

Ontario Street Corridor Secondary Plan

Background Report

March 2026

Executive Summary

The Ontario Street Corridor Secondary Plan Background Report (Background Report) provides a comprehensive investigation and foundation for guiding the development of the Ontario Street Corridor Secondary Plan Area. This Background Report investigates growth, redevelopment, and infrastructure planning within one of St. Catharines' most significant urban corridors. Encompassing Ontario Street from the Queen Elizabeth Way (QEW) to Welland Avenue, the 101-hectare Study Area includes a diverse mix of commercial, industrial, residential, and parkland, recreation and open space uses. Ontario Street is also a major gateway into the city's downtown. The corridor currently accommodates approximately 4,318 residents and has the potential to experience substantial intensification.

The Background Report identifies three distinct sub-areas being the North, Central, and South Corridors, each with unique land use patterns, parcel fabric, and built form. The North Corridor is characterized by automobile oriented commercial uses; the Central Corridor is dominated by 282 and 285 Ontario Street and surrounding commercial, residential and recreation uses; and the South Corridor transitions toward established neighbourhoods. Natural heritage features, particularly associated with the Twelve Mile Creek valley, represent important environmental assets requiring protection and integration into future planning.

A central focus of the Background Report is the future of 282 and 285 Ontario Street. These properties, historically opening as McKinnon Dash & Metal Works in 1901 until being purchased by General Motors in 1929, are now largely vacant following the plant's closure in 2010. Their redevelopment potential is significant but closely tied to remediation requirements, with additional phased investigation required and cleanup aligned with future land uses.

Community engagement conducted through an open house, surveys, and public planning submissions has revealed consistent priorities. Residents emphasized the need for environmental remediation of 282 and 285 Ontario Street, improved active transportation, safer and more efficient road networks, expanded parkland and trail connections, and enhanced access to Twelve Mile Creek. Concerns were also raised, namely regarding traffic congestion and speeding. Housing affordability, mixed-use development, and high-quality urban design also emerged as key themes.

Together, the existing conditions analysis, policy context, and community input establish a clear direction for the continued development of the Ontario Street Corridor Secondary Plan.

Contents

Executive Summary	i
1.0 Introduction.....	1
1.1 Official Plan Amendment No. 26	4
1.2 Secondary Plan Process to Date	4
1.3 Guiding Principles & Objectives	4
1.4 City of St. Catharines Strategic Plan (2023-2027)	8
1.5 Project Timeline	9
2.0 Previous Community Consultation.....	11
3.0 Overview of Study Area	13
3.1 Ontario Street North Corridor	13
3.1.1 Existing Land Uses	15
3.1.2 Built Environment.....	15
3.1.3 Contamination.....	16
3.1.4 Natural Heritage.....	16
3.2 Ontario Street Central Corridor	17
3.2.1 Existing Land Uses	18
3.2.2 Built Environment.....	19
3.2.3 Contamination.....	20
3.2.4 Natural Heritage.....	22
3.2.5 Cultural Heritage.....	22
3.3 Ontario Street South Corridor	23
3.3.1 Existing Land Uses	23
3.3.2 Built Environment.....	24
3.3.3 Contamination.....	24
3.3.4 Cultural Heritage.....	25
3.3.5 Natural Heritage.....	25
3.4 Transportation Infrastructure Overview	25
3.5 Servicing Infrastructure Overview	26
4.0 Ongoing & Future Infrastructure Initiatives	27
4.1 Ontario Street Environmental Assessment (EA)	27
4.2 City of St. Catharines Transportation Master Plan (2021).....	29

4.3	Active Transportation Master Plan (ATMP, 2024).....	29
4.4	St. Catharines Sanitary Master Servicing Study	29
4.5	St. Catharines Water Master Servicing Plan	30
4.6	Parks Policy Plan (PPP, 2005).....	30
4.7	Sports Field Strategy (SFS, 2024)	32
5.0	Policy Framework.....	32
5.1	Provincial & Regional Policies.....	32
5.1.1	Planning Act, R.S.O. 1990, c. P.13.....	32
5.1.2	Provincial Planning Statement (PPS) (2024)	33
5.1.3	Niagara Official Plan (NOP)	33
5.2	City of St. Catharines Official Plan (Garden City Plan)	35
5.3	City of St. Catharines Zoning By-law	38
5.4	St. Catharines Community Improvement Plan (2020CIP).....	38
5.5	Summary of Policy Documents	40
6.0	Conclusion.....	40
7.0	Appendices.....	42

1.0 Introduction

The City of St. Catharines is undertaking the Ontario Street Corridor Secondary Plan Study to establish the policies and expectations to guide future decisions for land uses within the Ontario Street Corridor Area (herein referred to as “Study Area”) as shown in **Figure 1**. A primary focus of the Secondary Plan Study is 282 and 285 Ontario Street. Given the size and location of these lands within the City, they cannot be looked at in isolation. Therefore, the Study Area includes the lands north and south of the 282 and 285 Ontario Street along the Ontario Street corridor from the Queen Elizabeth Way (QEW) Highway in the north to Welland Avenue in the south. The Study Area consists of various commercial, industrial, residential, and recreational/parkland uses and is approximately 101 hectares in size. The Study Area serves as a prominent gateway corridor for St. Catharines, bringing residents and visitors from the QEW into the heart of Downtown St. Catharines and establishing an important first impression of the city’s urban core.

For the purposes of this Background Report, the Study Area has been broken down into three distinct sub-areas, characterized based on their history, parcel fabric and built form. These sub-areas are as follows and are explored in greater detail within **Section 3.0** of this Background Report:

- Ontario Street North Corridor (see **Figure 5**)
- Ontario Street Central Corridor (see **Figure 6**)
- Ontario Street South Corridor (see **Figure 7**)

The Ontario Street Central Corridor includes the lands known municipally as 282 and 285 Ontario Street. Prior to 1929, these lands operated as McKinnon Industries, an industrial use. Since 1929, these properties have been used by General Motors or associated subsidiaries for an auto manufacturing operation. The manufacturing plant closed in 2010, and the properties were sold in 2014. Most of the former buildings and structures have since been demolished and the majority of the lands are now vacant. The historical use of these lands has helped shape the economic, social, cultural, and physical landscape and fabric of the City. The future use of the lands and surrounding lands will also help shape the City’s landscape for generations to come.

It should be noted that the Ontario Street Corridor has very distinct and separate identities to the north and south of the corridor. They differ in terms of parcel fabric, land use, and built form and both are distinctly different from the sites at 285 and 282 Ontario Street. These differences are investigated in greater detail in **Section 3.0** below.

The Ontario Street Corridor had a population of 4,318 residents in 2021, accommodated within 1,786 households. Alongside its residential base, the corridor supports approximately 2,150 jobs within its commercial areas. Over the next 25 years, the corridor has the potential to undergo substantial transformation and will be one of the City’s most significant areas of development potential. By 2051, the population has the potential to nearly triple to 12,998 residents, making up 6,130 households, while

employment is anticipated to grow to approximately 2,911 jobs. The Secondary Plan process will ultimately decide how much growth can be accommodated. This represents a 200% increase in population and a 35% increase in employment over the 2021–2051 period.

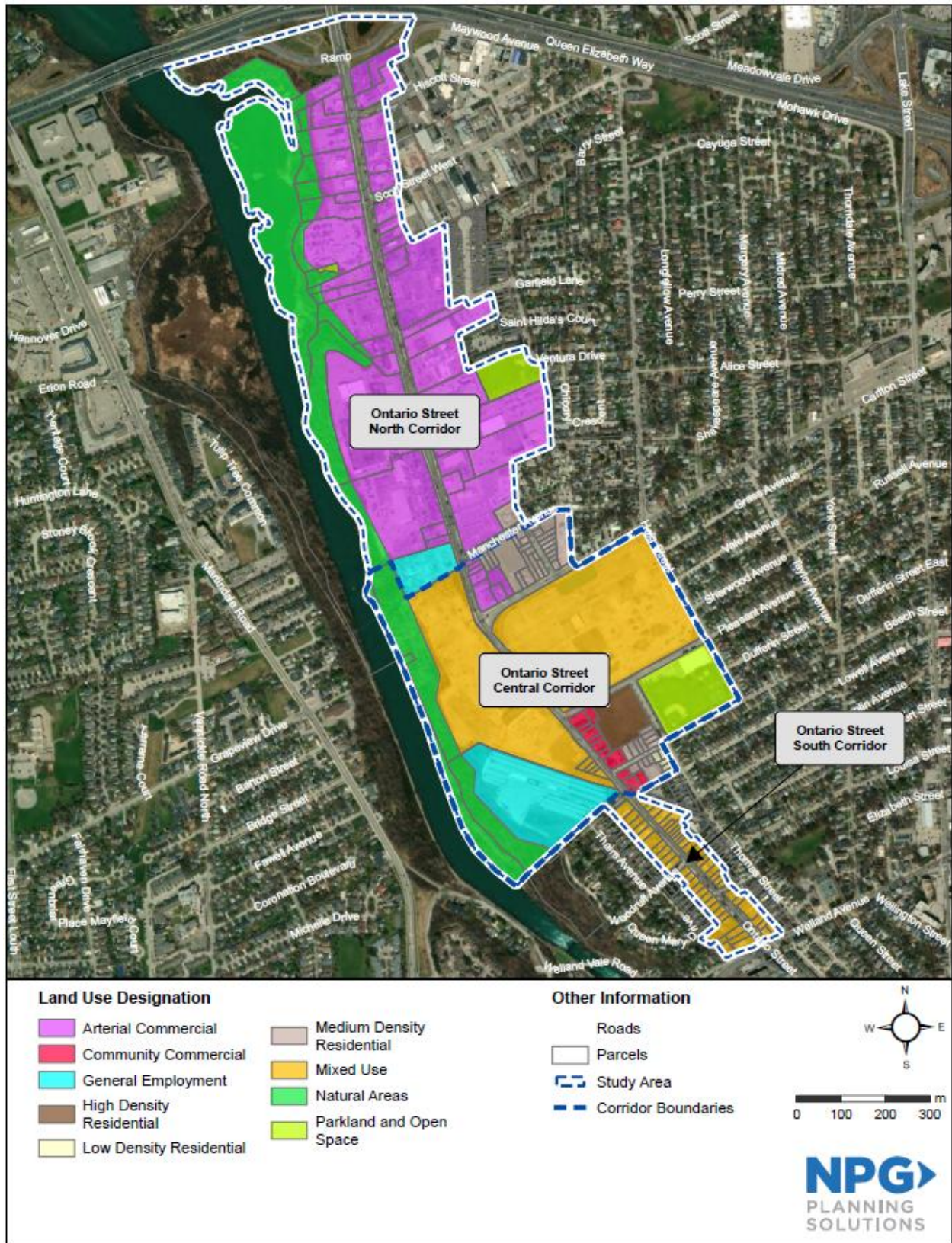
The purpose of the Secondary Plan is to establish a clear vision, set of objectives, and detailed land use policies to guide the future development of the Ontario Street Corridor. As one of the City's most significant areas for long-term growth, the corridor is expected to accommodate substantial increases in population, housing, and employment over the coming decades. The Secondary Plan will provide the policy framework needed to manage this growth in an orderly, coordinated, and sustainable manner.

