

**The Corporation of the City of Port Colborne**

**By-law no. \_\_\_\_\_**

**Being a By-law to Adopt Amendment No. X to the Official Plan for the City of Port Colborne**

WHEREAS it is deemed expedient to further amend the Official Plan, heretofore adopted by Council for the City of Port Colborne Planning Area;

NOW THEREFORE the Council of The Corporation of the City of Port Colborne under Section 17(22) and 21 of the Planning Act, hereby enacts as follows:

1. That Official Plan Amendment No. X to the Official Plan for the City of Port Colborne Planning Area, consisting of the attached appendices and explanatory text is hereby adopted.
  
2. That this By-law shall come into force and take effect on the day of passing thereof.

Enacted and passed this \_\_\_ day of \_\_\_\_\_, \_\_\_\_.

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William C Steele  
Mayor

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Charlotte Cooper-Madden  
Clerk

**AMENDMENT NO. X  
TO THE  
OFFICIAL PLAN  
FOR THE  
PORT COLBORNE PLANNING AREA**

Date: \_\_\_\_\_

**AMENDMENT NO. X  
TO THE  
OFFICIAL PLAN  
FOR THE  
CITY OF PORT COLBORNE**

This Amendment to the Official Plan for the City of Port Colborne, which has been adopted by the Council of the Corporation of the City of Port Colborne, is hereby approved in accordance with Sections 17 and 21 of the Planning Act R.S.O. 1990, c. P.13, as Amendment No. X to the Official Plan for the City of Port Colborne.

Date: \_\_\_\_\_

**AMENDMENT NO. X TO THE OFFICIAL PLAN  
FOR THE  
PORT COLBORNE PLANNING AREA**

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## **STATEMENT OF COMPONENTS**

### **PART A**

The Preamble does not constitute part of this Amendment.

### **PART B**

The Amendment, consisting of the text, as outlined in “Appendix A”, and mapping included as “Appendix B”, constitutes Amendment No. X to the Official Plan for the Port Colborne Planning Area.

### **PART A - THE PREAMBLE**

#### **Purpose**

The purpose of Official Plan Amendment No. X is to adopt the Killaly Secondary Plan and policies and amend the land use designations shown on Schedule A – City Wide Land Use of the Port Colborne Official Plan to facilitate the development of the subject properties, as shown on the attached Appendix B, as Residential, Mixed-Use, Major Commercial, Stormwater Management, Park and Open Space, Environmental Protection and Environmental Conservation.

#### **Location**

The lands affected by this amendment are shown on Appendix B of this amendment. The lands are generally bordered by Main Street East to the north, Killaly Street East to the south, Lorraine Road to the east, and Elizabeth Street to the west.

#### **Basis**

Currently, the subject lands are designated as Urban Residential, Industrial / Employment Area and Environmental Protection Areas on Schedule A (City-Wide Land Use) of the City of Port Colborne Official Plan. Applications have been made to initiate amendments to the City of Port Colborne’s Official Plan and Zoning By-law as they relate to these lands support the creation of a complete community.

It is intended that the City of Port Colborne will concurrently approve an Amendment to the City’s Zoning By-law 6575/30/18, rezoning the lands from the existing “RD- Residential Development, R1- First Density Residential, R3-Third Density Residential, LI-Light Industrial and Environmental Conservation” Zones to “R4-Fourth Density Residential Zone with site-specific regulations, MU-Mixed Use with site specific regulations, HC- Highway Commercial with site specific regulations, EP-Environmental Protection and P-Public and Park” with site specific regulations.

This proposal is consistent /conforms with:

- The Provincial Planning Statement;
- Niagara Official Plan (now a municipal plan); and
- Port Colborne Official Plan

## **PART B - THE AMENDMENT**

All of this part of the document entitled **PART “B”** – “The Amendment” consisting of the text as outlined in Appendix “A” and mapping as outlined in Appendix “B” constitutes Amendment No. **X** to the Official Plan for the City of Port Colborne. The Official Plan of the City of Port Colborne is hereby amended as follows:

### **Text Changes**

The Official Plan of the City of Port Colborne is hereby amended by adding Section 5.4 to the Official Plan as outlined in **Appendix A** to Official Plan Amendment **X**.

