

January 14th 2022

Region of Niagara
1815 Sir Isaac Brock Way
Thorold, ON. L2V 4T7

Attention: Chris Millar, MCIP, RPP, Senior Planner, Long Range Planning,

Re: Request to Consider Settlement Area Boundary Adjustment in Chippawa

In July 2021, JV Consulting prepared a request for consideration of a Settlement Area Boundary Expansion on behalf of Iron Horse Stables (Niagara) Inc. The submission was made in response to the Niagara Region's Municipal Comprehensive Review process. After the review process the initial submission was not recommended to be included as part of the settlement boundary in spite of the lands meeting all of the criteria for expansion. We recognize that the region received a significant number of requests for Settlement Boundary Expansions and that not all requests could be included in the current expansion exercise.

At the follow up meeting with regional staff on January 12th 2022, we presented a plan and request for a minor adjustment to the urban boundary. The purpose of the requested adjustment is to facilitate a more logical and efficient development pattern. We have prepared this letter to formalize the requested change and hope that this can be considered as the MCR proceeds to be finalized.

According to the draft Niagara Region Land Needs Assessment the City of Niagara Falls has a shortfall of community lands to meet the 2051 growth targets. The city will need to find opportunities to accommodate this shortfall through intensification and Greenfield opportunities. The subject lands are included in the City of Niagara Falls current urban boundary and account as land to accommodate future housing growth in the city. It is unknown as to how these lands were assessed in terms of their actual potential to contribute to meeting the City's housing needs but due to the existing settlement boundary depth, it is very challenging to develop the lands in an efficient manner. A minor adjustment of the boundary will open up opportunity to allow more efficient use of the lands which is aligned with all applicable land use policies in terms of creating efficient use of urban lands and municipal infrastructure.

Willick Road

The portion of Willick Road between Sodom Road and Willoughby is currently unbuilt. The City of Niagara Falls development charge by-law includes this portion of Willick Road and they have plans to build the road to a full urban cross-section including full municipal services at sometime in the future. The pressure to build this portion of Willick Road is mainly attributed from the draft approved plan of subdivision on the north side of Willick Road. The revised draft plan for these lands currently shows eight municipal road connections to Willick. When this portion of Willick Road is constructed, it will open up the lands on the south side of the road and they will have immediate access to municipal services and become ripe for development. A more efficient development on the south side of Willick Road will be beneficial to the City in terms of their ability to recover some of the costs in building the road and it will also expand the tax base that will ultimately contribute to maintaining the infrastructure into the future. The proposed

settlement boundary adjustment aligns with the land use policies related to supporting the long-term sustainability of the municipality.

Existing Urban Boundary and Development Potential

The existing urban boundary along the south side of Willick Road is 60 metres in depth as shown on the enclosed plans. This is taken from GIS data provided by the Region. The depth of the existing urban boundary can accommodate various development scenarios as outlined below:

Scenario #1

Scenario #1 is a development plan that consists of 82 single detached lots that front directly onto Willick Road with a lot depth of 30 metres. This scenario only produces a density of 7.31 units per hectare, which is extremely low for urban development. It is inefficient and a poor use of urban land and infrastructure.

This scenario also leaves an orphaned block of land, shown as Block 83 on the enclosed plans. The depth of block 83 is not enough to accommodate any other form of development as it would require the provision of a public or private access road leaving very little land for development. If block 83 cannot be developed these lands would remain as part of the City's allotted urban land inventory but would be left with no potential to accommodate any form of development. See the attached plan illustrating this scenario.

Scenario #2

Scenario #2 is a concept similar to the above. It is a concept that includes the same 82 lots (potentially more if they are townhouses) but the lots would extend to the full extent of the urban boundary line, and result in extremely deep lots at 60 metres in depth. This is also a very low density and does not come close to meeting the Greenfield density target. This scenario also represents extremely inefficient use of urban serviced lands and is contrary to the Provincial Policy Statement and all other land use policies that promote efficient use of urban serviced land. There is no plan to illustrate this scenario as part of this submission but it is essentially eliminating block 83 in the Scenario #1 plan and extending the lot lines south to the urban boundary limit.

Scenario #3

The third scenario looked at developing the lands as some sort of condominium with more compact built form through the utilization of a private road system. The depth of the urban boundary is not conducive to any sort of higher density development as the amount of space required for roads, dwelling units and outdoor amenity spaces creeps beyond the existing urban boundary lands. Higher density developments at the edge of the urban boundary are not ideal in terms of good planning principles at any rate. The feasibility of higher density development on these lands is nil.