Public consultation and engagement is integral to the success of the Secondary Plan. The public is a critical stakeholder in the Secondary Plan Study; any and all public review and input into the development of the Secondary Plan is welcomed and encouraged.

Overall, the purpose of this Background Report is to:

- Present the emerging directions resulting from community consultation activities conducted in previous phases of the Secondary Plan Study;
- Provide an overview of the existing conditions within the Study Area. This includes an overview of the existing land use, typologies, amenities, natural and/or built heritage features and constraints;
- Identify current and future capital works projects occurring within and in proximity to the Study Area; and
- Provide a high-level overview of the existing policy context of the Study Area including applicable Provincial, Regional and City policies.

Figure 1. Ontario Street Corridor Secondary Plan Study Area



1.1 Official Plan Amendment No. 26

The City initiated a Land Needs Assessment, in part to examine the redevelopment potential of the former GM lands, which culminated in City Council's adoption of Official Plan Amendment 26 (OPA 26) in November 30, 2020, and further approved by the Region of Niagara in March 2021. In April 2022, the Ontario Land Tribunal (OLT) dismissed an appeal against OPA 26, which resulted in the OPA being in force.

OPA 26 redesignated the lands at 282 and 285 Ontario Street from Employment to Mixed Use. The amendment required that these lands be planned through a comprehensive Secondary Plan process, prior to proceeding with the implementing zoning framework to match the new Official Plan designation.

1.2 Secondary Plan Process to Date

On May 30, 2022, Council endorsed the Terms of Reference to undertake the Ontario Street Corridor Secondary Plan Study. The Terms of Reference (contained within **Appendix B**) established an advisory committee for the project and identified Study Area boundaries and key elements of the Secondary Plan, including context, planning framework, guiding principles and objectives, among other matters.

The project was paused in April 2024 but has since been reinstated in November 2025, by Mayoral Direction. The Mayor has directed staff pursuant to Section 284.3 of the Municipal Act to bring the proposed Secondary Plan to Council for consideration by November 2026. An updated project schedule is included in **Appendix B.1**.

1.3 Guiding Principles & Objectives

The guiding principles and objectives of the Secondary Plan are:

Figure 2. Guiding Principles and Objectives of the Ontario Street Secondary Plan



Figure 3. Housing Built Form Visualization



Land Use

An objective of the Secondary Plan is to support the development of a dynamic, connected, efficient, more compact and higher density mixed use neighbourhood centered around 282 and 285 Ontario Street. This will be achieved by providing for a range of primarily medium and higher density housing types, support for attainable housing, and an integrated mix of transit-supportive residential, commercial, cultural, institutional, recreational, open space, parkland and employment uses. The lands are currently

designated Mixed Use in the Official Plan which supports a minimum density range of 100 people and jobs per hectare across the site. The City of St. Catharines is currently conducting an Official Plan Review and is contemplating higher densities and larger built forms within the updated Official Plan. A draft of the revised Official Plan is anticipated to be made publicly available for review and comment shortly after the release of this report. The built forms shown within **Figure 3** are reflective of the forms contemplated within the revised Official Plan.

Along the Ontario Street North and South corridors, the primary land use focus is to maintain, and where appropriate to enhance, future land use opportunities and to increase opportunities for residential development where appropriate.

Site Remediation

An objective of the Secondary Plan is to support time sensitive, cost-effective, and orderly environmental remediation of 282 and 285 Ontario Street. Given past uses, and based on environmental studies to date, there are known contaminants on 282 and 285 Ontario Street. The location and level of contamination, and the approved process and method of remediation will have a direct influence when planning for the location, range and configuration of future uses, parcel fabric, and open space and built form development in the area.

Given the size of the site, it is anticipated that the evaluation, approved process and methods of remediation will need to progress in an iterative, phased, and systematic approach. This will be a key component of the implementation strategy for future development within the Secondary Plan Study Area.

The environmental evaluation and remediation of the lands is a priority for the City and key objective of the Secondary Plan Study. It is important to note for the development of the Secondary Plan that before redevelopment can occur, the landowners must follow

the Ministry of the Environment, Conservation and Parks (MECP) process, which sets out how contaminated sites are assessed and cleaned in Ontario. This typically begins with environmental studies that confirm where contaminants are located, followed by more detailed testing to understand their extent. From there, the landowner must prepare either a remediation plan or a risk-based approach for MECP review. Cleanup or risk-management measures are then carried out and monitored, culminating in the filing of a Record of Site Condition.

Service Infrastructure and Capacity

An objective of the Secondary Plan is to provide for efficient, cost-effective, environmentally friendly, resilient and coordinated infrastructure investment. This will accommodate new growth and sustain existing development, and in doing so:

- will plan for the appropriate and sufficient provision of hard and soft service infrastructure and capacity necessary to accommodate existing and future development opportunities and needs, such as: transportation and transit, water, wastewater and stormwater management, parkland, open space, recreation, and emergency, community and utility services.
- will address existing and future infrastructure and capacity needs within the Study Area of influence, and will address broader existing and future community and city-wide infrastructure and capacity needs, and asset management, where applicable.

Integrate/Connect/Design

An objective of the Secondary Plan is to embrace a connected community with a complete streets approach, by planning for a safe, accessible, serviceable, multi-modal street network that supports urban design, open space and public realm opportunities for all ages and abilities. In effect, this aims to achieve the following:

- to implement a built form and site design that reduces automobile-oriented travel and achieves a high-quality public realm and architectural design excellence.
- to plan for a connected built and open space network, identifying opportunities for the creation of new parks, trails, open spaces and public realm improvements, while considering their integration within the city's broader parks and trail network.
- to provide a cohesive, connected and compatible built form and site design within each study sub-area, and the study area, being mindful of appropriate transitions of built form, design and scale with that of existing development and uses within the area of influence.

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- to support a connected, integrated and contiguous streetscape design throughout the study area, recognizing the different use typologies of the three sub-areas, to ensure an animated public realm and placemaking to strengthen the role and design of the Ontario Street corridor as a major gateway into the city and the downtown.
 - to promote an accessible, walkable, usable and connected open space network throughout the study area, supporting active and passive recreational uses, integration with adjacent neighbourhoods, and facilitating accessible and active linkages to the Twelve Mile Creek valley lands and the city's major open space network.

Natural/Cultural Heritage

An objective of the Secondary Plan is to protect for and maintain the Twelve Mile Creek and associated valley lands, woodlands and wetlands as a significant natural heritage feature and water management resource, and to encourage integration of a passive trail system within the natural heritage corridor to support connecting links between the Study Area and the city's open space network.

The Secondary Plan also supports protection of built heritage resources, and through design initiatives and place-making, to recognize and embrace the influence of the areas traditional use in helping shape the social and cultural fabric of the city.

Climate Change

An objective of the Secondary Plan is to support climate change mitigation and adaptation design initiatives, including reduction of greenhouse gas emissions, energy efficiency and alternative energy systems, water conservation, enhanced vegetative cover and urban canopy, green building, site and low impact development design, and compact land efficient development.

Beyond the approved Terms of Reference, a public open house was held in February 2023, public comments were submitted to the project webpage, and a Community Input survey was launched. A summary of public consultation to date is provided in **Section 2.0** of this Background Report.

1.4 City of St. Catharines Strategic Plan (2023-2027)

St. Catharines City Council has released a Strategic Plan for the period of 2023-2027. This strategic plan is based on advancing five goals, focused on: pillars of economic prosperity, social well-being, environmental stewardship, cultural vibrancy, and organizational excellence. The guiding principles of Ontario Street Corridor Secondary Plan Study aligns with these goals via the following:

Economic Prosperity:

Remediation of 282 and 285 Ontario Street unlocks significant underutilized land for reinvestment, while coordinated infrastructure planning ensures that future development is efficient, cost-effective, and attractive to business. The advancement of a more compact, mixed-use community that supports a diverse range of employment, commercial, cultural, and institutional uses also supports economic prosperity within the City.

Social Well-Being

The Secondary Plan's emphasis on walkability, multi-modal streets, parks, trails, and community services ensures that residents of all ages and abilities can benefit from improved quality of life. Strong integration with surrounding neighbourhoods further supports inclusive, healthy, and vibrant communities.

Environmental Stewardship

Environmental stewardship is embedded throughout the principles, from the protection of Twelve Mile Creek and associated natural heritage features to the adoption of low-impact development, compact built form, and climate-responsive design.

Cultural Vibrancy

The guiding principles support cultural vibrancy by recognizing and integrating the area's industrial heritage into future design and placemaking. Protecting built heritage resources and enhancing the public realm all contribute to a neighbourhood identity that reflects and celebrates St. Catharines' cultural fabric.

