



0 FORKS ROAD

PORT COLBORNE, ON

Planning Justification Report

Prepared by Batory Planning + Management – May 2026

BATORY
Planning + Management

EXECUTIVE SUMMARY

Batory Planning + Management has been retained by 2789475 Ontario Inc (the “owner”) as the planning consultant for the proposed redevelopment of 0 Forks Road East in Port Colborne (“subject site”). The subject site is located east of the Welland Canal in the City of Port Colborne with frontage along Forks Road East and Third Concession Road, and flankage along Canal Road. It is approximately 900 metres west of Highway 140.

The overall site is irregular in shape and approximately 31.94 hectares in land area, of which, the proposed development is limited to the southernmost extent of the property and accounts for approximately 2.17 hectares.

The subject site is located outside the settlement area and designated as Rural Employment Area in the Niagara Official Plan and Rural Employment in the City of Port Colborne Official Plan, which permits uses that are of a dry industrial nature.

The subject site is zoned Industrial Development with an applicable Special Provision and Holding Symbol (ID-47-H), which requires a Zoning By-law Amendment to establish permitted uses, zone requirements, and appropriate technical studies to lift the Holding Symbol.

The proposed development seeks to introduce a logistics trailer parking and storage facility, 2-storey office building, surface parking lot, concrete pad, and gravel driveways on a currently vacant lot with informal driveways used for site maintenance.

The proposed use does not include manufacturing, processing, recycling operations, salvage operations, waste transfer, or hazardous material storage.

While there is a strong push from all levels of government to create new housing, there is an equal effort to prioritize the protection of core employment areas and uses, including industrial manufacturing, warehousing, and goods movement, to advance and ensure long-term sustained economic development opportunities and growth.

Employment areas benefit from strategic proximity to settlement areas and transportation corridors while balancing land use compatibility and mitigation concerns to optimize operation efficiencies.

This Planning Justification Report (PJR) provides an overview of the proposed development on the subject site, a review and analysis of the applicable policy framework, and justification and description of the Zoning By-law Amendment needed to facilitate the proposed development.

In our opinion, the proposed development implements the objectives of the *Planning Act* and Provincial Planning Statement, appropriately balances the regional and municipal Official Plans’ goals and objectives for supporting economic growth while appropriately limiting impacts relating to the agricultural uses and environmental consideration in the surrounding area.

Batory Planning + Management is a multidisciplinary urban planning and project management consulting firm with a focus on helping our clients improve the built environment and embrace unique opportunities within the real estate spectrum. The firm integrates urban planning, project management, and real estate consultancy, prioritizing a customer-focused experience for our clients.

Table of Contents

1.	LOCAL CONTEXT OVERVIEW	5
1.1	Site + Local Context Overview	6
1.2	Transportation Network	9
2.	PROPOSED DEVELOPMENT	10
2.1	Proposed Development Summary	11
2.2	Building Design	12
2.3	Pre Application Consultation	15
2.4	Required Applications	17
3.	PLANNING FRAMEWORK ANALYSIS	18
3.1	<i>Planning Act</i> , R.S.O. 1990, c. P. 13	19
3.2	Provincial Planning Statement	21
3.3	Niagara Official Plan	24
3.4	City of Port Colborne Official Plan	33
3.5	City of Port Colborne Zoning By-law	40
3.6	Summary of the Proposed Zoning By-law Amendment	41
4.	TECHNICAL STUDIES AND REPORTS	44
4.1	Supporting Studies and Key Findings	45

Table of Contents

5. CONCLUSION

49

APPENDIX A: PRE-CONSULTATION SUMMARY

APPENDIX B: DRAFT ZONING BY-LAW AMENDMENT

1.

LOCAL CONTEXT OVERVIEW

1. LOCAL CONTEXT OVERVIEW

1.1 SITE + LOCAL CONTEXT

Subject Site

The overall site is municipally referred to as 0 Forks Road East. It is located east of the Welland Canal in the City of Port Colborne with frontage along Forks Road East and Third Concession Road, and flankage along Canal Road. The site is large and irregular in shape, measuring approximately 31.94 hectares in land area.

The overall site is located outside the settlement area and designated as Rural Employment in the City of Port Colborne Official Plan. It is relatively isolated in its surrounding context and follows the edge of the canal to the west.

Within the expansive overall site, the proposed development is limited to the southernmost extent of the property, accounting for approximately 2.17 hectares. The development area is sited at the northwest intersection of Ramey Road and Third Concession Road and approximately 900 metres west of Highway 140. This development area is the subject of the rezoning application will hereinafter be referred to as the subject site. We note that any future expansion or additional site development would be subject to separate planning approvals and technical review.

The subject site, as well as the overall site, is currently vacant with informal driveways used for maintenance access.



Aerial image of the overall site and subject site in context



March 3, 2024: (left) Key map; (right) Looking west from east side of the property boundary



March 3, 2024: (left) Looking south towards the pedestrian bridge, upstream of the drain; (right) Looking northeast to the east road bridge from the top of south road bridge



October 1, 2025: (left) Looking west from the midpoint of the site; (right) Looking northwest from the midpoint of the site

Surrounding Context

Uses surrounding the subject site include:

North: North of the subject site is the remaining entirety of the overall site. These lands are vacant and also designated Rural Employment in the City of Colborne Official Plan Schedule A: City-Wide Land Use. The Rural Employment designation continues to apply to the lands north of Forks Road East. These lands are similarly mostly vacant and feature informal driveways for maintenance access, with the exception of lands to the northeast, which appear to have been graded recently for a large format facility (lithium-ion battery separator plant) (City File No. D14-06-25).

East: Lands to the east are designated Environmental Protection Area (EPA) in Schedule A and Significant Woodlands with a Fish Habitat and Environmental Corridors overlay in Schedule B2: Environmental Conservation Area. These lands are also identified by the Niagara Region as part of their Natural Environment System and are part of the Provincial Natural Heritage System. It includes natural heritage features such as woodlots, wetlands, and streams. Some of these features are considered Key Natural Heritage Features and Key Hydrological Features. Approximately 620 metres to the east, across the railway tracks is a non-profit farm animal rescue sanctuary.

South: To the south of the subject site are lands delineated within the Urban Area Boundary and designated Gateway Economic Centre. These lands are currently used for recreational trails by the QUAD Niagara ATV Club. Further south leads in to Port Colborne's Urban Residential areas.

West: West of the subject site, across Canal Road, is the Welland Canal. The Welland Canal is an engineered ship canal that bisects the Niagara Region to provide an important waterway connection between Port Colborne on Lake Erie and Port Weller on Lake Ontario. Dain City, a rural community part of the City of Welland, is located west of the canal. The canal continues north passing Welland, Thorold, and St. Catharines.

1.2 TRANSPORTATION NETWORK

Road Network

The subject site is provided access from Third Concession Road. Third Concession Road is identified as a Local Road in Schedule D: Transportation within the Port Colborne Official Plan. Local Roads are designed to accommodate low volumes of traffic and generally have a 20 metre right-of-way. Canal Road is adjacent to the site and is not labeled within Schedule D but identified within the Port Colborne Bike Trails.

Highway 140 is a Provincial Road approximately 900 metres to the east and provides direct connection to other higher order roads, including Highway 3 (Main Street East) to the south, and Highway 58A and Regional Road 525 (Townline Tunnel Road) to the north.

Active Transportation Network

The subject site is not immediately served by the active transportation network with respect to the public transit network.

The nearest and only Niagara Transit route servicing Port Colborne is Route 25, which travels between Port Colborne and Welland through Highway 58/West Side Road.

The nearest cycling trail is the adjacent Port Colborne Bike Trail following the Welland canal. This route is part of the Greater Niagara Circle Route, which follows the canal from Welland to Port Colborne and encircles the Niagara Region, offering cyclists a tour of the more scenic rural and settlement areas of the Niagara Region.



Excerpt of Niagara Region Regional Road Map

2.

PROPOSED
DEVELOPMENT

2. PROPOSED DEVELOPMENT

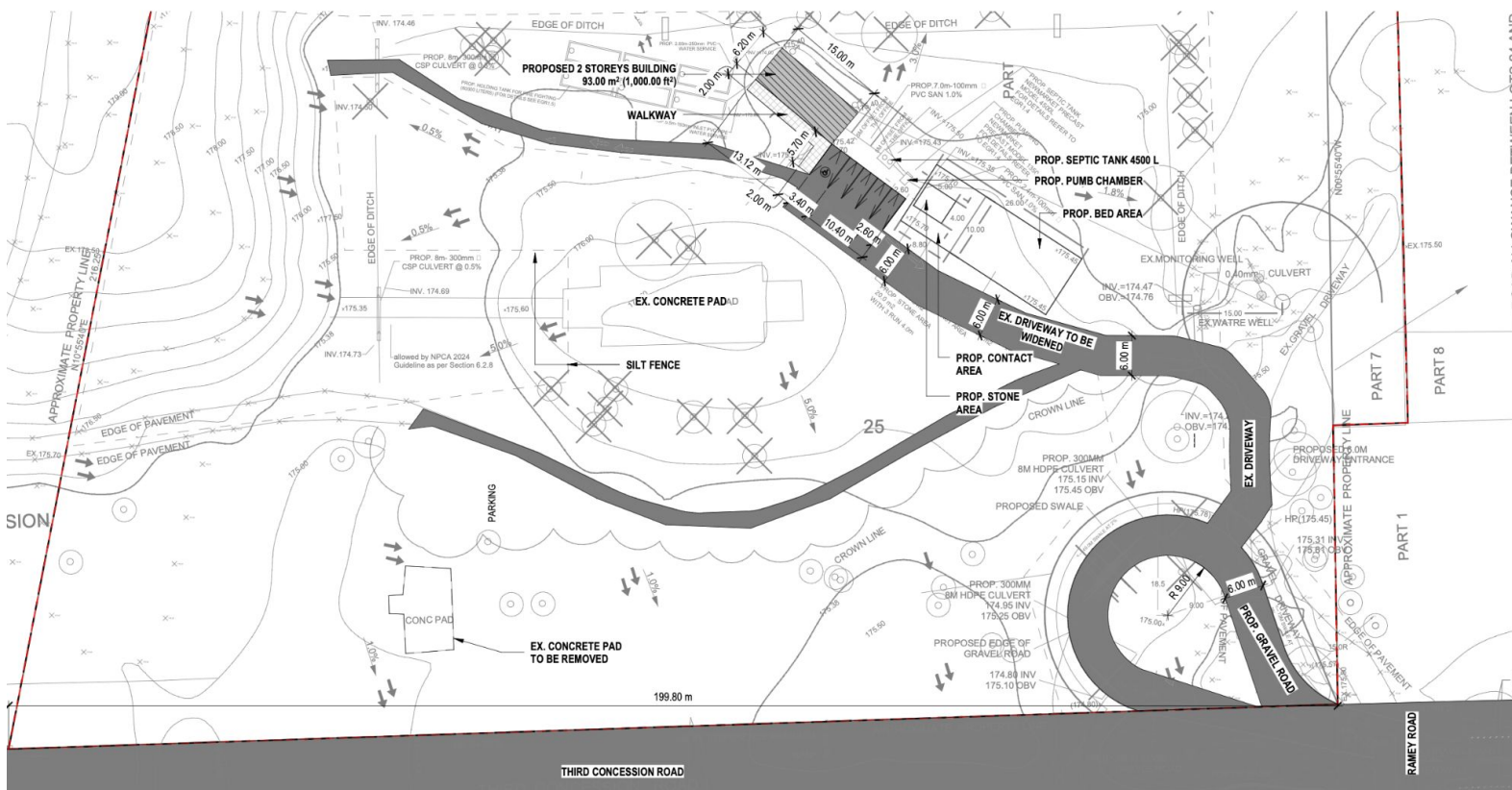
2.1 PROPOSED DEVELOPMENT SUMMARY

The subject site is strategically located in proximity to higher order roads and proximate to several of the Niagara Region's cities and hamlets. At the same time, it is also secluded from the settlement areas to minimize impact from the proposed industrial use.

The proposed industrial use is that of a dry industrial outdoor storage facility for goods, materials, and containers with associated offices and logistics trailer parking. The proposed use does not include manufacturing, processing, recycling operations, salvage operations, waste transfer, or hazardous material storage

The proposed development is limited to the southernmost portion of the overall site and comprises a 186 square metre two storey office building, 5 parking spaces provided in a small surface parking lot adjacent to the office building, outdoor storage and logistics trailer parking areas, and gravel driveways providing access to and from Third Concession Road.

As municipal servicing does not extend to the subject site, a 4,500 litre septic tank and associated plumbing chamber is also proposed.



Proposed development - site plan

2.2 BUILDING DESIGN

The proposed 186 square metre building is a modest two-storey building intended to provide ancillary administrative and operational support for the main outdoor storage and logistics parking use. The building has been sited in the northeast portion of the subject site with a compact building footprint of 93 square metres.

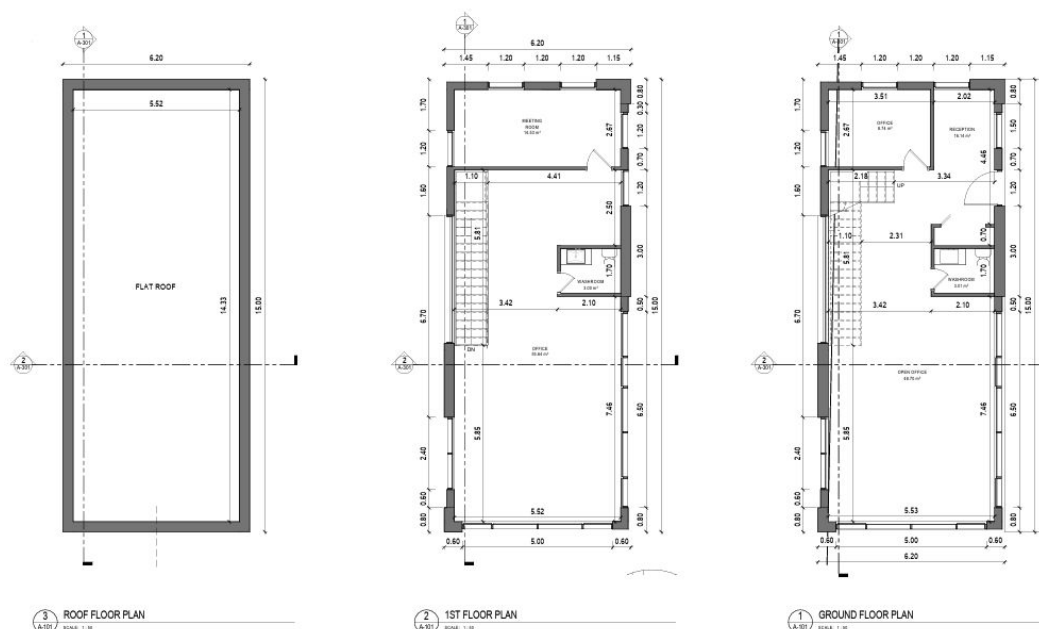
The architectural design of the office building demonstrates architectural attention despite the building and site's relatively isolated location within the Employment Area, away from the Settlement Area. Attention has also been given to the proportionality and scale of the building, ensuring that it remains subordinate to the broader industrial operations on the site while still presenting a professional and cohesive appearance.

The building incorporates a simple massing, with a clear two storey form. Window placement on all elevations introduces natural light into the interior office spaces while also providing rhythm and visual interest along the building facade.

The vertical and horizontal alignment of openings contributes to an organized architectural expression, avoiding the utilitarian appearance often associated with small industrial office structures.

The compact massing, at a modest height of 8.0 metres, and straightforward architectural treatment are appropriate for an office building supporting an industrial use. At the same time, the inclusion of glazing and articulated elevations ensures the building maintains a level of architectural quality consistent with contemporary employment development.

Overall, the proposed office building represents an appropriate and functional design response within the context of the surrounding employment lands. While the building will have limited public visibility due to the site's location within a largely industrial area, the design nonetheless incorporates architectural elements that contribute to visual interest and a professional appearance.



Proposed Development - office building floor plans and roof plan

Sheet List	
A-000	Cover Page
A-001	Site Plan
A-101	Ground & First Floor Plan
A-201	Elevations
A-301	Section



Proposed Development - office building rendering



Proposed Development - office building elevations

2.3 PRE APPLICATION CONSULTATION

A pre-consultation meeting for a construction material recycling facility and associated office, outdoor storage, and logistics trailer parking use was held on August 10, 2023 with City and Regional staff, including those from Planning and Engineering divisions. Below is a summary of comments from this meeting:

- Rural Employment Areas are to be serviced by private water and wastewater systems;
- The proposed use must be dry in nature;
- A Land Use Compatibility Study, Air Quality Study, and Noise and Vibration Impact Assessment will be required to advise of any site and/or building design measures required for compatible development with the surrounding uses;
- An Environmental Impact Study (EIS) is required to assess the potential impact and mitigation recommendations to the Region's Natural Environmental System (NES) and Provincial Natural Heritage Systems (PNHS);
- New development within a PNHS may not disturb more than 25% of the total developable area, impervious surfaces will not exceed 10%, and at least 30% of the total developable area will remain or be returned to natural self-sustaining vegetation;
- The property has archaeological potential and therefore must complete a Stage 1 Archaeological Assessment and provide acknowledgement from the Ministry of Citizenship and Multiculturalism (MCM) as part of a complete application;
- A detailed sewage system design must be submitted to confirm that the property can support the proposed development;
- Stormwater from the impervious surfaces need to be captured and treated prior to discharge from the site;
- Low Impact Development (LID) stormwater manager practices may be required;
- A Stormwater Management Brief will be required to assess stormwater management details, including detailed grading, servicing, and construction erosion/sediment control plans;
- Regional curbside waste pick up is available, subject to the nature and limits for public waste collection;
- A Traffic Impact Study and Planning Justification Report will also be required;

Following the meeting and receipt of the comments package and checklist for a combined Zoning By-law Amendment and Site Plan application, a project team was assembled to prepare the requisite submission items in consideration of the comments noted above.

Following the initial pre-consultation meeting, a revised development proposal for the subject site was conceived. The revised proposal significantly reduced the subject site boundaries and the proposed development to respond to the modified planned use of a multi modal storage facility. The decision to modify the proposed use and subsequently the development and site area boundaries was a result of discussions with City staff on appropriate and desired industrial uses for the site to best serve the economic development objectives for the area.

A second pre-consultation meeting was held on July 24, 2025. The comments provided reflected the reduced scope and impact to site area and proposed land use intensity.

