



Planning Justification Report

434 & 484 Barrick Road



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1. INTRODUCTION

Nethery Planning Inc. has been retained by Dunsire Properties Inc. to provide planning and project management services regarding the proposed Zoning By-law Amendment. The subject lands are located at 434 & 484 Barrick Road within the City of Port Colborne. The subject lands are zoned Institutional (I) and Third Density Residential (R3) in the City of Port Colborne Zoning By-law. This application seeks to rezone the lands to Fourth Density Residential (R4) zone, as the existing zoning framework does not permit the proposed apartment building form.

Under a previous application filed, site-specific zoning provisions for minimum lot frontage and minimum lot area were approved to facilitate the severance of the lands into three parcels. The subject lands are now comprised of the severed lands and a residential lot that provides access to Barrick Road. As part of the previous application, an Environmental Impact Study (EIS) was completed to determine the appropriate location for the lot line adjacent to the woodlot.

The purpose of this report is to outline the proposed Zoning By-law Amendment and provide planning justification for the residential development proposed through the review of the policy framework of the Provincial Planning Statement (2024), the Niagara Official Plan, and the City of Port Colborne Official Plan. An Urban Design Brief, prepared by Dunsire Properties Inc., has been provided to demonstrate the vision for the site and how it addresses municipal urban design guidelines. The lands also require an archaeological assessment that is underway and clearance will be provided with the site plan application submission. The proposal is further supported by a Transportation Impact Study, Functional Servicing Report and Environmental Impact Study.



Figure 1: Aerial View of Subject Lands

2. SITE & SURROUNDINGS

2.1 SITE DESCRIPTION

Site

The subject lands are municipally addressed as 434 & 484 Barrick Road in the City of Port Colborne. They are located on the south side of Barrick Road and east side of West Side Road. The subject lands have a combined area of approximately 4.097 hectares and are predominantly flat. The frontage is approximately 152 metres.

The subject lands are predominantly vacant with a single detached dwelling and accessory garage located adjacent to Barrick Road.



Figure 2: Site View from West Side Road

Surroundings

The surrounding area is generally characterized as a mix of low-rise residential and institutional uses, including the existing place of worship to the north of the site. Other uses in close proximity to the subject lands include low density residential, woodlands, vacant land intended for development and a commercial plaza with standalone commercial buildings. The land uses in the vicinity of the subject lands are as follows:

North – Abutting the subject lands to the north is a place of worship and a residential area, with parcels zoned R1 and R3, with parcels further to the north including additional R1 and R3 zones as well as some parcels zoned R4.

East – Directly abutting the subject lands to the east is a residential area, consisting mainly of R4 zoned parcels, with some R1 parcels, as well as RD parcels further to the east of the site.

South - Abutting the subject lands to the south is a woodlot, zoned as Environmental Protection, as well as a residential area, which fronts onto Northland Avenue. These residential lots are zoned primarily as R1, with some R4 and special zoning provisions such as I-36 and I-24. Other uses south of the site include Commercial Plaza and Institutional.

West - Adjacent to the subject lands to the west are more residential lots, with parcels zoned as R1 or R3. Further to the west includes a large parcel that is draft plan approved for low rise residential.