Scenario #4

The last development scenario is a concept that was developed under the lens of good planning principles including the efficient use of urban lands and services. This scenario includes 30-metre-deep lots that front onto Willick Road, a row of 30-metre-deep lots that back onto the Willick lots, a public road for access and another row of 30-metre-deep lots. This scenario will encroach beyond the existing urban

boundary line by 45 metres but will provide the best and most efficient use of the lands that are currently within the urban boundary and meet the goal of reaching the City's growth targets. This scenario yields over three times the number of dwellings units and will ensure that the density is aligned with Greenfield density requirements. This plan has a density of 22.39 units per hectare. This plan will make the best use of the infrastructure that is proposed to be installed along Willick Road, it will allow the city to recover the costs of the investment they will be making to upgrade Willick Road and it will significantly increase the tax base, reducing the overall costs to maintain the infrastructure in the future.

Please note that the plans provided are extremely high level. If the lands are brought into the Settlement boundary, the concept plan will be refined so that it is not simply a long linear road. There is potential to break this up with access points out to Willick Road that align with the plan to the north. This plan is only for demonstration purposes.

Scenarios 1-3 are extremely inefficient forms of urban development and are not economically or logically feasible options. If the urban boundary remains in the current location, the lands on the south side of Willick Road will remain undeveloped or developed in an inefficient manner but will continue to take up valuable land allocation within the city. This could impact the City's ability to be able to achieve their growth targets. It is important for areas like this to be assess in deeper detail as they will have impacts on the ultimate goals that are trying to be achieved. It is unrealistic to assume that these lands will contribute in a meaningful manner towards meeting the City's growth needs but in fact it will set them back by taking up valuable allocation. The minor boundary adjustment of 45 metres to the south, will allow this area to develop in a meaningful way, contribute to meeting the City's growth targets and will facilitate an efficient development pattern that is consistent with the goals of provincial, regional and local and use policies.

Thank you for you time and consideration with this follow-up submission. We hope that we have raised some important details that bring to light the challenges to developing these lands and hopefully we can work toward making this area a more viable candidate to accommodate growth.

Sincerely,



Jennifer Vida, MCIP, RPP

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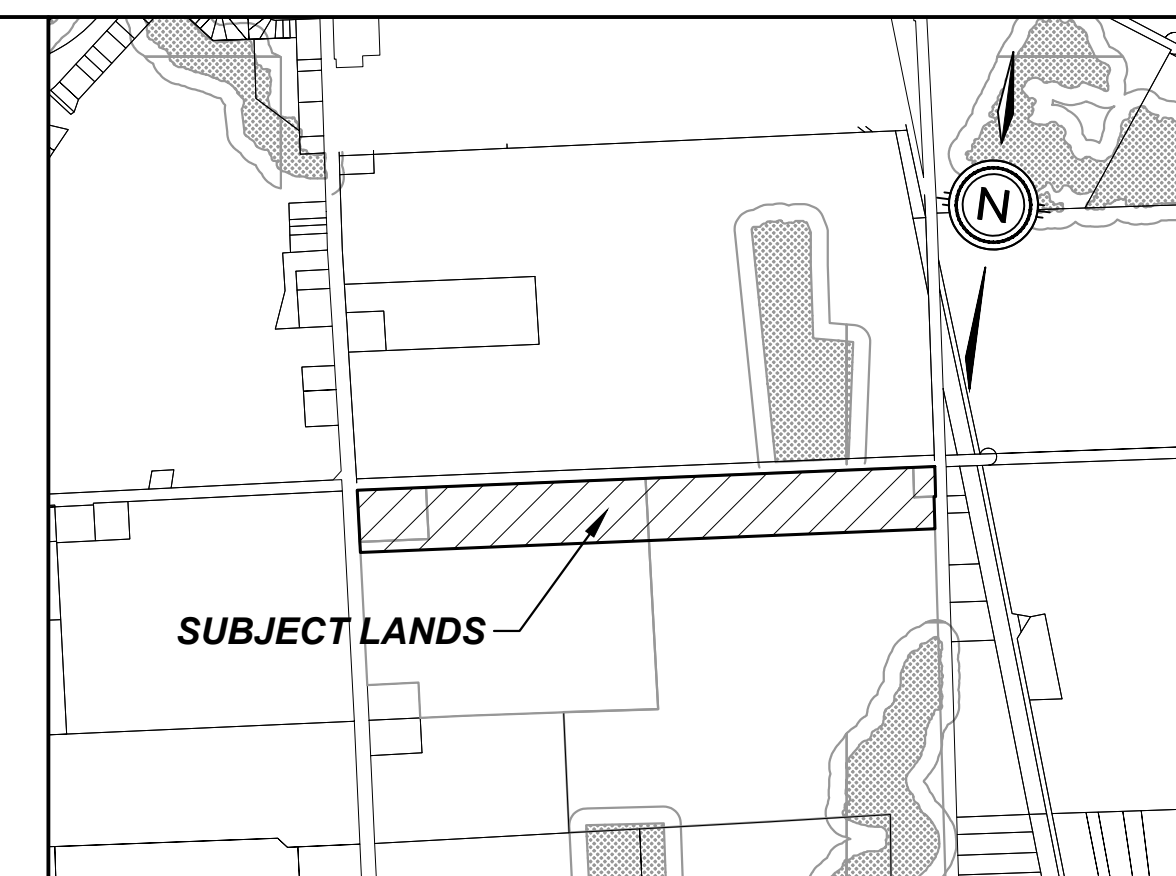
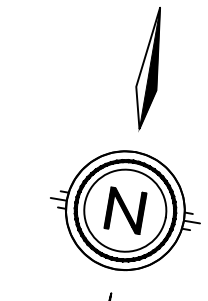
Brian Dick, City of Niagara Falls, via email

Kira Dolch, City of Niagara Falls, via email

Encl.