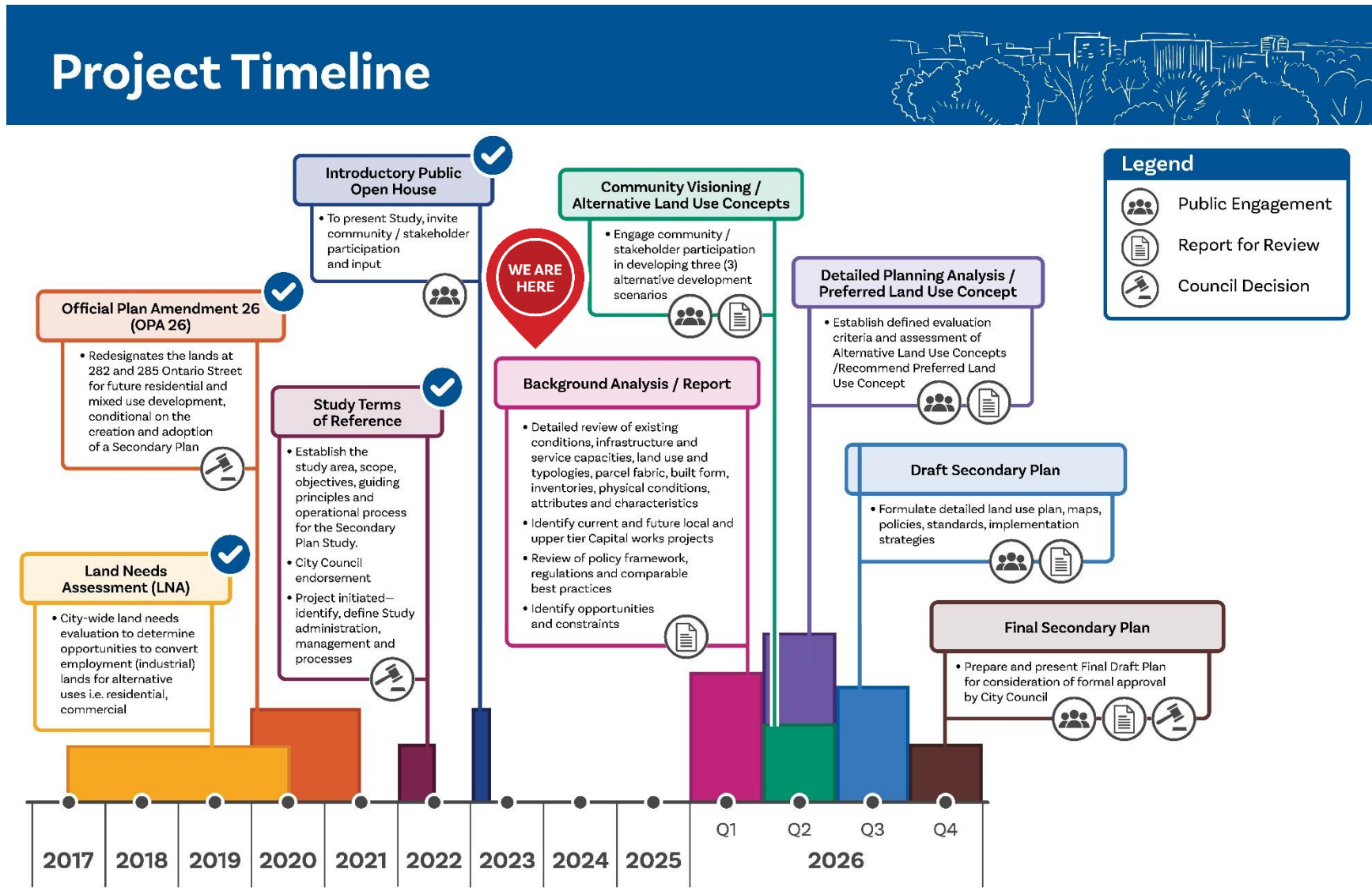
Organizational Excellence

Organizational excellence is advanced through a clear, phased, and evidence-based planning framework that supports coordinated infrastructure investment, systematic remediation, and transparent implementation.

1.5 Project Timeline

Figure 4 below illustrates the process to date and an updated schedule to the estimated completion in November 2026.

Figure 4. Project Timeline



2.0 Previous Community Consultation

As noted earlier, community engagement is a central component in the development of the Ontario Street Corridor Secondary Plan. The following section summarizes the key themes that have emerged through the engagement activities completed to date. Additional opportunities for public input will continue to be provided throughout the Secondary Plan Study process, including the upcoming Community Visioning Session and the Public Meeting (refer to **Figure 4** above for project timeline).

Input has been previously collected through an Open House held in February 2023, public comments submitted through the project webpage, and a Community Input survey hosted on the project webpage. The project was paused in April 2024 but has since been reinstated in November 2025.

The following section summarizes the key issues raised and how they will inform the Secondary Plan Study moving forward.

Table 1. Previous Engagement Summary

Transportation (Active & Public)
Comments were received regarding active and public transportation infrastructure within the Secondary Plan Area: <ul style="list-style-type: none">• Many participants emphasized the need to shift the corridor toward a more walkable and bike-friendly environment.• Sidewalk improvements were frequently requested, including wider sidewalks, better surface conditions, and enhanced accessibility for mobility devices and strollers.• Some participants inquired whether higher-order transit, such as Light Rail Transit (LRT), was being considered; staff clarified that LRT is outside the scope of the Secondary Plan.
Road Network, Traffic & Bridge Crossing
Comments received identified transportation as a major concern. Feedback highlighted: <ul style="list-style-type: none">• Strong support was expressed for the proposed bridge over Twelve Mile Creek to improve connectivity (Carlton/Grapeview).• Residents consistently identified transportation as a major concern along Ontario Street.• Many noted existing congestion during peak periods and expressed worry that redevelopment of 282 and 285 Ontario Street will increase traffic volumes.• Speeding was frequently raised, especially between Carlton Street and Welland Avenue, where drivers are perceived to exceed posted limits.• Left-turn movements were described as difficult due to traffic volumes and limited gaps.• Participants also emphasized the need for protected bike lanes, improved sidewalks, more pedestrian crossings, and a more walkable environment north of Carlton Street.
Parkland, Open Space & Natural Areas
Comments received emphasized the importance of improving and expanding open space amenities. Key themes included:

- Residents placed high value on the corridor’s parks and natural features and expressed interest in enhancing recreational opportunities.
- Suggestions included upgrading existing parks, adding amenities such as a dog park or soccer field, and improving the quality of playgrounds and open spaces.
- Many participants emphasized the importance of improving access to Twelve Mile Creek and strengthening connections to nearby trails.
- Others stressed the need to protect the ravine and natural areas from overuse or encroachment.
- Increasing the tree canopy was a recurring theme, with residents noting that additional shade would improve comfort, support active transportation, and help mitigate the urban heat island effect.

Contamination & Remediation of Former Industrial Lands

- Participants raised questions about the environmental condition of 282 and 285 Ontario Street and the extent of contamination remaining on the site.
- Residents expressed concern about potential risks associated with soil and groundwater contamination, particularly given the site’s long industrial history.
- Many sought clarity on the timing, scope, and regulatory requirements for remediation, including what level of clean-up would be needed before redevelopment could occur.
- Participants emphasized the importance of ensuring the lands are remediated thoroughly and transparently before any new development proceeds.

Housing, Density & Built Form

Housing affordability and the future built form of the corridor were recurring topics. Feedback included:

- Housing affordability was a major theme across all engagement, with many residents expressing concern about the lack of affordable and attainable housing options in the community.
- Views on density varied widely: some preferred maintaining low-density residential character, while others supported townhouses, mid-rise mixed-use buildings, as well as high-rise development in appropriate locations.
- There was interest in mixed-use buildings that incorporate retail or services at grade with residential units above.
- High-quality urban design was a major focus, including courtyards, pedestrian-oriented spaces, and a more attractive public realm.

Land Use & Third Spaces

Comments received expressed interest in a more complete community with feedback including:

- Residents expressed interest in creating a more complete community with a broader mix of local services and amenities.
- Many supported the introduction of small-scale retail, personal services, and additional medical or institutional uses to meet day-to-day needs.
- Respondents also highlighted a desire for more “third spaces,” such as cafés, coffee shops, and informal gathering places that foster social interaction.
- There was limited support for large-format or big-box retail.

Climate Change & Environmental Concerns

Respondents noted the following regarding climate change and environmental concerns:

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- Residents noted that the limited tree canopy along Ontario Street contributes to the urban heat island effect, making the Corridor uncomfortable during warmer months.
 - Concerns were also expressed about pollution near Twelve Mile Creek, including impacts on water quality and the surrounding natural environment.
 - Participants emphasized the importance of integrating climate resilience into the Secondary Plan through enhanced greening, sustainable design practices, and careful stewardship of natural areas.

Heritage

Several respondents expressed interest in:

- Preserving or commemorating the industrial heritage of the area.
- Retaining select elements of the former automotive plant.

Although the above-noted engagement was conducted in 2023, the findings remain highly relevant and continue to provide valuable insight into community priorities, concerns, and aspirations for the Secondary Plan Area. Further engagement will be conducted throughout the Secondary Plan process to ensure the plan reflects current community perspectives and remains responsive to the needs of residents, businesses, and stakeholders as the Secondary Plan Study progresses.

Recognizing the importance of 282 and 285 Ontario Street to the development of the Secondary Plan, significant consultation has centred around these sites. In response to the ongoing consultation, the City of St. Catharines has developed a website consolidating all information related these properties. This establishes the City's Action Plan for 282 and 285 Ontario Street, discusses the Ontario Street Secondary Plan Process to date, and provides status updates and supplemental information related to the properties. This website can be accessed via the following link: [Future of 282-285 Ontario Street - St. Catharines](#)

3.0 Overview of Study Area

The following section provides an overview of the existing conditions of the Study Area. Ontario Street is a Niagara Regional arterial road and represents a primary and significant gateway into the City and the downtown core from the QEW Highway.