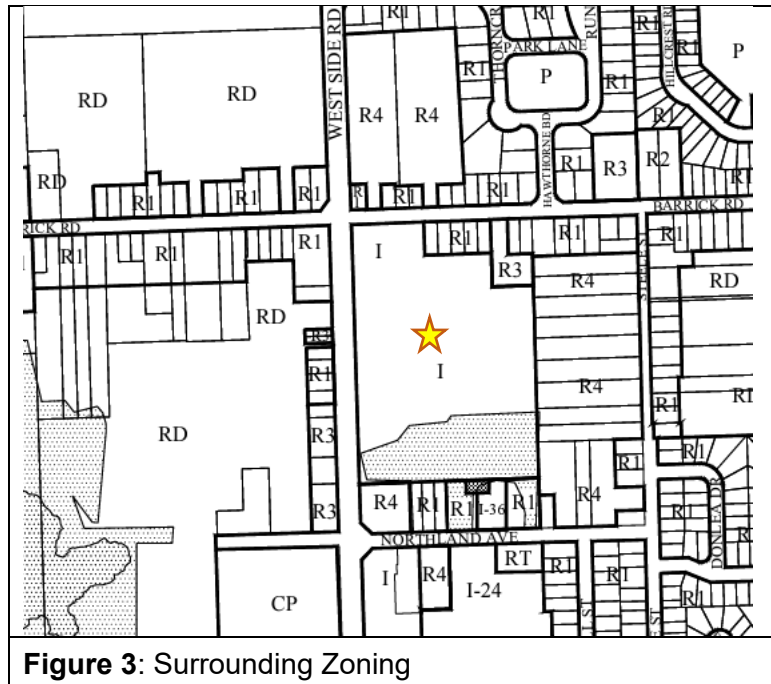


Figure 3: Surrounding Zoning

2.2 TRANSPORTATION NETWORK

Road Network

The subject lands are located at the southeast corner of Barrick Road and West Side Road (Highway 58). West Side Road is a provincially owned roadway, while Barrick Road is a municipally owned road.

The property benefits from good connectivity within the City's road network. Travelling west on Barrick Road leads directly to West Side Road, while travelling east provides access to Steele Street. Both West Side Road and Steele Street offer direct connections southward to Main Street West (Highway 3), a major Regionally owned arterial road that serves as a key transportation corridor in Port Colborne.

3. PROPOSAL

3.1 DESCRIPTION OF PROPOSAL

The Client seeks to develop six six-storey apartment buildings, a one-storey commercial building and parking structure on the subject lands, across four development phases, as shown in Figure 4. Each apartment building would contain 62 units, for a total of 372 units in total across the site. Two access points are provided, one along Barrick Road and another on West Side Road (Highway 58).

The proposed development will feature 738 parking spaces for the six apartment buildings (approximately 2 parking spaces / unit) and a .02-hectare stormwater management pond on the southwest portion of the subject lands. Short-term bicycle parking will be provided in front of each apartment building, with a total of 84 spaces. The site also features an outdoor amenity area and additional greenspace across the site. On the southwest portion of the site, a one-storey commercial building will be provided.

The subject lands are zoned Institutional (I) in the City of Port Colborne Zoning By-law, which does not permit residential uses. The purpose of the zoning by-law amendment is to rezone the subject lands from Institutional (I) to Fourth Density Residential (R4) zone in order to permit the six proposed apartment buildings.

