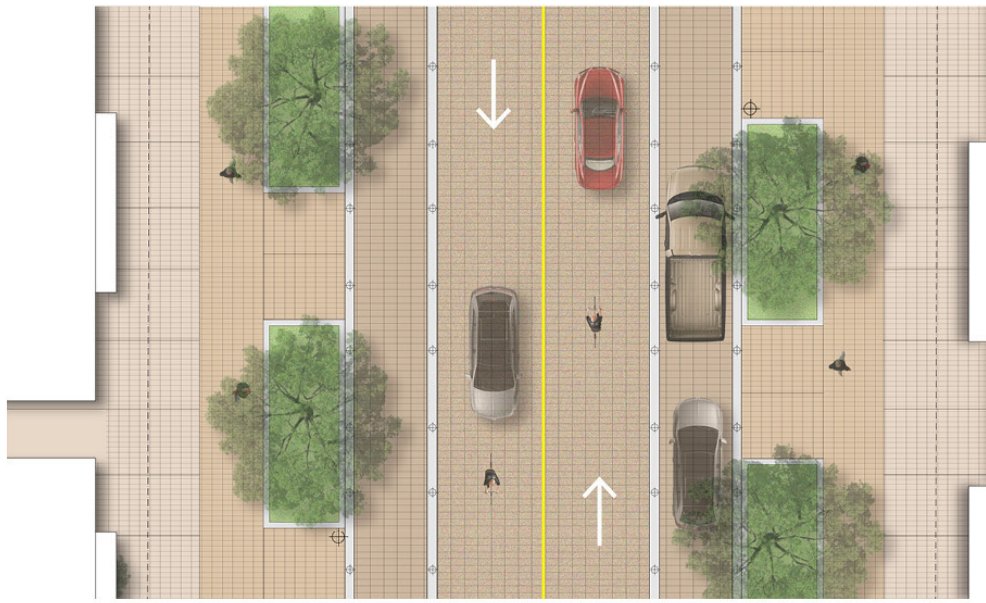
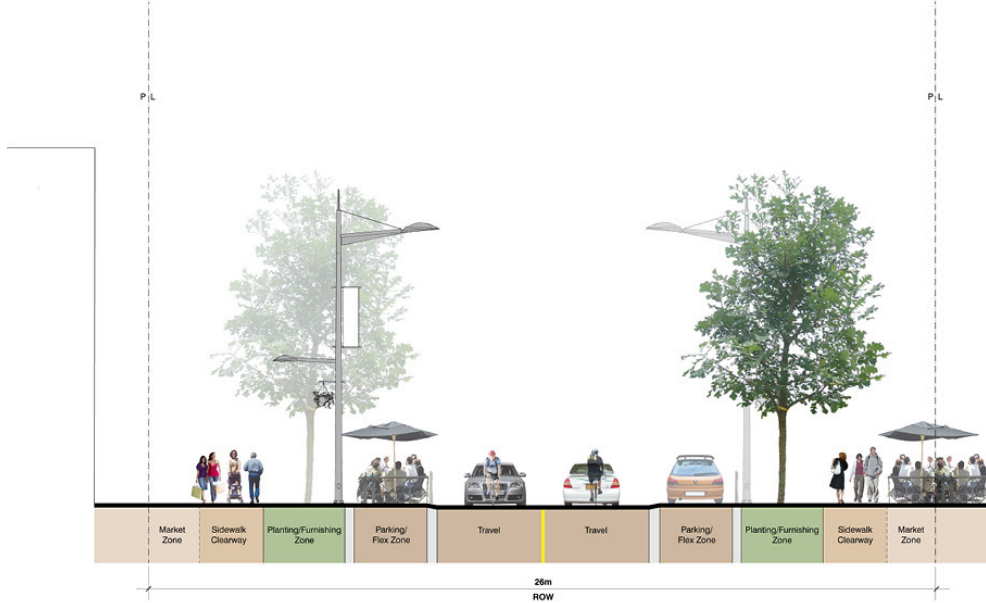
##### Roadway

- c) The roadway includes a single travel lane in each direction to be shared with bike traffic.
- d) Use decorative paving and rolled curbs to define the street as a special place and allow for seamless closures to traffic for events.
- e) Include 2.2 to 2.4 metre wide flex spaces on both sides of the street that can be used as on-street parking or for patios or events.
- f) Use curb bump-outs to narrow intersections and facilitate safer and shorter pedestrian crossings.
- g) Use contrasting and clearly visible decorative paving or surface treatments to demarcate pedestrian crossings and/or crosswalks.

##### Boulevard

- h) Use decorative paving for pedestrian surfaces complementary to the roadway paving.
- i) Street trees and landscaping should be located continuously along Niagara-on-the Green Boulevard.
- j) Provide a minimum 2.1 metre sidewalk clearway on both sides of the street.
- k) Provide paved market zones adjacent to retail frontages.
- l) Ensure tree planting areas are protected from foot traffic by raised edges or decorative low barriers and provide the required uncompacted soil volumes. Use soil cells to achieve the required soil volumes wherever necessary.
- m) Decorative light standards with a pedestrian lighting fixture attachment should be used.

### Main Street (Shared Street) Cross Section





## 3 Private Realm

The private realm within the Glendale Secondary Plan area comprises the built form and site design within development blocks and their relationship to adjacent open spaces and streets. The residential, institutional, commercial, mixed-use, employment, and employment buildings within a community contribute to its character and can assist in further defining and complementing the public realm.

These Urban Design Guidelines promote high quality urban design within the private realm that is based upon the quality, scale, and character of the surrounding existing and emerging contexts to reinforce 'human scaled' environments and promote a sense of place.

Good urban design practices will promote excellence in the design of the private realm. While the specifics of each development proposal may vary, the overall objectives will remain the same throughout Glendale. These objectives include:

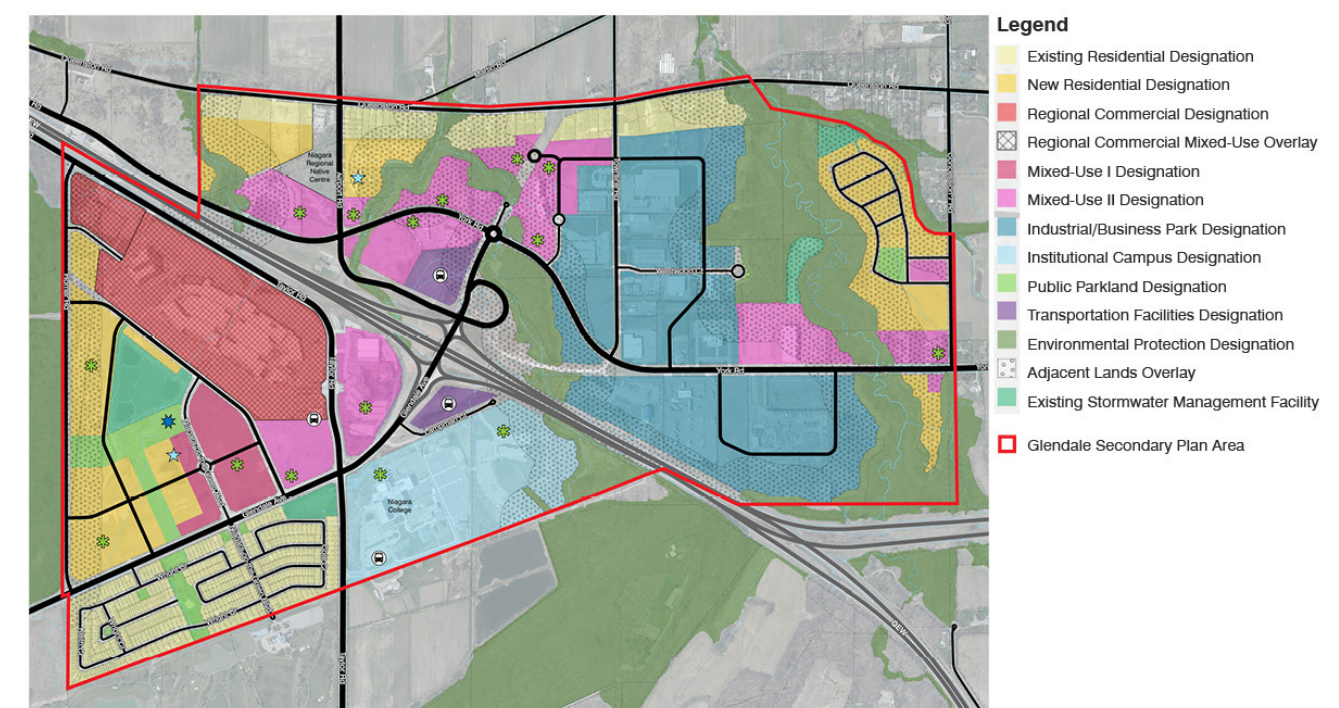
- Creating distinctive, appealing, and pedestrian friendly streetscapes through attention to building design and detailing;
- Ensuring appropriate massing, materials, building siting, and design compatibility; and
- Identifying enhanced design requirements for priority lots having highly visible elevations.

The guidelines will be considered and implemented through the review of development applications within the private realm which are visible from the public realm.



The Private Realm chapter of the Glendale Secondary Plan Urban Design Guidelines is divided by the following land use types that follow the designations in the Secondary Plan as illustrated below on Schedule 1.