### **Mapping Changes**

The Official Plan of the City of Port Colborne is hereby amended by adding the following mapping:

1. The Official Plan of the City of Port Colborne is hereby amended by adding Schedule I, Killaly Secondary Plan as an Official Schedule Forming Part of this Plan, as shown in **Appendix B**; and
2. The Official Plan of the City of Port Colborne is hereby amended by revising Schedule A: City Wide Land Use for lands within the Killaly Secondary Plan area to reflect land use designations as shown in **Appendix B** to this Official Plan Amendment No. **X**

## **IMPLEMENTATION AND INTERPRETATION**

The implementation and interpretation of this amendment shall be in accordance with the respective policies of the Port Colborne Official Plan, as amended and as outlined in an amendment to the City Zoning By-law to rezone the subject lands.

## Section 5.4 Killaly Secondary Plan

### Section 5.4.1. Goals

The goal of the Killaly Secondary Plan is to establish a comprehensive policy framework to guide the long-term planning and coordinated development of the area. The Plan identifies a balanced land-use structure that accommodates a variety of uses including low and medium-density residential uses, neighbourhood-serving and general commercial areas, parks and recreational spaces, community facilities, and environmental protection areas. This range of uses is designed to support a diverse and connected community. The policies of the Killaly Secondary Plan have been developed with consideration for:

- a) Providing a diverse mix of housing forms and densities to support a range of household types and life stages.
- b) Integrating parks, open spaces, and recreational amenities to create opportunities for active and passive recreation.
- c) Protecting and enhancing natural heritage features and environmental protection areas, including floodplains, wetlands, and ecological corridors.
- d) Promoting compact, walkable neighbourhood design supported by an interconnected street network and access to community facilities.
- e) Ensuring efficient and coordinated use of land, infrastructure, and municipal resources, including stormwater management facilities and collector road systems.
- f) Supporting neighbourhood-scale and general commercial uses in strategic locations to serve future residents and neighbouring areas.

### Section 5.4.2. Objectives

- a) To accommodate the logical extension of urban development into the Killaly Secondary Plan Area and to ensure that growth occurs in an orderly, efficient, and coordinated manner consistent with the City's overall planning framework.
- b) To ensure that all new development is sensitive to, and compatible with, existing and planned land uses.
- c) To encourage the provision of housing types which provide a variety of affordable housing types and tenures to accommodate a range of household sizes and incomes.

- d) To serve the needs of the future residents of the Killaly Secondary Plan by permitting neighbourhood commercial, community and institutional facilities in the Plan.
- e) To identify and protect significant natural heritage features and encourage their conservation and preservation, while minimizing impacts as a result of new development
- f) To establish a connected system of parks, open spaces, and recreational amenities that provides opportunities for both active and passive recreation and contributes to the overall livability of the community.
- g) To promote a compact, walkable community structure supported by an interconnected network of collector and local roads, multi-use trails, and active transportation facilities.
- h) To ensure that all development is serviced by safe and adequate municipal water supply, sewage disposal, storm drainage systems and utilities.
- i) To encourage the provision of infrastructure and public service facilities in a coordinated, cost-effective manner to accommodate projected and current needs
- j) To support the development and appropriate siting of community facilities, including schools, emergency services, and recreational amenities, to serve the needs of future residents.
- k) To ensure all new development is compatible through the establishment of urban design guidelines and to encourage a standard building, streetscape and landscape design.
- l) To provide for development which supports the long-term economic prosperity of the City of Port Colborne.

### ***Section 5.4.3: Land Use***

The lands identified on Schedule X of the Killaly Secondary Plan are the lands which are intended to be used to support the creation of a complete community including Residential, Environmental Protection and Conservation Areas, Mixed-Use, Major Commercial, Institutional, Parks and Open Space and Stormwater Management facilities. Institutional uses are permitted within all residential areas subject to the policies of this Plan and are shown in on Schedule X; the actual location of these institutional uses may change (or be eliminated) without amendment to this plan.

#### ***Section 5.4.3.1. Residential Area Policies***

The Residential Area designation on Schedule X demonstrates that the predominant use of the land shall be for residential purposes subject to the following:

- a) A full range of residential uses is permitted. For further clarity, this includes single-detached dwellings, semi-detached dwellings, triplex's, fourplex's, all forms of townhouse dwellings, and apartment buildings, or any combination of these dwelling types.
- b) The Killaly Secondary Plan Area shall achieve a minimum density of 50 persons and jobs per hectare across the entire municipality in accordance with Provincial recommendations and Local policies for Greenfield density.
- c) The residential designations shall also permit Neighbourhood Commercial uses as outlined in the Official Plan.
- d) Other uses which may be permitted within the Residential designation include the following:
  - i. Private and Public Parks;
  - ii. Schools;
  - iii. Fire Hall;
  - iv. Low-rise apartments
  - v. Churches and place of worship;
  - vi. Nursery schools and day care centres;
  - vii. Special residential uses such as senior citizen care homes; and
  - viii. Accessory buildings and structures.
- e) The overall minimum density identified in Section 5.4.3.1 (b) is intended to assist in achieving the required overall density target of 50 persons and jobs per hectare across the municipality, and may be modified without amendment to this plan.
- f) Net density targets by land-use are outlined below:
  - i. Low Density Residential will be developed as single-detached or semi-detached dwellings and will have a minimum density of 12 units per net hectare;
  - ii. Medium Density Residential will be developed as any form of multiple or townhouse, triplexes and/or fourplexes and will have a minimum density of 35 units per net hectare.
  - iii. High Density Residential will be developed as apartment buildings and will have a density ranging from 60 to 150 units per net hectare.
- g) Low Density Residential dwellings shall generally not exceed 3 storeys (12.5 m), and townhouse units shall generally not exceed 4 storeys (14.5 m).

- h) Additional Dwelling Units shall be permitted by the Zoning By-law within residential areas in single detached, semi-detached dwellings, townhouse dwellings and accessory buildings thereto.
- i) If required, noise studies shall be completed at the time of development applications and any necessary noise attenuation measures will be incorporated into subdivision and/or building design as needed.
- j) A preliminary school site is identified on Schedule X of this Plan; a preferred school site shall be identified by the District School Board of Niagara in consultation with the City, and may be modified or relocated from what is shown on Schedule X or may be deleted entirely by the respective school board in cooperation with the City, without Amendment to this Secondary Plan.
- k) A preliminary fire hall site is identified on Schedule X of this Plan; this site may be modified, relocated or deleted in consultation with the City of Port Colborne without amendment to this plan.
- l) Subdivision and development proposals shall make reference to the urban design guidelines contained within Section 5.4.4 of this Plan. Proponents of development applications may also have regard to urban design guidelines considered for implementation by the City at a future date and may have regard for existing model urban design guidelines prepared by the Region of Niagara.
- m) Adequate standards for minimum front yards, maximum building height and minimum separations between dwellings shall be established in the Zoning Bylaw.

#### *Section 5.4.3.2. Mixed-Use Policies*

The Mixed-Use area generally located at the northeast corner of Killaly Street and Elizabeth Street, shown on Schedule X, shall encourage the development of neighbourhood-oriented, small-scale commercial uses, townhouses and low-rise apartment buildings, or any combination thereof. This area will be subject to the following:

- a) Commercial uses may be developed as follows:
  - Permitted uses include retail, office, restaurant, medical, health and wellness recreational, cultural and personal service commercial uses; and
- b) Building heights shall not exceed 8 storeys and are encouraged to combine commercial uses on the ground floor and residential units on upper floors.
- c) Mixed-Use development is subject to Site Plan Control.

### *Section 5.4.3.3. Major Commercial Policies*

The Major Commercial Area, as shown on Schedule X, represents the largest concentration of commercial space within the Secondary Plan. The predominant land uses include a full range of medical and office space, retail, restaurants with drive thru facilities, clinics, banks and personal service commercial uses to serve the needs of the entire market population and may include light industrial uses. No residential uses shall be permitted due to the proximity of the Quarry. This area will be subject to the following:

- a) Notwithstanding Policy 2.4.6.1 b). a new commercial plaza shall be permitted within the Secondary Plan Area as identified on Schedule X.
- b) Retail stores, banks, medical clinics and professional offices shall be permitted.
- c) Building heights shall not exceed 8 storeys.
- d) Parking may be permitted fronting Main Street with appropriate landscape buffering in place.
- e) Major Commercial Area is subject to Site Plan Control.

### *Section 5.4.3.4. Parks and Open Space*

Parks and Open Space Lands identified on Schedule X shall mean lands for use by the public for open air recreational purposes and shall also permit stormwater management facilities and utility corridors.

Compatible secondary and accessory uses such as parking, passive recreation, multi-use trails, landscaping, and naturalization may be permitted within Parks and Open Space (including the hydro corridor), provided that such uses do not interfere with the safe and efficient operation, maintenance, or expansion of the park and open space lands.

The following policies and objectives should apply to parks and open space within the Secondary Plan:

- a) Stormwater management facilities (ponds, channels, infiltration galleries etc.) shall be permitted within the Parks and Open Space designation.
- b) Sanitary pumping stations shall be permitted within the Parks and Open Space designation. The location of which will be determined in consultation with the City of Port Colborne; it may be relocated or eliminated without amendment to this plan.