Below is a summary of comments from this meeting:

- Prior to any dry industrial development of lands zoned ID-47-H, a Zoning By-law Amendment is required to establish the permitted uses and zone requirements.
- A separate application will be required to remove the holding (H) provision after a site plan agreement is registered on title, pursuant to subsection (b) (i) of the ID-47-H zone.
- Planning Justification Report will be required to address how the proposal meets the PPS, NOP, and OP policies noted above. In particular, the PJR should identify how many jobs the proposal would be anticipated to create, and why a location between 2 major goods movement corridors is required to facilitate this proposal.
- An Environmental Impact Study will need to be conducted to identify the location and extent of “other wetland and non-provincially significant wetland” features.
- The site appears to have access limitations from Third Concession Road due to the confluence of three municipal drains (see drainage comments). The applicant will need to demonstrate how appropriate access to the site can be obtained.
- The Province of Ontario’s Petroleum Well records indicate there are 2 potential gas wells on the subject lands. Well ID 449716209 (abandoned prior to 1921) and Well ID 449716305 (abandoned between 1954 and 1997). A gas well study will be required.
- A Stormwater Management Report will be required.
- The roadway will need to be extended with a proper turning bulb for garbage pick-up and snowplow as there is no road access to this lot.
- Access to the property needs to be acceptable for fire trucks.
- Any building on the property needs to have a building permit and fire safety will be evaluated at that time
- The parcel is on the north side of Indian Creek Municipal Drain. Any changes to the Drain must be made through the Drainage Act (i.e. if the drain is realigned, a culvert is lengthened or moved, etc.).
- A detailed sewage system design must be submitted to confirm the property can support the proposed development. If total sewage flows exceed 10,000 litres/day, approval from the Ministry of the Environment, Conservation and Parks (MECP) will be required, not Niagara Region.
- A site inspection is needed to ensure proposed developments won’t impact existing sewage systems, minimum setback requirements are met, and there are no defects.
- Niagara Region provides curbside waste collection services for developments that satisfy its Procedure for Requirements for Waste Collection and do not exceed the allowed limits.
- The subject property is impacted by NPCA regulated floodplain. NPCA notes that the proposed buildings, parking, and septic appears to be outside the flood hazard. As such, NPCA has no objections to the proposed development outside the floodplain. The proposed driveway encroaches the floodplain. NPCA is supportive of the proposed less than 50m³ of fill and culverts to convey flows.

2.4 REQUIRED APPLICATIONS

The proposed development requires planning applications to amend the zoning by-law, removal of the holding provision, and a site plan control application.

An amendment to the City's Comprehensive Zoning By-law 6575/30/18 is required to establish the permitted uses and zone requirements. The rezoning application also seeks to remove the holding provision. The latter will require a site plan agreement being registered on title, as per ID-47-H subsection (b) (i).

As outlined further herein, the proposed zoning by-law amendment and request to lift the Holding provision is consistent with the Provincial planning direction and framework, including the Provincial Planning Statement, and conforms with the Niagara Region Official Plan, and City of Port Colborne Official Plan.

A site plan control application is required for the proposed development to address site design details.

3.

PLANNING FRAMEWORK ANALYSIS

3. PLANNING FRAMEWORK ANALYSIS

3.1 *PLANNING ACT*, R.S.O 1990, c. P. 13

The *Planning Act* is a Provincial legislation that sets the framework for land use planning in Ontario. Section 2 of the *Planning Act* establishes matters of Provincial interest to which Regional and City Council shall have regard for in carrying out their responsibilities, including:

- The protection of ecological systems, including natural areas, features and function;
- The conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;
- The orderly development of safe and healthy communities;
- The adequate provision of employment opportunities;
- The protection of the financial and economic well-being of the Province and its municipalities;
- The protection of public health and safety;
- The appropriate location of growth and development; and,
- The mitigation of greenhouse gas emissions and adaptation to a changing climate.

Analysis

The proposed development has been designed with regard for matters of the Provincial interests identified in Section 2 of the *Planning Act*.

While it is located within a site that is designated as an Employment Area, it is also subject to the Natural Environment System Overlay in the Region of Niagara Official Plan.

The proposed development has taken into account the delineation of key natural heritage features and their respective minimum required buffers. An EIS has been completed by Terrastory Environmental Consulting Inc. and further provides appropriate mitigation measures for the proposed development to protect the long term health and functions of the Provincial Natural Heritage System (PNHS) and Region's Natural Environment System (NES) features, including floodplains, wetlands, watercourses, and shoreline areas.

As the site is also within an area of potential archaeological interest, an Archaeological Assessment has been completed by AS&G Archeological Consulting Inc. and concluded that the site did not contain archaeological resources. The conclusions of the assessment will be entered into the Ontario Public Register of Archaeological Reports as a condition of licensing in accordance with the *Ontario Heritage Act* and acknowledged by the Ministry of Citizenship and Multiculturalism (MCM).

It provides for the orderly development of safe and healthy communities in an appropriate location for this form of development by proposing uses consistent with the zoning and is not anticipated to negatively impact the surrounding lands or uses. The subject site is not prime agricultural lands and has long been designated for industrial/employment use. The proposed development is contained wholly within the Industrial Development zone and does not disturb lands zoned for agricultural uses.

The proposed development represents an important function in logistics and storage solutions, contributing to not only the financial and economic well being of the Province and municipalities through effective resource management, but also providing businesses with accessible, cost effective, and secure facilities.

The proposed development also contributes to economic development through the creation of jobs, as the development is anticipated to accommodate up to approximately 15 to 20 jobs under full operational build-out and expanded site activity. As such, the main economic function of the proposed development is to support businesses.

The proposed development will efficiently use existing infrastructure by providing a connection at the southwest corner of site to extend the in-place municipal road system to provide a turning bulb for municipal vehicle access (ie. garbage pick ups and snowplows).

New connections to municipal water/wastewater systems are not required. Due to the limited scale and site disturbance proposed, stormwater management is anticipated to be adequately handled on-site. A 4,500 litre private septic tank and plumbing chamber to service the office building is proposed nearby the office building, in front of the parking area. A Functional Servicing Report and Stormwater Management Plan prepared by King EPCM have been prepared in support of the application.

The mitigation of greenhouse gas emissions and adaptation to a changing climate are inherent benefits as a result of the central location within several settlement areas and the the broader Niagara Region. The convenient collection and distribution point between two major goods movement corridors results in a reduction in transportation related emissions compared to if the proposed development were located in a less accessible industrial area. The isolated location of the site minimizes potential traffic, noise, and visual impact on areas of settlement whilst being accessible to the areas of service and transportation routes.

Overall, the proposed development has regard for the relevant matters of Provincial interest outlined in Section 2 of the *Planning Act*.

3.2 PROVINCIAL PLANNING STATEMENT

On October 20, 2024, the Province declared the Provincial Planning Statement, 2024 (the “PPS”) to be in force, replacing the previous Provincial Policy Statement as well as the Growth Plan for the Greater Golden Horseshoe to consolidate and streamline the approach to reviewing province-wide land use planning policy documents while building upon housing supportive policies .

The PPS is a statement of the government’s policies on land use planning, providing provincial policy direction on key land use planning issues that affect communities, such as: building more housing where it’s needed; making land available for development; creating opportunities for economic development and job creation; planning for the appropriate infrastructure; protecting the environment and important resources; and directing development away from natural or human-made hazards, such as flood prone areas.

Section 3 of the *Planning Act* requires that all decisions affecting planning matters shall be consistent with the Provincial Planning Statement.

The subject site is considered within a rural area, as it is located outside the Port Colborne Settlement Area Boundary. Section 2.5 of the PPS provides policy direction for rural areas in municipalities.

Policy 2.5.1 lists various directions for healthy, integrated and viable rural areas, including promoting diversification of the economic base and employment opportunities through goods and services, including value-added products and the sustainable management or use of resources (Policy 2.5.1 e).

Building on this objective, Policy 2.6.4 notes that planning authorities should support a diversified rural economy by protecting agricultural and other resource-related uses and directing non-related development to areas where it will minimize constraints on these uses.

Policy 2.8 relates to the economy, with Policy 2.8.1 stating that planning authorities shall promote economic development and competitiveness by:

- a) providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;
- b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;
- c) identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment;
- e) addressing land use compatibility adjacent to employment areas by providing an appropriate transition to sensitive land uses.

Section 2.8.2 provides policies specific to employment areas. Planning authorities are directed to protect and preserve employment areas for current and future uses, and ensure that the necessary infrastructure is provided to support current and projected needs (Policy 2.8.2.1).

Policy 2.8.2.2 directs planning authorities to protect employment areas that are located in proximity to major goods movement facilities and corridors, including facilities and corridors identified in provincial transportation plans, for the employment area uses that require those locations. This policy direction is balanced with Policy 2.8.2.4, which notes that in planning for employment areas, planning authorities shall maintain land use compatibility between sensitive land uses and employment areas in accordance with Policy 3.5 to maintain the long-term operational and economic viability of the planned uses and function of these areas.

Employment areas are defined as:

“areas designated in an official plan for clusters of business and economic activities including manufacturing, research and development in connection with manufacturing, warehousing, goods movement, associated retail and office, and ancillary facilities. An employment area also includes areas of land described by subsection 1(1.1) of the Planning Act. Uses that are excluded from employment areas are institutional and commercial, including retail and office not associated with the primary employment use listed above.

With respect to land use compatibility, Policy 3.5.1 states that major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures.

While the subject site is not adjacent to settlement areas or sensitive land uses as part of the built environment (ie. residential uses, daycares), the policies relating to land use compatibility also apply to sensitive natural environments.

Section 4.1 provides policies to protect natural features and areas for the long term (Policy 4.1.1). Policy 4.1.4 prohibits development and site alterations in:

- a) Significant wetlands in Ecoregions 5E, 6E and 7E; and
- b) Significant coastal wetlands.

Policies 4.1.5-4.1.8 build on the list of areas in which development and site alterations are not permitted, unless it has been evaluated and demonstrated that there will be no negative impacts on the natural features or their ecological functions and/or in accordance with provincial and federal requirements.

In addition to natural heritage considerations, the PPS provides policy direction in addressing cultural heritage and archeology. Policy 4.6.2 does not permit development and site alterations on lands containing archeological resources or areas of archaeological potential unless the significant archeological resources have been conserved.

Analysis

The proposed development is located within a rural area and designated for employment uses. It promotes economic diversification and employment opportunities within the employment area by introducing a logistics-related employment use that contributes to the area's economic development while considering the surrounding agricultural and sensitive land uses.

The subject site is designated and zoned for employment and industrial-type uses and not intended to function as prime agricultural lands. The proposed use is appropriately located within lands planned for employment activity and will not introduce constraints to agricultural operations or other resource-related uses.

The PPS promotes economic development and competitiveness by ensuring an appropriate mix and range of employment uses and maintaining a supply of suitable sites for employment activities. The proposed development contributes to these objectives by utilizing a site designated for employment purposes to accommodate a logistics related use that supports the movement of goods and services. Outdoor storage and logistics trailer parking facilities play an important supporting role in regional and provincial economies, enabling transportation and distribution networks to operate efficiently. The proposed development therefore represents an appropriate employment use that contributes to a diversified economic base and supports a wide range of existing and future businesses.

The proposal capitalizes on the site's strategic location within the regional transportation network and aligns with PPS objectives to protect employment lands that support goods movement activities. It benefits from access to nearby major transportation corridors, including Highway 140, Highway 3 (Main Street East), Highway 58A and Regional Road 525 (Townline Tunnel Road). This proximity to goods movement corridors makes the site well suited for logistics related activities.

With respect to land use compatibility, the proposed development is located within a rural area and designated employment area characterized by industrial and rural land uses. It is not adjacent to sensitive uses typically associated with the built environments such as residential dwellings, schools, or daycares.

While the surrounding area includes natural heritage features, including adjacency to an Environmental Protection Area (Port Colborne Official Plan Schedule B1: Environmental Protection Area), Fish Habitat and Significant Woodlands (Port Colborne Official Plan Schedule B2 Environmental Conservation Area), technical studies prepared in support of the application, including an Environmental Impact Study prepared by Terrastory Environmental Consulting Inc., confirm that the proposed development will not result in negative impacts to adjacent natural features or their ecological functions, subject to the implementation of recommended mitigation measures. Appropriate setbacks and mitigation measures have been incorporated into the site design to ensure the protection of these features, consistent with PPS policy direction.

Similarly, Stage 1 and 2 Archaeological Assessments have been undertaken for the subject site by AS&G Archeological Consulting Inc. The findings of these assessments confirm that the subject site has no archaeological resources. A Ministry Acknowledgement Letter is anticipated subsequent to the conclusions of the Archaeological Assessment being entered into the Ontario Public Register of Archaeological Reports and no further archaeological work is required.

Overall, the proposed outdoor storage and logistics trailer parking facility with an associated office building represents an appropriate form of development within the rural employment area context. The proposal supports economic development, contributes to the diversification of the rural economy, and makes efficient use of employment lands located in proximity to regional transportation corridors supporting goods movement. Technical studies have confirmed that the development will not negatively impact natural heritage features or archaeological resources. Accordingly, the proposed development is consistent with the PPS.

3.3 NIAGARA OFFICIAL PLAN

The Niagara Region is anticipated to grow to a population of 694,000 people and 272,000 jobs by the year 2051. The Niagara Official Plan (NOP) is a long range land use planning document that sets out what the Region, including the City of Port Colborne, intends to protect while managing where and how growth will be accommodated.

As a result of Bills 23 and 185, the NOP is read as part of the local Official Plans.

The subject site is located within the Port Colborne Settlement Area within Schedule A - Local Area Municipalities; subject to the Natural Environment System Overlay and Growth Plan Natural Heritage System within Schedule C1 - Natural Environment System Overlay and Provincial Natural Heritage Systems; partially identified as Other Wetlands and Non Provincially Significant Wetlands at the southeast corner within Schedule C2 - Natural Environment System: Individual Components and Features; designated Rural Lands within Schedule F - Agricultural Land Base; designated Rural Employment Area within the Niagara Economic Centre in Schedule G - Employment Areas; adjacent to a Strategic Cycling Network along Canal Road on Schedule J2 - Strategic Cycling Network; within an Areas of Archaeological Potential within Schedule K - Areas of Archaeological Potential; and identified as a Future Employment Area in Appendix 2 - Urban Expansion Areas and Future Employment Areas.

Chapter 3 of the NOP outlines the objectives and policies to protect and enhance the regional natural heritage system and water resource system, planning for the long term ecological function of the natural systems in the region.

Sections 3.1.1 and 3.1.2 identify the features and components of the natural environment system and refer to the mapping of Schedules C1, C2, and C3 to allow for preliminary screening to determine if the policies of the natural environment system apply. Sections 3.1.3 and 3.1.4 acknowledge that not all features and components may have been mapped, and that refinements to the limits of the natural environment system may need to be considered through the submission of an environmental impact study and/or hydrological evaluation.

The policies of Section 3.1.9 apply to lands outside of a Provincial natural heritage system and outside the Niagara Escarpment Plan Area. Policy 3.1.9.2 requires a 30 metre wide vegetation protection zone adjacent to all wetlands, permanent and intermittent streams, and inland lakes and their littoral zones. Policy 3.1.9.5.2 lists natural heritage features where development may be permitted, subject to demonstrating that no negative impacts on the feature or its ecological functions is anticipated.

Section 3.1.9.7.1 requires an environmental impact study and/or hydrological evaluation where new development or site alterations outside of a Provincial natural heritage system is proposed adjacent to a natural heritage feature or area to determine that there will be no negative impacts on the feature, ecological function, or hydrological function. Accordingly, Table 3.1 provides adjacent lands distances for various natural heritage features and areas. Further, Table 3.2 provides minimum buffers from natural heritage features and area, prohibiting development or site alterations within the minimum required buffer.

Policy 3.1.10.1 prohibits development and site alterations within key hydrogeologic areas, key hydrologic features, and other important water resources unless no negative impacts are demonstrated on features or their functions, including associated linkages, natural drainage systems, flooding or erosion.

Other woodlands are identified and considered a natural heritage feature and area, as shown on Schedule C2. Policy 3.1.11.2 does not permit development or site alterations in other woodlands unless it has been demonstrated through an environmental impact study that there will be no negative impacts on the other woodland or its ecological functions. Policy 3.1.11.3 requires a minimum 10 metre buffer from other woodlands outside of settlement areas.

Policies 3.1.12.1 and 3.1.13.1 do not permit development or site alterations in a fish habitat nor habitat of endangered species and threatened species except in accordance with Federal and Provincial requirements.

Policy 3.1.15.1 identifies supporting features and areas that have been restored or have the potential of being restored includes:

- a. Grasslands, thickets, and meadows that support the ecological functions of adjacent key natural features, key hydrologic features, and/or natural heritage features and area;
- b. Valleylands, which include lands that may have ecological and/or hydrologic functions, that are not significant valleylands, and are not the site of a permanent or intermittent stream that is required by the Conservation Authority;

- c. Wildlife habitat that is not considered to be significant wildlife habitat; and
- d. Enhancement areas, which are the subject of Section 3.1.16.

Policies 3.1.15.2 and 3.1.15.3 requires the an environmental impact study and/or hydrological evaluation to support a development or site alteration application both inside and outside of settlement areas where the presence of supporting features and areas exists.

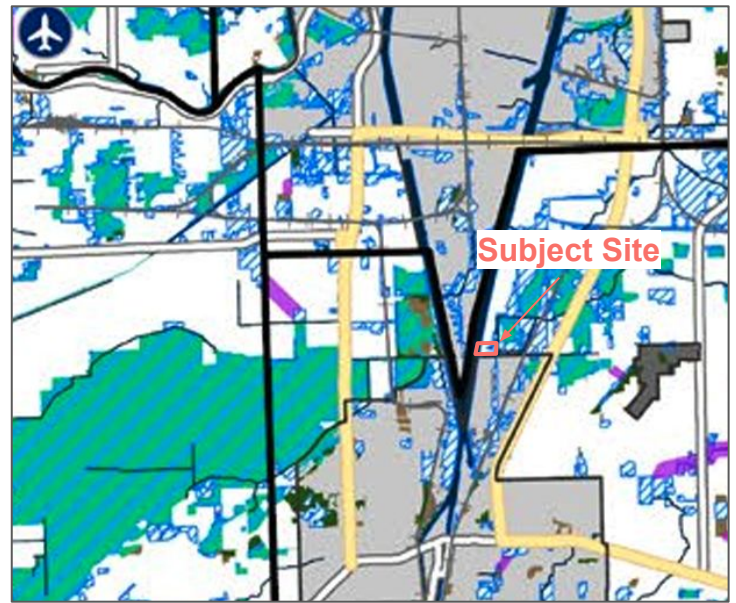
Policy 3.1.16.1 notes that enhancement areas are intended to consist of natural self-sustaining vegetation that increase the ecological resilience and function of individual key natural heritage features, key hydrologic features, and/or natural features and areas through various methods. The presence of potential enhancement areas shall be screened through an environmental impact study and/or hydrological evaluation to support a development or site alteration application both inside and outside of settlement areas (Policies 3.1.16.2 and 3.1.16.3). Policy 3.1.16.4 directs for planting and maintenance as self-sustaining vegetation where an enhancement area is identified, which may include other compatible land uses and infrastructure such as stormwater management ponds as long as the long-term ecological function is retained.