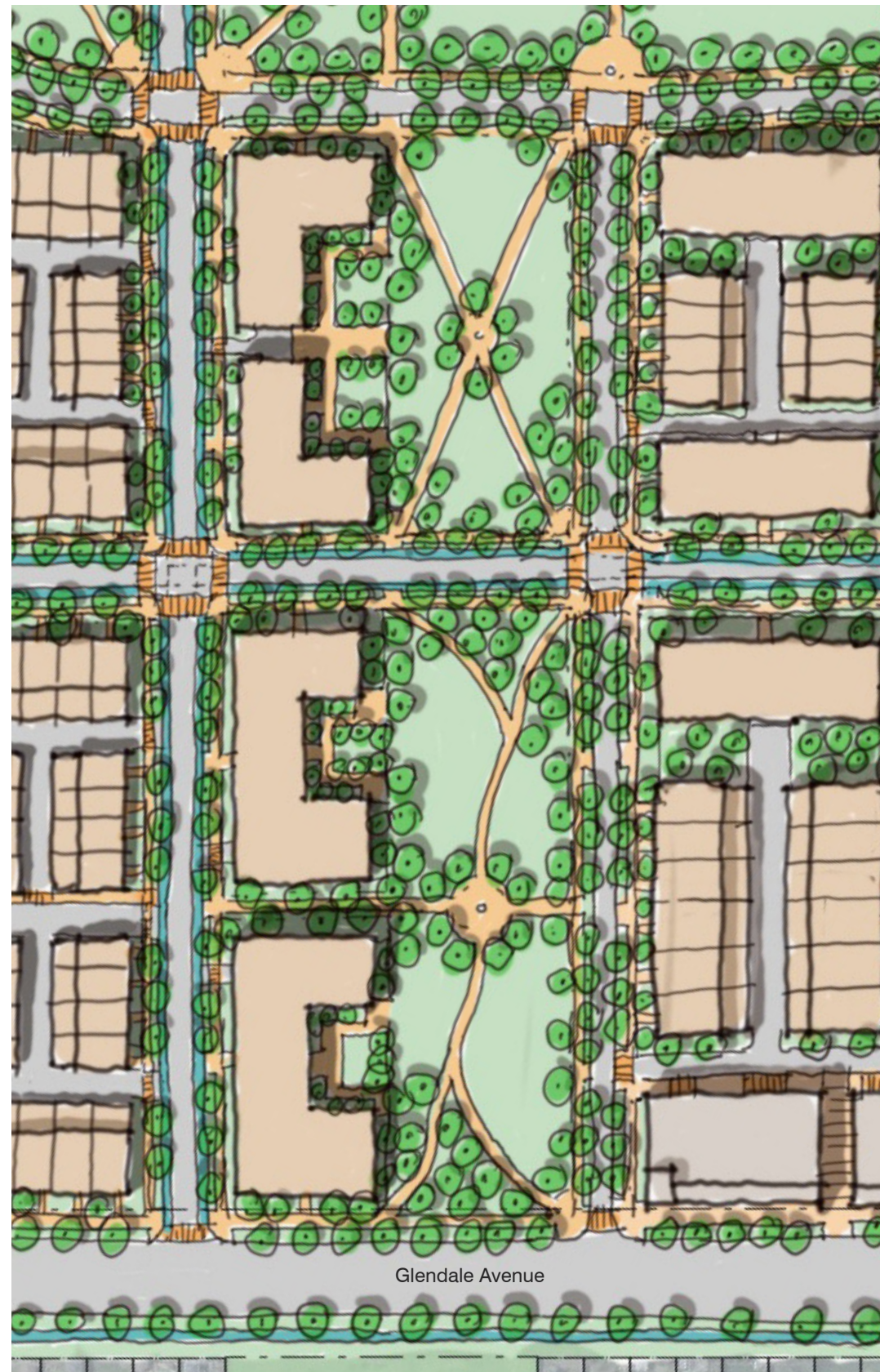
- Residential Areas (applies to both Existing Residential Designation and New Residential Designation)
- Mixed-Use Areas (applies to both Mixed-Use I and Mixed-Used II Designations)
- Regional Commercial
- Industrial/Business Park
- Institutional Campus
- Uses that May be Located in Other Designations (including Public Service Facilities, Emergency Services Facilities and Places of Worship)



Schedule 1 - Land Use Designations of the Glendale Secondary Plan

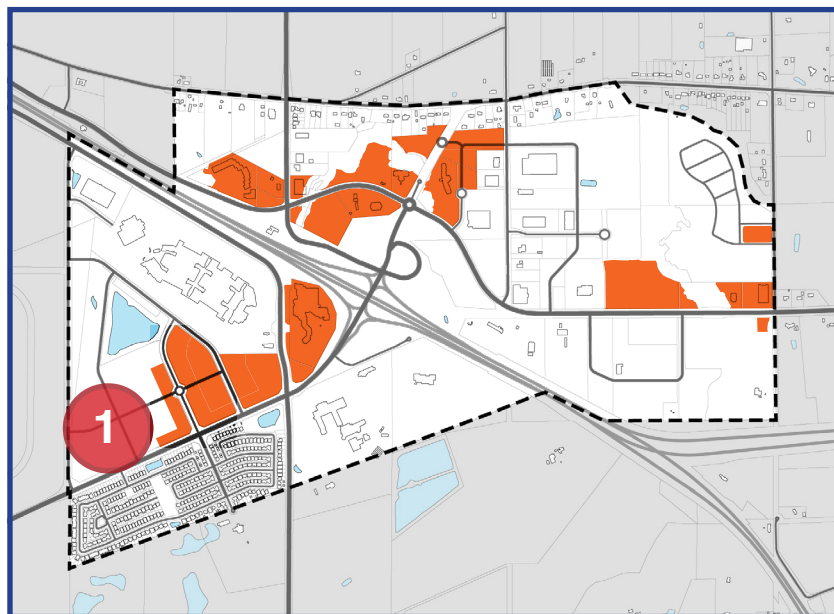


# Demonstration Plan - Residential Areas



Four storey apartment building with an articulated facade

1. Demonstration plan illustrating a concept for the Mid-Rise Residential Area north of Glendale Avenue





# Demonstration Plan - Mixed Use Areas

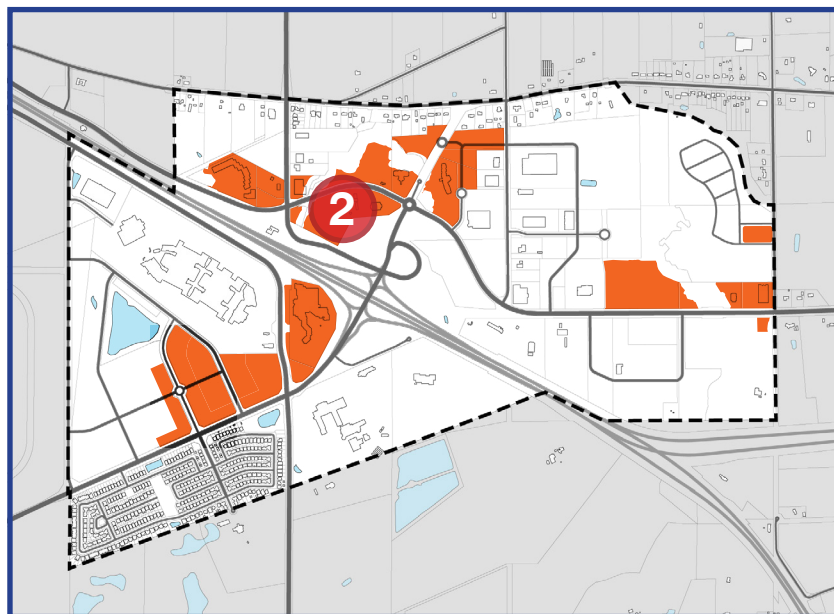
2. Demonstration plan illustrating a concept for the Mixed-Use Areas along York Road west of Glendale Avenue