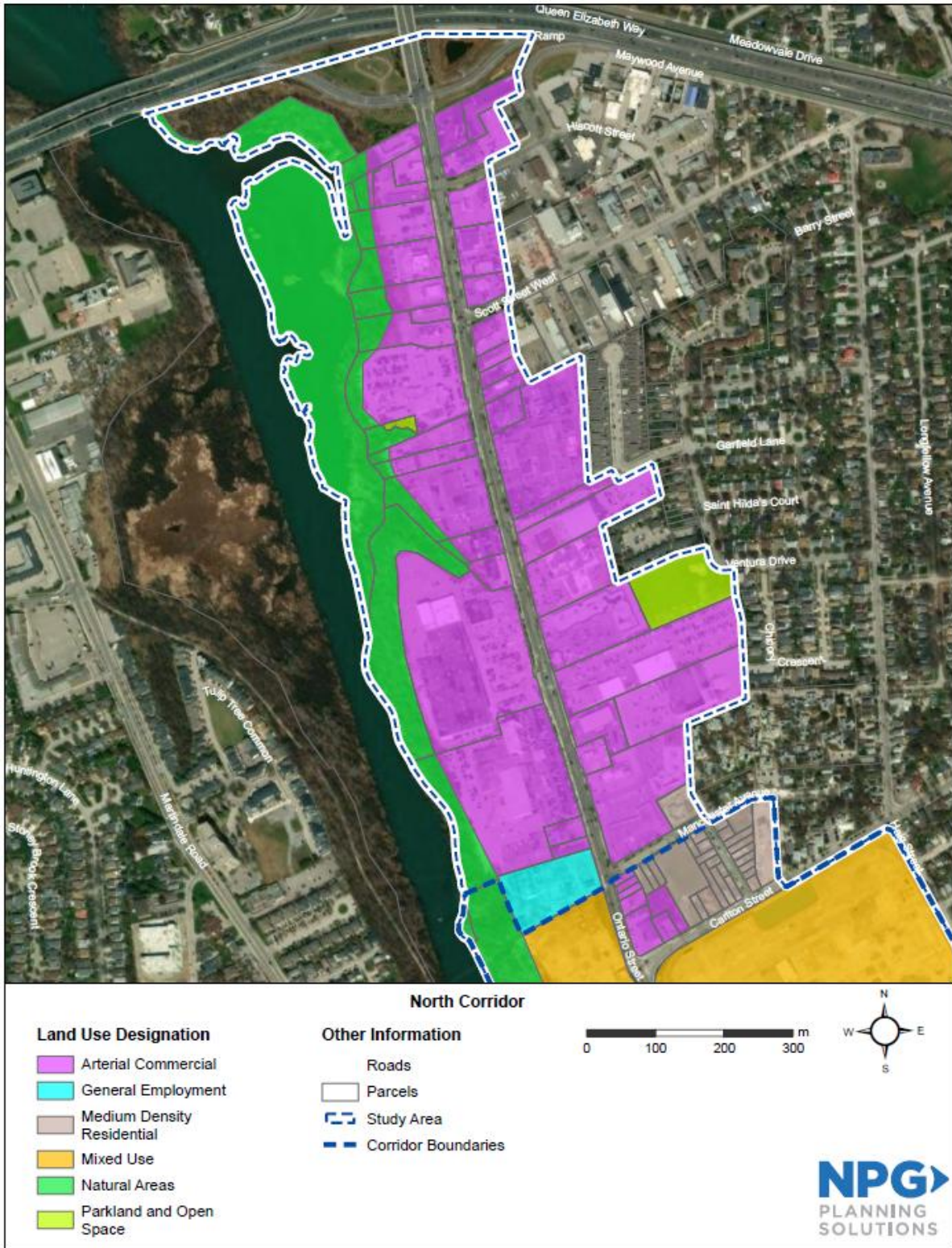
The Study Area has been organized into three distinct geographic segments to clearly present existing conditions and evaluate how each area may evolve over time. Additional sections address transportation and servicing infrastructure, recognizing their foundational role in supporting future development. As mentioned in **Section 1.0**, in 2021, the Ontario Street Corridor accommodated 4,318 residents, with growth expected to accelerate significantly over the coming decades, reflecting the corridor's role as one of the City's primary areas for intensification and long-term growth management.

3.1 Ontario Street North Corridor

As shown in **Figure 5**, the Ontario Street North Corridor extends from just south of the Queen Elizabeth Way to Manchester Avenue, slightly north of 282 and 285 Ontario

Street. An analysis of the existing conditions and built environment of this area is included below.

Figure 5. - North Corridor – Boundary and Land Use Designations



3.1.1 Existing Land Uses

The Ontario Street North Corridor is primarily made up of low-rise commercial uses. Most of this corridor is currently designated Arterial Commercial in the Garden City Plan - City of St. Catharines Official Plan (GCP) and are predominately zoned C3 – Arterial Commercial within the City’s Zoning By-law. This designation and zone permits uses primarily catering to the travelling public.

A variety of auto-oriented uses are located along both sides of the corridor, including vehicle repair shops, rental vehicle establishment, gas stations, and several car dealerships. The North Corridor also contains multiple commercial plazas that accommodate a mix of retail stores, recreational facilities, personal service establishments, and restaurants. Accommodation uses are present as well, with several motels situated near the QEW and the Holiday Inn/Staybridge Suites hotel located more centrally within the North Corridor. The Holiday Inn site also includes a convention centre, multiple restaurants, and on-site entertainment facilities such as a bowling alley and arcade.

Torosian Park is also located within this portion of the Study Area east of Ontario Street. The park features a playground and a basketball court; however, it is currently accessible only from Ventura Drive. Lands adjacent to the Twelve Mile Creek are designated as Natural Areas.

3.1.2 Built Environment

The predominant built form along the Ontario Street North Corridor consists of low-rise commercial buildings, mostly one to two storeys in height, supported by surface parking areas. The only notable exception is the Holiday Inn/Staybridge Suites complex, which reaches nine storeys.

Lot sizes vary throughout the Corridor. Smaller parcels are more common in the northern portion, while lot frontages and depths generally increase toward the south. Building setbacks also fluctuate, with more modest setbacks near the QEW and deeper setbacks appearing further south. Nearly all properties feature surface parking located within the front yard with the larger front yard setbacks south of Scott Street being used to accommodate larger parking areas in front yards.

Photo 1. View of Brian Cullen auto dealership, looking east from Ontario



Photo 2. View of Holiday Inn/Staybridge Suites Complex, looking west from Ontario Street



Ontario Street within this segment functions as a four-lane arterial road, with two lanes in each direction and no dedicated turning lanes. Sidewalks are provided on both sides of the street. North of Scott Street West, small boulevards separate the roadway from the sidewalk on both sides; however, south of Scott Street West, the sidewalk on the west side transitions to be directly adjacent to the road, which continues until the Central Corridor is reached. Limited landscaping is provided within these boulevards. This condition is also reflected on the eastern side of the street slightly north of Manchester Avenue. Street parking is not permitted within this Corridor.

Photo 3. View of Ontario Street, looking south at Scott Street.



The Niagara Region is undertaking an Environmental Assessment (EA) to develop and assess alternative design concepts for improving Ontario Street between Linwell Road and Welland Avenue, focusing on active transportation, road management, traffic capacity, and overall service enhancements. This EA is discussed in Section 4.1 of this Report.

3.1.3 Contamination

Due to the broad range of uses within the North Corridor, individual properties would require assessment of current and historical activities to determine whether/where environmental investigations are necessary. Based on available environmental reports and regulatory information, some properties within the Corridor may have environmental considerations related to historical land uses. These considerations can be addressed through established environmental site assessment, remediation, and risk management processes as part of redevelopment planning.

Where land use changes are proposed, environmental site assessments would be undertaken in accordance with provincial requirements to confirm that site conditions are suitable or can be appropriately managed for the intended use. Records of Site Condition (RSCs) will be mandatory where land use changes from Industrial/Commercial/Community (I/C/C) to more sensitive Residential/Parkland/Institutional (R/P/I) uses are proposed.

3.1.4 Natural Heritage

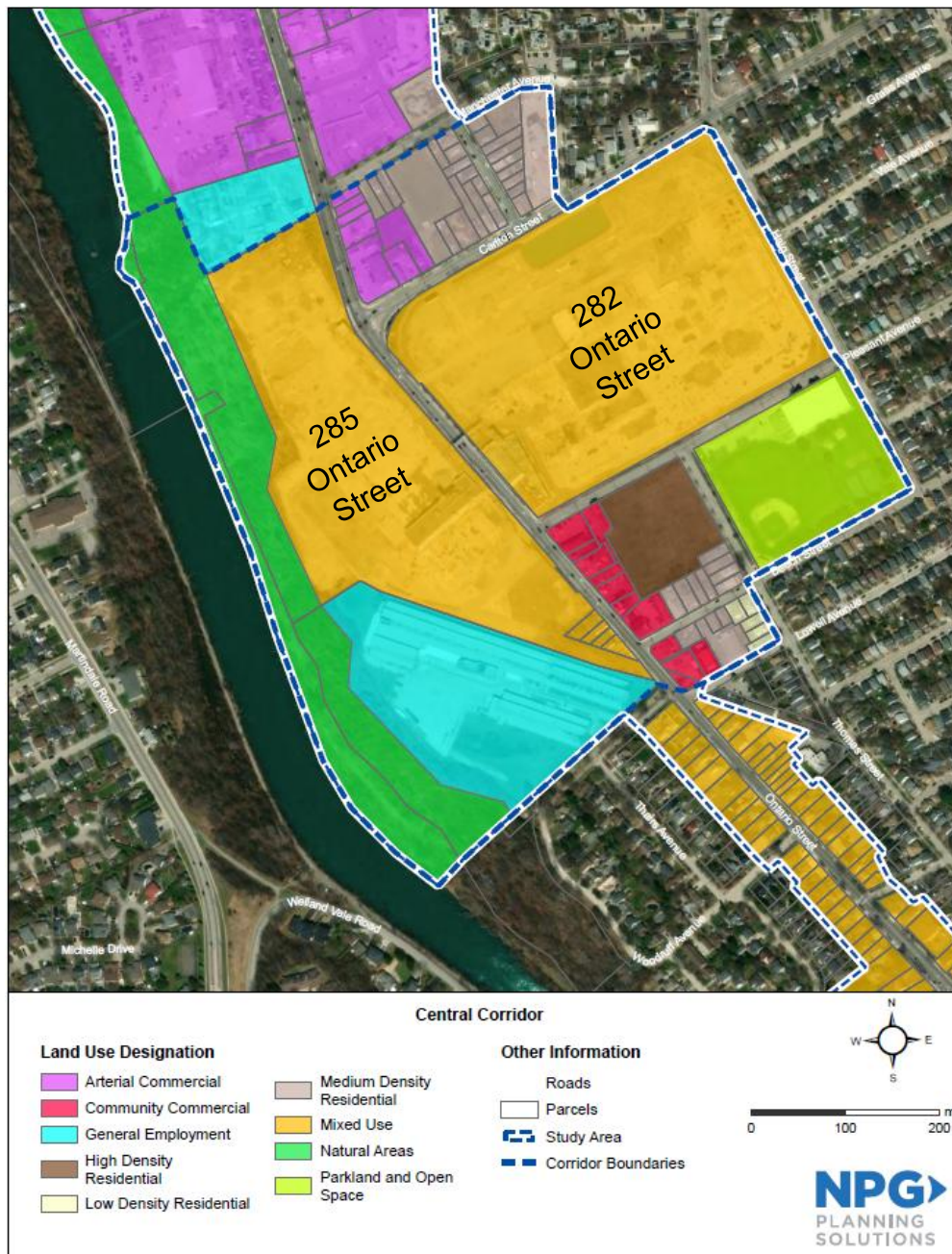
The western portion of the Northern Corridor abuts Twelve Mile Creek and is within the Niagara Peninsula Conservation Authority (NPCA) regulation limit due to the slope down to the creek. These lands are designated as Natural Areas within the City's

Official Plan. According to Niagara Region Natural Environment System mapping, these lands include valleylands, significant woodlands and wetlands with significance.

3.2 Ontario Street Central Corridor

As shown in **Figure 6**, the area identified as the Central Corridor extends from Manchester Avenue in the north to Kensington Place in the south. This area is anchored by 282 and 285 Ontario Street. Each property is approximately 10 hectares (25 acres) in size. The two parcels are located on opposite sides of Ontario Street, with 282 on the east side and 285 on the west.