- c) A hydro corridor shall be permitted within the Parks and Open Space designation and shall be protected and maintained as a functional component of the community's open space and utility network.
- d) Satisfactory parkland and/or cash-in-lieu shall be secured by the City through applications for plan of subdivision.. The Secondary Plan Area must meet parkland dedication requirements as required by the City; however, it is recognized that parkland dedication may not be met within each individual plan of subdivision brought forward for approval.
- e) Design will ensure parks provide safe and convenient access for pedestrians.
- f) Parks will be integrated with other community facilities such as schools, where possible and deemed appropriate by the City.

#### *Section 5.4.3.5 Natural Heritage System Policies*

##### Natural Heritage System Policies

Policy 4.1.1. of the Provincial Planning Statement directs that natural features and areas shall be protected for the long term. Furthermore, Policy 4.1.2. states that Natural Heritage Features shall be identified and that the diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems should be maintained, or where possible improved recognizing linkages between and among natural heritage features and areas.

The Natural Heritage System in the Secondary Plan is comprised of Environmental Protection Areas (EPA), Environmental Conservation Areas (ECA) and associated buffers that the City shall protect and conserve and are identified on Schedule X.

The Natural Heritage System is subject to the policies of the Natural Heritage Section of the City of Port Colborne Official Plan, with specific reference to the policies of Environmental Protection Area and Environmental Conservation Area, as identified in Section 4.2 and 4.3.

The Natural Heritage System is comprised of the following environmental components:

- Provincially significant wetlands;
- Provincially significant woodlands;
- Provincially significant valley lands;
- Significant wildlife habitat attributes and functions, including habitat for species-at-risk and rare plant communities such as prairie, savannah, and oak woodland;
- Significant areas of natural and scientific interest (ANSI);
- Hazard lands;
- Other natural heritage features (i.e. NPCA regulated wetlands, woodlands that are less than 4 hectares, treed slopes, and cultural habitat features);
- Enhancement/restoration areas; and

- Associated buffers

If non-native, invasive species within the Secondary Plan are found, it is recommended that an invasive species management plan be considered for future development applications. It is recommended for an invasive species management plan to be considered for all future development applications.

a) Environmental Protection Area

- i. Natural features like floodplains and wetlands have an inherent ecological function and can pose risks to life and property. Development or site alteration may be permitted within an Environmental Protection Area only if supported by an Environmental Impact Statement showing no net impact on the natural heritage feature and/or system. Environmental Protection lands shall include Provincially Significant Wetlands and lands having an inherent physical hazard such as flood susceptibility, steep slope, erosion susceptibility or other physical limitations to development, as determined by the Niagara Peninsula Conservation Authority and/or Ministry of Natural Resources.
- ii. The general boundaries of the area identified as Environmental Protection Area is delineated on Schedule X.
- iii. Trails are a permitted use within the EPA designation and where necessary grading and other site alteration shall be permitted, as approved by the City of Port Colborne and NPCA.
- iv. Completion of an Environmental Impact Study to the satisfaction of the City and the Niagara Peninsula Conservation Authority shall be required for all development and/or site alteration within 30m of the natural heritage system and/or a NPCA regulated feature.
- v. Stormwater Management Facilities including wet ponds, linear wetlands and vegetated swales adjacent to Environmental Protection areas should be designed to enhance the function of the adjacent feature. Ecological linkages can occur through stormwater management facilities.
- vi. The Natural Heritage System shall include buffers where appropriate and as required by existing regulations, policy and/or as outlined by an Environmental Impact Study; generally, Provincially Significant Wetlands, and valleylands shall include a 30m buffer and retained woodlands and other features will include a 10m buffer. The actual buffer provided and secured by the City of Port Colborne may increase or decrease in size if/as supported by an Environmental Impact Study.
- vii. New development should generally not interfere with the existing natural heritage system including linkages and natural corridors; although all

efforts should be made to protect these features, it is understood crossing them may be required and can be approved if supported by an Environmental Impact Study.

- viii. Development or site alteration may be permitted within or adjacent to Environmental Protection Areas is supported by an Environmental Impact Study and subject to written approval from the Niagara Peninsula Conservation Authority.
  - ix. Where appropriate, development should consider wildlife passages.
- b) Environmental Conservation Area
- i. The general boundaries of the areas identified as Environmental Conservation Area are delineated on Schedule X.
  - ii. Environmental Conservation Areas are generally lands within the natural heritage system that are not hazard lands and are identified to support conservation, flood and erosion control, fish, forestry and wildlife management as well as passive recreational activities.
  - iii. Development or site alteration may be permitted within or adjacent to Environmental Conservation Areas if supported by an Environmental Impact Study. Where necessary, permits will be obtained by the NPCA.
  - iv. If no other options exist, a private or public road may extend into or through an ECA.
  - v. Trails are a permitted use within the ECA designation and where necessary grading and other site alteration shall be permitted, as approved by the City of Port Colborne and, if necessary, the NPCA.
  - vi. An Environmental Impact Study shall be required to support development adjacent to ECA lands.