Larger set back when defining a public space

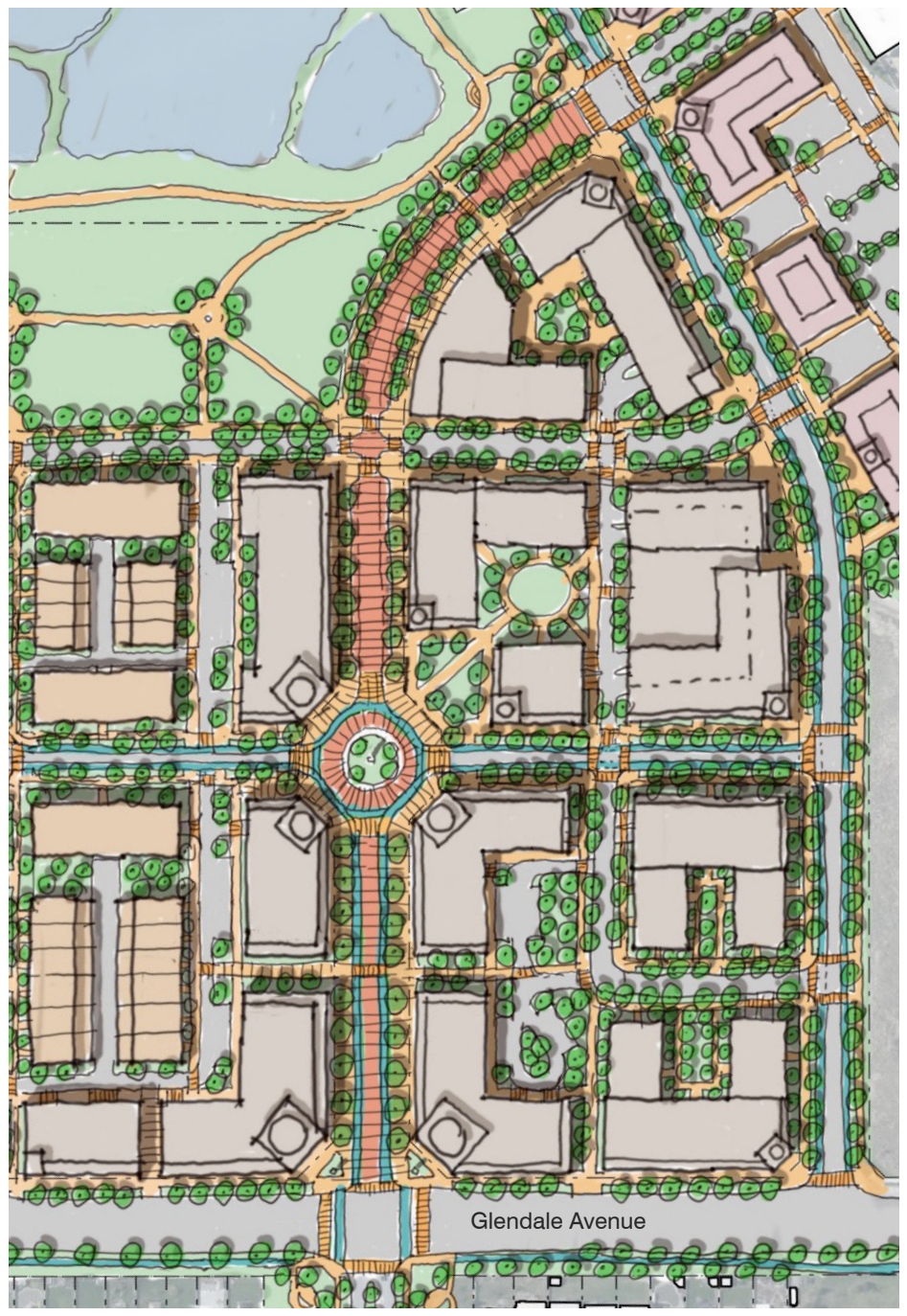


Mixed-Use area of Westbrok Village, Vancouver





# Demonstration Plan - Main Street Mixed Use Areas



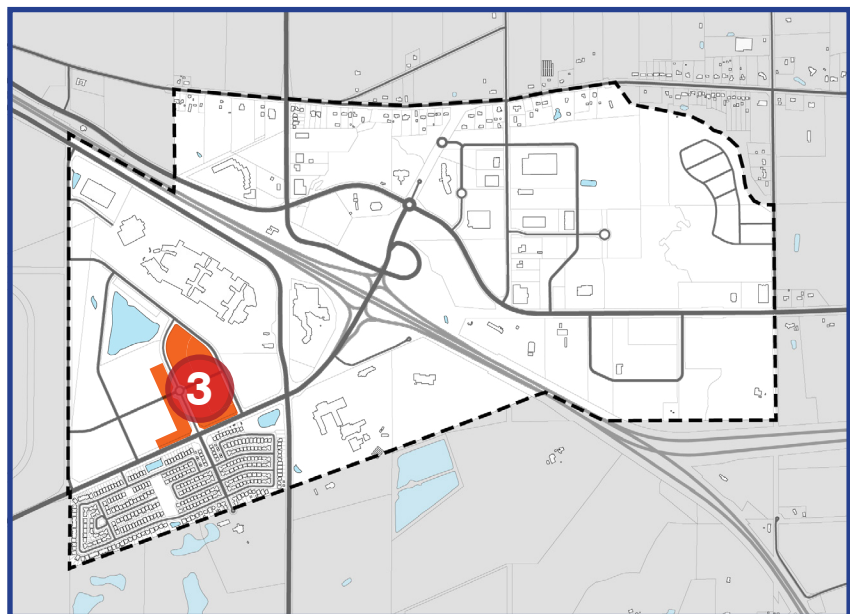
2. Demonstration plan illustrating a concept for the Main Street Mixed-Use area along Niagara-on-the-Green Boulevard



Multi-storey mixed-use buildings with activity at the ground level



Mid-rise mixed-use development incorporating a grocery store





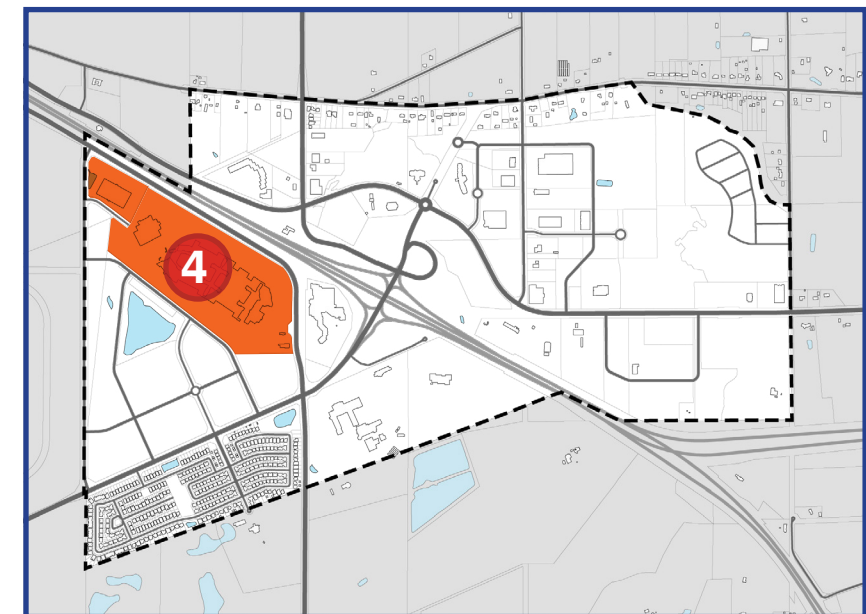
# Demonstration Plan - Commercial and Industrial Areas



4. Demonstration plan illustrating a concept for the Regional Commercial Area south of Taylor Road



Primary entrances located along the street frontage





# Demonstration Plan - Commercial and Industrial Areas

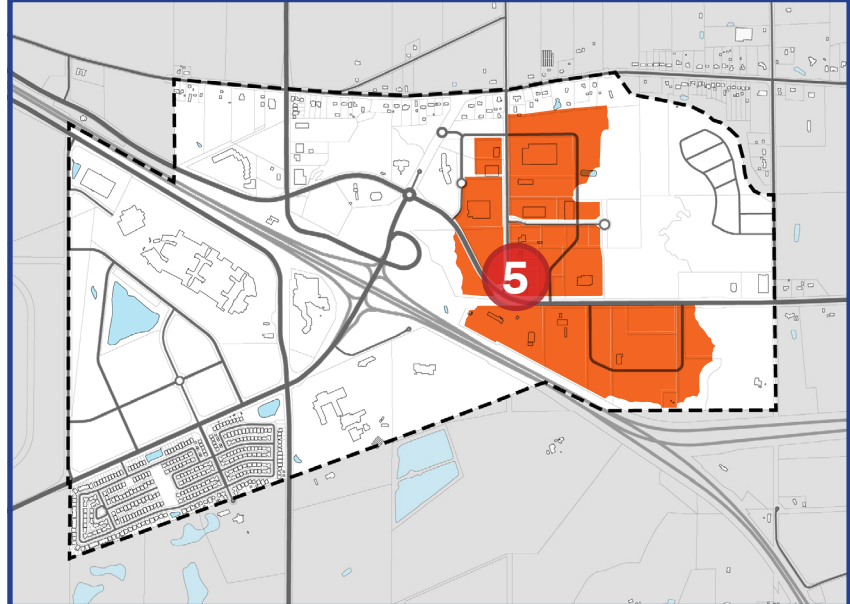


*Colour, material and massing create a dynamic façade*



*Colour, material and massing create a dynamic façade*

**5.** Demonstration plan illustrating a concept for the Industrial/Business Park Area at York Road and Townline Road





## 4 Green Infrastructure & Buildings

While sustainability is an overarching objective throughout the Guidelines, this section provides guidance on green infrastructure and building practices and helps achieve the broad sustainability principles of the Official Plan.

Development in Glendale should incorporate sustainable buildings and infrastructure to:

- Encourage the preservation, reuse and incorporation of existing buildings in new development to make use of their embedded carbon and zero carbon debt to minimize the carbon debt of new development.
- Protect and enhance local and regional ecosystems and biological diversity.
- Promote the responsible use of resources to ensure long-term sustainability, reduce greenhouse gas emissions, and reduce demands for energy, water, and waste systems.
- Demonstrate leadership in sustainable forms of green building design and technology, including the incorporation of renewable and alternative energy sources.
- Promote innovative residential and public building designs that contribute to energy reduction and natural resource conservation, green roofs, synergies between buildings, and site management practices.
- Protect the urban forest and the tree canopy and identify objectives for how it can be maintained, enhanced and expanded.
- Support opportunities for best management practices for stormwater to protect against flooding and erosion while improving water quality.

The Green Infrastructure and Building Guidelines apply to development by both the private and public sectors.



BedZED Eco Village, London, UK  
(Image: Tom Chance, CC BY 2.0, Flickr)

### Green Buildings & Sites

Promote innovative programs to encourage the design and construction of green buildings and sites that meet the Town's goals.

#### Guidelines

- Encourage innovative building designs which contribute to affordability and energy and natural resource conservation.
- Encourage the use of third-party certification and rating programs, such as Energy Star, LEED® (Leadership in Energy and Environmental Design), BREEAM (Building Research Establishment Environmental Assessment Method), Zero Carbon Building (ZCB) Standards, Green Globes, Climate Positive Design's Pathfinder, or Passive House (Passivhaus) Certification.
- Encourage the use of the full spectrum of LEED certification options by developers, current property owners and the Town, including LEED for Cities, LEED for Neighbourhood Development (ND), LEED for Homes (H), LEED for Building Design and Construction (BD+C), LEED for Interior Design and Construction (ID+C) and LEED for Building Operations and Maintenance (O+M).
- Redevelopment of sites in which there will be demolition should include a Life Cycle Assessment (LCA) that includes loss of embedded carbon. In addition to any third-party certification, all new construction should include whole life carbon costing.



Building with living walls on facade



LEED certification sign (Image: Tada Images - stock.adobe.com)



# Tree Planting Sample Page

## Tree Planting

A central challenge in the urban environment is the incorporation of trees. Trees are an invaluable piece of green infrastructure, acting as urban lungs. The proper selection and detailing of tree plantings will contribute to their long term health and success. Providing for increased soil areas, native and drought tolerant species, and giving trees ample space to grow will increase their chances of reaching maturity, and increase their lifespan. Trees provide a range of benefits, including providing shade, reducing ambient temperatures, mitigating the urban heat island effect, and contributing to the character of the space and surrounding neighbourhood. A variety of strategies will increase the likelihood of success of planting canopy trees.

### Guidelines

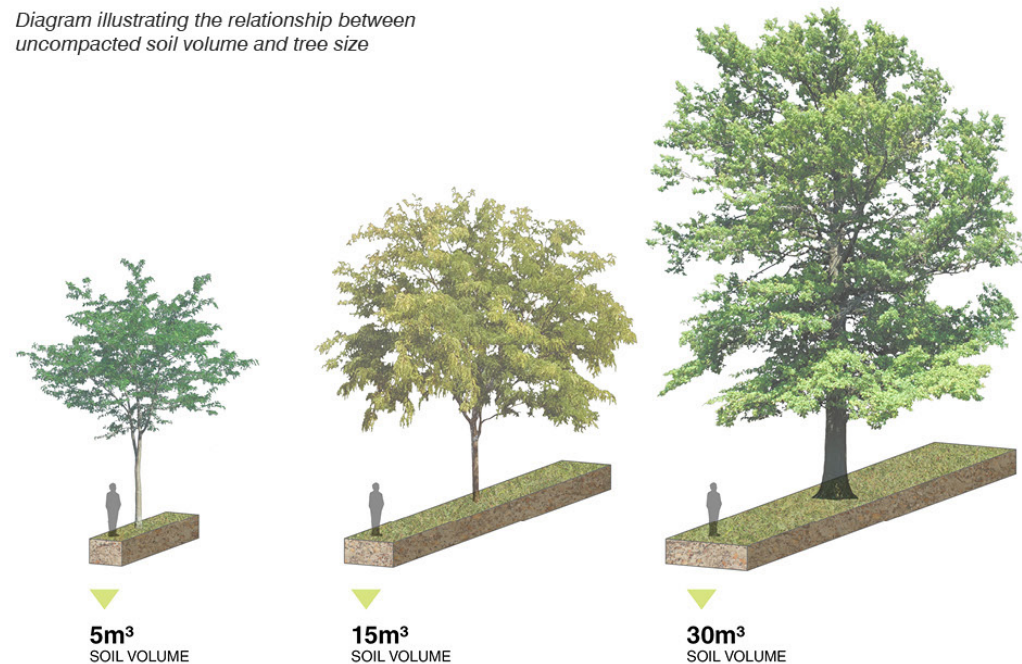
a) Preserve and incorporate existing trees wherever possible and ensure existing trees are healthy and protected from impacts during construction and development.