Figure 6. Central Corridor – Boundary and Land Use Designations



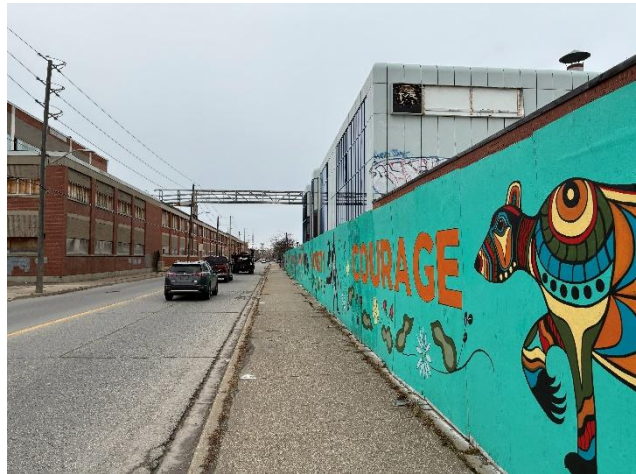
While 282 and 285 Ontario Street form the focal point of the Central Corridor, adjacent properties are also included within this segment of the Study Area to reflect the broader land use, mobility, and redevelopment context.

An analysis of the existing conditions and built environment within the Central Corridor is included below.

3.2.1 Existing Land Uses

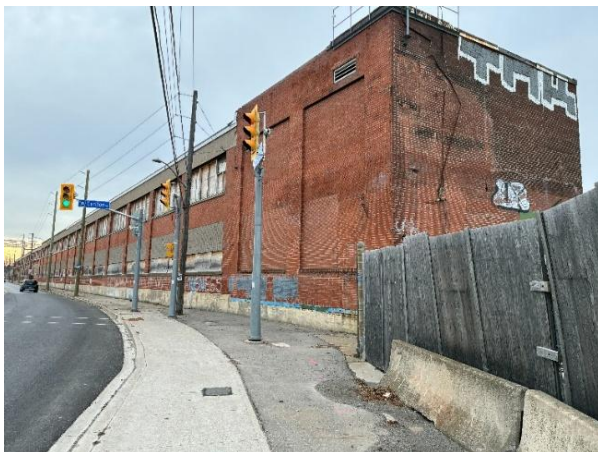
As previously noted, the majority of the Central Corridor is comprised of 282 and 285 Ontario Street. 282 and 285 Ontario Street are currently designated as Mixed Use within the City's Official Plan, yet are still zoned E2 – General Employment within the City's Zoning By-law. On the west side at 285 Ontario Street, a small portion of the former two-storey factory building remains in place, with its Ontario Street frontage boarded and sealed. At 282 Ontario Street (east side), the site is largely vacant, with only a few remaining structures, most notably a former office building, now abandoned. A former parking lot associated with the previous manufacturing use at 10 Pleasant Avenue, located immediately south of 282 Ontario Street, is also included within the Central Corridor.

Photo 4. View of abandoned office building, looking north from Ontario Street



North of Carlton Street, fronting Ontario Street, the Corridor contains a mix of low-rise commercial uses and a Hydro One transformer station, currently under renewal. Commercial uses in this area include restaurants, vehicle repair shops, a landscape warehouse and a convenience store. Several residential lots are also located north of the Carlton Street, with frontage on Manchester Avenue and Hamstead Place.

Photo 5. View of the western property of 282 and 285 Ontario Street, from Carlton Street and Ontario Street



South of the 282 and 285 Ontario Street within the Central Corridor, land uses become more varied, comprising both residential and commercial uses. Residential uses are generally located off Ontario Street along Beech Street within the Study Area and consist primarily of single detached dwellings. It is noted that two townhouse blocks are located on the west side of Ontario Street immediately south of the 282 and 285 Ontario Street. Commercial uses in this area include retail stores, a daycare, restaurants, personal service establishments, and vehicle repair

shops, all fronting Ontario Street with a small plaza at the southeastern intersection of Ontario Street and Pleasant Avenue. There is one predominate industrial use which continues to operate in the Central Corridor, being Haver & Boecker Niagara which is located on the west side of Ontario Street, municipally addressed as 225 Ontario Street but is accessed via Kensington Place. Haver & Boecker is a leader in screening and pelletizing equipment for the mining, minerals, aggregates, cement, construction and salt industries.

Photo 6. View of Haig Bowl Arena, looking south from Pleasant Avenue



The Central Corridor also includes parkland and open space at Alex McKenzie Park and the Haig Bowl. These facilities provide a range of amenities, including a baseball diamond, tennis courts, playground equipment, arena (leased to private operator for dry floor usage) and washrooms.

3.2.2 Built Environment

The built form within this Corridor is predominantly low-rise, consisting of one to two storey buildings, including the remaining structures on 282 and 285 Ontario Street. The properties occupy the largest frontages along both sides of Ontario Street and visually dominate this segment of the Corridor. The remaining buildings along Ontario Street generally feature modest front yard setbacks. At 282 Ontario Street, a significantly larger setback is present along the Carlton Street frontage, reflecting the former parking lot that once occupied this area. Outside of 282 and 285 Ontario Street, lots are typically small and characterized by narrow frontages.

Setbacks for commercial uses vary, with many properties providing moderate front yard setbacks that accommodate surface parking, while others position buildings directly at the Ontario Street frontage (notably 244, 254, and 276 Ontario Street, see **Photo 7**). Residential lots, located both north and south of 282 and 285 Ontario Street, are similarly small and narrow.

Within this segment, Ontario Street transitions from a four-lane cross-section in the northern portion (consistent with

Photo 7. View of 244 Ontario Street, looking north at the intersection of Beech Street



the North Corridor) to a two-lane configuration, with one lane in each direction, south of Carlton Street. Sidewalks are provided on both sides of the street and are positioned directly adjacent to the roadway. Limited landscaping and street trees are present along this portion of Ontario Street. Street parking is not permitted within this Corridor.

3.2.3 Contamination

282 and 285 Ontario Street represent a significant component of the corridor's historical industrial landscape. These lands were historically used for automotive manufacturing and associated industrial activities, which are commonly associated with the use and storage of fuels, oils, solvents, metals, and electrical equipment. 282 and 285 Ontario Street have been the focus of environmental investigation due to their long history of automotive manufacturing and related industrial activities, which are classified as potentially contaminating activities and typically give rise to areas of potential environmental concern identified through Phase One Environmental Site Assessments (ESAs).

Publicly available information related to 282 and 285 Ontario Street was reviewed as part of this Background Report. Detailed summaries of each available document and risk summaries are included within **Appendix A** of this Background Report. To broadly summarize, these documents reveal:

- Surface water and storm sewer sampling near 282 and 285 Ontario Street showed typical urban water chemistry, with some metals and polycyclic aromatic hydrocarbons (PAH) exceedances.
- Polychlorinated biphenyls (PCBs) detections were identified at storm sewer outfalls; however, results were reported to fall within ranges observed at non-source locations in Twelve Mile Creek during wet weather conditions.
- Samples collected downstream of the outfalls adjacent to the 282 and 285 Ontario Street property were below detection limits for PCBs.
- The Ministry of Environment, Conservation, and Parks (MECP) concluded there were no measurable impacts to Twelve Mile Creek, identified a localized PCB source on-site, and supported mitigation and infrastructure upgrades.
- Cleanup actions included waste removal, oil-grit separator maintenance, PCB-impacted sediment and concrete removal, and design of a temporary stormwater management system to contain and treat runoff.
- Monitoring of the temporary stormwater pond in 2024-2025 found all results met sewer by-law criteria, with no PCB detections and stormwater fully contained unless treated and released per approvals.

In addition to those studies, a Phase One ESA (2010) and Phase Two ESA (2012) were previously completed for the lands. These past investigations have identified contaminants of potential concern in soil and groundwater commonly associated with historic industrial uses, including petroleum hydrocarbons, PAHs, PCBs, and metals. While these reports provide useful background, they were not available for detailed review for this Background Report and would require updating to support any future

RSC submissions. Additional investigation and remediation work has reportedly occurred since those assessments, but the associated documentation has not yet been made available.

Information which is publicly available indicates that some remediation and risk management activities have been undertaken at 282 and 285 Ontario Street, including work plans submitted to the MECP to address PCB-related impacts and ongoing monitoring programs. These activities are conducted under provincial regulatory oversight to manage potential risks to human health and the environment.

Preliminary Remediation and Risk Management Considerations

Prior to redevelopment, a detailed remedial action plan will be required. Soil and groundwater remediation will be prioritized. However, where full soil or groundwater remediation is not feasible, a Human Health and Ecological Risk Assessment may be undertaken after full delineation of contaminants. A Risk Assessment (RA) cannot proceed until there is a comprehensive understanding of contaminant horizontal and vertical extent, 'hot spots', and plume stability.

RAs must be compliant with Ontario Regulations and are reviewed by the specialists at the MECP, and external environmental consultants. Risk Management Measures (RMMs) are then proposed which mitigate or block all applicable exposure pathways for current and future human and ecological receptors on site. Where contaminants extend beyond a property boundary, off site risks are also evaluated, and mitigation measures implemented if required. RMMs that require implementation are monitored and maintained for as long as contaminants remain on site. These requirements are outlined in a 'Certificate of Requirement' and tied to property title to ensure transparency.

RMMs limitations on building type and design may include:

- No ground floor residential or other sensitive receptor uses;
- Requirements to install parking garages with enhanced ventilation below high-rise buildings;
- Requirements to install vapour barriers and soil vapour mitigation systems below high-rise buildings;
- Engineered designs that limit contaminant preferential pathways for groundwater migration or vapour intrusion; and
- Restricting garden produce growing.

RMMs may also include the requirement to mitigate exposure by implementing:

- Clean soil, asphalt or concrete caps over areas with impacted soil;
- Soil and Groundwater Management Plans;

-
- Health & Safety Plans;
 - Dust Control Plans;
 - Indoor Air Quality or soil vapour monitoring; and/or
 - Boundary Control measures to limit contaminant migration.

Redevelopment of 282 and/or 285 Ontario Street may require targeted refinements to site design to address known environmental conditions. Appropriate measures can include localized capping or solidification of impacted areas, vapour mitigation or air-monitoring systems within subgrade or enclosed structures, and ongoing inspection or monitoring programs to confirm long-term performance. During construction, management of impacted soils, such as selective excavation, treatment, or off-site disposal may also be necessary. In specific locations, physical controls like underground barriers, drainage features, or gravel layers can be incorporated to manage exposure pathways to prevent activities that could compromise established risk-management systems. Collectively, these measures can be integrated into the redevelopment process to ensure future land uses proceed in accordance with regulatory requirements and recognized best practices.