## **Chapter 5.4.4 Urban Design**

### **5.4.4.1 Vision**

The Secondary Plan Area will be transformed into a complete human-scaled community with a cohesive and accessible public realm. It will provide inviting streetscapes and connections, creating enhanced public spaces and linkages to commercial, educational, and recreational offerings throughout the community. The public realm, especially parks, will be well-connected and coordinated with high-quality infrastructure to improve social interactions, recreational opportunities, and protection of natural areas. Where possible, existing environmental features will be integrated within the public realm to enhance

connections while improving protection of natural features and encouraging passive recreation.

#### *5.4.4.2 Urban Design Objectives*

The overarching objective of this Secondary Plan is to establish policies in support of a complete community with a mix of uses, integrated neighbourhoods, various built forms, and a network of public and where possible private open spaces. The following objectives support the vision for the Secondary Plan Area:

- a) Provide opportunities for passive, recreational activity.
- b) Encourage the inclusion of compact built form.
- c) Provide a diverse range of housing choices in a variety of settings.
- d) Protect natural heritage features and integrate them with parks.
- e) Ensure the efficient use of the land and resources.

#### *5.4.4.3 Urban Design Policies*

##### *5.4.4.3.1 Streetscape and the Public Realm*

- a) Streetscapes should be well-defined and promote a healthy and inviting pedestrian environment. Along Killaly Street and Main Street, where commercial blocks are located, the streetscape will be enhanced through landscaping treatments, street plantings, street furniture, lighting, and coordinated signage. The siting and location of all streetscape elements should be well coordinated and approved by the City through detailed design.
- b) A vibrant, pedestrian- oriented Killaly Street will be developed through appropriate landscaping, improved lighting, and street furniture consistent with the character of the Secondary Plan Area. Killaly Street East turns into Regional Road 3, which provides direct access to downtown Fort Erie to the east. Enhanced streetscaping is encouraged to improve overall connectivity and vibrancy of the Secondary Plan Area.
- c) Where possible, parking, servicing, and loading facilities will be located at the rear or side yards of commercial lands and/or integrated into the building design to be screened from public view. Landscaping will assist in the screening of such areas if required. An exception applies to the Major Commercial parcel fronting Main Street, where parking may be provided along Main Street if it includes appropriate landscape buffering. In addition, the Mixed-Use area along Killaly Street may include a surface parking lot fronting Killaly Street.

- d) Appropriately sized and designed crosswalks should be provided at intersections to ensure connectivity and the safety of pedestrians.
- e) The interface of streets and natural areas, parks, and storm ponds will be treated equally to create an attractive, inviting streetscape condition. The streetscape design should generally facilitate easy access to these areas with entry features, signage, well-defined walkway connections, and cycling facilities where feasible and appropriate.
- f) Permeability and accessibility to parks, and open spaces is desirable and should be integrated into design decisions for the Secondary Plan Area. It is also desirable to have these spaces within a 400-metre radius (5-minute walking distance) of most residential buildings.
- g) Enhanced recreational opportunities should be sought throughout the Secondary Plan Area. Treatment of storm ponds as a public amenity by providing appropriate infrastructure, connectivity, accessibility, and enhanced landscaping is encouraged to provide more passive recreational opportunities for the community.
- h) Major intersections and critical nodes within the Secondary Plan Area should be enhanced through appropriate gateway design features and improved streetscape. They will ensure high-quality placemaking and a unified landscape and built form that responds to the character and function of the Area.

#### *5.4.4.3.2 Built Environment and Private Realm*

- a) Appropriate siting of ground-based detached houses should be encouraged to assist in establishing a neighborhood streetscape. Also, multiple dwelling elevations should be provided to generate visual diversity and interest.
- b) Appropriate siting of townhouse blocks should be encouraged to provide a harmonic articulation of individual units within the blocks.
- c) The layout and design of buildings should be coordinated along the edges of sites that frame important views to enhance the unique setting and identity of the Secondary Plan Area.
- d) Building faces visible from the public realm, including parks and open spaces, shall be articulated to contribute to the public realm.
- e) The Private Realm should support and enhance the character of the Secondary Plan Area and provide place-making opportunities if possible.