Tree planting along Front Street in the West Don Lands, Toronto

b) Street trees require a minimum 20 m<sup>3</sup> uncompacted soil volume per tree, within a maximum of 1.4 m from the surface. For trees to reach their full potential, a minimum 30 m<sup>3</sup> soil per tree should be targeted. Measures must also be taken to mitigate soil compaction and to ensure healthy soils for the trees.

Diagram illustrating the relationship between uncompacted soil volume and tree size



c) Where minimum uncompacted soil volumes cannot be achieved, use structural soil cells (a system of structural plastic units). Structural soils and structural sands can be used to connect adjacent soil volumes.



Soil cell installation at Lincoln Center New York (Source: DeepRoot on Flickr.com)

d) Where space is limited and trees must be placed in a hardscape condition to maximize at grade pedestrian space, use of open planters with curbs is preferred. When using tree grates, size the openings to allow tree trunks to grow.



Trees in hard paving with connected soil volumes

e) Plant a diverse selection of resilient canopy tree species, with preference given to native species.

f) Provide species diversity across Glendale to promote resilience in the ecosystem.

g) Use trees to establish a comfortable microclimate (e.g. – provide wind and noise reduction and cooling effects).



Trees contribute to comfortable microclimates

h) Ensure tree planting areas have adequate drainage, such as through the provision of sub-drains.

i) Implement a watering program during the establishment period of the tree (approximately 5 years). Provide watering in times of drought.

j) Avoid conflicts with underground and above grade infrastructure and utilities by arranging reviews with Town stakeholder agencies early in the development process, recognizing that there are capital costs and time involved in locating utilities.

k) Understand and identify capital costs to provide appropriate growing conditions.

l) Understand and identify operating/maintenance costs, including a tree placement program.



# Subwatershed Study



# Introduction

- The Subwatershed Study provides recommendations for managing the natural features and watercourses, including requirements for stormwater management for future development
- Subwatershed Studies are multi-disciplinary:
  - Groundwater
  - Surface Water/Stormwater
  - Watercourses and Headwater Drainage Features
  - Aquatic Habitat (Fisheries)
  - Terrestrial Habitat and Wildlife



# Key Recommendations – Groundwater

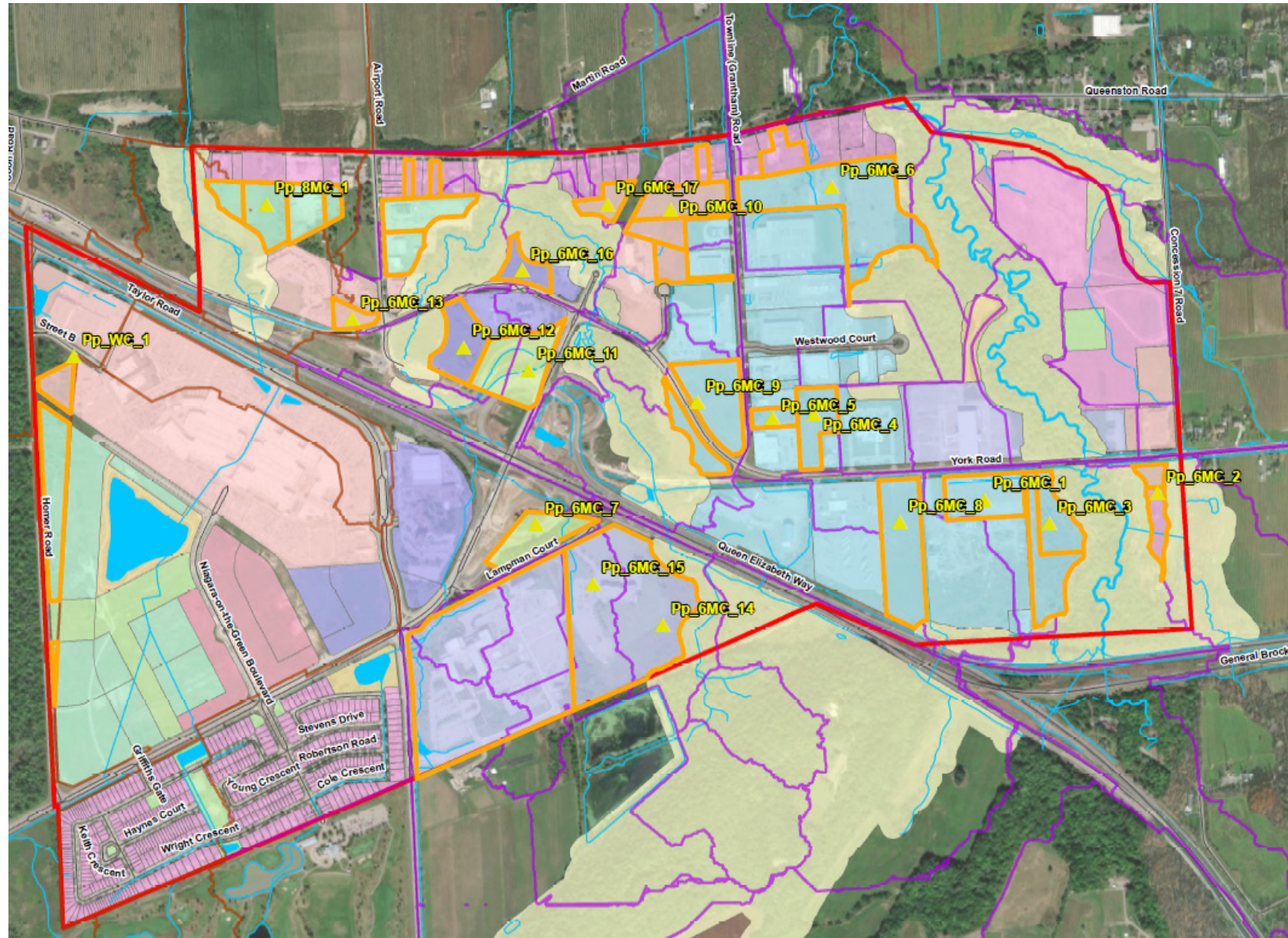
- The primary groundwater function is supporting groundwater discharges in local areas.
- Construction should focus on maintaining existing recharge, groundwater levels, potential groundwater discharge, and recharge to the lower bedrock/overburden contact aquifer.
- Low Impact Development Best Management Practices (LID BMPs) are recommended to be implemented to maintain groundwater recharge.
- Infiltration type measures such as bioswales, pervious pipes and permeable pavements would require the water table to be lower than the bottom of the structure.
- Maintaining groundwater levels and related hydraulic gradients should focus on areas adjacent to wetlands or watercourses that would predominantly provide the water for groundwater discharge.



# Key Recommendations – Surface Water/Stormwater Management

- Sizing criteria provided for future stormwater management facilities to provide erosion and flood control
- Stormwater management facilities will be provided as development occurs
- Stormwater management facilities are to provide stormwater quality treatment to an “Enhanced” standard, and include Low Impact Development Best Management Practices
- Stormwater management is to provide controls for the 90th percentile event (29 mm), and include infiltration controls

## Conceptual Quantity Control Facility Location Plan



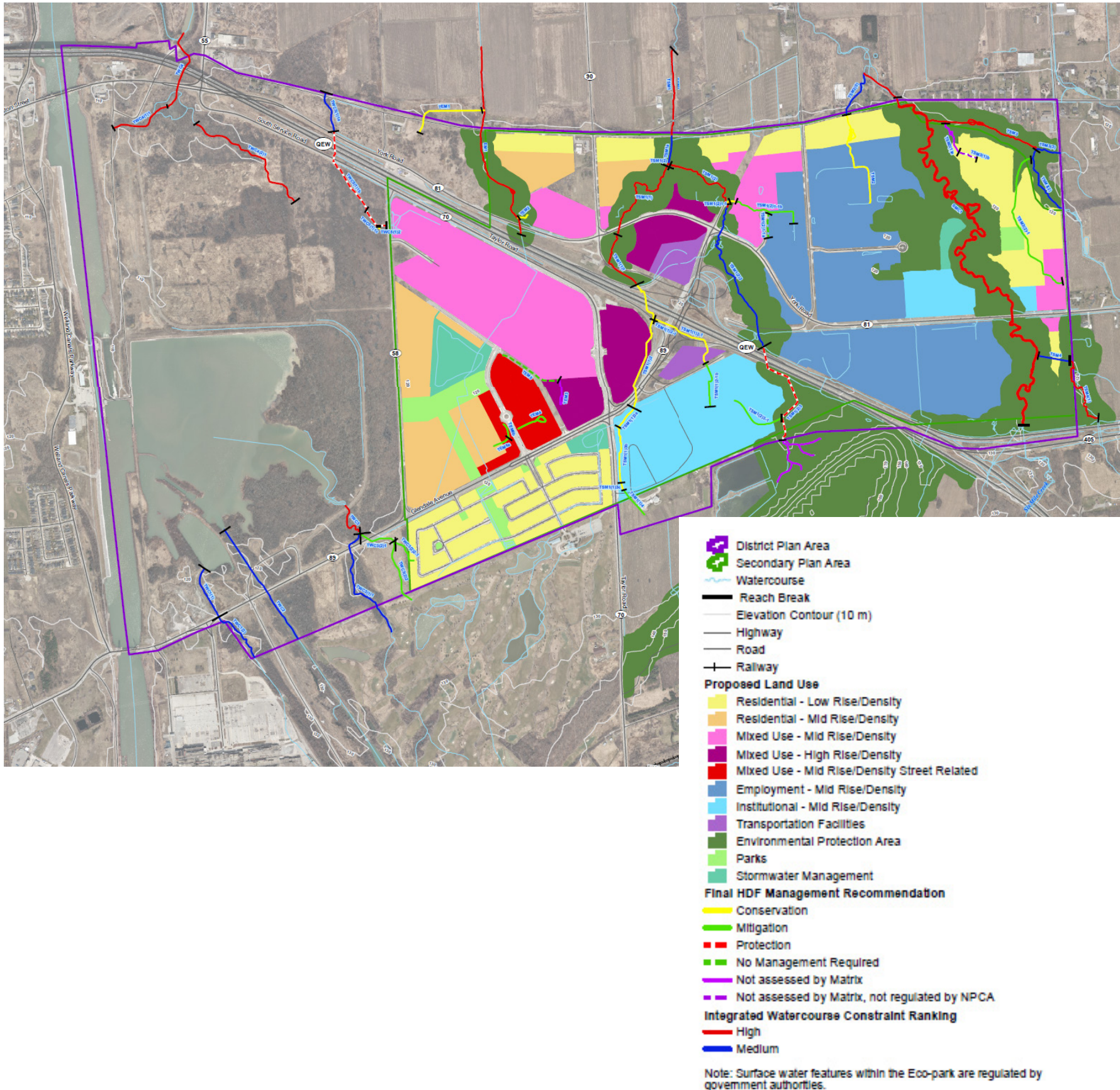
LEGEND		EMERGING LAND USE CONCEPT PLAN	
	Conceptual Quantity Control Facilities		EMPLOYMENT
	Proposed Land Use Changes		EPA
	Glendale Secondary Plan Area		INSTITUTIONAL
	Drainage Pathways		MIXUSE-High
	Roads		MIXUSE-Mid
	Proposed Subcatchment Boundaries		MIXUSE-Mid_StreetRelated
	6 MILE CREEK		PARKS
	8 MILE CREEK		RES-Low
			RES-Mid
			SWM
			TRANSPORTATION