Overall, redevelopment on 282 and 285 Ontario Street will involve additional time and cost considerations associated with environmental review, remediation, and risk management. Based on the history of industrial activity, site-specific standards or risk management approaches may be required to support future land uses. These processes are well established within Ontario's regulatory framework and are routinely implemented for large redevelopment projects. Environmental conditions at 282 and 285 Ontario Street are actively managed under provincial oversight, and redevelopment can proceed through established regulatory pathways.

3.2.4 Natural Heritage

Consistent with the Northern Corridor, the western portion of this Corridor abuts the Twelve Mile Creek and is within the NPCA regulation limit due to the slope down to the creek. These lands are designated as Natural Areas within the City's Official Plan. According to Niagara Region Natural Environment System mapping, these lands also include significant woodlands and other woodlands.

3.2.5 Cultural Heritage

A Stage 1 Archaeological Resource Assessment was conducted in 2023 to investigate the potential for the presence of significant precontact Indigenous or Euro-Canadian archaeological resources at 285 Ontario Street. The Stage 1 Assessment concluded that there is no potential for these resources and recommends that the lands be cleared of any further archaeological concern with the provision that the appropriate authorities must be notified should deeply buried archaeological or human remains be encountered during any future work on the property.

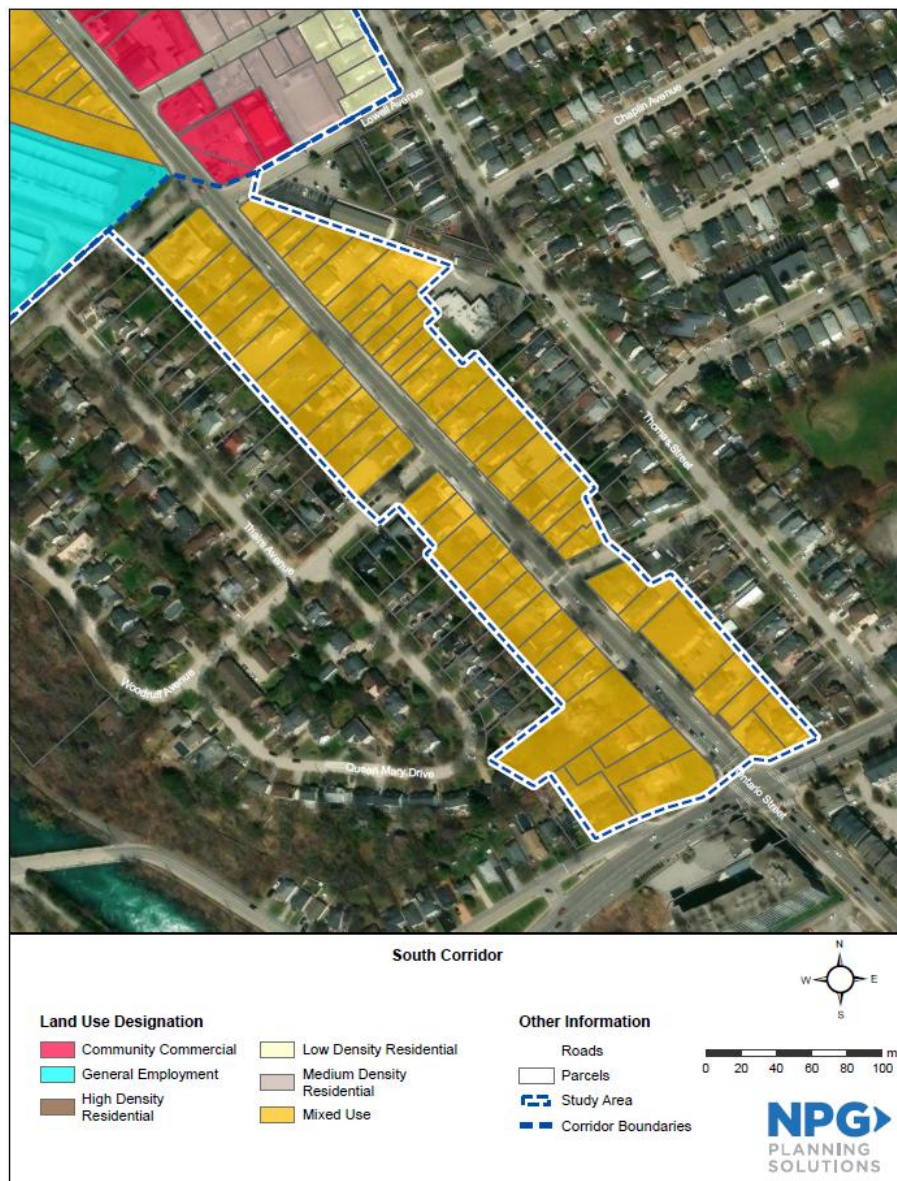
3.3 Ontario Street South Corridor

As shown in **Figure 7**, the Ontario Street South Corridor extends from Kensington Place to Welland Avenue. An analysis of the existing conditions and built environment at the Ontario Street South Corridor is included below.

3.3.1 Existing Land Uses

The South Corridor is primarily characterized by low-rise commercial and residential uses. The entire Corridor is designated Mixed Use in the GCP and is zoned M1 – Medium Density Mixed Use under the City’s Zoning By-law. Despite this policy and zoning framework, the existing built form and land use pattern remain predominantly residential in nature, with intermittent professional office and personal service uses integrated along the corridor.

Figure 7. South Corridor – Boundary and Land Use Designations



3.3.2 Built Environment

The predominant built form within the South Corridor consists of single detached dwellings, complemented by occasional low-rise multi-unit residential buildings. It is noted that several former residential dwellings have been converted to office/personal service uses. Building heights generally range from one to two and a half storeys and follow a relatively uniform setback pattern along the street.

Lot sizes for single detached dwellings and professional office or personal service uses are generally consistent across the Corridor.

Front yard setbacks are typically modest, but with sufficient space for front yard or side yard parking for these uses. Apartment buildings are situated on larger lots and accommodate more substantial parking areas, typically located in the front, side or rear yards.

Within this Corridor, Ontario Street maintains a two-lane configuration from the north until it reaches Welland Avenue, where it transitions to a four-lane configuration with dedicated southbound turning lanes in all directions. Two-hour on-street parking is

Photo 9. View of Ontario Street, immediately north of Welland Avenue, looking south



3.3.3 Contamination

Due to the broad range of uses within the South Corridor, individual properties would require assessment of current and historical activities to determine whether/where environmental investigations are necessary. Based on available environmental reports and regulatory information, some properties within the corridor may have environmental

Photo 8. View of 195 Ontario Street, looking southwest



permitted in select locations on the west side of Ontario Street. Sidewalks are provided on both sides of the street and are positioned directly adjacent to the roadway in the northern portion near the Ontario Street and Lowell Avenue intersection. Beginning just north of Woodruff Avenue, small landscaped boulevards provide separation between the sidewalk and the roadway. These boulevards include trees and grasses, contributing to a developing tree canopy that provides shade over the sidewalk and portions of the roadway.

considerations related to historical land uses. These considerations can be addressed through established environmental site assessment, remediation, and risk management processes as part of redevelopment planning.

Where land use changes are proposed, Environmental Site Assessments would be undertaken in accordance with provincial requirements to confirm that site conditions are suitable or can be appropriately managed for the intended use. RSC(s) will be mandatory where land use changes from Industrial/Commercial/Community (I/C/C) to more sensitive Residential/Parkland/ Institutional (R/P/I) uses are proposed.

3.3.4 Cultural Heritage

There are three (3) listed heritage properties within the Southern Corridor. A listed heritage property is a building or site that a municipality has identified as having potential cultural heritage value or interest, even though it is not formally designated under the Ontario Heritage Act.

The listed properties are 180 Ontario Street, 190 Ontario Street, and 1 Welland Avenue. All three of these properties are two to two and a half storey residential dwellings that utilize brick and siding of different types, vary in architectural style, and were constructed between the late 19th and early 20th centuries.

3.3.5 Natural Heritage

As the South Corridor does not abut the Twelve Mile Creek, there are no mapped natural heritage features within this corridor.

3.4 Transportation Infrastructure Overview

The following section will provide an overview of transportation infrastructure across the entirety of the Ontario Street Secondary Plan Study Area.

As previously noted, the Study Area follows the Ontario Street corridor from the QEW in the north to Welland Avenue in the south. The QEW is a major provincial highway that cuts across the northern edge of St. Catharines, forming a key east–west transportation spine through the city. This highway is immediately north of the Secondary Plan Study Area and provides vital regional connectivity between Niagara, Hamilton, and the Greater Toronto Area while supporting local access within the City via interchanges at Ontario Street, Lake Street, Niagara Street, and Glendale Avenue.

Ontario Street is designated as Regional Road 42 and also intersects with Carlton Street (Regional Road 48) within the Central Corridor. Niagara Region traffic data indicates that in 2016, Ontario Street within the Study Area carried an Average Annual Daily Traffic volume of approximately 19,200 to 21,200 vehicles. Various collector and local roads also intersect with Ontario Street within the Study Area, notably Scott Street (collector road located in the Northern Corridor), Pleasant Avenue (local road in Central Corridor), and Kensington Place (local road located in the Southern Corridor). The local roads connecting with Ontario Street generally provide access to adjacent low density residential neighbourhoods. Public transportation on Ontario Street is served by Niagara

Region Transit, with Routes 302 and 402 providing service at approximately 30-minute intervals.

The Ontario Street right-of-way ranges from approximately 14 metres at its narrowest point in the Southern Corridor to 26 metres at its widest in the Northern Corridor. This width is deficient when compared to the Niagara Official Plan's required road allowance standards, which specify a 26.2-metre right-of-way for portions of the corridor north of Carlton Street and 20.1 metres for areas south of Carlton Street.

An Environmental Assessment (EA) for Improvements to Ontario Street is being prepared by the Niagara Region. A second Public Information Centre (PIC) was held on November 26, 2025 where, among other information, it was revealed that a Road Safety and Collision History Study identified Ontario Street as having a very high collision frequency, with seven of the Region's top 50 mid-block collision locations occurring along this corridor. A third PIC is anticipated for Fall/Winter 2026. Further discussion regarding the EA is included within Section 4.1 of this Report.