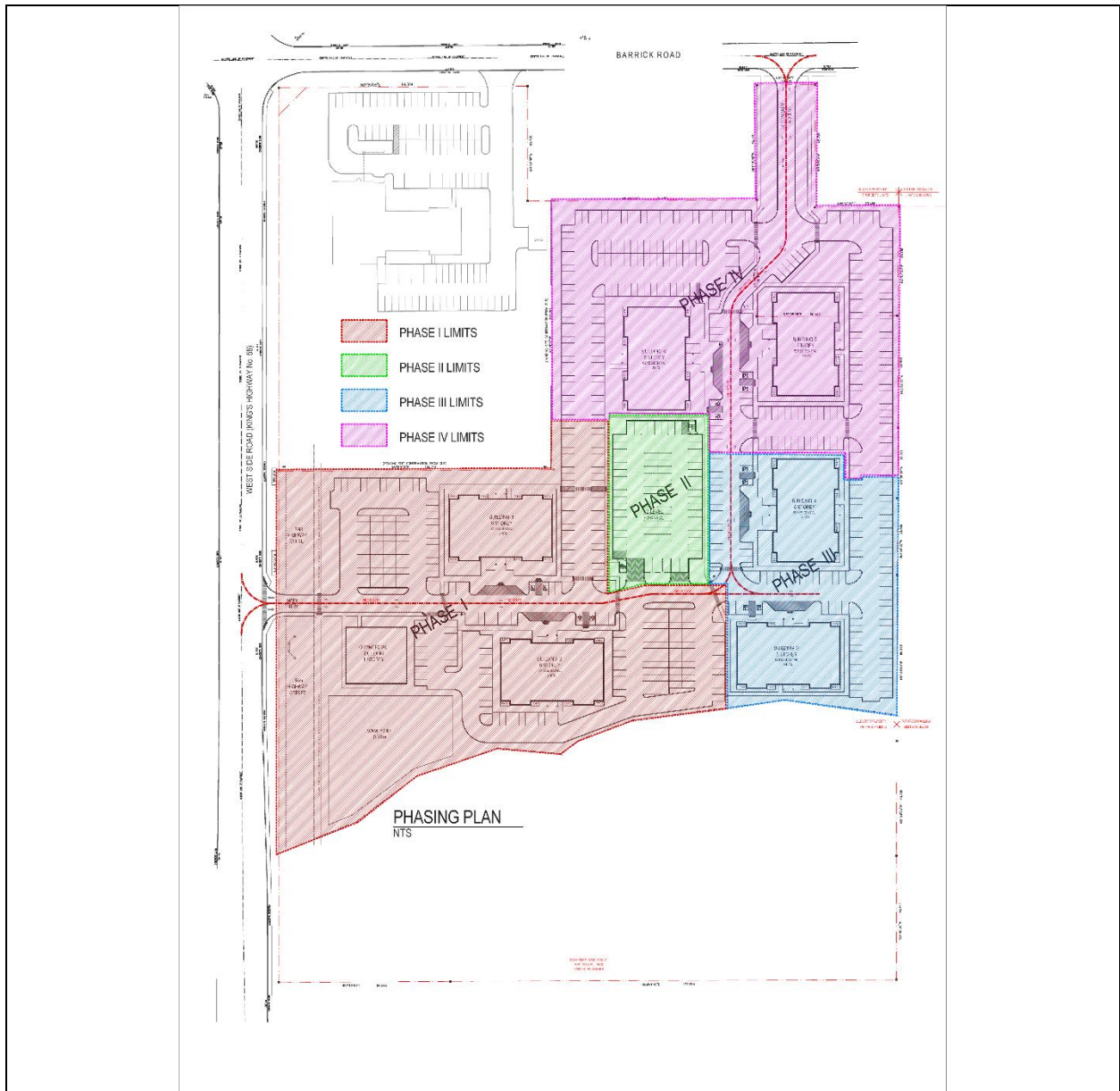


Figure 4: Development Concept & Phasing Plan

3.3 REQUIRED APPROVALS

To facilitate the residential development, a Zoning By-law Amendment is required. The Zoning By-law Amendment will rezone the lands from Institutional (I) and Residential Third Density (R3) to Fourth Density Residential (R4) with site specific provisions. This amendment will permit the six six-storey apartments on the site and ensure compliance with applicable development standards.

4. POLICY & REGULATORY CONTEXT

4.1 THE PLANNING ACT, R.S.O, 1990, c. P.13

The *Planning Act* is provincial legislation that sets out the provisions for land use planning in Ontario and provides for a land use planning system led by provincial policy.

The *Planning Act* promotes sustainable economic development and integrates matters of Provincial Interest into provincial and municipal planning decisions by requiring that all decisions be consistent with the Provincial Planning Statement and conform with provincial plans.

The *Planning Act* is provincial legislation that sets out the provisions for land use planning in Ontario - a land use planning system led by provincial policy. Section 2 of the Planning Act requires approval authorities such as the City of Port Colborne, to 'have regard to' matters of provincial interest. With respect to this proposal, relevant matters of provincial interest are as follows:

- (a) the protection of ecological systems, including natural areas, features and functions;
- (e) the supply, efficient use and conservation of energy and water;
- (f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
- (g) the minimization of waste;
- (h) the orderly development of safe and healthy communities;
- (i) the adequate provision and distribution of educational, health, social, cultural and recreational facilities;
- (l) the protection of the financial and economic well-being of the Province and its municipalities;
- (p) the appropriate location of growth and development;

The regulations and direction of Section 2 of the *Planning Act* inform the Provincial Planning Statement, 2024 and the matters of provincial interest. The Provincial Planning Statement, 2024 is detailed in the following section of this report. It is our opinion that the proposed development has regard for matters of provincial interest.