# Key Recommendations – Watercourses

- Drainage features classified as high constraint (no alteration) and medium constraint (realignment permissible)
- Headwater Drainage Features classified with specific recommendations
- Guidance provided for siting and sizing road crossings at watercourses

## Watercourse & HDF Impact Assessment





# Key Recommendations – Ecology

- Core areas and features identified for study area
- Guidance provided for implementing buffers, linkages, and supporting features and areas
- Recommended Natural Heritage System established

## Recommended Natural Heritage System





# Conclusion

- Future studies are to be completed through subsequent stages of planning and design within the future development areas
  - Environmental Impact Studies
  - Functional Servicing Reports
  - Stormwater Management Plans
  - Natural Channel Design Briefs
- The Subwatershed Study provides guidance for these additional studies, which would build upon and refine the recommendations from the Subwatershed Study



# Area Servicing Plan



# Introduction

- The Water, Wastewater and Stormwater Area Servicing Plan identifies and evaluates servicing alternatives and recommends a servicing strategy to support the preferred Secondary Plan land use option
- Key Objectives:
  - Develop phased strategy to buildout of the Secondary Plan area
  - Review impacts on existing and planned Region and local infrastructure and timing requirements
  - Build on previous studies and development information to inform flexible servicing strategies that can be carried forward to detailed engineering



# Key Recommendations - Water

- No direct upgrades to the existing system required to service the Secondary Plan Area
- Growth within the Secondary Plan to be monitored to inform timing for Region's planned projects:
  - Trunk main from South NOTL to the existing Virgil Elevated Tank (planned for 2032 – 2041)
  - New Virgil Elevated Tank (2042 – 2051)
- Future Region-wide Master Servicing Plan Updates to include Secondary Plan growth targets
- Local distribution network extensions to be completed as required (through development applications) – looping opportunities to be encouraged



## Key Recommendations - Wastewater

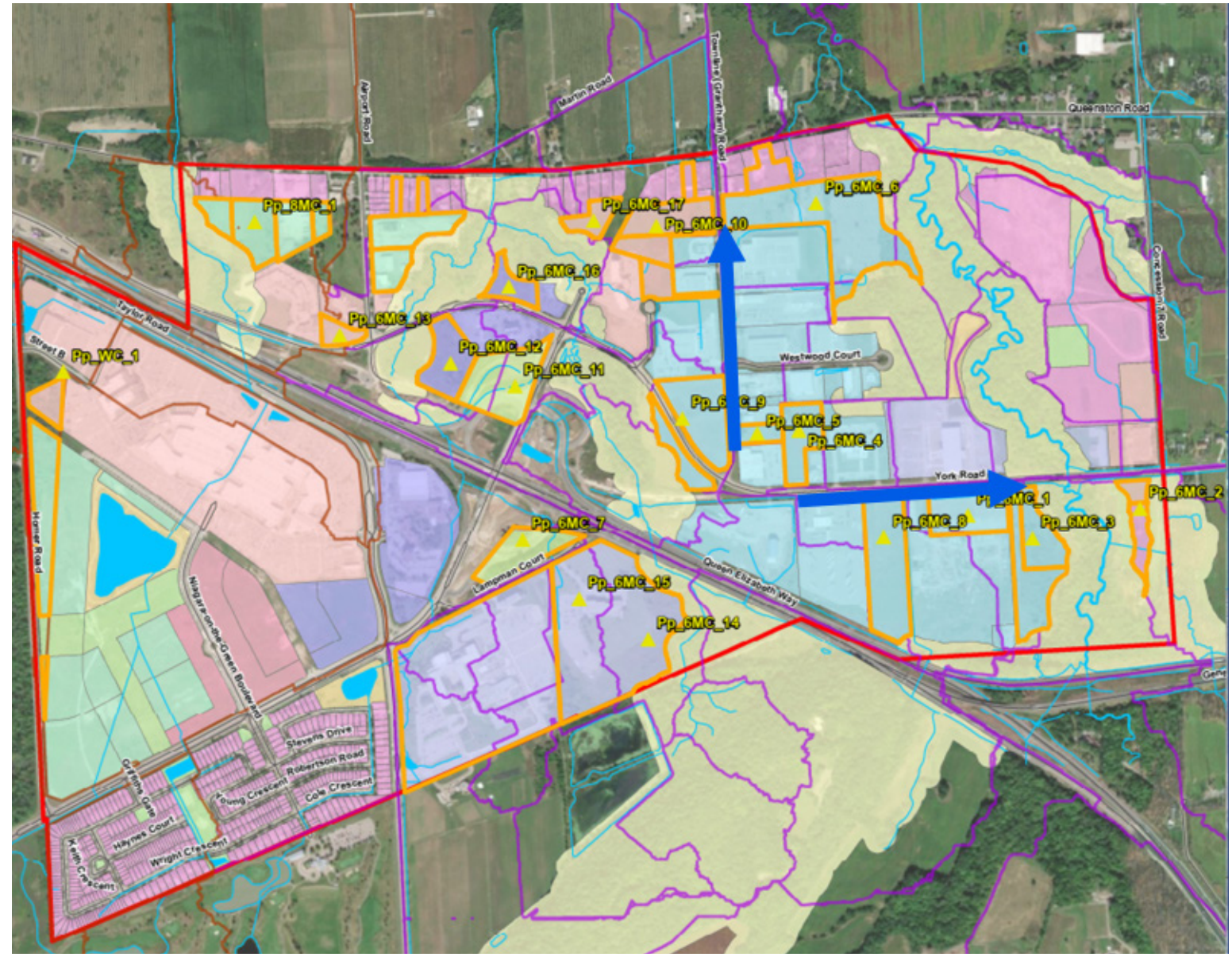
- Existing system and downstream Region infrastructure has sufficient capacity and profile depth to accommodate Secondary Plan growth under both low- and high-density scenarios
- Growth within the Secondary Plan to be monitored compared to downstream siphon capacity
  - May be opportunity to align state-of-good-repair replacement / upgrade of 1983 siphon with 2051 / build-out timing of the Secondary Plan area
- Future Region-wide Master Servicing Plan Updates to include Secondary Plan growth targets and specific consideration for downstream Region siphon and trunk capacity
- Extensions of local sewer network can be designed and constructed through development applications process
  - Proposed Modero Estates Development east of Six Mile Creek has proposed pumping solution that complies with Region Sewage Pumping Stations and Forcemains Policy



# Key Recommendations - Stormwater

- Conceptual Stormwater Management facilities identified as part of Subwatershed Study
- Evolving land use in the area of Townline Road and York Road may require new storm sewers:
- On-site storm sewers and Stormwater Management facilities to be designed and constructed as part of development applications

## Provisional Storm Sewers (Long-Term Growth Scenario)



<p><b>Stormwater Infrastructure</b></p> <ul style="list-style-type: none"> <li><span style="color: blue;">→</span> Provisional Proposed Storm Sewer</li> <li><span style="color: yellow;">▲</span> Conceptual Quantity Control Facilities</li> <li><span style="border: 1px solid orange; display: inline-block; width: 10px; height: 10px;"></span> Proposed Land Use Changes</li> <li><span style="border: 2px solid red; display: inline-block; width: 10px; height: 10px;"></span> Glendale Secondary Plan Area</li> <li><span style="color: blue;">—</span> Drainage Pathways</li> <li><span style="color: grey;">—</span> Roads</li> </ul> <p><b>Proposed Subcatchment Boundaries</b></p> <ul style="list-style-type: none"> <li><span style="border: 1px solid purple; display: inline-block; width: 10px; height: 10px;"></span> 6 MILE CREEK</li> <li><span style="border: 1px solid orange; display: inline-block; width: 10px; height: 10px;"></span> 8 MILE CREEK</li> </ul>	<p><b>EMERGING LAND USE CONCEPT PLAN</b></p> <ul style="list-style-type: none"> <li><span style="background-color: lightblue; display: inline-block; width: 10px; height: 10px;"></span> EMPLOYMENT</li> <li><span style="background-color: yellow; display: inline-block; width: 10px; height: 10px;"></span> EPA</li> <li><span style="background-color: lightpurple; display: inline-block; width: 10px; height: 10px;"></span> INSTITUTIONAL</li> <li><span style="background-color: purple; display: inline-block; width: 10px; height: 10px;"></span> MIXUSE-High</li> <li><span style="background-color: pink; display: inline-block; width: 10px; height: 10px;"></span> MIXUSE-Mid</li> <li><span style="background-color: lightpink; display: inline-block; width: 10px; height: 10px;"></span> MIXUSE-Mid_StreetRelated</li> <li><span style="background-color: lightgreen; display: inline-block; width: 10px; height: 10px;"></span> PARKS</li> <li><span style="background-color: lightcyan; display: inline-block; width: 10px; height: 10px;"></span> RES-Low</li> <li><span style="background-color: lightgreen; display: inline-block; width: 10px; height: 10px;"></span> RES-Mid</li> <li><span style="background-color: orange; display: inline-block; width: 10px; height: 10px;"></span> SWM</li> <li><span style="background-color: lightyellow; display: inline-block; width: 10px; height: 10px;"></span> TRANSPORTATION</li> </ul>
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# Future Transportation Assessment



# Introduction

- The Transportation Study provides a review of future conditions of the Glendale Secondary Plan area to identify the transportation network needed to serve the proposed density.
- This includes recommendations for:
  - proposed road network
  - proposed active transportation network
  - proposed transit network
  - vehicle operations
  - transportation demand management
  - road types and cross-sections