Several factors likely contribute to the high collision rate including high traffic volumes, speeding, the large number of commercial access points, frequent left-turn movements, and aggressive driving behaviour. Since the Ontario Street right-of-way is relatively narrow, accommodating all transportation modes (pedestrians, cyclists, transit, streetscaping, and vehicles) will require careful trade-offs. However, there is significant opportunity to implement 'complete street' principles on several surrounding roads within the Study Area, which can improve pedestrian and vehicular safety, including Carlton Street, Haig Avenue, Pleasant Avenue, Thomas Street, Beech Street, and Lowell Avenue.

The Merritt Trail currently runs along the west side of Twelve Mile Creek, opposite the Study Area. However, an undeveloped trail exists on the east side of the Creek, within the Study Area, which presents an opportunity to extend the Merritt Trail and create a continuous connection as it crosses the Welland Vale Road area. There is also an existing bridge which crosses the Twelve Mile Creek in this location which features two lanes for vehicular traffic and a sidewalk on one side.

3.5 Servicing Infrastructure Overview

The following section will investigate municipal servicing infrastructure across the entirety of the Secondary Plan Study Area.

The Study Area is serviced by fully separated, partially separated, and combined sanitary systems owned and maintained by the City, ranging from 100mm (building service) to 1800mm (main) in size. The sanitary sewer network generally follows the existing road condition, directed from the south to the north, and services the developed areas within the Study Area. The existing sanitary infrastructure is operational and in satisfactory condition and no major servicing constraints have been identified at this time. The Study Area is within the catchment area of the Niagara Region's Port Dalhousie Wastewater Treatment Plant (WWTP). The Region also owns and operates a

number of trunk sewers, conveying flows to the WWTP, including along Ontario Street, the entire length of the Study Area.

Storm drainage within the Study Area is managed through a combination of underground storm sewers and overland flow routes. Pipe diameters range from 200mm (catch basin) to 1800mm (main) in size. The storm drainage system also generally follows the existing road condition, directed from south to north. In certain areas, a combined sewer system is present, conveying both sanitary and storm flows.

The Study Area is serviced by distribution watermains, owned and operated by the City. They are typically included within the roadway, ranging from 100mm to 300mm. The existing watermain system provides a potable water supply and supports domestic, commercial, and fire protection demands. The Study Area is within the catchment area of Niagara Region's Decew Water Treatment Plant. The Region also owns and operates a number of larger transmission watermains, including the Ontario Street Central Corridor and Ontario Street South Corridor.

The available information indicates that the area is generally well serviced by City infrastructure, including sanitary sewers, storm sewers, watermains, and fire protection systems. Further detailed analysis may be required to support specific development or planning applications, particularly with respect to population growth, servicing capacity, and stormwater management.

Information regarding City servicing infrastructure initiatives is contained within Section 4.4 and 4.5 of this Report.

4.0 Ongoing & Future Infrastructure Initiatives

The following section provides an overview of the current and future infrastructure initiatives that are planned within the Study Area.

4.1 Ontario Street Environmental Assessment (EA)

Niagara Region is currently undertaking an EA to inform improvements on Ontario Street between Linwell Road and Welland Avenue. The purpose of the EA is to prepare alternative design concepts to address the identified needs for this portion of Ontario Street. The EA will evaluate a range of matters such as active transportation, road management, traffic capacity and service improvements.

A Public Information Centre was held in November 2025 where feedback noted that Ontario Street is unwelcoming for pedestrian and cyclists and improved facilities can boost active transit uses. The EA is currently ongoing with a Public Information Centre anticipated to be scheduled in Fall/Winter 2026 and the completion of the Environmental Study Report scheduled for mid 2027.

The Ontario Street Corridor EA, being completed on behalf of the Region of Niagara, examines several lane configuration options throughout the Study Area and adjacent to the former industrial site. In the vicinity of 282 and 285 Ontario Street, Ontario Street

has a very narrow right-of-way, estimated at approximately 20 metres, several potential cross-section configurations are being contemplated and are shown in **Figure 8 & 9** below. Pending final configuration, road widenings may be necessary to facilitate development of the preferred cross-section.

Figure 8. Planning Solutions for North Corridor. Source: [Ontario Street \(Regional Road 42\) Municipal Class Environmental Assessment PIC #2 Display Boards](#)

Segment 2 - Alternative Planning Solutions

Alternative	Description	Cross-Section Conceptual Schematic
1 Do Nothing	The existing road is not changed. This option serves as a baseline to compare other solutions.	
2 Local Improvements Only	Modify roadway and intersections to improve safety and operations (e.g. traffic signal and timing, access consolidation, adding through and turn lanes). No cycling facility.	
3 4 Travel Lanes with Centre Turning Lane	Modify road cross-section to improve safety and enhancing access to properties and side streets without disrupting traffic flow. No cycling facility.	
4 4 Travel Lanes with Centre Median	Modify road cross-section to improve safety by limiting left turns to designated areas and helps manage traffic flow more efficiently. Potential cycling facility.	
5 3 Travel Lanes (2SB+1NB) with Centre Turning Lane	Three lanes, including two southbound lanes and one northbound lane, with a continuous center turning lane to improve traffic flow and safety. Includes cycling facility.	
6 2 Travel Lanes and Centre Turning Lane	Two travel lanes with a continuous center turning lane to improve traffic flow and safety for drivers. Includes cycling facility.	

Figure 9. Planning Solutions for Central and South Corridors. Source: [Ontario Street \(Regional Road 42\) Municipal Class Environmental Assessment PIC #2 Display Boards](#)

Segment 3 Alternative Planning Solutions – Conceptual Schematics

Alternative	Description	Cross-Section Conceptual Schematic
1 Do Nothing	The existing road is not changed. This option serves as a baseline to compare other solutions.	
2 Local Improvements Only	Modify roadway and intersections to improve safety and operations (e.g. traffic signal and timing, access consolidation, adding through and turn lanes). No cycling facility.	
3 2 Travel Lanes with Dedicated Left-turn Lanes	Two travel lanes with dedicated left-turn lanes to improve traffic flow and safety at intersections. Potential cycling facility.	
4 2 Travel Lanes with Centre Turning Lane	Two travel lanes and a continuous center turning lane to improve traffic flow and make turning safer for drivers. No cycling facility.	

4.2 City of St. Catharines Transportation Master Plan (2021)

The City of St. Catharines Transportation Master Plan (TMP) is a document that will guide transportation investments for the City of St. Catharines until the year 2041. This Master Plan provides a range of short to long term recommendations to achieve its goal of shifting away from auto dependency and encouraging residents to utilize alternative modes of transportation.

As part of improving transportation focus areas, the TMP has identified future consideration for a multi-modal crossing of Twelve Mile Creek via the potential extension of Carlton Street to Martindale Road via Grapeview Drive. The City states that it can support and advocate for such a crossing, which would provide great benefit to pedestrians, cyclists and transit riders, in addition to motor vehicles, as it would provide another crossing of the creek and help avoid lengthy detours around it. However, as these are both Regional Roads, this project would be a Regional initiative.

4.3 Active Transportation Master Plan (ATMP, 2024)

After completing the above noted TMP in 2021, the City undertook the development of their ATMP. The ATMP is a document that will guide the growth of physical and social infrastructure to further support the use of active transportation across the City of St. Catharines. The ATMP will achieve this through applying the complete streets standards approach, improving existing routes, closing gaps in the existing network, partnering with Niagara Region and promoting active transportation as a viable mode of travel. The ATMP promotes complete streets inclusive of sidewalks, bike lanes, street furniture and more in the support of alternative forms of transportation, including active transportation.

The ATMP conducted an analysis on existing traffic volumes and identified that the highest traffic volumes were observed on regional roads such as Ontario Street. As part of addressing network gaps and major network barriers within the City, the ATMP has identified that the ongoing Ontario Street Corridor Secondary Plan Study presents an opportunity to include a bridge and active transportation corridor through 282 and 285 Ontario Street to provide a connection between Carlton Street and Martindale Road via Grapeview Drive. There are no active transportation facilities proposed by the City for Ontario Street within the ATMP, noting that it is a Regional Road. However, there are several new active transportation facilities that are proposed within close proximity to 282 and 285 Ontario Street which can improve infrastructure within the overall Study Area, most notably proposed cycling facilities along Scott Street and Haig Street.

4.4 St. Catharines Sanitary Master Servicing Study

The City of St. Catharines has launched its first citywide Sanitary Master Servicing Study, a comprehensive review of the existing sanitary and combined sewer collection system. The Study will establish a clear short- and long-term vision, strategy, and policy framework to guide the management, renewal, and enhancement of this critical infrastructure.

It will include a full assessment of current system conditions, identify opportunities for optimization, and work collaboratively with stakeholders to develop a coordinated approach that supports long-term growth and sustainable asset management. The Study will define and refine future sanitary servicing needs through 2051 and beyond, ensuring the system can accommodate planned development and evolving environmental expectations.

This work will be aligned with Niagara Region's Master Servicing Plan to ensure consistency, integration, and coordinated infrastructure planning across jurisdictions. Work on the Sanitary Master Servicing Study is currently underway and completion is expected in 2026.

4.5 St. Catharines Water Master Servicing Plan

The City of St. Catharines has initiated a Water Master Servicing Plan to establish a long-term strategy for its water distribution system and ensure reliable service for existing and future users to 2051. The Plan will assess current system conditions, evaluate the impacts of projected growth, identify and compare servicing strategies, and coordinate water management objectives with Niagara Region. It will also outline short- and long-term infrastructure needs, including consideration of potential buildout to 2081. The resulting Plan will guide informed decisions on the operation, maintenance, renewal, and capital investment of the City's water distribution assets. Work on the Water Master Servicing Plan is currently underway and completion is expected in 2026.