Policy 3.1.20.1 supports the enhancements to ecological function, ecological integrity, or biodiversity of the natural environment system can be achieved. Policy 3.1.20.1 directs an environmental impact study to demonstrate how these enhancements can be achieved and implemented.



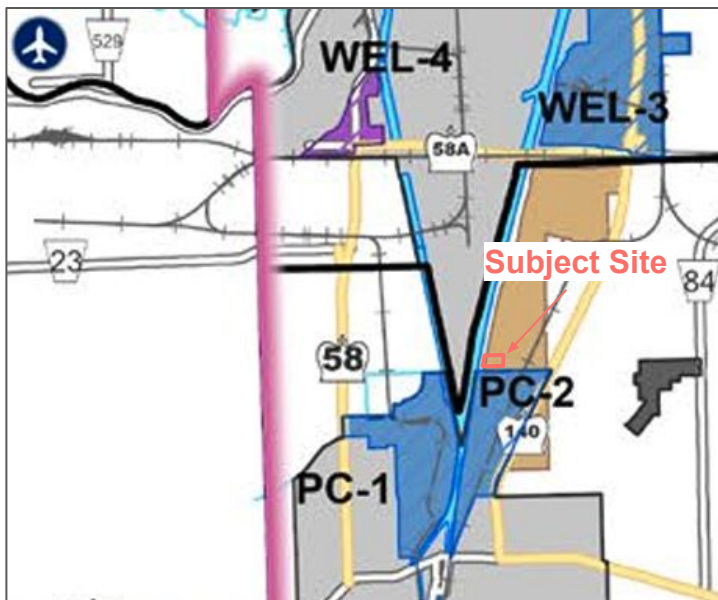
- Natural Environment System Overlay
- Growth Plan Natural Heritage System
- Greenbelt Plan Natural Heritage System
- Urban Areas
- Rural Settlements

Niagara Official Plan Schedule C1 - Natural Environment System Overlay and Provincial Natural Heritage Systems excerpt



- Linkages
- Life Science ANSI
- Earth Science ANSI
- Significant Woodlands
- Other Woodlands
- Other Wetlands and Non Provincially Significant Wetlands
- Provincially Significant Wetlands
- Permanent and Intermittent Streams
- Inland Lakes

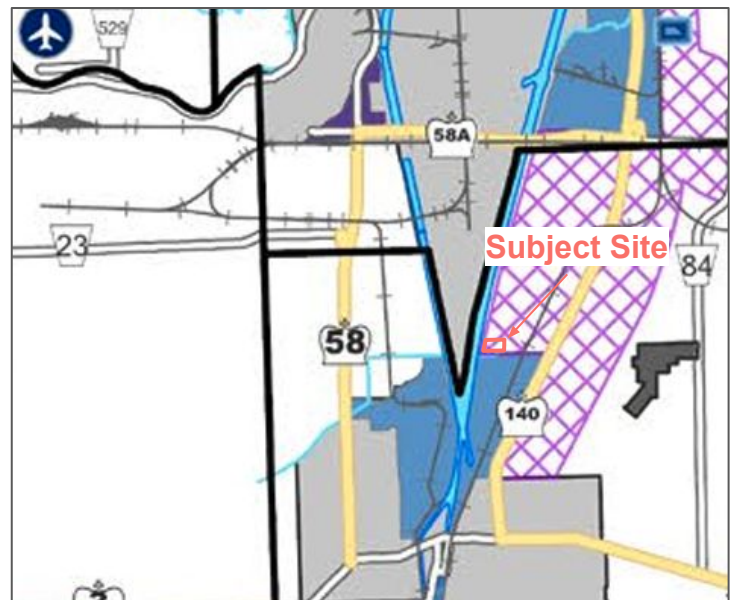
Niagara Official Plan Schedule C2 - Natural Environment System: Individual Components and Features excerpt



Employment Area Type

- Core
- Dynamic
- Knowledge and Innovation
- Rural Employment Area
- Niagara Economic Centre
- Niagara Economic Zone
- Urban Areas
- Rural Settlements

Niagara Official Plan Schedule G - Employment Areas excerpt



- Future Employment Area

Employment Area Type

- Core
- Dynamic
- Knowledge and Innovation

Niagara Official Plan Appendix 2 - Urban Expansion Areas and Future Employment Areas excerpt

Chapter 4 of the NOP provides policy direction to plan and management growth to position Niagara for economic prosperity. These policies help to support the forecasted increase of 200,000 people and 85,000 jobs in the Region from 2021 to 2051, ensuring proactive growth management.

Chapter 4.2 discusses the Region's obligation to plan and protect lands to accommodate the Province's forecasted employment growth. These lands are intended to attract and retain employment investment, contributing to the Region's long-term economic competitiveness and are considered an important component of complete communities.

The ROP identifies three employment area types: Core, Dynamic, and Knowledge and Innovation. The subject site is within the Niagara Economic Centre and designated Rural Employment Area, adjacent to Core employment areas. Policy 4.2.1.5 describes Core employment areas as clusters of traditional employment uses, such as industrial, manufacturing, construction, transportation and warehousing. Core employment areas are intended to be protected and planned for similar employment uses, major facilities, and freight-supportive forms of development and redevelopment. Major institutional uses are prohibited in core employment areas. Table 4.2 identifies the Port Colborne Core employment areas as PC-1 Port Colborne West Transshipment Terminal and PC-2 Port Colborne East Transshipment Terminal.

Policy 4.2.1.14 intends to plan and protect employment areas near major goods movement facilities and corridors associated with the movement of goods, such as international border crossings, the Welland Canal, rail and marine facilities, and Provincial highways for employment uses.

Policy 4.2.1.15 permits employment development serviced through sustainable private services, including dry industrial development, where there are constraints to municipal water and wastewater systems/services.

The Niagara Economic Gateway, comprising the Niagara Economic Centre and Niagara Economic Zone includes all major goods movement facilities and corridors (Policy 4.2.2.1). Policy 4.2.2.2 states that the Region will work with the other levels of government to prioritize improvements to major movement facilities and corridors to focus on development of major facilities, manufacturing, manufacturing-related supply chain facilities, as well as support economic diversity and promote increased opportunities for cross-border trade, movement of goods, and tourism. Employment areas should be planned to support the concept of a multimodal hub along the Welland Canal (Policy 4.2.2.4).

Policy 4.2.3.1 notes that future employment areas have been identified due to their location within the Niagara Economic Gateway and proximity to major goods movement facilities and corridors, and/or near planned corridors. They are outside existing settlement areas and identified for long-term planning beyond 2051 (Policy 4.2.3.2). Policies 4.2.3.4 and 4.2.3.5 directs that boundaries and appropriate land uses will be determined in consultation between the Region and Local Area Municipalities based on several considerations.

Policy 4.2.4.7 encourages sustainable practices within employment lands, such as green infrastructure and low impact development to address the impacts of climate change.

Existing rural employment areas are located outside of settlement areas, on rural lands, and are designated for employment uses within a Local official plan (Policy 4.2.8.1). Policy 4.2.8.2 notes that uses within rural employment areas are to be serviced by private water and wastewater systems or have minimal water and wastewater requirements. Any new development within rural employment area is subject to the land use permissions of the Local official plan and site plan control, wherein required submission materials will be determined at the time of pre-consultation (Policy 4.2.8.3).

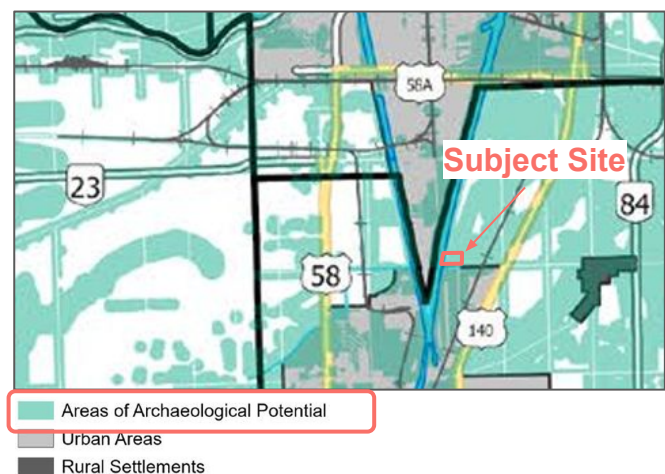
Section 4.5 provides objectives and policy direction for the Region's vitality and economic prosperity. It highlights land use planning as an important tool in enhancing strengths and facilitating new economic opportunities.

Policy 4.5.1.4 states that opportunities will be considered to attract employment investment that supports the diversification of Niagara's economic base, strengthens the skilled labour workforce, and enhances local, national and global competitiveness in planning for employment uses. Building on this direction, Policy 4.5.2.1.a.iii. notes that the Region will endeavour to protect and proactively plan for employment areas and support employment lands to attract and retain investment.

Section 5.1.6 speaks to the movement of goods to support the Regional economy, noting that goods movement should take advantage of cross-border trade opportunities and maximize the use of the Niagara Economic Zone and Niagara Economic Centre by facilitating the movement of goods in and out of employment areas.

As the Region is situated on treaty lands, there is potential for archaeological resources. The policies of Section 6.4 relate to the *Planning Act's* directive that the conservation of significant archaeological, cultural and historical resources are matters of Provincial interest.

To this regard, Policy 6.4.2.1 prohibits development and site alterations on lands containing archaeological resources or areas of archaeological potential unless the associated resources have been conserved or the land has been investigated and cleared or mitigated following clearance from the Province. Where a site proposed for development is located within an area of archaeological potential, a Stage 1 Archaeological Assessment by a licensed archaeologist, as well as a Stage 2 Archaeological Assessment, where required, will be circulated as part of the application review process (Policy 6.4.2.6). Where an archaeological assessment is required, the assessment is to follow the applicable guidelines and processes as dictated by the Province, and an acknowledgement letter from the Province will be required prior to any final approvals (Policy 6.4.2.7).



Niagara Official Plan Schedule K - Areas of Archaeological Potential

Analysis

The site is subject to the Natural Environment System Overlay, identified as part of the Growth Plan Natural Heritage System, and partially affected by the Other Wetlands and Non Provincially Significant Wetlands overlays in the NOP Natural Environment System Schedules (C1 and C2). As such, an EIS has been prepared by Terrastory Environmental Consulting Inc. to assess the potential for adverse effects in the natural environment and natural heritages features as a result of the proposed development. The scope and approach have been tailored to demonstrate legislative conformity with relevant natural heritage policies contained in the official plan, Regional EIS Guidelines, and Provincial and Federal statutes, including the Provincial *Species Conservation Act*, Federal *Fisheries Act*, and *Migratory Birds Conservation Act*.

Fieldwork was carried out between June 2024 to April 2026 to confirm characterization of the land use, assess physiographics and ecological conditions and features, and inspect potential wildlife habitat. A site visit was also conducted with Regional Environmental Planning and the Niagara Peninsula Conservation Authority. Various vegetation communities were identified as well as a total tree inventory of 62 trees situated within or adjacent to the potential area of disturbance.

Based on the site assessment, one PPS Significant Natural Feature was identified as a candidate (Protected Species of Ontario - bats) and one Locally and Regionally Significant Natural Feature (Supporting Features and Areas, Enhancement Areas, and Linkages). Several Provincially Significant Natural Features and Locally and Regionally Significant Natural Features were identified within adjacent lands (<120 metres from the proposed area of disturbance).

The subject site was determined to not contain regulated wetlands or watercourses under the *Conservation Authorities Act* and no further assessment of potential impacts to wetlands is warranted.

No forest communities or significant woodlands were identified within the EIS study area. The deciduous savannah on adjacent lands meets the minimum buffer distance, being a minimum of 34 metres from the edge of disturbance and potential for impact is deemed negligible.

The EIS noted four candidate significant wildlife habitat types and ten species of conservation interest with possibly likelihood of occurrence within the study area given their habitat associations and current distribution in southern Ontario. No specific recommendations are offered to minimize impacts to most of the significant wildlife habitat types and species of conservation interest as there is no removal or impact to candidate wildlife habitat anticipated. The exception being the habitat for Terrestrial Crayfish, wherein a Wildlife Scientific Collector's authorization will be secured from MNR pursuant to the *Fish and Wildlife Conservation Act* to relocate the species to the edge of Indian Creek Drain or another ecologically similar location deemed appropriate by MNR.

Six endangered or threatened species are considered to have a possible likelihood of occurrence on the subject site given their habitat associations and current distribution in southern Ontario - mainly bats. It is recommended that all necessary woody vegetation removals be completed outside the primary bat activity period. If limited tree removal is required during the restricted timing window, a qualified ecologist of MECP should be consulted for further direction.

If construction activities occur within the active bat season, work is recommended to be restricted to daylight hours only and the use of artificial lighting will be avoided. Any lighting incorporated into the final building designs should be directed downwards or away from the adjacent woodlot to the extent practicable.

To protect the Indian Creek Drain from construction related impacts, all works are recommended to be undertaken consistent with an Erosion and Sediment Control Plan, and should any fill placement below the high-water mark be required, the project works should be circulated to Fisheries and Oceans Canada as part of a Request for Review under the *Fisheries Act*.

Additional recommendations are provided to further minimize adverse effects of the natural environment and wildlife during construction, these can be found in Section 5.1.4 of the EIS. In coordination with the EIS, the landscape plan has also accounted for a minimum 1:1 ratio of replacement trees referencing the tree inventory list. An application of native seed mix by hydroseeding is also proposed to enhance the site and any areas of disturbance.

Based on the above, the natural heritage features and their functions, as well as wildlife habitat and species have been considered to meet the objectives and policies of Section 3.1. Additional detail can be reviewed in the EIS submitted as part of the complete application package.

The proposed outdoor trailer storage and parking facility represents a form of transportation and logistics-supportive employment use that aligns strongly with the overarching policy framework of Chapter 4 of the Niagara Official Plan, which is focused on enabling economic prosperity through proactive growth management and strategic employment land planning.

At a high level, the Region's objective to accommodate significant forecasted employment growth is advanced through the protection and optimized utilization of employment lands. The subject site, located within the Niagara Economic Centre and designated Rural Employment Area, is strategically positioned adjacent to Core Employment Areas associated with the Port Colborne transshipment terminals.

These areas are explicitly intended to support traditional employment functions such as transportation, warehousing, and logistics. While the subject site is not itself designated Core, its adjacency and functional relationship to these areas reinforces its role in supporting the broader employment cluster.

The proposed use is best understood as a complementary, freight supportive function within the goods movement system. Logistics trailer storage is an integral component of the logistics networks, enabling the efficient staging, transfer, and distribution of goods. Notably, the site's proximity to the Welland Canal, regional corridors, and cross-border trade routes positions it advantageously within the Niagara Economic Gateway, where Policies 4.2.2.2 and 4.2.2.4 emphasize the prioritization of development that enhances goods movement and supports multimodal transportation systems and specifically, the concept of a multimodal hub along the Welland Canal.

From a servicing standpoint, the use is well suited to a Rural Employment Area context. As per Policies 4.2.1.15 and 4.2.8.2, employment uses in these areas are expected to function with minimal demand on municipal water and wastewater infrastructure or rely on private servicing. The proposed use is a 'dry industrial' use, wherein the applicable zoning by-law permits a multi-modal storage facility.

The use is defined as “premises used for the indoor or outdoor, short term storage of goods, materials or containers which are unloaded from cargo ships and awaiting further transport via transport truck, rail or other similar means”, requiring negligible water consumption and generating minimal wastewater, thereby aligning with the Region’s servicing policies for rural employment lands.

With respect to the Future Employment Areas, Policy 4.2.3.5 provides the following considerations to evaluate future employment areas:

- a. Proposed lands are adjacent to the urban areas;
 - Yes, lands adjacent to the south are designated Urban Areas.
- b. Proposed lands are located within the Niagara Economic Gateway;
 - Yes, refer to Schedule G - Employment Areas.
- c. Proposed lands are not located within the Greenbelt Plan Area and/or Niagara Escarpment Plan Area;
 - N/A
- d. Proposed lands consist of large contiguous parcels conducive for large-scale employment uses;
 - Yes, the overall site is 31.94 hectares, with the proposed development limited to approximately 2.17 hectares at the south portion.
- e. Proposed lands can be or have the ability to be serviced by municipal water systems/services and public service facilities;
 - Not presently, please refer to the Functional Servicing Report.

- e. Proposed lands have no major restrictions by natural heritage systems, water resource systems, or other undevelopable and human-made features;
 - An EIS has been prepared to confirm delineation of natural heritage systems and assessment of natural features on site. No major restrictions have been identified with mitigation recommendations provided to facilitate the proposed development.
- f. Proposed lands will not adversely impact the agricultural systems and/or agri-food network;
 - The subject site is not identified as Prime Agricultural Area nor Specialty Crop Area in Schedule F - Agricultural Land Base.
- g. Proposed lands may be a brownfield site, have known contamination, or have other hazardous conditions;
 - N/A
- h. Proposed lands have advantageous access to major goods movement facilities and corridors and/or planned corridors; and
 - Yes, the subject site is adjacent to the Welland Canal and less than 1 kilometre to Highway 140.
- i. Proposed lands are not located near other land uses that may limit employment viability, growth, or expansion, including minimum distance separation formulae and D-6 requirements.
 - N/A

The proposal supports the Region's broader economic development objectives outlined in Sections 4.5 and 5.1 by facilitating and supporting the enhancement of Niagara's competitiveness within regional, national, and cross-border markets by playing a role in the movement of goods. It represents the type of enabling infrastructure that attracts and retains employment investment for long term economic vitality. The subject lands fall within an area identified for employment use due to its proximity to key infrastructure and its inclusion within the Niagara Economic Gateway.