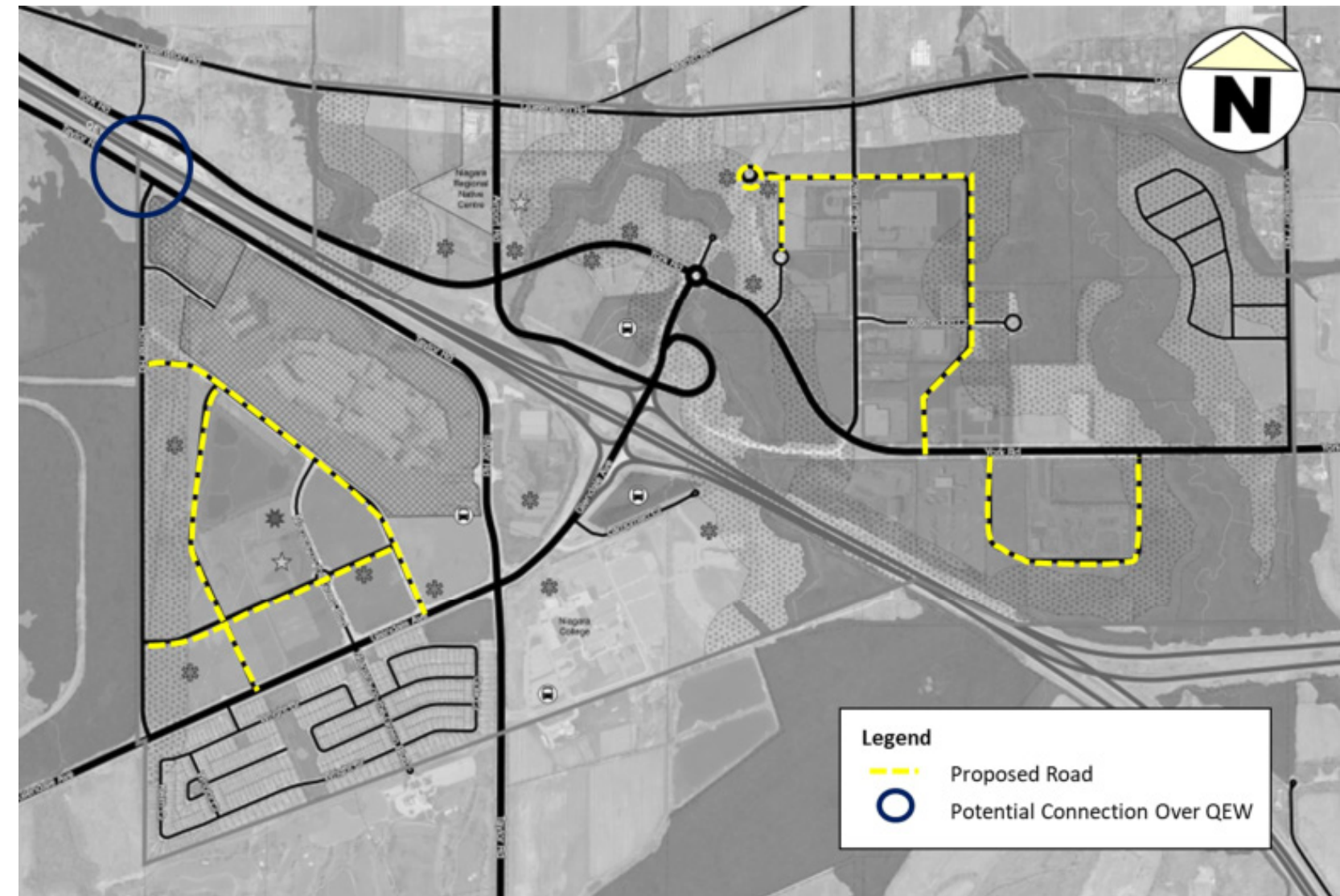


# Key Recommendations

## Key Recommendations: Road Network

- New road network proposed through proposed employment and mixed-use areas
- Potential connection over QEW contemplated at Homer Road, should it be warranted via future study

## Proposed Road Network



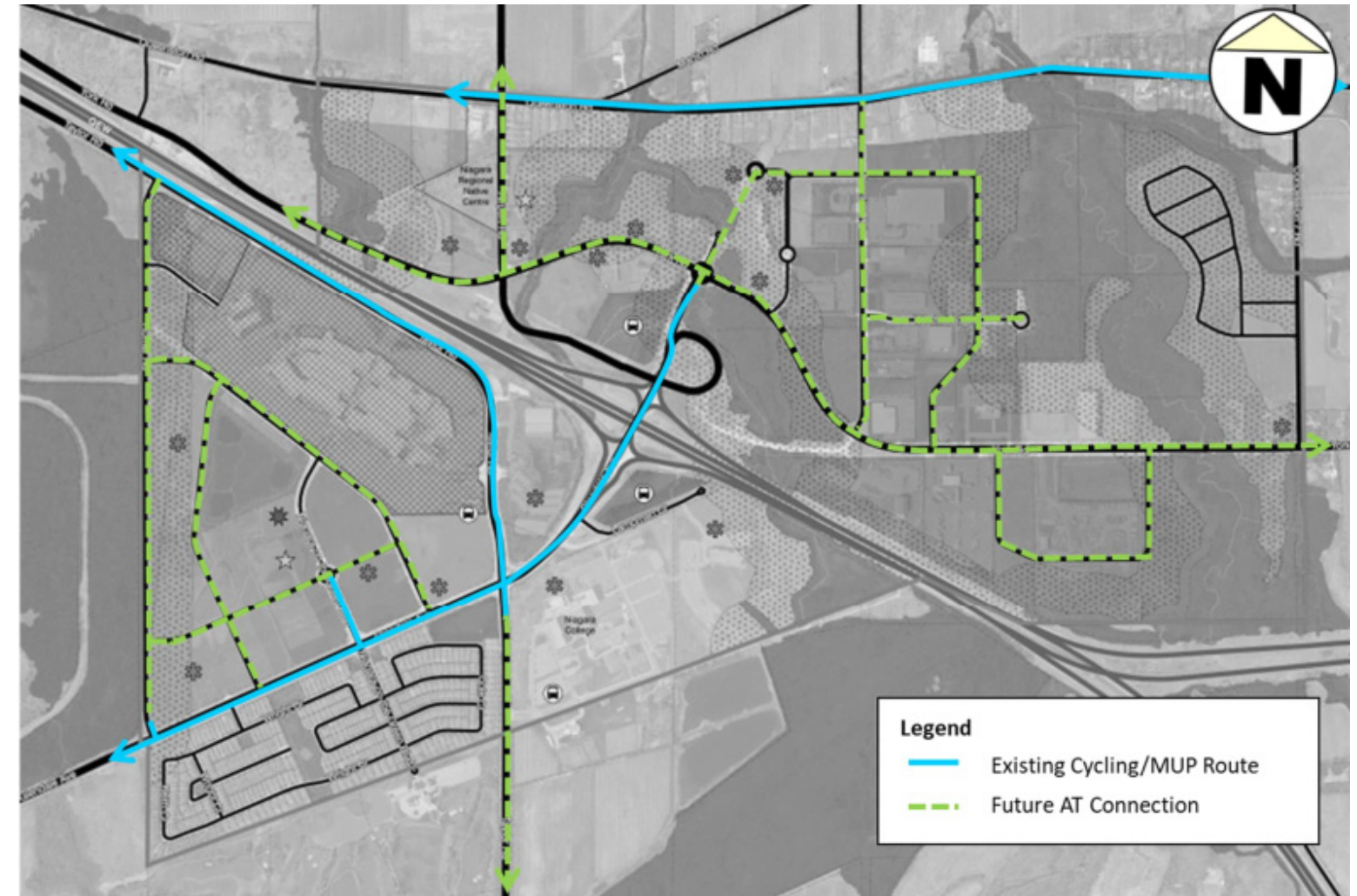


# Key Recommendations

## Key Recommendations: Active Transportation

- Cycling and sidewalk facilities are recommended for all new roads in the study area and along all collector roads
- Facilities will connect existing multi-use path along Glendale with existing on-road cycling route on Queenston Road

## Proposed Cycling Network



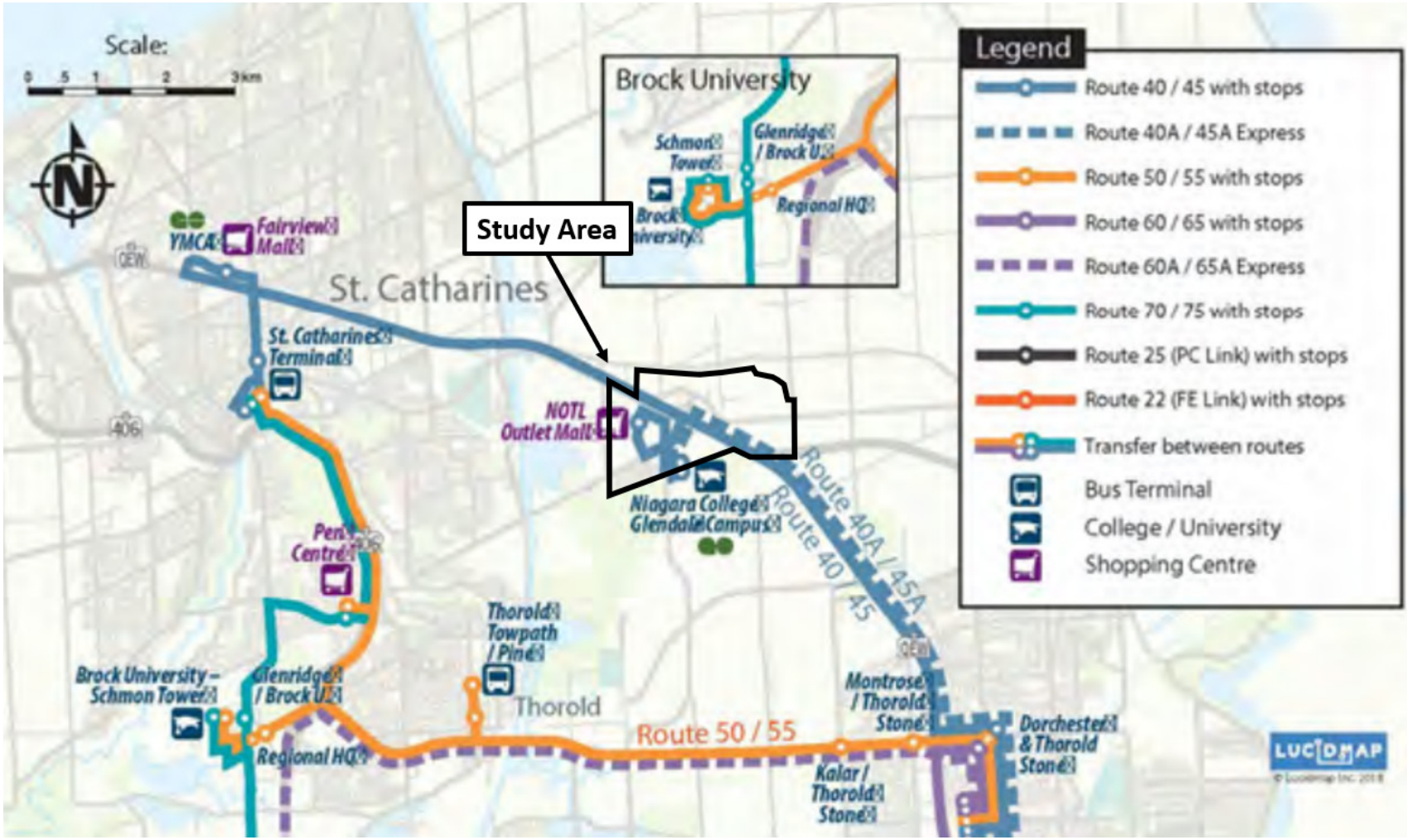


# Key Recommendations

## Key Recommendations: Transit

- It is recommended that a corridor study be conducted to assess the feasibility of how higher-order transit between the Glendale area and other adjacent communities in St Catharines and Niagara Falls can be provided
- A new transit hub is proposed within the study area – the exact location of the transit hub is dependent on future studies