4.2 PROVINCIAL PLANNING STATEMENT (2024)

The Provincial Planning Statement also provides planning policy direction on matters of Provincial interest related to land use planning and development. As with the previous version (Provincial Policy Statement, 2020), the new document sets the policy foundation for regulating the development and use of land in Ontario. It promotes appropriate growth and long-term economic prosperity while safeguarding provincial resources and encouraging responsible forms of development.

The following is an analysis of relevant policies from the new Provincial Planning Statement, 2024:

2.1 Planning for People and Homes

6. *Planning authorities should support the achievement of complete communities by:*

- a) *accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;*
- b) *improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and*
- c) *improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.*

2.3.1 General Policies for Settlement Areas

1. *Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.*
2. *Land use patterns within settlement areas should be based on densities and a mix of land uses which:*
 - a) *efficiently use land and resources;*
 - b) *optimize existing and planned infrastructure and public service facilities;*
 - c) *support active transportation;*
 - d) *are transit-supportive, as appropriate; and*
 - e) *are freight-supportive.*
3. *Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.*

Response: The proposed Zoning By-law amendment is consistent with policies outlined in Section 2.1 and Section 2.3.1 of the Provincial Planning Statement, 2024. The proposed development is consistent with Policy 2.1(6), as it provides a housing typology, being apartment buildings, that can support long-term growth of the City and demographic changes, such as an aging population. Further, the site is proximal to a commercial plaza, vehicular and bicycle parking to accommodate all users is provided, and it is in close proximity to a place of worship. The proposed residential development and phasing plan facilitates future intensification and efficient land use within the existing built-up area, in accordance with Policy 2.3.1.1. The amendment supports a land use pattern that makes efficient use of land and existing infrastructure, consistent with Policy 2.3.1.2(a) and (b). Further, it enables a logical framework for accommodating future growth within

a serviced settlement area. This approach aligns with the PPS objective of promoting compact, efficient, and strategically managed development.

4.3 NIAGARA OFFICIAL PLAN (2022)

The Niagara Official Plan (NOP) was consolidated in May of 2024 and includes Amendments 1 through 3. As of July 1, 2024, the Niagara Official Plan is no longer a Regional Plan. It now functions as the Official Plan for the 12 local municipalities within Niagara, including the City of Port Colborne.

While the NOP no longer operates as a Regional Plan, it remains in effect as a Local Plan, continuing to provide policy direction for managing long-term development, the protection of Niagara's natural heritage and agricultural lands, and supporting responsible growth management and community development. This planning justification report considers the applicable policies of the Niagara Official Plan in assessing the proposed application.

The NOP designates the subject lands as "Built-up Area", which are areas planned for intensification and residential growth, as identified in Policy 2.2.2.1. Further, Policy 2.2.2.5 states that "A Regional minimum of 60 percent of all residential units occurring annually will be within built-up areas."

6.2.1 Excellence in Urban Design

6.2.1.1 Excellence and innovation shall be promoted in architecture, landscape architecture, site planning, streetscape design, and overall community design to ensure built environments are attractive, walkable, accessible, diverse, and functional

6.2.1.2 The collaboration and co-ordination of related disciplines, including land use planning, urban design, transportation planning, architecture, engineering, environmental planning, and landscape architecture shall be encouraged.

6.2.1.3 Areas strategically identified for intensification, including strategic growth areas, local growth centres and corridors, shall be designed to be pedestrian oriented with vibrant mixed-uses incorporating, where feasible, public gathering areas and public art.

6.2.1.4 Revitalization and redevelopment within downtowns and community cores shall be promoted to enhance their existing character.

6.2.1.5 The public realm shall be enhanced through urban design and improvements, and investment that contributes to safe, attractive complete streets and desirable communities.

6.2.1.6 Active transportation shall be promoted through the cohesive and collaborative design of streets, building interfaces and public spaces.

6.2.1.7 Sustainable design principles shall be applied to the public realm, infrastructure, public service facilities, development and streets.