Environmental and cultural heritage considerations have also been appropriately addressed. In accordance with Section 6.4, any archaeological potential has been investigated through Stage 1 and Stage 2 Archaeological Assessments confirming that no significant resources have been identified. As such, the proposal satisfies Provincial and Regional requirements for the conservation of archaeological resources.

Overall, the proposed development prioritizes the protection and use of lands near major goods movement corridors for employment uses, contributing to economic development objectives by providing essential infrastructure that improves supply chain efficiency while reducing congestion and valuable land usage within the urban settlement area.

Technical studies have assessed the relevant study area and confirmed that the development will not negatively impact natural heritage features subject to recommended mitigation measures. No archaeological resources were identified within the study area.

3.4 CITY OF PORT COLBORNE OFFICIAL PLAN

The City of Port Colborne Official Plan (OP) was approved by the Ontario Municipal Board on November 25, 2013 and last consolidated September 2017. It sets the City's long-term goals and objectives for community building and growth management, and informs Council on land use decisions.

The City is currently in the process of reviewing and updating the Official Plan. Establishing a long-term vision for managing growth, infrastructure, land use, development, and environmental protection in Port Colborne through to 2056, whereas the current OP provides direction for the 2031 planning horizon. The new Official Plan will conform to a number of Provincial and Regional policies, reconciling policy direction from recent changes to the *Planning Act*, PPS (2024), and Niagara Official Plan (2022).

As a draft has not been made available for public review at the time of writing this report, this section will assess the proposed development using the in-force OP. A draft of the new OP is scheduled for public review and feedback spring 2026, with the final version targetted for approval by late summer 2026.

The subject site is located outside of the Urban Area Boundary and designated Rural Employment within Schedule A: City Wide Land Use, and adjacency to EPA and ECA lands as well as Fish Habitat delineation along the site boundaries on Schedule B: Natural Heritage.

Section 1.1 of the OP starts with introducing the City of Port Colborne through a 'past, present, and future' lens. It describes the urban area as being located at the southern end of the municipality and that the Welland Canal has provided an impetus for industrial development, including ship-related industries.

Section 2.1 reiterates the unique marine heritage that has spurred development due to the strategic siting along the Welland Canal corridor and its role in continuing to play an important role in the industrial and commercial transportation supply chain route. To this effect, Policy 2.1. d) states the following vision:

Create a community development pattern that fosters a vigorous and diverse local economy by supporting the existing business community while promoting new business opportunities keeping a focus on supporting viable marine industries and the tourism, manufacturing and transportation sectors;

Additional relevant vision statement policies relate to the protection of the natural environment and natural heritage features, and supporting the City's role as a multi-modal transportation hub (Policies 2.1.e), f), and h)).

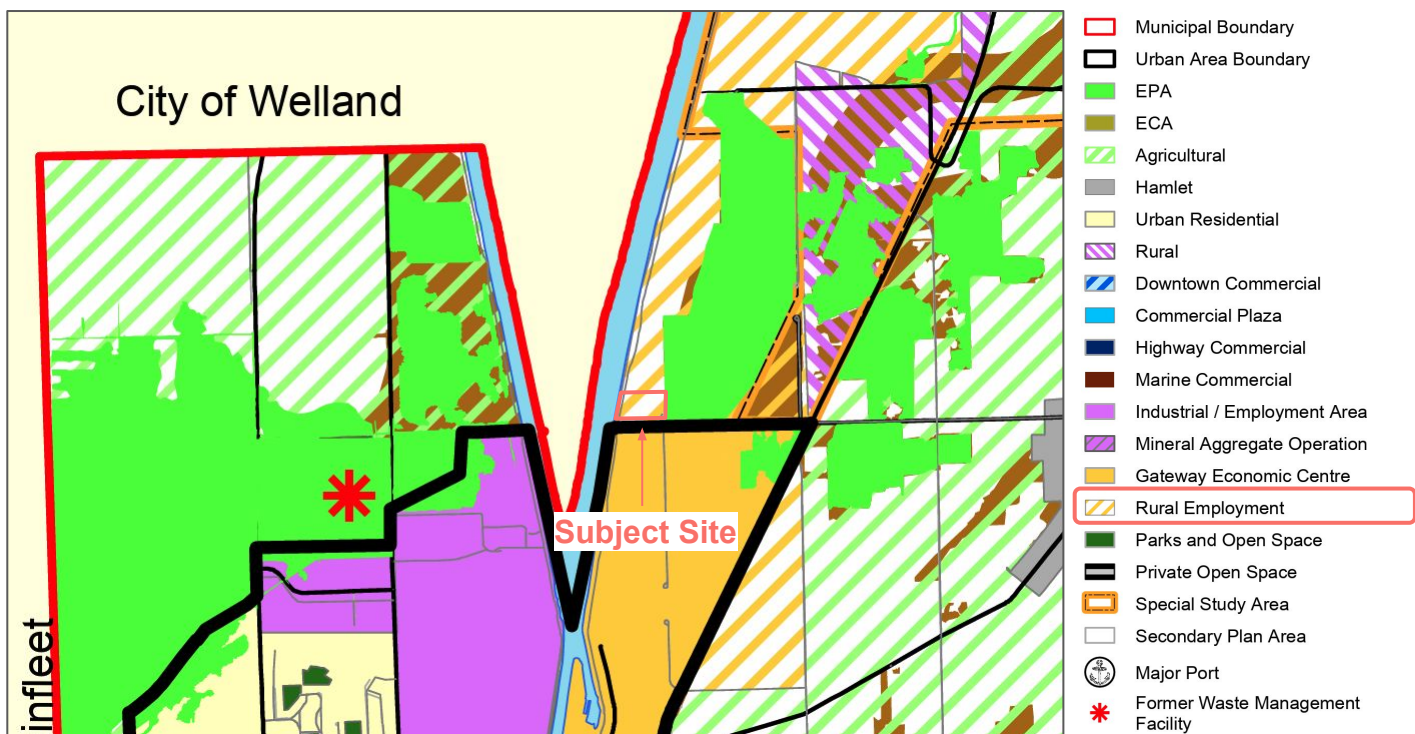
Section 2.4.5.1 forecasts employment growth between 2006-2031 as 2,270 jobs. The OP's land use and policies are based on supporting this anticipated growth. Employment areas are lands which provide opportunities for clusters of business and economic activities, including but not limited to manufacturing, warehousing, offices, and associated retail and ancillary facilities (Policy 2.4.5.2).

Section 2.3.2 recognizes the City as a Provincial economic gateway and directs the following to focus on promoting economic diversity:

- a) Encouraging cross-border trade and the efficient movement of people, goods, and freight;

- c) Working in partnership with all levels of government to ensure that attractive employment lands in the City are provided and protected to create job opportunities and economic diversity, which allows growth in key sectors such as advanced manufacturing, tourism, aerospace, logistics, food processing, health, biosciences, green technologies, and interactive media;
- d) Encouraging port facilities and the marine transportation industry to prosper;
- e) Actively promoting existing industrial lands along the east and west wide of the Welland Canal and adance to the proposed Niagara to GTA corridor using a “ready for business” approach; and
- f) Capitalizing on major transportation corridors and considering appropriate future commercial development along these corridors through a comprehensive planning exercise.

Section 2.3.3 provides policy direction to strengthen and integrate natural, cultural, and heritage resources as important assets that should be appropriately preserved. Policy 2.3.3 b) supports the long term protection of natural features which includes the protection of woodlots, Provincially Significant Wetlands, and significant habitat of endangered and/or threatened species with protection extended to other sensitive areas, significant valleylands and regionally significant features. Where possible, the health and diversity of the City’s natural heritage should be maintained, restored, or where possible, improved (Policy 2.3.3 c)).



Port Colborne Official Plan Schedule A: City-Wide Land Use excerpt

Section 3.12 provides an overview and guiding policy direction for Rural Employment designated lands. It notes that the predominant uses of lands include, but are not limited to, uses that are of a dry industrial nature, in that they are considered to have minimal water and wastewater requirements, and should be serviced through sustainable private servicing only. All new or expanding rural development must demonstrate that the use cannot be located within the urban area due to land use compatibility issues or specific locational requirements, such as proximity to key transportation infrastructure. Section 3.12.1 sets out general policy criteria for Rural Employment designated lands, including the following:

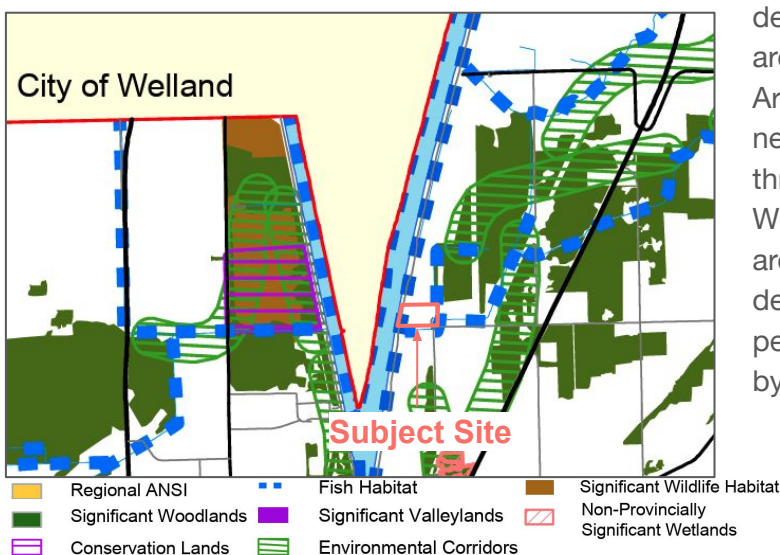
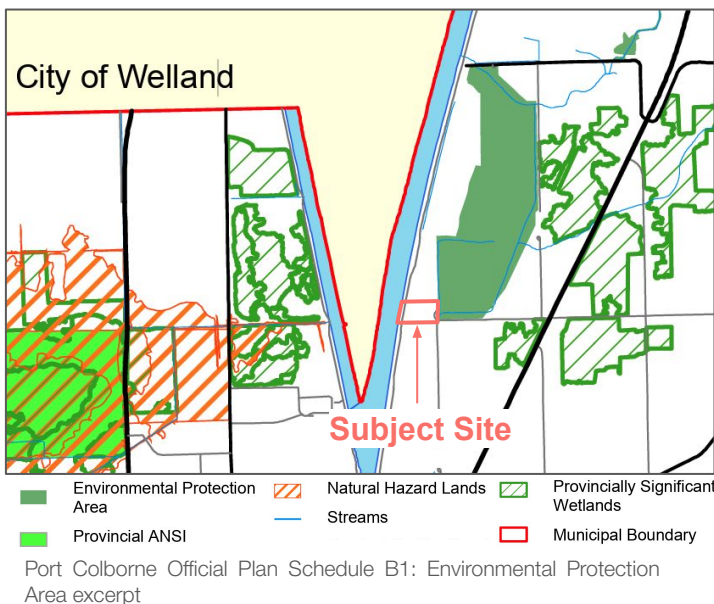
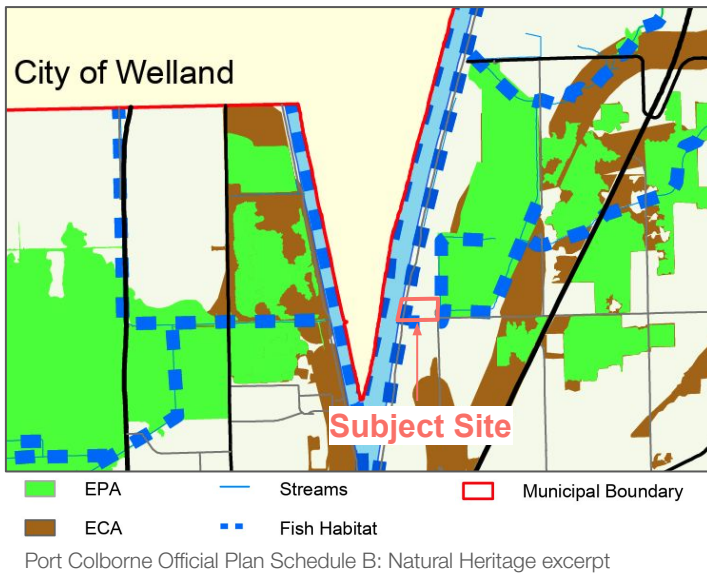
- d) the environmental policies contained in Section 4 of this Plan shall apply to development on Rural Employment lands;
- e) New or expanding development will be required, at a minimum, to complete functioning service reports and hydrogeological reports to support the new or expanding use. Additional studies as per Section 11.9, Complete Application Policies may also be required.
- f) All development in the Rural Employment area is subject to the provisions of Site Plan Control. The Region of Niagara is required to be circulated on all Site Plan Control applications.
- j) Any proposed use which has the potential for negative impacts (including but not limited to: noise, vibration, dust/debris, odour, traffic etc.) will be required to demonstrate through a special study, how the appropriate federal, provincial and/or regional guidelines will be met and maintained.

Relating to design, Section 3.12.2 provides the following applicable guidelines:

- a) Rural Employment uses will be encouraged to have unique building massing, high quality exterior building materials and high quality landscaping.
- b) Where outdoor storage is allowed, it shall be screened using fencing and/or plantings so that the storage area or materials are not visible from abutting lands.
- c) Service, loading and manufacturing areas should be oriented to the interior side yard or rear of the building, away from public view.

Section 4 of the Official Plan pertains to natural heritage, providing policies to identify and protect significant natural areas while focusing on conservation and remediation, where appropriate. The general policies state that the development should maintain, enhance, or restore ecosystem health and integrity, first by avoiding negative environmental impacts and where unavoidable, through mitigation measures (Policy 4.1.1 f)). Where planning applications are required to facilitate the development of a site that may impact an Environmental Protection Area or Environmental Conservation Area, an Environmental Impact Study will be required as part of the application submission package (Policy 4.1.1 i)). Policy 4.1.2.2 provides direction on the preparation of an EIS.

Section 4.2 details various Environmental Protection Areas, including Provincially Significant Wetlands, Provincially Significant Areas of Natural and Scientific Interest, Significant Habitat of Threatened and Endangered Species, and Natural Hazard Areas.



Similarly, Section 4.3 details Environmental Conservation Areas, including Regionally Significant Areas of Natural and Scientific Interest, Non-Provincially Significant Wetlands, Significant Wildlife Habitat, Significant Woodlands, Significant Valleylands, Habitats of Species of Concern, and Environmental Corridors and Linkages.

Development and site alterations are generally not permitted within the boundary of these areas and an EIS is required where changes are proposed within specified buffers to demonstrate that there will be no negative impacts on the feature of its ecological functions.

The subject site is adjacent to an Environmental Protection Area to the east on Schedule B1: Environmental Protection Area. The adjacent lands are not overlaid with a Provincial ANSI, Natural Hazard Lands, nor Provincially Significant Wetlands designation. Significant Woodlands are located to the northeast and Fish Habitat streams are identified to perimeter the subject site to the east, south, and west on Schedule B2: Environmental Conservation Area.

With respect to archaeological resources, Section 7.3 lists policies to ensure that where development is proposed on lands which have archaeological potential, a minimum of a Stage 1 Archaeological Assessment is required with the need for subsequent studies to be determined through the study's findings (Policy 7.3 a) and b)). Where archaeological resources or areas of archaeological potential are identified, development and site alterations may only be permitted if the resources have been conserved by removal and document or preservation on site.

Analysis

The proposed development is a dry industrial use that aligns with the overarching vision, objectives, and land use policy framework of the City of Port Colborne Official Plan. When considered in the context of the City's economic development priorities, strategic location along the Welland Canal and nearby major transportation corridors, adjacency to urban areas, and the function of Rural Employment lands, the proposal represents an appropriate development concept that conforms to policy directions and meets natural and cultural heritage requirements.

The proposed use supports the City's historic and ongoing role as a marine and transportation hub, providing a facility that directly supports the storage and movement of goods as part of the marine, rail, and truck based logistics systems and supply chain operations. It also represents a complementary use that supports existing businesses and creates conditions for new economic opportunities to meet the forecast employment growth.

This policy alignment is further enforced by the economic gateway policies of Section 2.3.2 which leverages the City's location as a hub for cross-border trade and movement. The subject site capitalizes on its location's adjacency to the Welland Canal, urban settlement area boundary, and nearby major transportation corridors to provide efficiency in freight movement and supporting the broader objective of promoting employment lands as being ready for business.

The proposed use reflects the Rural Employment land use's policy limiting industrial uses to dry industrial uses with minimal servicing requirements that present a distinct locational need. The proposed use intends minimal water and wastewater servicing which can be accommodated through private services.

The proposed use also demonstrates a clear locational need, as logistics trailer storage facilities benefit from direct access to major goods movement corridors and are often incompatible with urban areas due to land consumption, operational characteristics, and potential impacts to sensitive uses (ie. noise and dust).

Relating to the applicable general policy criteria set out in Section 3.12.1, the following is noted:

- d) the environmental policies contained in Section 4 of this Plan shall apply to development on Rural Employment lands;
 - o The proposed development addresses the environmental policies contained in Section 4 of the OP. These details are provided in the Environmental Impact Study completed by Terrastory Environmental Consulting Inc. and summarized in the following pages.
- e) New or expanding development will be required, at a minimum, to complete functioning service reports and hydrogeological reports to support the new or expanding use. Additional studies as per Section 11.9, Complete Application Policies may also be required.
 - o A Functional Servicing Report (FSR) prepared by King EPCM provides detailed information relating to water servicing, sanitary sewage servicing, and stormwater management. Additional information relating to the required water demand and septic system capacity for adequate private water and sanitary services, as well as stormwater management measures can be found in the FSR submitted as of the rezoning application package.

- f. All development in the Rural Employment area is subject to the provisions of Site Plan Control. The Region of Niagara is required to be circulated on all Site Plan Control applications.
 - o The requirement for a Site Plan Control application is acknowledged in Section 2.4 of this report. It is understood that all relevant commenting departments and agencies, including the Region of Niagara, will be circulated as part of the review process.
- j) Any proposed use which has the potential for negative impacts (including but not limited to: noise, vibration, dust/debris, odour, traffic etc.) will be required to demonstrate through a special study, how the appropriate federal, provincial and/or regional guidelines will be met and maintained.
 - o A Transportation Impact Study prepared by UrbanTrans Engineering Solutions Inc. and Air Quality, Noise, and Vibration Brief prepared by King EPCM are included as part of the rezoning application submission package.
 - o A landscape plan prepared by byPATH: Landscape Architecture Inc. is included as part of the rezoning application submission package and provides for complementing landscaping for aesthetic purposes as well as ecological considerations.
- b) Where outdoor storage is allowed, it shall be screened using fencing and/or plantings so that the storage area or materials are not visible from abutting lands.
 - o Outdoor storage screening is provided through existing and proposed plantings to not result in negative visual impact from abutting lands.
- c) Service, loading and manufacturing areas should be oriented to the interior side yard or rear of the building, away from public view.
 - o Service, loading, and storage areas are internalized to the site layout, away from public view.