#### *5.4.4.3.3 Bicycle and Bicycle Path System*

Street configurations and urban design are to support walking, and cycling. Although detailed urban design guidelines may be developed through the secondary planning process, the following policies shall apply as a minimum:

- a) To promote a safe and healthy lifestyle and opportunities for passive leisure activity, the provision of sidewalks and trail systems will be encouraged by the City of Port Colborne.
- b) Sidewalks and/or equivalent shared pedestrian/bicycle pathways may be provided on at least one side of Local Roads.
- c) Off-road trails should connect to the road network seamlessly in order to provide cyclists with on-road or off-road options.
- d) Collector Roads shall provide for sidewalks or equivalent pedestrian paths on both sides and consideration for bicycle lanes adjacent to roadways may be given where urban development is proposed. Detailed design will occur at the draft plan of subdivision stage.
- e) Any proposed designated walking paths that include cycling lanes shall be accommodated within road rights-of-way.
- f) All sidewalk / pedestrian pathways shall be designed with barrier free crossings at intersection with roadways.

### ***Section 5.4.5: Transportation***

The transportation system proposed within the Killaly Secondary Plan is shown on Schedule X. Schedule X illustrates the general network of boundary, collector and local roadways within and adjacent to the Secondary Plan boundary. Additional private roadways may be planned to provide access as required to individual properties within the Secondary Plan Area. Final collector and local roadway locations will be established through plan of subdivision. Changes to the location of roadways, as illustrated on Schedule X of this Secondary Plan, may be permitted without an amendment to the plan.

As directed in Section 3.2.1 of the Provincial Planning Statement, all roads provided within the transportation system should be safe, energy efficient, and facilitate the movement of people and goods. The system as a whole must be appropriately designed to meet projected needs. The network may include pedestrian and bicycle networks to serve the residents of the area and will provide convenient access for the broader community while minimizing the impact on the existing transportation network.

#### ***Section 5.4.5.1: Road System***

For the purpose of this Plan, the existing and proposed transportation network has been assigned the following road classifications:

- i. Provincial Roads;
- ii. Arterial Roads
- iii. Collector Roads; and
- iv. Local Roads.

a) The following policies apply to Provincial Roads under the jurisdiction of the City:

- i. Provincial Roads should be designed to accommodate heavy volumes of traffic and provide direct connection to Provincial Highways.
- ii. A minimum right of way width of 26 meters should be provided for Provincial Roads,
- iii. Provincial Roads should accommodate at least two lanes of traffic.
- iv. Direct access to a Provincial Road from adjacent individual residential properties should be permitted through implementing proper mitigation measures.
- v. On-street parking should be restricted on Provincial Roads.

b) The following policies apply to Arterial Roads under the jurisdiction of the City:

- i. Arterial Road right-of-way widths shall be designed in accordance with the City and Region Official Plans, the Regional Transportation Master Plan, and the Region's Complete Streets Design Guidelines.
- ii. All development within the Secondary Plan Area that directly abuts an Arterial Road shall provide appropriate buffering, landscaped open space, and shall consider the aesthetic function of the corridor
- iii. Back-lotting onto arterial roads is generally discouraged, as it can diminish the character of the street; however, the City recognizes that in certain circumstances it may be unavoidable. In such cases, development should incorporate design measures that maintain a high-quality interface with the public realm.

c) The following policies apply to Collector Roads under the jurisdiction of the City:

- i. Collector Roads should be designed to accommodate low to moderate volumes of traffic between local neighbourhoods and connecting to Provincial, Arterial and Local Roads. Large commercial vehicle traffic shall be discouraged on Collector Roads.
- ii. A minimum right of way width of 23 meters should be provided for Collector Roads.
- iii. Collector Roads shall accommodate two lane traffic. Additional auxiliary lanes may be provided at intersections to accommodate turning traffic.