6.2.1.8 The Region shall promote:

- a. the creation of liveable and vibrant urban areas and streets;*
- b. community design that:

 - i. offers a range of transportation options, including public transit and active transportation;*
 - ii. respects the complete streets approach by creating safe and attractive interconnected streets; and*
 - iii. encourages a mix of land uses, a vibrant public realm and compact built form;**
- c. a context-specific design approach for areas surrounding strategic institutions, such as post-secondary institutions and hospitals, as well as public service facilities to ensure compatibility and connection;*
- d. well-designed buildings, high quality streetscapes, and attractive public spaces that create neighbourhood character and strengthen community identity and diversity;*
- e. the integration of views of built and cultural heritage features, landmarks, and significant natural heritage features to enhance a sense of place;*
- f. the clustering of community facilities, services, and spaces to facilitate access to all modes of transportation and to promote community identity and civic pride; and*
- g. the creation of public spaces near public transit stations and bus stops that enrich the urban design experience within areas strategically identified for intensification, including strategic growth areas, and local growth centres and corridors.*

6.2.1.9 The Region will consider place-making elements in coordination with Local Area Municipalities along Regional Roads at major entry points to communities to foster unique, authentic, memorable and vibrant places. 6.2.1.10 The inclusion of public art into the design of major development, streetscapes, and public spaces will be encouraged.

Response: The proposed Zoning By-law Amendment aligns with the designation of the subject lands as “Built-up Area” under the Niagara Official Plan (NOP). Policy 2.2.2.5 establishes a Regional minimum target of 60 percent of all new residential units to be located within built-up areas annually. The development proposed through this application supports the intensification objectives of the NOP by accommodating residential development within the designated built-up area. The amendment supports compact urban form, providing 372 new residential units across the site. This approach is consistent with the NOP’s emphasis on responsible growth management and community development, as it facilitates strategic intensification within the urban boundary in a manner that aligns with Regional and Provincial planning policies.

Furthermore, the proposed residential community demonstrates excellence in urban design, as outlined in the supporting Urban Design Brief. The proposed development is designed to activate the public realm through a coordinated network of internal sidewalks, pathways, driveways and open spaces that provide direct access to each building. The landscaped areas and outdoor

amenity spaces are integrated throughout the site to encourage social interaction and foster a sense of community. The proposed development promotes a safe and functional environment by incorporating appropriate setbacks, locating servicing areas away from pedestrian activity, and providing two vehicular access points to the site. The proposed development features 84 bicycle storage spaces, promoting active transportation and integrates sustainable planning, through efficient building design and environmentally responsible practices using LED lighting, high-efficiency window systems and low VOC finishes.

4.4 CITY OF PORT COLBORNE OFFICIAL PLAN (2017)

The Official Plan for the City of Port Colborne (PCOP) was approved November 25, 2013, and was updated September 5, 2017. The PCOP provides a policy framework for decisions on planning-related matters and creates long term goals and objectives for community and physical development. The policies in this document provide guidance on community management and long-term growth, focusing on areas of social, economic, and environmental policies. The following policies apply:

Within the PCOP, the subject lands are designated as Urban Residential, and are located within the Urban Area Boundary, which is the identified area for intensification in the City.

Policy 2.4.2.1(a) Housing Forecast identifies that new development should:

- a) *New housing development should:*
 - i) *Be located in the urban area to make use of existing infrastructure and facilities; Be accessible to medical facilities, shopping and any future public transportation system;*
 - ii) *Be close to or be developed with on-site parks and open space;*
 - iii) *Incorporate design features for an aging population;*
 - iv) *Use housing forms suitable for an aging population such as at-grade housing or medium density apartment buildings;*
 - v) *Provide for a range of smaller lots and homes suitable to smaller households; and*
 - vi) *Be close to or be developed with social and recreational facilities.*

2.4.3 Intensification and Infill

- a) *The majority of the Municipality's intensification will be accommodated within the Urban Area where the development is compatible with the surrounding uses.*
- c) *The objectives of the intensification policies of this Plan are to:*
 - i) *Revitalize and support the Downtown by promoting intensification in the Downtown areas;*
 - ii) *Encourage mixed use development in the Downtown areas which is in proximity to public transit and active transportation routes;*
 - iii) *Provide land use policy directions for the accommodating additional growth on lands designated Urban Residential and Downtown Commercial;*