Based on the above, the proposed development meets the functional, locational, and design criteria as set out in Section 3.12 of the OP.

The design related policies provided in Section 3.12.2 are met as follows:

- a) Rural Employment uses will be encouraged to have unique building massing, high quality exterior building materials and high quality landscaping.
 - o Despite the proposed office building being secluded and not imminently visible from the public realm, the building design has considered high quality exterior building design and materials, as shown in Section 2.2 of this report.

The environmental policies of Section 4 provide direction on identifying natural heritage features and guidance on protecting significant natural areas. An EIS prepared by Terrastory Environmental Consulting Inc. reviews these policies in detail alongside those of the Region of Niagara Official Plan, as well as relevant Provincial and Federal legislature.

The EIS identified potential Provincially Protected Endangered/Threatened Species (bats) and Locally/Regionally Significant Natural Features (Supporting Features and Areas, Enhancement Areas, and Linkages).

The EIS also identified Significant Natural Features within 120 metres of adjacent lands, including Provincially Significant Wildlife Habitat, Protected Endangered/Threatened Species (bats), and Fish Habitat; and Locally/Regionally Significant Other Wetlands, Other Woodlands, Permanent or Intermittent Streams, and Supporting Features and Areas, Enhancement Areas, and Linkages.

The EIS confirms required buffer distances for the areas of disturbance have been met where applicable and details appropriate mitigation measures to ensure the protection of natural heritage features and functions. An overview of the mitigation measures are provided in the Analysis subsection of the preceding Section 3.3 of this report. A more in-depth review of the environmental assessment, background, and strategies to mitigate impact are available in the EIS submitted as part of the rezoning application package.

Pursuant Section 7 of the OP, an Archaeological Assessment has been prepared by AS&G Archaeological Consulting Inc. as the subject site is identified as having potential archaeological resources. While the Stage 1 Archaeological Assessment noted the potential for archaeological resources, the Stage 2 Archaeological Assessments has confirmed that no significant archaeological resources are present on the site.

The proposed outdoor logistics trailer storage facility conforms to the policies of the OP, representing an appropriate dry industrial use within a Rural Employment designation, with a clear functional relationship to the Welland Canal and surrounding goods movement network. The proposed use does not include manufacturing, processing, recycling operations, salvage operations, waste transfer, or hazardous material storage. While the facility itself may not generate high employment densities, it plays a critical enabling role in supporting broader employment functions within the area. The proposed development supports the City's vision of fostering a strong and diverse local economy, reinforces its role as a multimodal transportation hub, and contributes to the efficient movement of goods and cross-border trade.

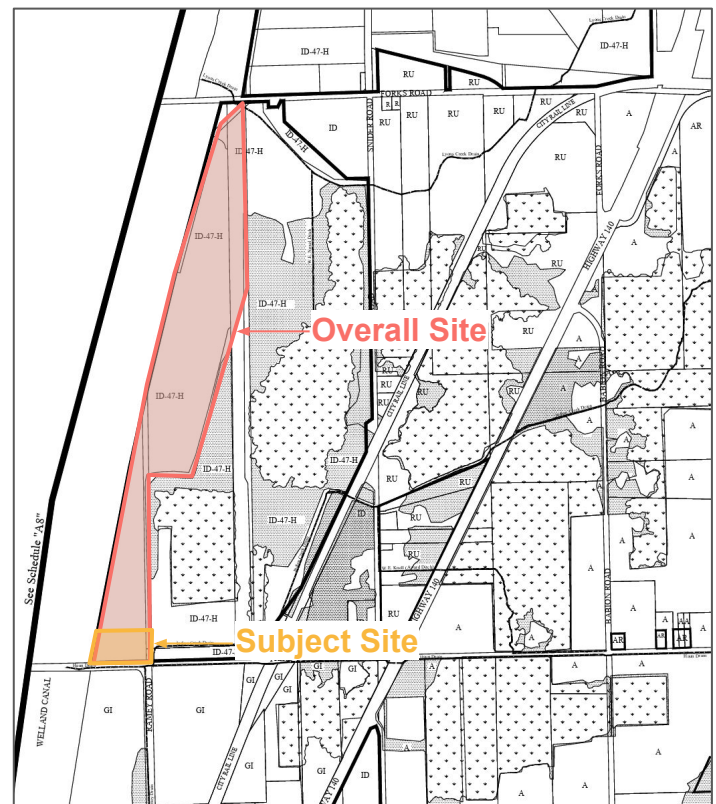
3.5 CITY OF PORT COLBORNE ZONING BY-LAW

The City of Port Colborne Zoning By-law 6575/30/18 implements the City's Official Plan policy by setting out land uses permitted for each property and required provisions, including parking, landscaping, and building requirements.

The subject site is zoned ID-47-H (Industrial Development Zone-Special Provision 47-Holding Provision) in Schedule A2. The ID Zone permits agricultural farm related commercial or industrial uses, contractor's yard, heavy equipment sales and service, multi-modal storage facility, research facility, transportation depot, warehouse, accessory uses that do not include obnoxious, dangerous, or offensive trades.

Notwithstanding the provisions of the ID Zone, Special Provision 47 applies the following:

- Permitted use and zone requirements to be established through a Zoning By-law Amendment;
- Removal of the Holding Symbol
 - Owner must enter into and register on title a Site Plan Agreement which includes the recommendations of the supporting technical studies;
 - Submission of appropriate technical studies and their recommendations being deemed satisfactory to the City of Port Colborne; and
 - Approval from the applicable authority for the appropriate location and design for a private sewage disposal system and private water supply system.



Symbol	Zone
A	AGRICULTURAL
APO	AGRICULTURAL PURPOSES ONLY
AR	AGRICULTURAL RESIDENTIAL
RU	RURAL
RR	RURAL RESIDENTIAL
I	INSTITUTIONAL
HR	HAMLET RESIDENTIAL
ID	INDUSTRIAL DEVELOPMENT
GI	GATEWAY INDUSTRIAL
HI	HEAVY INDUSTRIAL
P	PUBLIC AND PARK
	ENVIRONMENTAL PROTECTION
	ENVIRONMENTAL CONSERVATION

City of Port Colborne Zoning By-law 6575/30/18 Schedule "A2" excerpt

3.6 SUMMARY OF THE PROPOSED ZONING BY-LAW AMENDMENT

The proposed development requires an amendment to Port Colborne Zoning By-law 6575/30/18. The amendment is intended to apply exclusively to the area identified as the subject site to establish a permitted use and zoning provisions to facilitate the proposed development.

The following table provides a summary of the provisions sought as part of the Zoning By-law Amendment as it relates to the parent ID Zone.

With respect to the Special Provision and removal of the Holding Symbol, all required technical studies and reports as identified during the pre-consultation process have been prepared and submitted for review. The following section provides a summary of recommendations and key findings.

Zoning By-law 6575/30/18		ID Zone	ZBA Provisions
Section Reference	Regulation Category	Zoning Regulation	Proposed Development
30.2	Permitted Use	Agricultural Farm Related Commercial or Industrial; Contractor's Yard; Heavy Equipment Sales and Service; Multi-modal Storage Facility; Research Facility; Transportation Depot; Warehouse; Uses, structures and buildings accessory thereto and does not include obnoxious, dangerous or offensive trades	Multi-modal Storage Facility; Uses, structures and buildings accessory thereto and does not include obnoxious, dangerous or offensive trades (ie. associated office building) Note: proposed development is of a dry industrial use
30.3	Minimum Lot Frontage	30 metres	>30 metres
	Minimum Lot Area	0.4 hectares	>0.4 hectares
	Minimum Front Yard	7.5 metres	>7.5 metres
	Minimum Front Yard abutting a Residential or Agricultural Zone	15 metres	-
	Minimum Side Yard	10% of lot frontage or 3 meters, whichever is less	>3 metres
	Minimum Interior Side Yard abutting a Residential or Agricultural Zone	15 metres	-

30.3	Minimum Interior Side Yard abutting a Railroad or Hydro Right-of-Way	1.5 metres	-
	Minimum Rear Yard	8 metres	>8 metres
	Maximum Building Height	15 metres	8 metres
	Maximum Building Height Abutting a Residential Zone	8 metres	-
	Minimum Landscaped Open Space	25%	>25%
	Outside Storage	permitted only in the rear yard and interior side yard to a maximum of 10 percent of the total gross floor area on the lot.	Located within all yards except the front yard and greater than 10% of the total gross floor area on the lot
	The gross floor area of the permitted accessory use(s)	shall not exceed 30% of the total gross floor area of the principal use(s) on the lot.	-
	Exterior walls facing a public road	shall not be constructed of concrete blocks unless the blocks are decorative masonry units; or used in a decorative pattern or surfaced with stucco; or with a permanent coloured finish which does not include paint.	-
	All parking areas in the front yard and/or corner side yard	shall be: Paved with concrete or asphalt; Defined by poured concrete curbing; and Clearly marked with pavement markings for each parking space.	-
	Outdoor storage	subject to the provisions outlined in Section 2.18 and is not permitted in any yard that abuts a highway or an arterial collector road;	-
2.18	Outdoor storage	Except where otherwise noted, outdoor storage and garbage storage areas shall only be permitted in an interior side yard or a rear yard.	All yards except the front yard
3.1.2	Parking Space Requirements: Office	Minimum 1 space per 28 square metres gfa Calculation: 186 square metres gfa / 28 square metres = 6.6 = 7 parking spaces	5 parking spaces

3.2	Parking Space Dimensions: Standard Parking Space	Minimum 2.6 m x 5.2 m	2.6 m x 5.7 m
	Parking Space Dimensions: Accessible Space	Minimum 3.7 m x 5.2 m	3.4 m x 5.7 m
3.3	Number of Accessible Parking Spaces	1	1
3.11.1	Landscape Buffer Provisions: Parking area with 5 to 20 parking spaces	Lot Line Abutting a Public Road: 3 m Lot Line ot Abutting a Public Road: - Lot Line Abutting a Residential, Institutional or Public and Park Zone: 3 m	-
3.13.1	Required Bicycle Parking: Office	1 space per 1000 square metres gfa Calculation: 1 bicycle parking space	0

4.

TECHNICAL STUDIES AND REPORTS

4. TECHNICAL STUDIES AND REPORTS

4.1 SUPPORTING STUDIES AND KEY FINDINGS

The following is a summary of findings and recommendations provided as part of the technical submission documents. For a more detailed analysis, please refer to the individual reports and studies submitted as part of the application package.

Air Quality/Noise & Vibration Study

An Air Quality, Noise, and Vibration Brief was prepared by King EPCM September 18, 2025 to review potential Air Quality, Noise, and Vibration considerations associated with the proposed development. The study concludes the following:

Air Quality

- Anticipated on-site emissions are limited to standard HVAC systems and minor traffic associated with a commercial use.
- No significant off-site industrial emission sources were identified within 500m.
- The nearest residential receptor located 450m east of the site is beyond the distance at which air quality impacts would occur.

Noise

- Road traffic volumes in the area are low and not expected to generate adverse noise impacts.
- The single-track railway is located approximately 450m east of the site - noise attenuation is expected to reduce levels to background.

- The nearest residence is approximately 450 metres away and will not be adversely affected by the proposed commercial development.
- Other baseline noises typical to commercial environmental, such as vehicles back up alarms, garbage truck operations, and other general mechanical or service-related sound, may occur intermittently. These are considered part of the normal background soundscape and are not expected to cause adverse impacts given the distance to the nearest residential receptor.
- Temporary noise and activity during construction may be noticeable at the nearest residence; however, construction is short-term and expected to comply with municipal noise by-laws.

Vibration

- Rail vibration effects are typically limited to 75–100 m from the track alignment. At 450 m, vibration from rail traffic is negligible.
- Construction-related vibration will be short-term, localized, and subject to municipal by-law controls.

Archaeology Assessment: Stages 1 & 2

AS&G Archaeological Consulting Inc. has prepared a Stage 1 & 2 Archaeological Assessment dated April 28, 2026.

Stage 1 provided information about the project area's geography, history, previous archaeological fieldwork, and current land condition in order to evaluate and document archaeological potential and recommend appropriate strategies for the Stage 2 Survey.

The entirety of the project area was assessed and no cultural resources, features or sites were identified during the Stage 2 Test-Pitting Survey. Section 2.2 of the MCM (2011) Standards and Guidelines for Consultant Archaeologists is not addressed, because no archaeological sites were identified during the current assessment.

Environmental Impact Study

Terrastory Environmental Consulting Inc. was retained to prepare an Environmental Impact Study (EIS). Extensive agency engagement occurred in spring/summer 2024 with both Regional Environmental Planning and Niagara Peninsula Conservation Authority staff, including a site walk and staking exercise to review on-site natural features. An EIS has been prepared, dated April 16, 2026.

The proposed area of disturbance was absent of most PPS Significant Natural Features but was a candidate for Protected Species of Ontario (bats). Similarly, it was absent of Locally and Regionally Significant Natural Features but was a candidate for Supporting Features and Areas, Enhancement Areas, and Linkages. The Adjacent lands (<120 m from the proposed area of disturbance) was a candidate for PPS Significant Natural Features, including Significant Wildlife Habitat, Protected Species of Ontario (bats), and Fish Habitat.

It was also had confirmed/candidate status for Locally and Regionally Significant Natural Features, including Evaluated and Other Wetlands, Other Woodlands, Permanent or Intermittent Streams, and Supporting Features and Areas, Enhancement Areas, and Linkages.

A detailed evaluation of the natural features is provided in Sections 4 of the EIS and a comprehensive set of recommendations and mitigation measures are provided in Section 5 and Appendix 8 of the EIS.

Overall, the EIS has determined that no negative impacts to the above-noted features will occur and that the proposal appropriately addresses applicable neutral heritage policies provided that all technical mitigation measures recommended are implemented.

Functional Servicing Report

A Functional Servicing Report and Stormwater Management Brief (FSR & SWM) have been prepared by King EPCM March 30, 2026 and June 28, 2025, respectively, to assess the existing municipal infrastructure in the vicinity of the site, identify any external drainage conditions, illustrate the design of the stormwater conveyance system, provide the best management plan to control on-site erosion and sedimentation during construction, and to indicate the synchrony of the proposed development's functional servicing and stormwater management with the existing water, sanitary, and stormwater infrastructure.

The following findings were provided:

- No City water main or sanitary services are available in the vicinity of the site.
- A well (Tag no. of 6604938 (A004380)) is located on the subject property and currently in active use.

- According to a pumping test conducted on October 01, 2025 for a duration of 160 minutes, the average discharge of the well was approximately 110 L/min.
- The average daily demand, maximum daily, and maximum hourly demands are 1.11, 1.98, and 2.99 L/min, respectively.
- The required firefighting flow is calculated as 5,000 L/min (1321 GPM), and the required capacity of the storage holding tanks is found as 525m³, provided by ten precast concrete water holding tanks from Wilkinson Heavy Precast Limited, each with a capacity of 57 m³.
- As a septic system will be used to provide sanitary service for the site, the design flow is determined solely based on the average daily sanitary flow generated by the population within the site. Therefore, for a population of 5, the design flow for designing the septic is 1,500 L/d.
- The peak runoff in pre-development conditions is 179.2 and 415.1 l/s for 2 and a 100-year return period event, respectively. At the post-development conditions, the amounts will be 193 and 446 l/s, respectively.
- A Grass Swale starting from the middle driveway to the north and then continued along the northern limit of the developed area and directed to the south towards the existing culvert, which directs flows to the existing municipal drain is proposed.

Water Supply & Demand Assessment Report

King EPCM was also retained to undertake a water supply and demand assessment for the for the subject site to evaluate the capacity of the existing well (Well #7269802) to meet the water demand associated with the proposed industrial development. The report dated April 16, 2026 provides the following recommendations:

- The existing well may be used for the proposed for the proposed development within the tested peak rate of 34L/min.
- Maintain operational water levels at least 0.5-1.0m above pump intake to ensure safe operation.
- Monitor static, pumping, and recovery water levels during early operation and peak demand periods.
- Any future increase in demand should be supported by additional hydrogeological assessment and, if required, further testing.

Gas Well Study

A Historical Abandoned Gas Well Investigation and Regulatory Compliance Review was prepared by King EPCM on April 15, 2026. A site reconnaissance was undertaken October 1, 2025 to confirm the presence, condition, and potential environmental risk associated with legacy wells on the subject site. The purpose of the study is to assess whether abandoned wells pose any constraint or hazard to future site development and to evaluate the findings in the context of application Ontario regulatory requirements.

Based on available historical records, MNRF well registry information, and the site visit, no abandoned gas wells or associated surface infrastructure were identified on the subject site or within 100 metre of the mapped well locations. Historical records indicate that the identified wells were reportedly abandoned between 1931 and 1967 using practices consistent with standards methods at the time, including cement plugging, surface sealing, casing removal below grade, and site restoration.

Field observations indicate generally stable ground conditions with no visible evidence of wellheads, casing remnants, subsidence, or surface indicators of gas migration.

It is recommended that subsurface gas testing be undertaken to confirm current gas conditions, given that subsurface well integrity cannot be verified through visual inspection alone and no modern abandonment verification records are available for these legacy wells, including Well F014843.

Based on Ontario Petroleum Oil, Gas, and Salt Resource information, the nearest identified gas well is located approximately 350 metres from the proposed development area. No design does not include a basement, which further reduces potential exposure to subsurface gas migration pathways.

A potable water supply well is present on the property and is located approximately 400 metres from Well F014843. No interaction between the gas well and the water supply well is anticipated based on available separation distance and site conditions. It is recommended that water from the on-site water well be tested in accordance with Ontario Drinking Water Quality Standards to confirm continued compliance and to ensure that potable water quality is maintained. Based on the available information, no adverse impacts from the identified gas well are anticipated, and no effects on groundwater quality at the on-site drinking water well are expected given the site conditions and separation distance.

Geotechnical Study

A geotechnical investigation was conducted on March 5, 2026 in preparation of a Geotechnical Report dated May 6, 2026. The purpose of this investigation is to classify the in-situ soil and determine the septic infiltration rate of the soil. The engineer opined that the septic tank design may use a T-time of 50 min/cm and soil bearing capacity of 150kPa SLS and 250kPa ULS should be used with a 1.22 metre frost wall.