### Existing Niagara Region Transit Network





# Key Recommendations

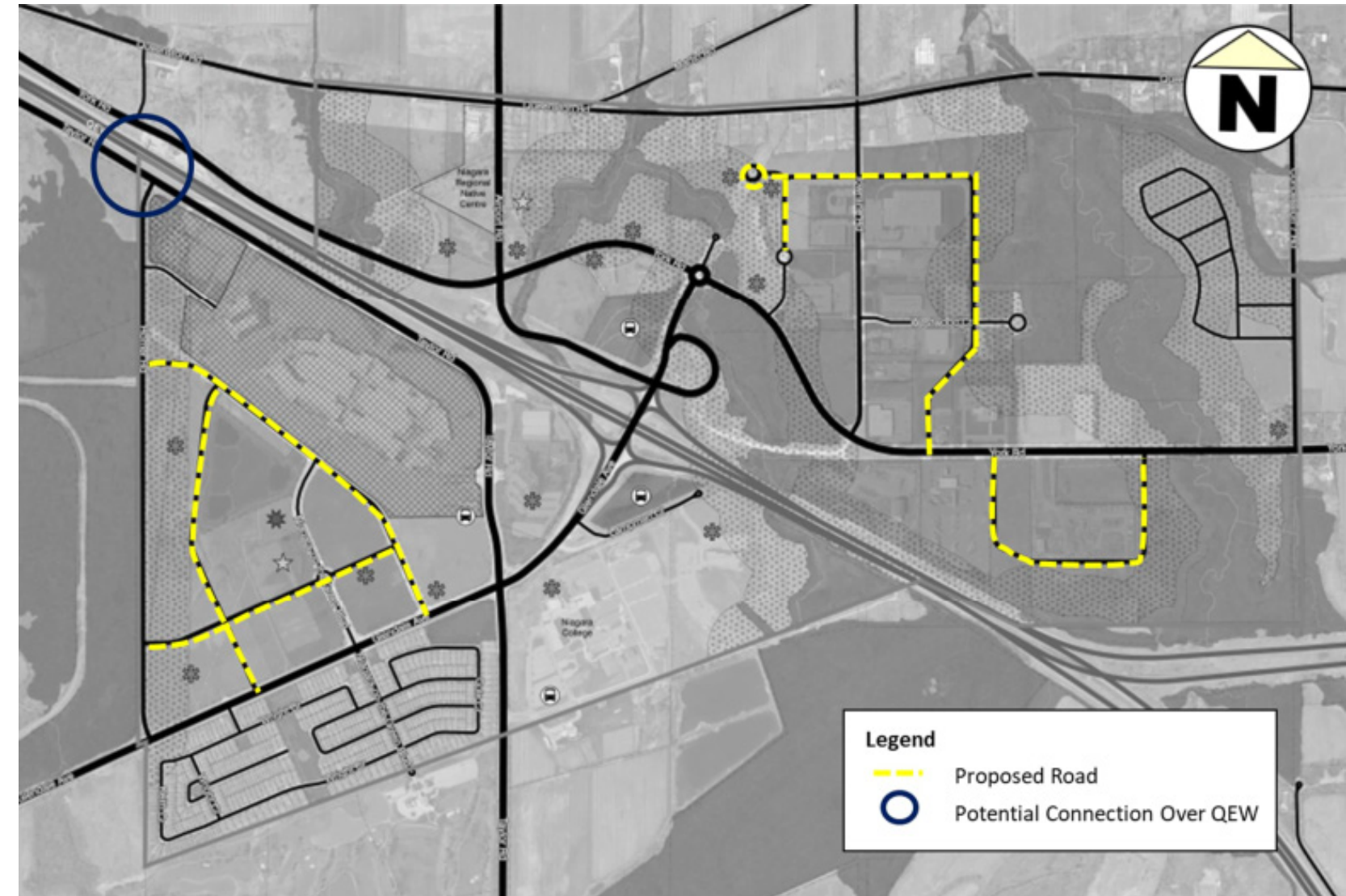
## Key Recommendations: Vehicle Capacity Analysis

- The capacity along Glendale Avenue should be further reviewed as part of a future corridor study between the western edge of the study area and Merritt Street
- Undertake a study to assess the feasibility of widening Taylor Road to four lanes (two lanes per direction) from Glendale Avenue to Thorold Stone Road

## Key Recommendations: Transportation Demand Management

- Transportation Demand Management strategies have been proposed for consideration for new development within the study area to support a shift to more sustainable travel modes

## Proposed Road Network



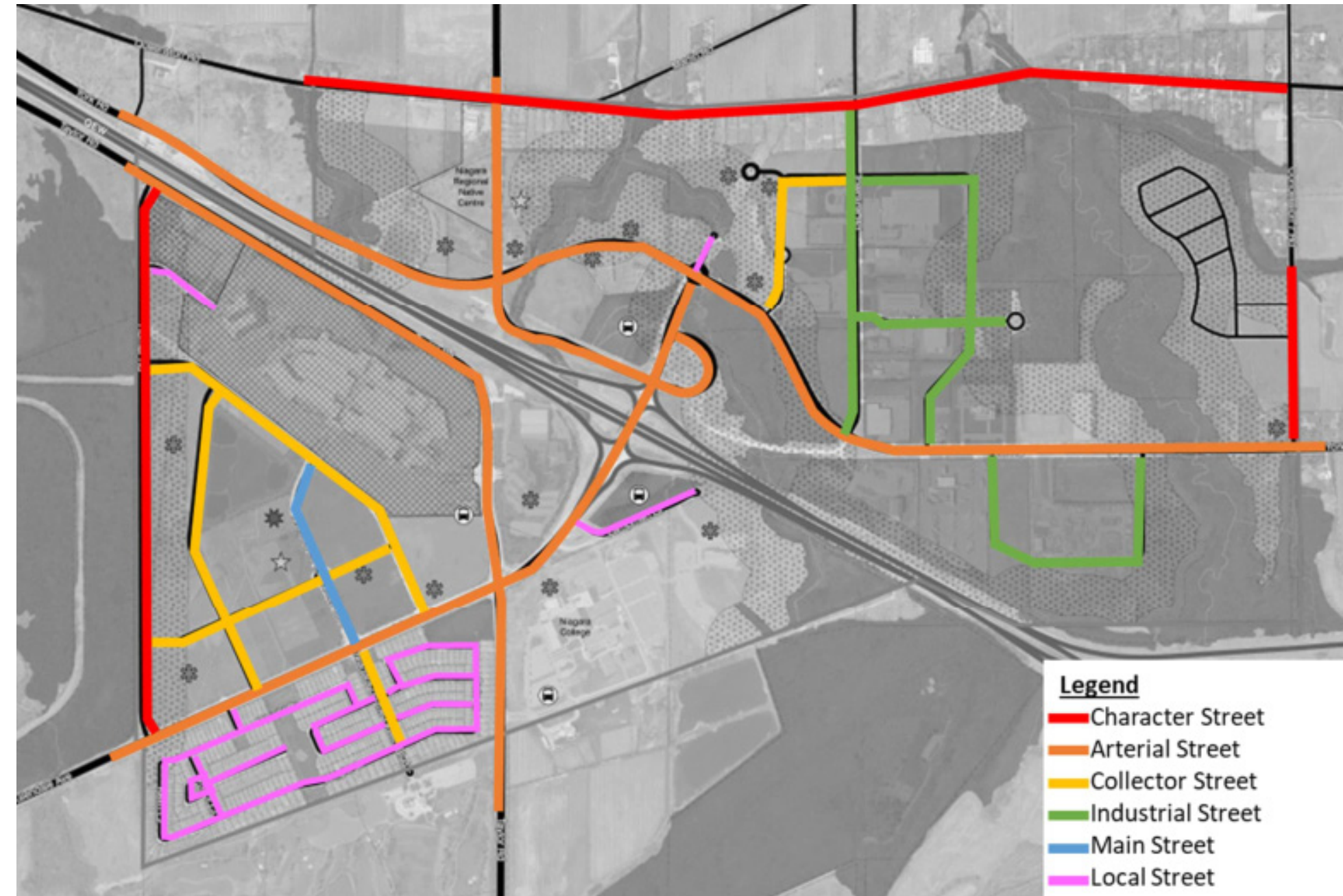


# Key Recommendations

## Key Recommendations: Road Typologies

- Six cross-sections have been developed for the Glendale community, which built upon road classifications outlined in the Niagara Region Complete Streets Design Manual (2023) and are defined through the Glendale Secondary Plan Urban Design Guidelines