- iv) *Provide a policy framework that supports a limited amount of infilling throughout the Hamlet and Rural areas; and*
- v) *Provide policies that allow for accessory dwelling units and garden suites.*

3.2 *Urban Residential*

The areas identified on Schedule A as Urban Residential are those lands that are primarily used for residential purposes and represent the existing and planned built-up areas within the Urban Area Boundary. The predominant uses for lands designated Urban Residential shall include, but not be limited to; residential uses; neighbourhood commercial uses such as a convenience store, beauty salon, post office, and doctor's office all of limited size; cemeteries, parks, schools, community facilities and institutional uses normally located in residential areas.

3.2.1 *General Policies*

c) High Density Residential will:

- i) *Be developed as apartment buildings ranging in density from 70 to 100 units per net hectare;*
- ii) *Have frontage on an arterial or collector road;*
- iii) *Have commercial or ground-oriented residential uses on the main floor;*
- iv) *Be oriented on the site to minimize shadows on adjacent low and medium density residential development;*
- v) *Be encouraged to be developed in proximity to public transit and active transportation routes; and*
- vi) *Be subject to Site Plan Control.*

3.2.3 *Design Guidelines*

3.2.3.1 *Residential Communities*

a) New residential communities shall be limited in size, have a clearly defined character and edges:

- i) *The extent of a neighbourhood should be generally defined by a 400- metre radius (5-minute walk) from centre to edge.*
- ii) *The built form and landscaping of a new neighbourhood should have similar high quality architectural and vegetative treatments that provide it with identity while also allowing it to be differentiated from existing neighbourhoods.*
- iii) *Parks, woodlots, watercourses, trails, topographic features, major roads and infrastructure elements such as railway lines can define the neighbourhood periphery.*

b) New residential communities should create or build upon a unique identity such that:

- i) *Heritage Buildings and structures are preserved and incorporated into new neighbourhoods where possible.*

v) *Block lengths should not exceed 200 metres.*

3.2.3.3 Housing

b) *Townhouses and multiple-unit housing should:*

- i) *Be aligned parallel to the street from which the principal entrance should be visible and accessible;*
- ii) *Consider overall form, massing and proportions and the rhythm of major repetitive building elements and roof designs to create a street facade that is composed of a consistent and attractive variety of building elements; and*
- iii) *Be consistent with the placement and character of the surrounding built form where an infill development.*

Response: The proposed Zoning By-law Amendment aligns with the policies of the Port Colborne Official Plan for lands designated as Urban Residential and meets the design guideline policies for the development of a new residential community. The amendment facilitates the efficient use of land within the built-up area and maintains compatibility with the surrounding residential context.

The proposed residential community concept incorporates internal sidewalks, driveways and parking areas to support comprehensive site connectivity while ensuring resident and visitor safety and privacy. The proposed placement of the residential and commercial buildings is designed to create active and visually engaging frontages throughout the site. Landscaped areas and outdoor amenities are proposed to enhance opportunities for social interaction and cohesion. Further details regarding the design of the proposed residential community are provided in the supporting Urban Design Brief, which demonstrates conformity with the policies of the Official Plan.

4.5 CITY OF PORT COLBORNE ZONING BY-LAW (6575/30/18)

The subject lands are currently zoned as Institutional (I) in Zoning By-law 6575/30/18 with a special provision and holding provision (I-37-H), and Third Density Residential (R3). The Institutional (I) zone does not permit residential development, therefore a Zoning By-law amendment is being sought to rezone the lands from Institutional (I) to a site-specific Fourth Density Residential (R4) zone. The following Fourth Density Residential Zone policies would apply:

8.2 Permitted Use

- a) *Dwelling, Detached*
- b) *Dwelling, Semi-Detached*
- c) *Dwelling, Duplex*
- c) *Dwelling, Triplex;*
- d) *Dwelling, Fourplex;*