Transportation Impact Study/Site Access Study

A Traffic Impact Study has been prepared by UrbanTrans Engineering Solutions Inc. May 5, 2026 and revised May 8, 2026 to evaluate the anticipated impacts to traffic operations site access. Based on the details of the proposed development, the study concludes that the proposed development is expected to have minimal traffic impacts on the surrounding road network and nearby intersections.

It is understood that the City of Port Colborne is the reviewing authority for this Traffic Brief and this Study has been prepared in accordance with applicable municipal requirements and based on discussions with City Staff

5.

CONCLUSION

5. CONCLUSION

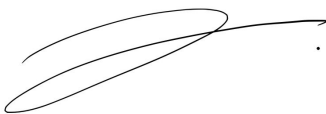
The subject site represents a highly strategic location for the proposed outdoor logistics trailer storage facility and associated office use given its proximity to the Welland Canal, major transportation corridors, and established employment areas. Its placement within a Rural Employment designation nearby key goods movement infrastructure provides an appropriate context for logistics, transportation, and supply chain operations that is inherently a dry industrial use.

The proposed development capitalizes on these locational advantages by introducing a use that supports and enhances the efficiency of goods movement across marine, rail, and road networks to strengthen the broader function of the Niagara Economic Gateway and reinforces the city of Port Colborne's role as a multi-modal hub within the regional and cross-border trade systems.

The proposed development has been informed by relevant technical studies and reports to confirm that it can be implemented without adverse impacts on natural heritage features or cultural resources while still meeting operational standards.

In our opinion, the proposed development is consistent with the intent of relevant Provincial and City policy documents and represents good planning. It implements the objectives of the Provincial Planning Statement with regard for Provincial matters of interest as outlined in the *Planning Act* by appropriately balances the Official Plan's objectives to advance regional and municipal economic development to support existing and future industries. It enables business growth and strengthens economic competitiveness and is consistent with servicing the overall public interest.

Respectfully submitted,



Jacqueline Lee
Intermediate Planner



Paul Demczak, MCIP, RPP
Principal

APPENDIX A DRAFT ZONING BY-LAW AMENDMENT

The Corporation of the City of Port Colborne

By-law No. XXXX

Being a by-law to amend Zoning By-law 6575/30/18 respecting Part of Lots 23 to 25, Concession 4, East of the Welland Canal, City of Port Colborne, Regional Municipality of Niagara, Ontario.

WHEREAS By-law 6575/30/18 is a By-law of The Corporation of the City of Port Colborne restricting the use of land and the location and use of buildings and structures;

AND WHEREAS, the Council of The Corporation of the City of Port Colborne desires to amend the said By-law.

NOW THEREFORE, and pursuant to the provisions of Section 34 of the *Planning Act*, R.S.O. 1990, The Corporation of the City of Port Colborne enacts as follows:

1. This amendment shall apply to those lands described on Schedule “A” attached to and forming part of this By-law.
2. That the Zoning Map referenced as Schedule “A2” forming part of By-law 6575/30/18 is hereby amended by rezoning the lands outlined in Schedule A of this Amendment to Industrial Development with Special Provision XX (ID-XX).
3. That Section 37.2 entitled “List of Special Provisions” of Zoning By-law 6575/30/18, as amended, is hereby further amended by adding the following:

Special Provision: ID-XX Formerly: n/a By-law No.: XXXX/XX/XX

Notwithstanding the Provision of the Industrial Development (ID) Zone, the following shall apply:

- a) Outside storage is permitted in all yards except the front yard and may be greater than 10% of the total gross floor area on the lot
 - b) A minimum parking rate of 1 space per 40 square metres gfa
 - c) A reduced dimension for the accessible parking space of minimum 3.4 metres x 5.7 metres
 - d) No bicycle parking space is required
4. That this By-law shall come into force and take effect on the day that it is passed by Council, subject to the provisions of the *Planning Act*.
5. The City Clerk is hereby authorized and directed to proceed with giving notice of the passing of this By-law, in accordance with the *Planning Act*.

Enacted and passed on this XX day of XX, 20XX.

Bill Steele
Mayor

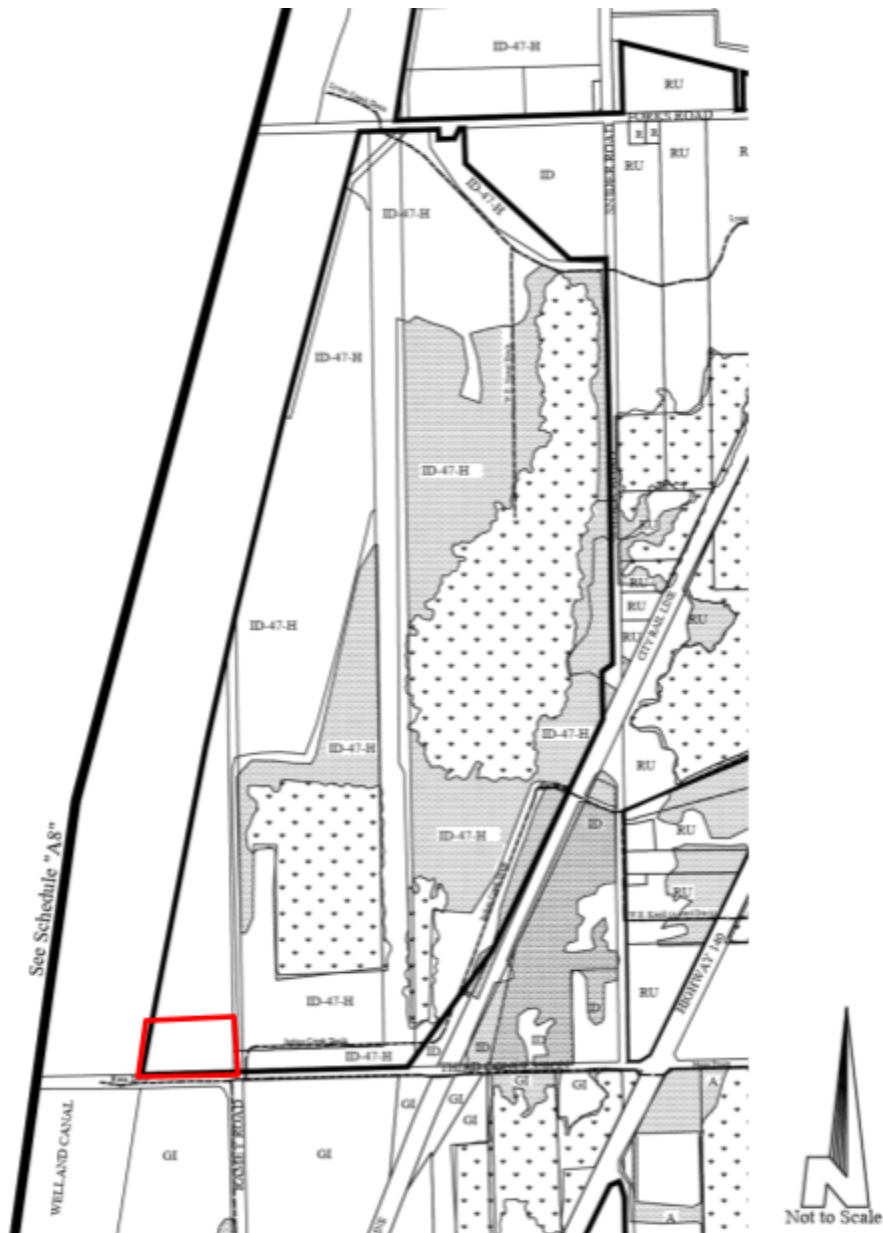
Charlotte Madden
City Clerk

Schedule "A"

By-law No. XXXX

To the

City of Port Colborne Zoning By-law No. 6575/30/18 Schedule "A2"



 Lands to be re-zoned to Industrial Development Zone with Special Provision XX (ID-XX)

APPENDIX B PRE-CONSULTATION SUMMARY



PORT COLBORNE

DEVELOPMENT AND GOVERNMENT RELATIONS DEPARTMENT

PRE-CONSULTATION SUMMARY

The City of Port Colborne
Niagara Region Development Services
Niagara Peninsula Conservation Authority

Persons intending to make an application for a proposed development must consult with City staff and Agency staff prior to submitting an application. A pre-consultation meeting identifies what is required to be submitted for a complete application and provides the opportunity to discuss:

- The nature of the application
- Development and planning issues
- Applicable fees
- The need for information and/or reports to be submitted with the application
- The planning approval process
- Other matters impacting the application

Pre-Consultation Meeting Date: July 24, 2025

Municipal Contact Name:

Phone:

Email:

Site Address:

Roll Number:

Land Area:

Property Owner Name:

Phone Number:

Email:

Agent Name:

Phone Number:

Email:

Principal Contact:

Owner

Agent

Application Type

- | | |
|---|---|
| ☐ Regional Official Plan Amendment | ☐ Consent (Land Severance) |
| ☐ Local Official Plan Amendment | ☐ Zoning By-law Amendment |
| ☐ Draft Plan of Subdivision | ☐ Site Plan Control |
| ☐ Draft Plan of Condominium | ☐ Other: |
| <ul style="list-style-type: none"> ○ Vacant Land & Common Element ○ Conversion ○ Other | <hr/> |

1. Brief description of proposed development:

2. Existing Regional Official Plan Designation:

Conformity with Regional Official Plan land use designations and policies?

☐ Yes ☐ No ☐ Unknown

If 'No', what is the nature of the amendment needed?

3. Check All Applicable:

☐ Brownfield ☐ Greenfield ☐ Built-up ☐ Local CIP Area

4. Development Charges:

☐ Regional By-law 2022-71 ☐ Local By-law 7278/100/24

5. Existing Local Official Plan Designation:

Conformity with Official Plan land use designations and policies?

☐ Yes ☐ No ☐ Unknown

If 'No', what is the nature of the amendment needed?

6. Existing Zoning:

Conformity with existing zoning?

☐ Yes ☐ No ☐ Unknown

If 'No', what is the proposed zoning:

7. Is the property located in an Intake Protection Zone?

If yes, notify Thomas Proks at: tproks@npca.ca

☐ No ☐ IPZ 1 ☐ IPZ 2

8. Is the property recognized under Ontario Heritage Act?

☐ No ☐ Registry ☐ Designated

9. Is Site Plan approval required?

☐ Yes ☐ No

10. Additional Agencies to be contacted:

☐ Enbridge/Pipelines

☐ Hydro

☐ Ministry of Environment

☐ CN/Trillium Rail

☐ Seaway

☐ Ministry of Transportation

☐ NPCA

☐ Other: _____

11. Fees Required at time of Submission of the Application:

Application	City of Port Colborne	Niagara Region	Niagara Peninsula Conservation Authority	Other Fees
Local Official Plan Amendment				
Zoning By-law Amendment				
Plan of Subdivision				
Plan of Condominium				
Site Plan Agreement				
Consent				
Submission Reviews				
Other: Removal of Holding				
TOTAL				

Notwithstanding the fees noted above, all fees are payable based upon the rate in the fee schedule by-law in effect on the date the application is received. Further fees may be required at a later date as per the fee schedule by-law. Separate cheques shall be made payable to the appropriate agency.

12. Incentive Programs:

Please be advised that the City of Port Colborne offers several residential grants for new developments. If you wish to learn more about our Community Improvement Program (CIP), please contact our Economic Development Officer, Bram Cotton, at 905-228-8063, or by email at bram.cotton@portcolborne.ca.

13. Required Information and Studies to be submitted with the Application(s).

Application will not be deemed complete until all requested information and studies are submitted.

Asterisk indicates the study will likely require a peer review at the cost of the developer

Local	Region	NPCA	Reports, Studies, Plans (See Notes for additional details)	No. of Copies		Notes
				Digital	Paper	
			Agricultural Impact Assessment			
			Air Quality/Noise & Vibration Study (ZBA)			
			Archaeology Assessment: Stage 1-2 (ZBA)			
			Architectural Drawings (Building Plan, Elevation, Cross-Section Views)			
			Conceptual Site Plan			
			Environmental Impact Study (ZBA)			
			Environmental Planning Study/ Sub-Watershed Study			
			Environmental Site Assessment: Phase 1			
			Farm Business Plan*			
			Farm Operation and Ownership			
			Financial Impact Assessment*			
			Functional Servicing Report (ZBA/OPA/SPC)			
			Gas Well Study (ZBA)			
			Geotechnical Study			
			Hydrogeological Study and Private Servicing Plans*			
			Land Use/Market Needs*			
			Landscape Plan (SPC)			
			Mineral Aggregate Resources			
			Minimum Distance Separation I & II			
			Municipal Servicing Study			
			Phasing Plan			
			Planning Justification Report (ZBA)			
			Record of Site Condition			
			Site Plan (ZBA/RHP/SPC)			
			Site Servicing, Grading, SWM Plans by P.Eng			
			Shoreline Study/Dynamic Beach			
			Slope Stability Report			
			Soil report			
			Stormwater Management Report by P.Eng (ZBA/OPA/SPC)			
			Transportation Impact Study/Site Access Study (ZBA)			
			Tree Inventory Preservation Plan (ZBA)			
			Urban Design			
			Wind Study*			
			Other:			

14. Site Visit:

NOTES

1. The purpose of this document is to identify the information required to commence processing and evaluating an application as set out in the Planning Act. This pre-consultation process is designed to proceed based on the mutual agreement of the parties involved in the meeting.
2. Pre-consultation does not imply or suggest any decision whatsoever on behalf of staff or the municipality to either support or refuse the application.
3. The applicant should be aware that the information provided is accurate as of the date of the pre-consultation meeting. Should any policies, by-laws, or procedures be approved by the Province, Municipality, Region, or other agencies prior to the submission of a formal application, the applicant will be subject to any new policies, by-laws, or procedures that are in effect at the time of the submission of a formal application.
4. **Any application submitted without the information identified in this Pre-consultation Document will be deemed incomplete and not processed.** Alternatively, staff may recommend refusal of the application based upon insufficient information to properly evaluate the application.
5. By filing an application under the Planning Act, the applicant understands that the Municipality and Region may release information provided as part of the application to process the application, or at the request of a third party, without notification to the applicant.
6. During the review of the application, additional studies or information may be required because of issues arising during the processing of the application or the review of the submitted studies.
7. If the Municipality or Region does not have sufficient expertise to review and determine that a study is acceptable, the Municipality may require a peer review. The cost of the peer review shall be paid for by the applicant. The Terms of Reference for a peer review is determined by the Municipality or Region.
8. Some studies may require NPCA review and clearance/approval. In this instance, the NPCA review fee shall be paid by the applicant.
9. **All plans and statistics must be submitted in metric;** employing imperial measurements will result in an application being deemed incomplete.
10. If an application is not filed with the City of Port Colborne within 18 months of the date of the pre-consultation meeting, the cost of the pre-consultation will not be subtracted from the cost of filing the application.
11. Ensure that Canadian Power Niagara (CNPI) is contacted as soon as possible in the process to discuss servicing. There are currently long lead times for servicing. Contact jeff.hoover@cnpower.com, cole.ramsey@cnpower.com, or alex.sidin@cnpower.com.

If you have any questions, please contact the Local Municipal Contact provided on the first page of this document.

PRE-CON COMMENTS

Planning Comment

Kelly Martel
Manager of Planning

email: kelly.martel@portcolborne.ca
phone: (905) 228-8140

Adam Motchka

Development Approvals Supervisor

email: adam.motchka@portcolborne.ca

phone: (905) 228-8132

PRE-CON COMMENTS

Drainage Comment

Alana VanderVeen
Drainage Superintendent

email: alana.vanderveen@portcolborne.ca
phone: (905)-228-8127

Fire Comment

Charles Turpin
Fire Prevention Officer

email: charles.turpin@portcolborne.ca
phone: (905)-228-8079

PRE-CON COMMENTS

Building Comment

Gary Graziani
Deputy Chief Building Official

email: gary.graziani@portcolborne.ca
phone: (905) 228-8122

Pre-Consultation Notes

Forkes Road, City of Port Colborne

July 24, 2025

Region Contact: Philippe Biba

Local Contact: Taya Taraba

Proposal Description: Looking to establish an outdoor trailer park and/or storage facility on the parcel.

Agent: Angela Shi

Application Type:

- ☒ Zoning By-law Amendment
- ☒ Site Plan

Private Servicing

PSS review would be required if the site was to require any washroom facilities. If that is the case, the Region requires the following:

- A detailed sewage system design must be submitted to confirm the property can support the proposed development.
- Applications must include specifics as outlined in the Ontario Building Code, Part 8, Tables 8.2.1.3.A. - 8.2.1.3.B, such as the number of employees, vehicles serviced, washrooms, office space, restaurant seats, floor plans, etc.
- For large projects (e.g., winery with a restaurant, medical marijuana facility, gas station with a restaurant), if total sewage flows exceed 10,000 litres/day, approval from the Ministry of the Environment, Conservation and Parks (MECP) will be required, not Niagara Region.
- A site inspection is needed to ensure proposed developments won't impact existing sewage systems, minimum setback requirements are met, and there are no defects. Refer to 'Inspection Instructions' for more details.
- Inspection Instructions:
 - The owner must expose and loosen the septic tank lids before the inspection. If the septic bed is near a proposed lot line or structure and no permits are available, the bed corners must be exposed for the inspection. A Regional Private Sewage System Inspector can confirm what is required.
 - A \$545 Private Servicing Review Fee is required for all inspections.

- The fee must be paid in full, and confirmation must be received that the system is ready for inspection before the inspection can occur.
- The owner can arrange the site visit by emailing privatesewagesystems@niagararegion.ca with their contact information, address, and preferred inspection times/dates.
- If the owner hasn't arranged an inspection before the application is received from the Local Area Municipality, the Private Sewage System Inspectors will contact the owner or agent to schedule the inspection and advise them of which items need to be exposed.
- At minimum, 72 hours is required from the inspection to the Local Area Municipality receiving comments.
- The owner must ensure the inspection is arranged in time to provide comments to the Local Area Municipality. If not, a deferral of the application may be requested to address private servicing requirements.
- Special Request Applications:
 - If the owner or Local Area Municipality wants the private servicing inspection to be completed before the development application is submitted, the owner can apply for a Special Request Application through the [Region's Private Sewage Systems Portal](#).
 - Septic tanks and bed corners will still need to be exposed before the site inspection.
 - The Special Request Application (and comments) are valid for 12 months.
 - The owner must include information from the Special Request Application with the future development application. The confirmed septic system location must be shown on all submitted plans.
 - A \$545 review fee is required at the time the Special Request Application is submitted.
 - An additional \$545 Private Servicing Review Fee won't be required with the development application if: a) the development application is received within 12 months of the Special Request Application comments being issued, and b) the development application matches the proposal from the Special Request application.
- For more information about private servicing requirements, please contact privatesewagesystems@niagararegion.ca

Stormwater Management

- The submitted site plan appears to direct storm outlet to the local road ditch/municipal drain. Therefore, the development SWM plan is subject to the review and approval from City staff to ensure local infrastructure requirements to be adequately addressed.