### Road Typologies

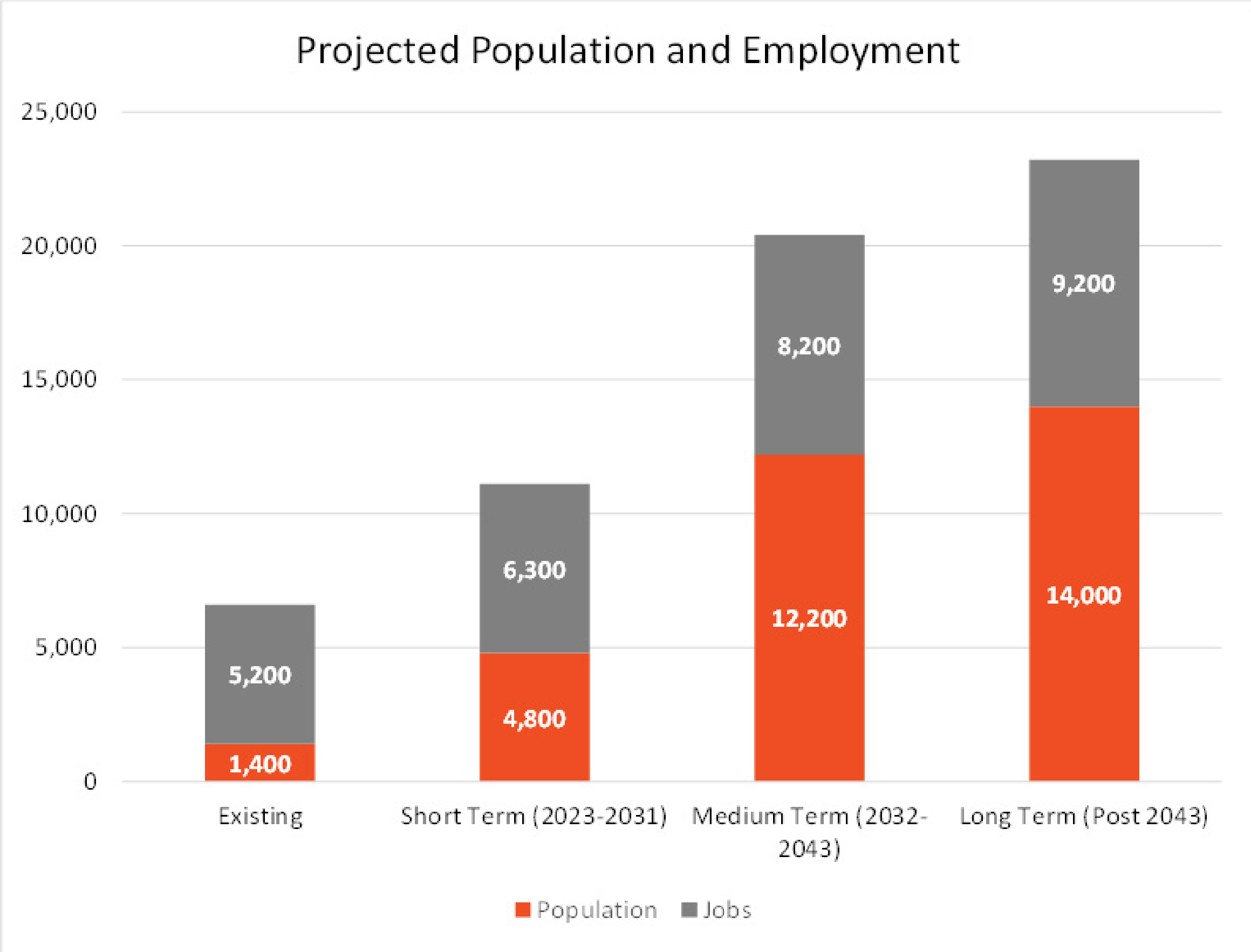




# Population, Employment and Commercial Land Uses Analysis



# Projected Population and Employment Growth





# Commercial Land Needs

- Existing commercial uses in the Secondary Plan Area are intended to primarily serve tourists
  - Collections of Niagara Outlet Centre
  - Hotels and Fast Food Restaurants
- There are no commercial uses to serve day-to-day or weekly shopping for existing and future residents.
- We estimate that approximately **185,000 to 200,000** square feet of new retail space will be required to support the projected population and employment growth.
- Locating commercial uses must acknowledge the divided nature of the Secondary Plan Area due to QEW.



# Recommended Commercial Structure

**Goal: To facilitate active transportation and reduce need to shop outside Glendale and NOTL.**

## Recommended Commercial Structure

- One Neighbourhood Shopping Node with a full-sized Supermarket
- A small Convenience Shopping Node with a small grocery or convenience store
- Other Commercial Uses
  - Ground floor commercial space in mixed-use buildings where appropriate
  - Small scale ancillary commercial uses to serve Employment Area
  - Other space to support specific lands uses, such as the hotels, the college or the future transit terminal



# Employment in Glendale

- Glendale is a major employment centre for the Region and NOTL currently with over **5,200** jobs.
- Major Employers include:
  - Outlet Collections at Niagara Outlet Centre
  - Niagara College
  - White Oaks and Hotels
  - Employment Lands

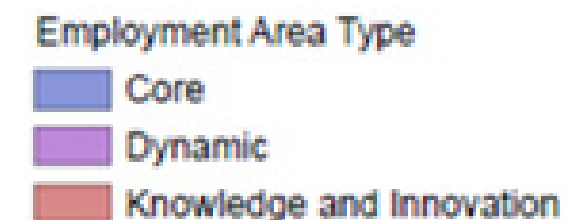
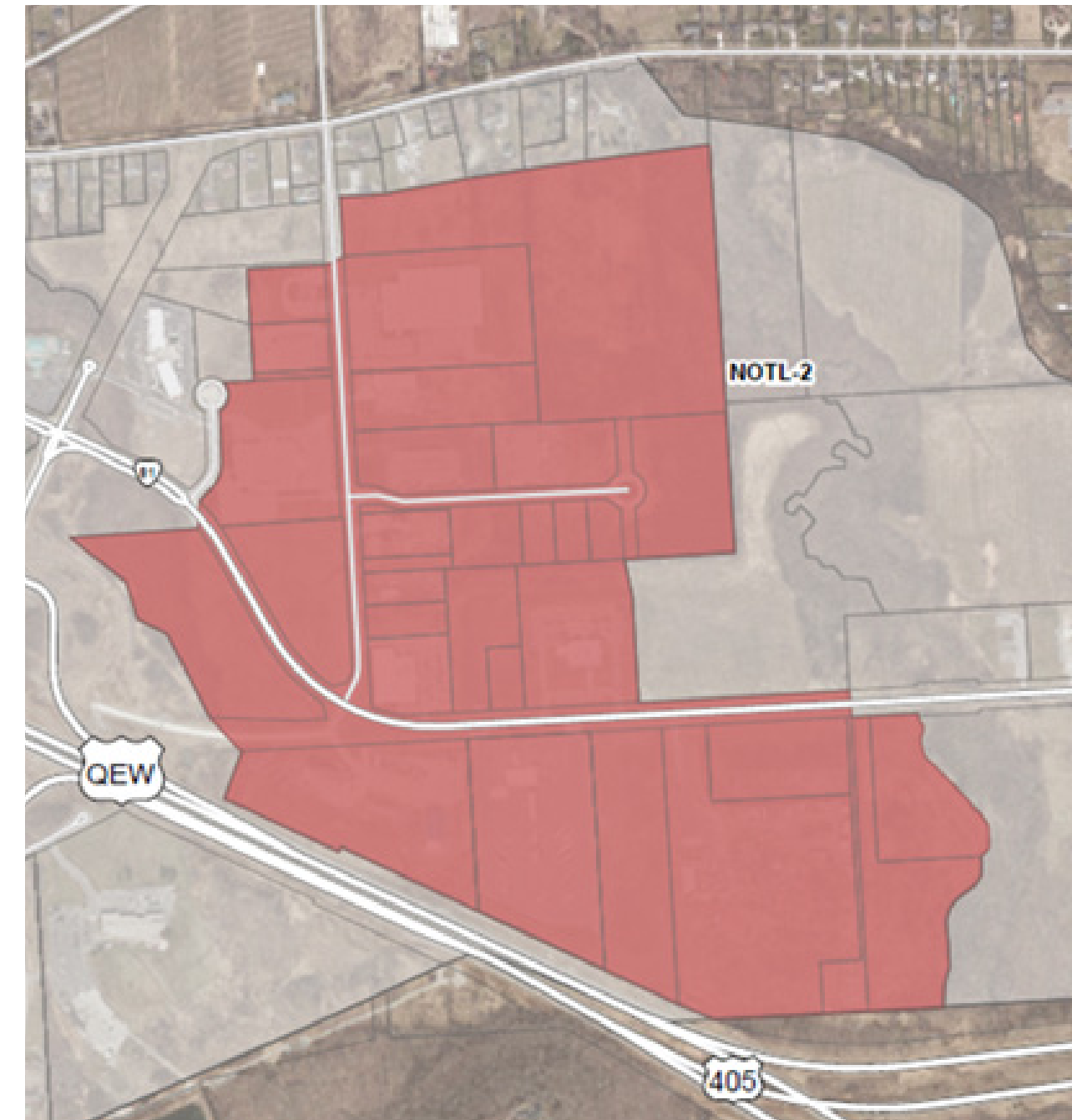




# Glendale Momentum District

- Could accommodate majority of future employment growth in Glendale
- Designated as Knowledge and Innovation Employment Area in Region's Official Plan
- 25 hectares of vacant land supply
- 43.5 hectares occupied with considerable intensification potential
- Strong market for employment lands in GTA
- Planned Density of 60 jobs per hectare in Region's Official Plan may be difficult to achieve due to soft office market.

## Glendale Momentum District





# Fiscal Impact Assessment



# Introduction

## Objectives

- Consider impact of Glendale Secondary Plan on Town and Region budgets
- Consider revenue items for future consideration

## Methodology

- One-Time revenues
- Ongoing revenues and costs
  - Including infrastructure operating and replacement costs



## One-Time Revenues and Costs

- Development charge revenues (based on current rates)
  - Town: \$71.9 million
  - Region: \$80.5 million
- Building permit fees
  - Town: \$87.6 million
- Non-Development Charge eligible capital costs (to serve existing residents & businesses)
  - Town: \$15.8 million



# Findings

## Ongoing Net Revenues

- Annual net revenues (taxes and fees, less operating costs)
  - Town: \$1.8 million
  - Region: \$1.0 million
- Infrastructure replacement costs
  - \$12-\$18 million approximately every 10 & 25 years
  - Net revenues still exceed costs



# Future Considerations

- Additional DC revenues available to cover local costs: \$43 million
  - Local roads, stormwater
  - Library, parkland infrastructure, community centre
- Community Benefits Charge
  - Requires Community Benefits Charge strategy study and by-law
  - Could generate around \$3.2 million
- Provincial and Federal funding
  - Ontario Community Infrastructure Fund (Provincial)
  - Municipal Housing Infrastructure Program (Provincial)
  - Investing in Canada Infrastructure Program (Federal)



# Next Steps

Statutory Public Meeting:  
October 2024 (date to be confirmed)

Council Adoption  
November -December 2024  
(date to be confirmed)

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