- e) Dwelling, Townhouse Block;
- f) Dwelling, Townhouse Street;
- g) Apartment Buildings;
- h) Apartment Buildings, Public;
- i) Boarding or Lodging House; and
- j) Uses, structures and buildings accessory thereto

8.7 Zone Requirements – Apartment Buildings; Apartment Buildings, Public; Boarding and Lodging House

- | | |
|----------------------------------|-------------------|
| a) Minimum Lot Frontage | 18 metres |
| b) Minimum Lot Area per Unit | 125 square metres |
| c) Minimum Front Yard | 9 metres |
| d) Minimum Interior Side Yard | 3 metres |
| e) Minimum Corner Side Yard | 7.5 metres |
| f) Minimum Rear Yard | 6 metres |
| g) Maximum Lot Coverage | 40 percent |
| h) Maximum Height | 20 metres |
| i) Minimum Landscaped Area | 25 percent |
| j) Minimum Floor Area for a Unit | 50 square metres |

Response: The subject lands are currently zoned as Institutional (I) in Zoning By-law 6575/30/18 with a special provision and holding provision (I-37-H) and Third Density Residential (R3). A holding provision is in place until archaeological assessment has been completed on the site, and it has been confirmed that the site does not have archaeological resources. The existing zoning does not permit residential development in the form of apartments on the site. A site-specific zoning by-law amendment is required to permit the six six-storey residential apartment buildings. As the building heights exceed 20 metres (8.7(h)), a site-specific amendment will seek to permit the buildings at 22 metres. As outlined in the Urban Design Brief (Section 5.2.1), several building massing techniques are proposed to reduce the visual scale of the buildings and mitigate perceived mass. The proposed landscaping accounts for 25% of the subject lands, meeting the minimum landscaped area requirement (8.7(i)). The site-specific zoning amendment will also address commercial permissions on the site, which is required under the Official Plan. The proposal meets all other zoning requirements within the Fourth Density Residential (R4) zone.

3.1.1 Parking Space Requirements for Residential Uses

Permitted Use	No. of Spaces Required per Unit
Apartment Building	1.25

3.1.2 Parking Space Requirements for Non-Residential Uses

Permitted Use	No. of Spaces Required per Unit
Commercial Plaza	Min 1 space per 25 square metres gfa

3.3 Accessible Parking

a) Accessible parking spaces shall be provided at the following rate:

Number of Required Standard Parking Spaces	Number of Accessible Parking Spaces
301-400	10
501 and over	2% of the required parking

Response: The Zoning By-law requires the proposed development to accommodate 1.25 parking spaces per unit, which would be a total of 465 parking spaces. The proposed development exceeds the parking requirement, proposing 148 two-level parkade spaces and 590 surface-level parking spaces, for a total of 738 parking spaces. This works out to be approximately 2 parking spaces per unit, which reflects anticipated demand patterns within the local context and limited transit availability. The Zoning By-law accessible parking requirements are inconsistent with the Provincial standards, which are 2 spaces plus 2% of the total parking spaces. Given the 738 spaces, 17 accessible parking spaces are required and provided on the site.

5. SUPPORTING MATERIALS

A series of reports were produced by consultants in support of this proposed development, and responding to Staff requests during the pre-consultation meeting process

5.1 URBAN DESIGN FRAMEWORK

An Urban Design Brief, found in Appendix D, was prepared by Dunsire Developments to showcase the design of the proposed development. The Brief utilizes urban design best practices, responds to the PCOP Official Plan Section 3.2.3 Design Guidelines, and identifies design vision and principles. Part of this Brief includes the site plan, landscaping plan and renderings of the apartment buildings and associated parking. Further, a Shadow Analysis is included in this Brief, which demonstrates that an appropriate balance has been achieved between building form and shadow impacts on surrounding dwellings, primarily finding that the majority of shadowing falls within the site, avoiding significant shadow impacts on nearby dwellings and the adjacent church.