Waste Collection

- Niagara Region provides curbside waste collection services for developments that satisfy its Procedure for Requirements for Waste Collection and do not exceed the allowed limits.
- Industrial
 - Green – 8 green carts (weekly)
 - Waste – 8 bag/can limit (bi-weekly)
- If the development is unable to satisfy the regional waste collection requirements or meet the allowed limits, then waste collection for the site will be the responsibility of the owner through a private contractor.
- Circular Materials Ontario is responsible for the delivery of residential blue/grey box recycling collection services, and related information can be found at the following link:
<https://www.circularmaterials.ca/resident-communities/niagara-region/>

Required Studies for Regional Review

- Private Servicing Review

Required Fees

The Region's 2025 Fee Schedule is available at:

https://www.niagararegion.ca/business/fpr/forms_fees.aspx

Fee Description	Fee Amount
Minor Engineering Infrastructure Review	\$570 - Site Plan
Private Swage System Review	\$545 - Zoning

RE: NPCA Comments, VL Forkes Road - Pre-Consultation Meeting

Organizer Taya Taraba <Taya.Taraba@portcolborne.ca>
Meeting time This event occurred 23 hours ago (Thu 7/24/2025 10:30 AM - 11:00 AM)
Location Microsoft Teams Meeting
My response Accepted
Required attendees 253339471@qq.com, Ashi@kingepcm.com, Amir Samadi
Optional attendees Adam Motchka, adam.boudens@niagararegion.ca, Alana VanderVeen, alex.sidin@cnpower.com, Ali, Usama (MTO), Bell, Bell, Bram Cotton, Cassandra Banting, Catherine.MacKinnon@ontario.ca, Charles Turpin, Chris Viccica, Craig Larmour, Daniel Rodgers, DevelopmentReview, devtplanningapplications@niagararegion.ca, Diana Vasu, Dunsmore, Susan, Erik Acs, Gary Graziani, Gary Long, Isabela Berberick, Jeff.Hoover@cnpower.com, josh.wilson@niagararegion.ca, Katie Young, Kelly Martel, ksharma@npca.ca, Lampman, Cara, Lori.Karlewicz@niagararegion.ca, Maggie.Ding@niagararegion.ca, Paige Pearson, philippe.biba@niagararegion.ca, planning@dsbn.org, rachel.daniels@niagararegion.ca, richard.bolliger@rci.rogers.ca, smastroianni@npca.ca, Steve Shypowskyj, T Lennard, tyler.collins@bell.ca, victoria.berk@cnpower.com, Owen McDonnell, Grace Luey, Richard Bolliger, Dan Mozzoni, Steve Weaver, Travis Mallaley
Message sent Thu 7/24/2025 3:42 PM

 3 attachments (8 MB)

2023_Planning_and_Regulation_Fee_Schedules_(Including_Tax).pdf; VL Forks Rd - NPCA Map.pdf; NPCA Policy Document (April 2024).pdf;

Good Afternoon Taya,

Please see the Niagara Peninsula Conservation Authority (NPCA) comments for the property at VL Forks Rd (ARN 271104000522410), following the Pre-consultation meeting held on Thursday, July 24th, 2025.

NPCA has reviewed the pre-consultation submission for the proposed works at the subject property. The subject property is impacted by NPCA regulated floodplain.

NPCA has reviewed the site plan dated June 26, 2025 by Rasch and Hyde Ltd and offers the following comments:

- NPCA notes that the proposed buildings, parking, and septic appears to be outside the flood hazard. As such, NPCA has no objections to the proposed development outside the floodplain.
- NPCA notes that the proposed driveway encroaches the floodplain. NPCA is supportive of the proposed less than 50m³ of fill and culverts to convey flows.
- NPCA will require additional grading information for the driveway section crossing the floodplain to be added to the site plan for NPCA review to confirm safe access.
- NPCA recommends openings in the proposed buildings be set 0.3m above the flood elevation, for extra safety to the structures in the event of a large storm event.

NPCA notes that all lands within the floodplain should be zoned as a Hazard.

Please note that any development or site alterations proposed within NPCA regulated areas or their buffers will require NPCA approvals ahead of the commencement of the works on site and would require a formal NPCA Permit.

NPCA will require circulation of the ZBA application along with the review fee.

Currently the fees are:

Zoning By-law Amendment
Removal of Holding - \$1695

Thank you for circulating the application for NPCA review.

Kind Regards,

Kartiki Sharma
Watershed Planner

Niagara Peninsula Conservation Authority (NPCA)
3350 Merrittville Highway | Unit 9 | Thorold, ON L2V 4Y6

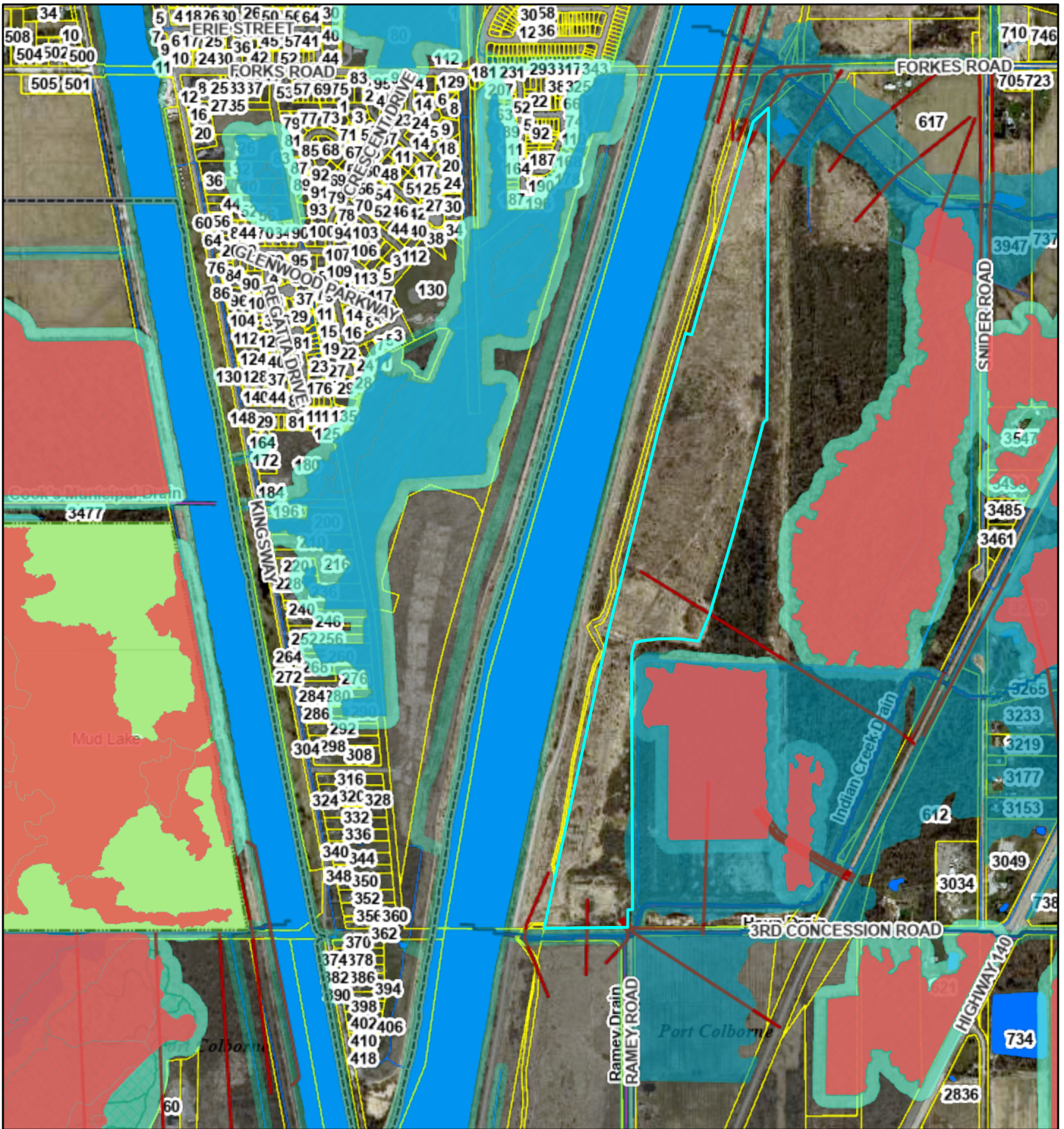
905.788.3135 ext. 278
[www.npca.ca%20]www.npca.ca
ksharma@npca.ca

For more information on Permits and Planning please go to the Permits & Planning webpage at <https://npca.ca/administration/permits>.

For mapping on features regulated by the NPCA please go to our GIS webpage at <https://gis-npca-camaps.opendata.arcgis.com/> and utilize our Watershed Explorer App or GIS viewer.

To send NPCA staff information regarding a potential violation of Ontario Regulation 41/24 please go to the NPCA Enforcement and Compliance webpage at <https://npca.ca/administration/enforcement-compliance>.

VL Forks Rd - NPCA Map



7/16/2025, 11:43:32 AM

SWOOP 2020 NPCA

- | | |
|---|---|
| ■ Red: Band_1 | ■ Roads |
| ■ Green: Band_2 | ■ Conservation Properties |
| ■ Blue: Band_3 | ■ Conservation Areas |
| LIO - Wetland DRAFT | ■ NPCA APPROXIMATE REGULATION LANDS |
| ■ Evaluated-Provincial | ■ Wetland Allowance |
| ■ Evaluated-Other | ■ Regulation Wetlands |
| | ■ Evaluated-Other |

NPCA, Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Web AppBuilder for ArcGIS

City of Welland, Niagara Region, Regional Municipality of Niagara, Province of Ontario, Ontario MNR, Esri Canada, Esri, HERE, Garmin, INCREMENT P, USGS, METI/NASA, EPA, USDA, AAFC,



Applicants requesting to attend a pre-consultation meeting with staff from the City of Port Colborne, Regional Municipality of Niagara, and Niagara Peninsula Conservation Authority must complete this form and the attached authorization to enter property form.

Please return both forms, payment of the appropriate fee, and a site plan of your proposed development **no later than two (2) weeks** before the scheduled pre-consultation meeting date to taya.taraba@portcolborne.ca.

Forms that are incomplete, submitted without payment, not returned with a proper site plan, or submitted late, may be left off the pre-consultation meeting agenda. Planning staff reserves the right to move the scheduled date. Depending on the volume of requests, it may not be possible to be scheduled for the earliest agenda.

PLEASE NOTE: ALL PRE-CONSULTATION MEETINGS WILL BE HELD VIRTUALLY.

2025 Pre-CONSULTATION FEES

— Plans of Subdivision/Condominium — Official Plan Amendments — Zoning Bylaw Amendments — Site Plan Control	\$1,700	— Regional Review Fee* *Some pre-consultation requests may be exempt from this fee. At the time of submission, staff will advise whether this fee is required to be paid.	\$620
— Consents & Minor Variances	\$900		

If an application is submitted to the City of Port Colborne within 18 months from the date of the pre-consultation meeting, the pre-consultation meeting fee will be subtracted from the application fee.

If more than one planning approval is needed (i.e. an Official Plan Amendment and a Zoning By-law Amendment), the applicant only needs to pay the pre-consultation fee once. For example, if approval is needed for a Zoning By-law amendment and an Official Plan Amendment, the total cost for the pre-consultation meeting would be \$520.

If a combination of approvals is required having different fees, the greater fee will be charged. For example, if the pre-consultation meeting is for a Consent and a Zoning By-law Amendment the fee would be \$500. **Please note that the pre-consultation fee is non-refundable.**

APPLICATION TYPE

Check all that apply:

Regional Official Plan Amendment		Consent (Land Severance)	
Local Official Plan Amendment		Zoning By-law Amendment	✓
Draft Plan of Subdivision		Site Plan Control	✓
Draft Plan of Condominium		Other:	

Site Information

Address:	VL Forkers Road East
Assessment Roll Number:	271104000522410

Owner Contact Information

Name:	Xue Ju Zheng		
Phone Number:	647-808-9666	Email:	253339471@qq.com

Agent Contact Information

Name:	Angela Shi		
Phone Number:	647-986-5096	Email:	Ashi@kingepcm.com

Description Of Proposed Development

Outdoor storage & trailer park

SITE PLAN INSTRUCTIONS

The Pre-consultation Request Form must be submitted with a site plan showing the proposed development. The following items must be included on site plans:

- Location of existing and proposed land uses, buildings and structures;
- Location of significant features on the site and adjacent to the site (i.e. wetlands, hazard lands, watercourses, woodlands, wells, septic tanks, etc.);
- Existing and proposed lot fabric (as appropriate); and
- Proposed development concept, including setbacks from lot lines and significant features.

PERMISSION TO ENTER PROPERTY

I hereby give permission to the City of Port Colborne, Regional Municipality of Niagara and the Niagara Peninsula Conservation Authority to enter my property for the purpose of inspection and information gathering regarding the pre-consultation meeting requested for my property.

Address:

VL Forkers Road East

Date:

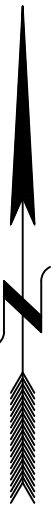
2025-05-27

Name of Property Owner:

Xue Ju Zheng

Signature of Property Owner:

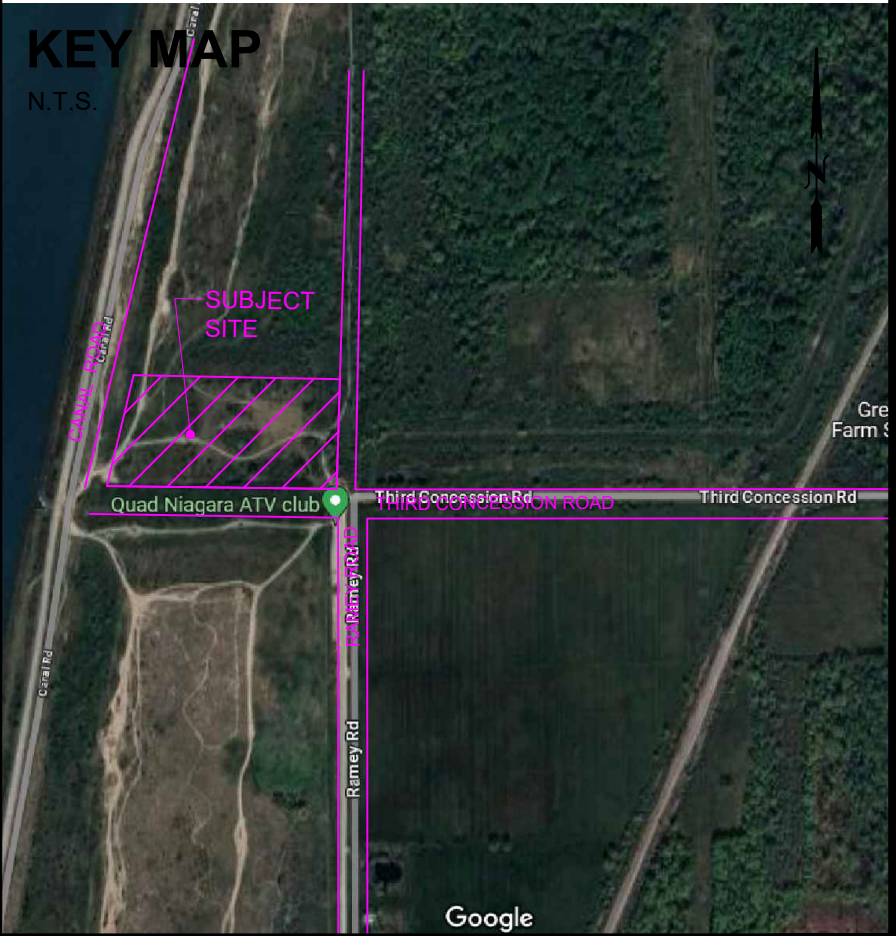




LEGEND:

 PROPERTY LINE

Municipality Notes	
DRAWN S.L.	STAMP
DATE AUG 20, 2024	



KING EPC
M

3780 14th Ave, Unit 211
Markham, ON, L3R 9Y5
www.KingEPCM.com
647-459-5647

CLIENT

XUE JU (JACK) ZHENG
2789475 ONTARIO INC.