- iv. On-street parking may be accommodated on one side of the roadway subject to sufficient pavement width.
  - v. Collector Roads may include wide planted/pedestrian boulevard(s) that can accommodate active transportation and street tree planting / landscaping and are encouraged to support pedestrian and cyclist circulation.
  - vi. The location and design requirements for Collector Roads will be confirmed and implemented through subsequent development approvals.
- d) The following policies apply to Local Roads shown under the jurisdiction of the City:
- i. Local Roads should be designated to accommodate low levels of traffic.
  - ii. Residential Local Roads should incorporate sidewalks on at least one side of the roadway to provide safe connection for pedestrians.
  - iii. Local Roads should have a minimum right of way width of 18 metres; however, reduced right of way widths may be considered where traffic, servicing and pedestrian requirements can be fully accommodated.
  - iv. All local roadways in the study area shall be designed to have a basic two-lane cross-section. Two-way stop controls should be provided on the minor approach at intersections. Where there is a four-way intersection with similar volumes on each approach, an all-way stop sign control may be utilized.
  - v. Local roads should be planned and designed to discourage heavy traffic.
  - vi. The location and design requirements for Local Roads will be confirmed and implemented through subsequent development approvals

### ***Section 5.4.6 Servicing***

All development within the Killaly Secondary Plan Area shall be developed with full municipal services. Infrastructure and public service facilities shall be provided in a coordinated, efficient and cost-effective manner to accommodate projected needs. Extension of municipal services into the Killaly Secondary Plan Area will be required to service development.

Easements to accommodate municipal services and utilities shall be granted as a condition of development approval.

#### ***Section 5.4.6.1: Sanitary Sewage Disposal***

- a) All development will be provided with municipal sanitary services subject to the approval of the City, the Niagara Region and, where necessary, the Ministry of the Environment.

- b) Prior to approval of a plan of subdivision, studies will be undertaken to determine that the sewage disposal system has capacity to receive waste generated from the proposed development.

#### *Section 5.4.6.2: Water Supply*

All development will be provided with municipal water services subject to the approval of Niagara Region, the City, and, where necessary, the Ministry of the Environment.

#### *Section 5.4.6.3: Storm Water Management*

- a) Development will be provided with storm sewers and stormwater management facilities subject to the approval of the City, the Niagara Peninsula Conservation Authority, the Region of Niagara and the Ministry of the Environment. The precise shape and location of the stormwater management ponds shall be determined during subdivision design and shall be sited and sized for optimal performance.
- b) Modern storm water management techniques, such as the preparation of lot grading and drainage plans, silt fencing, stormceptors etc., shall be employed in all new developments. Such techniques shall be implemented to control the quantity and quality of runoff and to control erosion and sedimentation during and after construction, in order to minimize adverse effects on the receiving watercourses and natural areas identified within the plan.
- c) Subject to specific approval of the Niagara Peninsula Conservation Authority and any other regulating agencies, storm water facilities will be designed using best management practices such that post-development storm water flows maintain pre-development levels storm flow into receiving watercourses.
- d) Any detention ponds to be provided as part of the storm water management system shall be located outside of Environmental Protection Areas. Storm Water Management facilities may be permitted in any other land use designation without amendment to this Secondary Plan.
- e) Storm sewers shall be designed in accordance with City standards and shall generally be constructed within the proposed road allowances. Provision of easements or blocks may be required where the road allowance is not suitable.

#### *Section 5.4.7: Utilities & Waste Collection*

- a) Development shall be provided with full utility services including hydro, natural gas, and telecommunications.

- b) The Secondary Plan will be designed to meet the criteria for eligibility in Niagara Region Waste Collection.

#### ***Section 5.4.8: Development Phasing***

Development shall be phased to provide for the orderly development of the Killaly Secondary Plan Area and to ensure the most efficient and economical use of existing and proposed infrastructure. The following phasing criteria shall be considered in the review of all development applications:

- a) The development contributes to, the logical sequence of construction of all required sewer, water, stormwater and transportation facilities.
- b) The development satisfies all requirements regarding the provision of parkland and other facilities. Parkland identified within the Secondary Plan may be confirmed through draft plan of subdivision applications. The Secondary Plan Area as a whole will meet minimum parkland requirements; however, it is understood that each phase may not meet parkland requirements.
- c) Phasing may be determined through future draft plan of subdivision applications.