Scenario #1

WILLICK ROAD CITY OF NIAGARA FALLS



KEY PLAN
N.T.S.

CONCEPT PLAN OF SUBDIVISION

LAND USE SCHEDULE

LAND USE	LOT/BLOCK	# OF UNITS	AREA(ha)	AREA(%)
SINGLE FAMILY RESIDENTIAL	LOT 1-82	82	3.0644	27
BLOCK 83	BLOCK 83		3.3484	30
ADDITIONAL LANDS			4.7968	43
TOTAL		82	11.2097	100.00

DEVELOPABLE AREA = 11.2097ha
DEVELOPABLE DENSITY = 7.31 units/ha

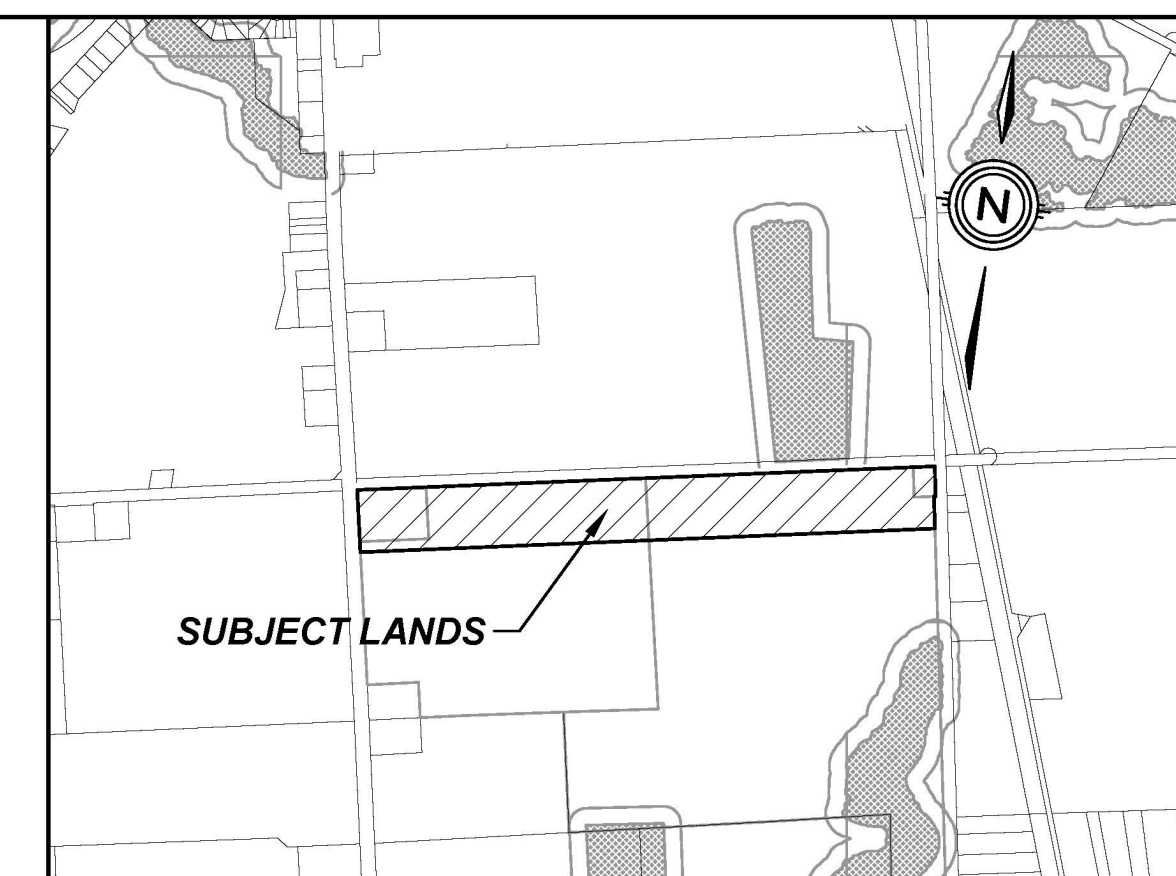
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0	ISSUED FOR REVIEW	2022.01.13	



CONCEPT PLAN OF SUBDIVISION	DRAWING TITLE	DRAFTING	AV
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		PRINTED	JANUARY 13, 2022
		SCALE	1:2000
	DWG. No.	21277_CP1	REV
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Scenario #1

WILLYCK ROAD CITY OF NIAGARA FALLS



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