PROJECT NAME

0TH FORKS ROAD

PROJECT LOCATION

**0TH FORKS ROAD
COLBORNE**

PRINT TITLE

SITE KEY PLAN

FILE No. **EGR - 1.1**

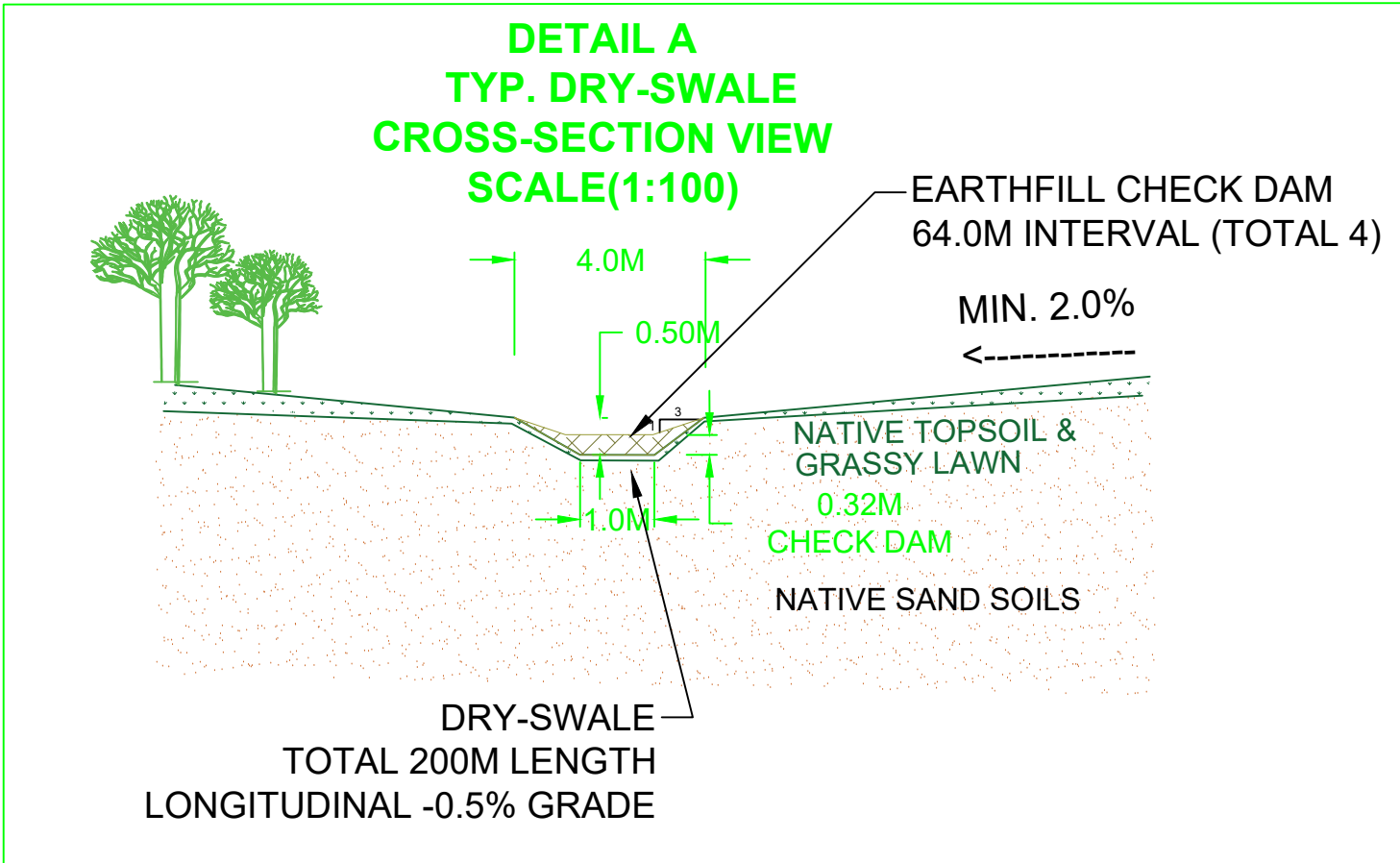
No.	ISSUED FOR:	DATE	DRAW BY	CHECK
V1	ISSURED FOR PERMITS	APR 29, 2024	SL	TW
V2	ISSURED FOR PERMITS	AUG 20 2024	SL	TW

SCALE 1:5000
1cm = 50m
0m 250m 500m



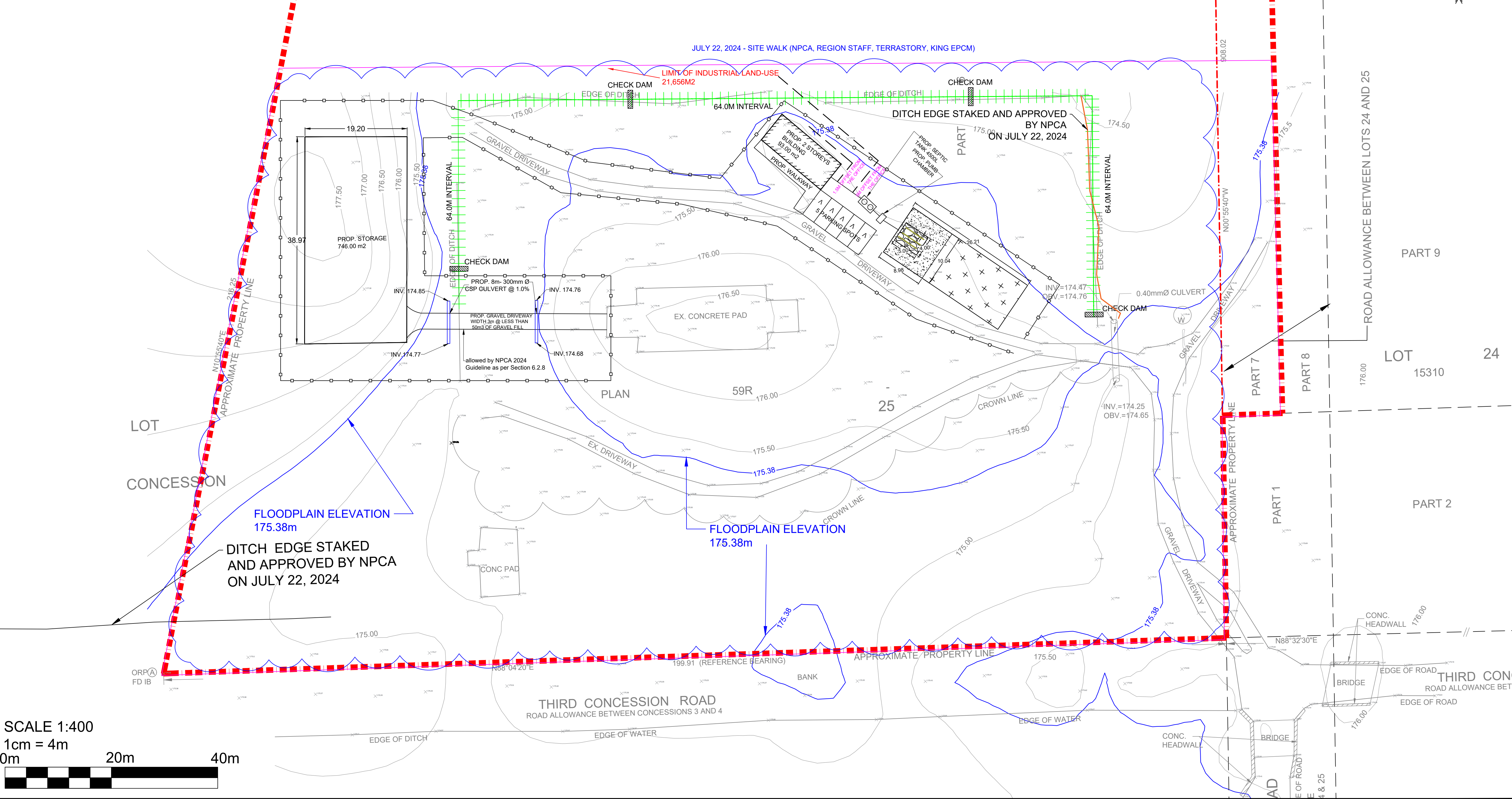
GENERAL NOTES:

- TOPO SURVEY WAS CONDUCTED ON MARCH 7, 2024 BY KING EPCM. NATURAL HERITAGE FEATURE STAKING SURVEY WAS CONDUCTED ON JULY 22, 2024
- ALL MEASUREMENTS STATED IN METRES.
- PROPERTY BOUNDARY WAS REFERENCED BY RASCH + HYDE LTD., DATED MARCH 18, 2015.
- THIS IS NOT A PLAN OF SURVEY. DO NOT USE FOR BOUNDARY.
- ELEVATIONS ARE GEODETIC, OBTAINED FROM GNSS AND USING CAN-NET DERIVED FROM RTK SOLUTION AND GEOID MODEL HTv.2.0 SOLUTION, REFERRED TO CANADIAN GEODETIC VERTICAL DATUM OF 1928 (CGVD28:78) AND BENCHMARK No. 0011980U014, HAVING AN ELEVATION OF 173.81M . THE BENCHMARK IS IN MANHOLE ALONG E SIDE OF WELAND CANAL AND 2.4KM N OF JCT OF WELAND ST AND MAIN ST E. LOC 1.0 KM N OF SERVICE RD GATE, 34 M NE OF CONC POWER POLE #317, 24.3 M W OF MAIN SERVICE RD C/L, 20.5 M E OF CANAL SHORE AND 10.0M E OF SMALLER SERVICE RD C/L. AN ORANGE CYL WITNESS SIGN WAS SET 0.71 M AWAY AT A MAG BRG OF 84 DEG TO THE STA. NOTE: 900M WALK FROM LOCKED GATE.



LEGEND:

	PROPERTY LINE
x 175.54	EXISTING ELEVATION
	CONTOUR LINE
	WATERWELL
CONC.	CONCRETE
IB	IRON BAR
ORP	OBSERVED REFERENCE POINTS
	CHECK DAM



Municipality Notes

DRAWN	STAMP
S.P.	
DATE	
JUN 26, 2025	

KEY MAP
N.T.S.

KING EPCM

3780 14th Ave, Unit 211
Markham, ON, L3R 9Y5
www.KingEPCM.com
647-459-5647

CLIENT

XUE JU (JACK) ZHENG
2789475 ONTARIO INC.

PROJECT NAME

0TH FORKS ROAD

PROJECT LOCATION

0TH FORKS ROAD
COLBORNE

PRINT TITLE

SITE PLAN

FILE No.

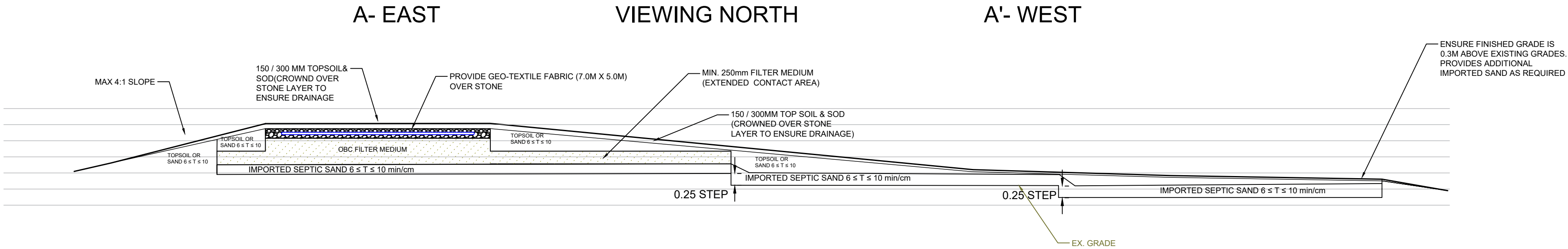
EGR - 1.2

No.	ISSUED FOR:	DATE	DRAW BY	CHECK
V1	ISSURED FOR PERMITS	APRIL 29, 2024	SL	TW
V2	ISSURED FOR PERMITS	AUG 20, 2024	SL	TW
V4	ISSURED FOR PERMITS	JUN 26 2025	SP	

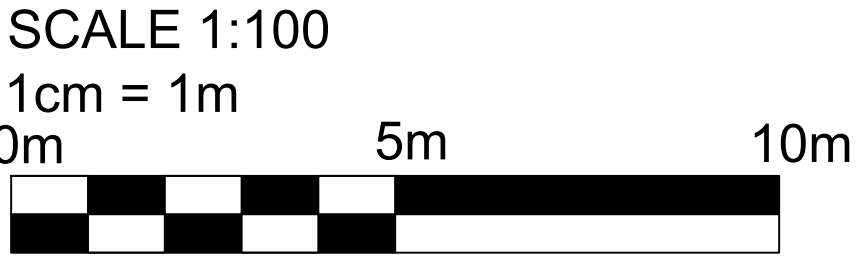
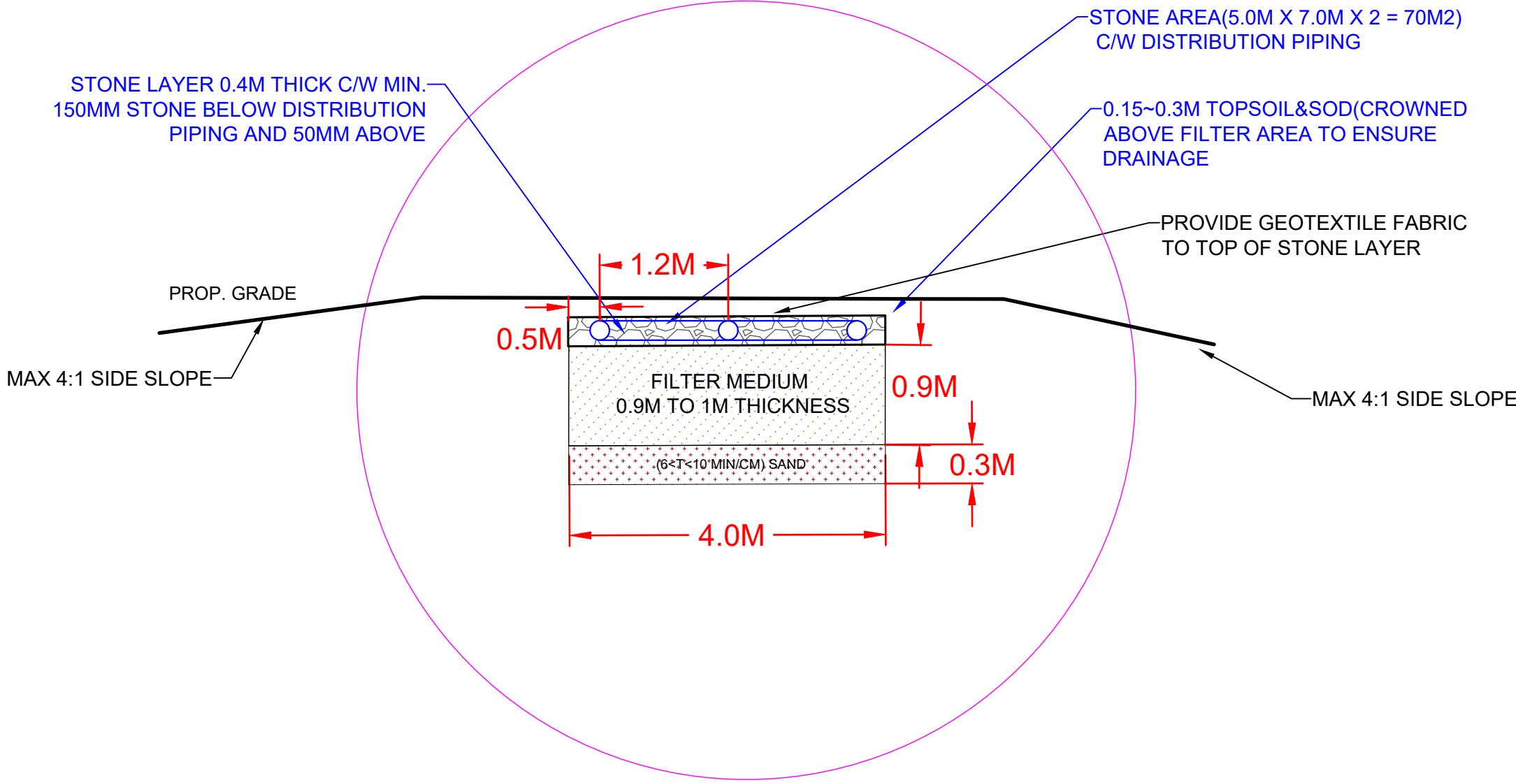


DETAIL A
FILTER BED
CROSS SECTION

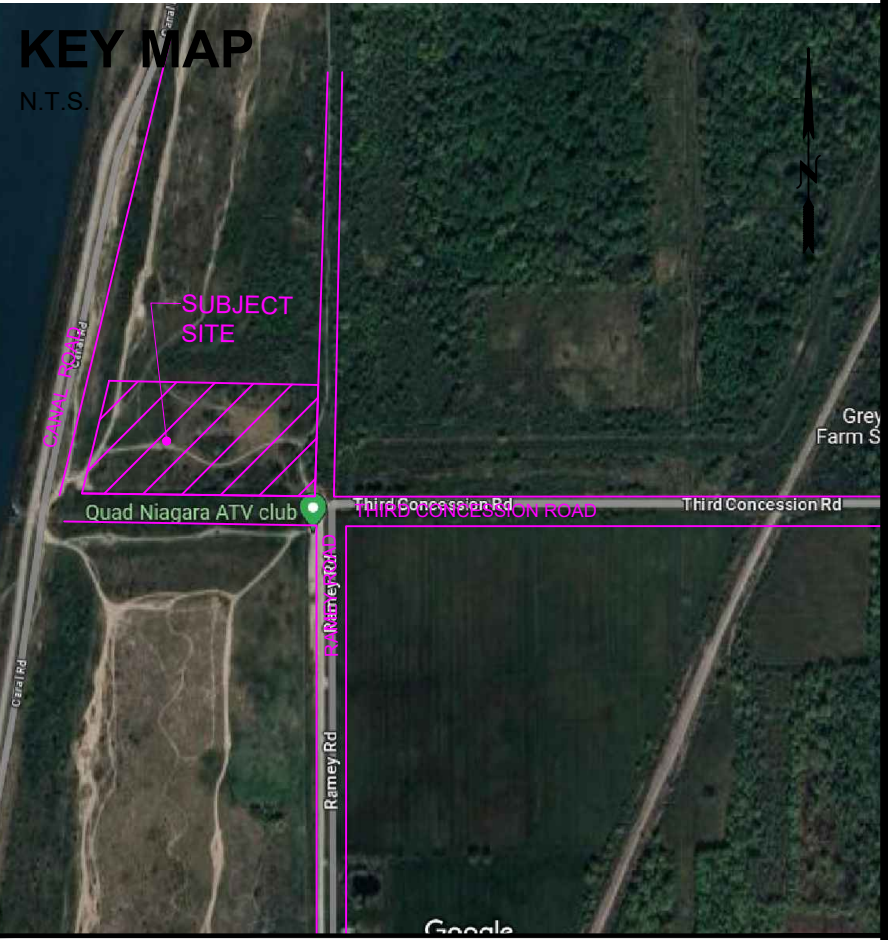
HORIZONTAL SCALE = 1:100
VERTICAL SCALE = 1:100



DETAIL A (N.T.S)
SEPTIC FILTER BED DETAIL VIEW



Municipality Notes	
DRAWN	STAMP
SL	
DATE	
AUG 20, 2024	





E
P
C
M

3780 14th Ave, Unit 211
Markham, ON, L3R 9Y5
www.KingEPCM.com
647-459-5647

CLIENT
XUE JU (JACK) ZHENG 2789475 ONTARIO INC.

PROJECT NAME
0TH FORKS ROAD

PROJECT LOCATION
0TH FORKS ROAD COLBORNE

PRINT TITLE
SEPTIC DETAIL

FILE No.
EGR - 1.3

No.	ISSUED FOR:	DATE	DRAW BY	CHECK
V1	ISSURED FOR PERMITS	APRIL 29, 2024	SL	TW
V2	ISSURED FOR PERMITS	AUG 20, 2024	SL	TW