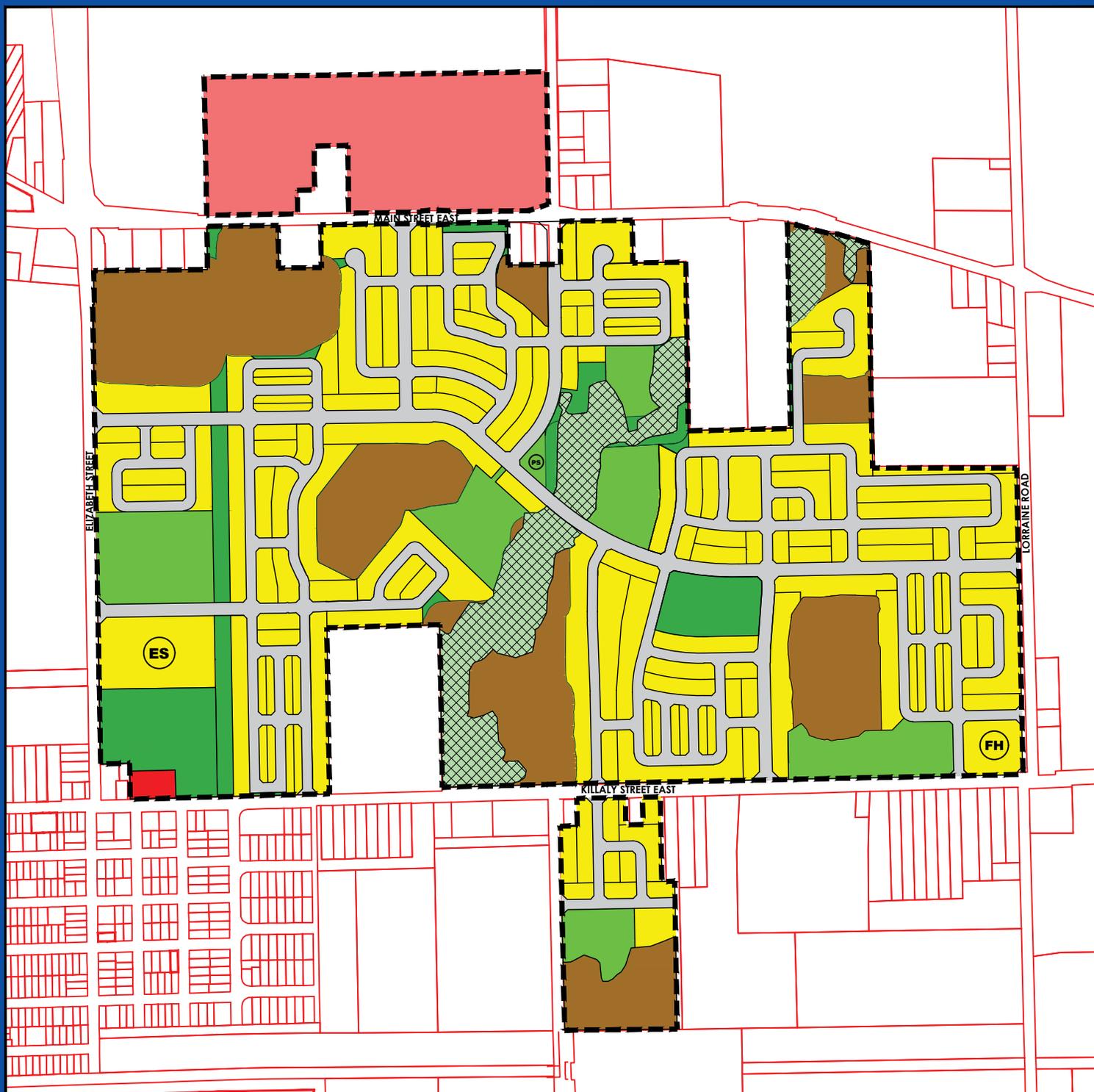
#### ***Section 5.4.9: Implementation***

- a) This Plan will provide the basis for consideration of development applications. If such applications are in conformity with this Plan, development will be implemented by means of:
  - i. Plans of subdivision pursuant to Section 51 of the Planning Act;
  - ii. Plans of condominium pursuant to Section 9 of the Condominium Act and Section 51 of the Planning Act;
  - iii. Where appropriate, severances under Section 50 of the Planning Act (Land severance applications shall not be used to create new residential lots which do not conform with the servicing requirements, land use layout, development staging or general street patterns set out herein);
  - iv. Zoning by-laws pursuant to the Planning Act;
  - v. Site plan agreements under Section 41 of the Planning Act, where applicable;
  - vi. Subdivision agreements under Section 51(26) of the Planning Act, where applicable.
- b) Final Approval of any development application shall not be granted until all Conditions, financial or otherwise, have been met with written clearance having been provided to the municipality.



# Port Colborne Official Plan Schedule X: Killaly Secondary Plan

-  Secondary Plan Boundary
-  Residential
-  Mixed-Use
-  Major Commercial
-  Elementary School
-  Fire Hall
-  Pumping Station
-  Stormwater Management
-  Park, Open Space
-  Environmental Protection
-  Environmental Conservation
-  Conceptual Road Network



**Schedule Notes:**  
This map is for general illustration purposes only.  
For boundary interpretations please contact the  
City of Port Colborne Planning and Development  
Services Department