5.2 TRANSPORTATION IMPACT STUDY

A Transportation Impact Study was prepared by GHD in support of the proposed development on the property. The Study evaluated anticipated traffic generated by the proposed development and any impacts on the surrounding transportation network, such as adjacent intersections and site

access points. The Study confirmed that the proposed development can be accommodated within the existing road network without significant impacts to traffic operations, intersection capacity, or safety, provided that traffic signals are implemented at intersection of Highway 58/West Side Road and Barrick Road in order to address reported capacity constraints.

5.3 FUNCTIONAL SERVICING REPORT

A Functional Servicing Report was prepared by Upper Canada Consultants in support of the proposed development. The purpose of the Report was to identify domestic and fire protection water servicing, sanitary servicing, and stormwater management requirements for the site. The Report concluded that the existing 400 mm watermain on West Side Road has sufficient capacity to provide both domestic water supply and fire protection. The existing 200 mm sanitary sewer is also adequate to service the development; however, downstream improvements to the Northland Avenue system will be required through cost sharing with the City. With respect to stormwater management, the proposed development will provide quantity control up to and including the 100-year storm event, with overflow directed to the existing drainage system via a dry pond facility. Stormwater quality treatment will achieve Normal Protection levels (70% TSS removal) through the use of an oil/grit separator and the dry pond. Overall, the Report confirms that adequate municipal servicing is available to support the proposed development.

5.4 ARCHAEOLOGICAL ASSESSMENT

As per discussions held with City staff, an archaeological assessment will be provided at the time of Site Plan Control Approval in support of the development.

5.5 ENVIRONMENTAL IMPACT STUDY

An Environmental Impact Study was prepared by RJ Burnside & Associates Limited for the previous planning application to permit the severances on the property and is provided in the Zoning By-law Amendment submission package. The findings support the proposed development, as there will be no impact, development is not being proposed on the Significant Woodlands lands.

6. COMMUNITY ENGAGEMENT

It is important to involve the public in the planning process. Municipal staff recommended a Neighbourhood Engagement session be held prior to the submission of the development applications. The purpose of this session was to introduce the proposed development and receive public and Council feedback to inform the proposed development ahead of application submission.

The Neighbourhood Engagement session was marketed by sending an invitation via mail to all residents and landowners within a 150-meter radius. Facilitated by Nethery Planning and Dunsire Developments, on March 26, 2026 the event was held at Christian Life Assembly 484 Barrick Road, Port Colborne to introduce the proposed development, review work done to date and next steps, receive feedback and answer any questions.

A full statutory public meeting will be held before Council, in accordance with the *Planning Act*, once the zoning by-law application has been submitted to the City.

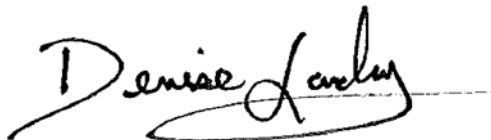
7. CONCLUSION

The proposed development at 434 & 484 Barrick Road represents good planning, as it makes efficient use of underutilized lands, supports the City and Region's growth and intensification goals, and contributes to a complete community through housing, open space and commercial opportunities.

The proposal features a four-phased development plan that is consistent with the Provincial Planning Statement, 2024 as it encourages growth and intensification within the existing built-up area and enables a logical framework for accommodating growth within a serviced settlement area, as well as ensures sufficient infrastructure resources are in place through each phase.

Being located within the Urban Area Boundary of the PCOP and Region of Niagara, a site-specific zoning by-law amendment would allow for the subject lands to provide 372 dwelling units total across the site, comprising one-bedroom and two-bedroom apartments, a one-storey commercial building and a parking structure. The site would be designed according to urban design best practices, and in conformity with the Official Plan design guidelines for new residential development. In addition, it is proposed to provide neighbourhood commercial space, consistent with the Official Plan.

The proposed development integrates sustainability concepts, through efficient building design, LED lighting, energy-efficient envelopes, Energy Star appliances and more. It also features a stormwater management pond to support natural filtration, biodiversity, and reduced reliance on the City's infrastructure system.

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Principal Planner
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A handwritten signature in black ink that reads "Emily Stanley". The signature is written in a cursive style with a large, sweeping underline.

Emily Stanley, MCIP, RPP
Senior Planner