4.6 Parks Policy Plan (PPP, 2005)

The PPP provides the framework for planning, maintaining and managing City Parks for a period of 10 years. Although the PPP has not been updated since its release it retains strategic directions regarding the development of parks, open space and the trail system. The following Strategic Directions are relevant to the Secondary Plan Study:

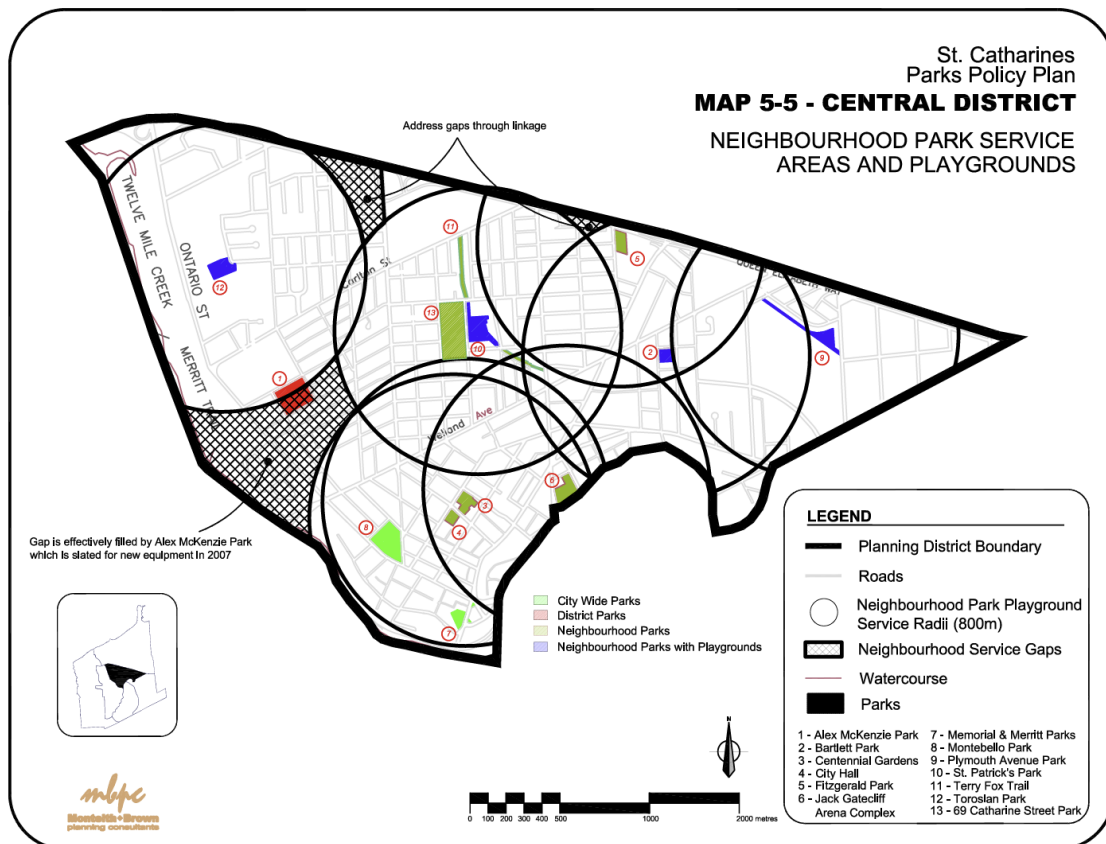
- To provide an equitable and accessible distribution of parks, open space and trails.
- To provide a diverse range of park spaces, opportunities and activities that are safe to meet the needs of users.
- To preserve, protect and enhance unique natural features and heritage resources through the application of effective stewardship practices.

Furthermore, the PPP includes an analysis of the neighbourhood park service gaps at the time that it was prepared (see **Figure 9**). Figure 9 below has been taken directly from the PPP and is for information purposes only to demonstrate park service area gaps within the Secondary Plan Study Area, namely at Alex McKenzie Park. This gap was then filled by the addition of new playground equipment to Alex McKenzie Park which was installed in 2007. This playground is slated to be replaced in 2026 as part of the City's Parks Renewal Program. The PPP investigated parkland service standards until 2026 and it was noted that the planned density in the study area would result in the need for additional park space in the Central District, since it has the most severe parkland shortage. The PPP recommends that neighbourhood parks should serve an 800m radius without the need to cross an arterial road. As Ontario Street is an arterial road this would necessitate a neighbourhood park on the west side of the road to rectify an existing service gap.

Photo 10. View of playground equipment at Alex McKenzie Park, looking south



Figure 9. Parks Policy Plan (2005) Central District Mapping.



4.7 Sports Field Strategy (SFS, 2024)

The Sports Field Strategy (SFS) provides a framework to guide the planning, design and investment of sport fields owned by the City of St. Catharines until the year 2051. Within the Study Area, there is a Type A Ball Diamond located at Alex McKenzie Park. This facility is classified as Type A because it has lighting, permanent washrooms and is assigned a daily groundskeeper. Following an analysis on the usage and participation of the Ball Diamond within the City of St. Catharines, the SFS recommends that the existing ball diamond in Alex McKenzie Park be relocated to the Pic Leeson Park/John Dempsey Park in order to provide four (4) diamonds at that location to enhance league programming and centralize municipal maintenance operations. Furthermore, the SFS notes that the envisioned residential and employment growth within the Study Area will generate pressures for public parkland which could translate to needs at Alex McKenzie Park beyond sports fields. As such, the SFS recommends a separate study or park-specific master plan is undertaken to determine the types of outdoor amenities/facilities that would form part of a redeveloped Alex McKenzie Park.

The SFS also conducted an analysis of the outdoor rectangular sports fields within the City of St. Catharines. The analysis noted that there is a notable gap in terms of access to rectangular fields in proximity to the Ontario Street Corridor. As such, the SFS recommends that the City explore opportunities for a boxed soccer court, and that the City secure sufficient land for a minimum of one (1) lit rectangular field within the Secondary Plan Study Area.

5.0 Policy Framework

The following section provides an overview of the relevant Provincial and Municipal policy context relevant to the Ontario Street Corridor.

5.1 Provincial & Regional Policies

5.1.1 Planning Act, R.S.O. 1990, c. P.13

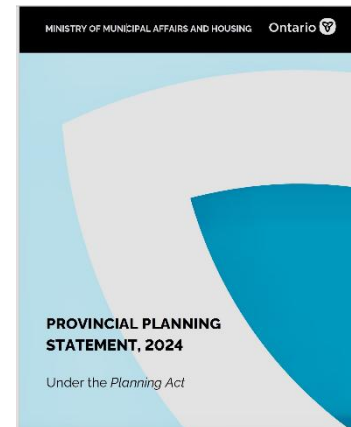
The *Planning Act* is provincial legislation that establishes the framework for land use planning in Ontario. It describes how land uses may be controlled, and who may control them. Section 2 of the *Planning Act* describes matters of provincial interest that the council of a municipality shall have regard to in making planning decisions. This includes matters relating to the protection of environmental features, the development of safe and healthy communities, promotion of sustainable development, housing and the provision and distribution of facilities (such as social and recreational facilities).

Section 16 of the *Planning Act* establishes the requirements for Official Plans which includes addressing what an Official Plan is permitted and required to contain. This section also permits municipalities to prepare Secondary Plans.

Accordingly, the Ontario Street Corridor Secondary Plan must be prepared in a manner that is complies with the *Planning Act* and is consistent with the matters of provincial interest.

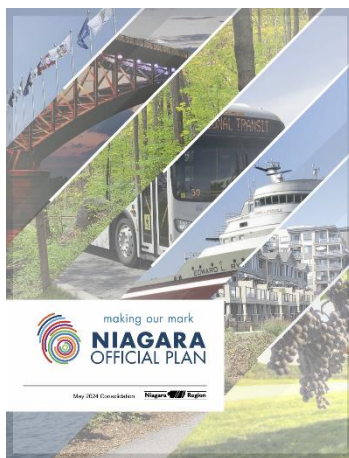
5.1.2 Provincial Planning Statement (PPS) (2024)

The Provincial Planning Statement (PPS) sets the policy foundation for regulating the development and use of land province-wide, and came into effect in October 2024. The PPS (2024) updated and synthesized policy direction from two other previous policy documents: the Provincial Policy Statement (2020) and A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019).



Municipal Official Plans are recognized as the primary vehicles for implementing the PPS. As such, they must also address key policy areas set out by the PPS in relation to provincial interests, including:

- Accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;
- Improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society;
- Improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups;
- Capitalizing on existing or planning servicing and transportation infrastructure; and
- Protecting of natural features and areas.



5.1.3 Niagara Official Plan (NOP)

The Niagara Official Plan (NOP) is the long-term strategic policy planning document that provides a framework for managing the growth and development of Niagara Region. The visions, pillar statements and policies of this plan are intended to guide growth until the year 2051. However, as a result of Bill 185 *Cutting Red Tape to Build More Homes Act*, the Regional Municipality of Niagara was identified as an upper tier municipality without planning responsibilities as of March 31, 2025. As such, the NOP has become an official plan of the City of St. Catharines and that policies remain in effect. The City is currently undertaking an Official Plan conformity exercise to reconcile the relevant policy direction of the Niagara Regional Official Plan into the City's Official Plan and are targetting a Q4 2026 completion date.

The Study Area is located within the Delineated Built-Up Area of the Urban Area, as identified in Schedule B – Regional Structure, and functions as a gateway to Downtown St. Catharines, a Strategic Growth Area targeted for intensification. The Niagara Official

Plan directs growth to Urban Areas where full municipal services and a range of transportation options can be provided, and encourages compact built form, a vibrant public realm, and a mix of land uses that support complete communities. Urban Areas are also expected to accommodate a diverse range of housing types and support opportunities for intensification, including infill development and the redevelopment of brownfield and greyfield sites.

Section 3 of the NOP establishes policies and objectives aimed at protecting and enhancing natural heritage features. Its objectives include identifying and safeguarding the natural heritage system, as well as restoring and enhancing the biodiversity and ecological function of natural features. Schedule C2 of the NOP identifies that the Study Area includes significant woodlands and other woodlands. This section also includes requirements such as the need for vegetation protection zones adjacent to significant woodlands (Policy 3.1.5.3) and environmental impact study requirements for development proposals (Policy 3.1.5.7).

With regard to road infrastructure, Ontario Street and Carlton Street are regional roads with the adjacent roads located within the Study Area being local roads. Niagara Region is currently undertaking an Environmental Assessment (EA) for portions of Ontario Street which include the Study Area, to identify alternative solutions and designs to improve the existing road conditions. Further information regarding the status of the EA is included in **Section 4.1** of this Background Report. The NOP supports the development of complete streets and the prioritization of transit infrastructure to and from strategic growth areas, such as Downtown St. Catharines. Section 5.1.5 of the NOP contains policies related to ensuring that regional roads accommodate further growth and support diverse forms of transportation. Within this section, the NOP states as that without an amendment to the NOP, the Region may update the designated road allowance widths in Schedule M where an alternate width has been approved through a completed Municipal Class Environmental Assessment.

Section 5.2 of the NOP provides guidance related to servicing infrastructure. This section establishes that infrastructure planning shall be aligned with land use planning that before consideration is given to developing new infrastructure, the Region and Local Area Municipalities shall optimize the use of existing infrastructure. Section 5.2.2 also provides that municipal water and wastewater systems/services are the required form of servicing for development in urban areas.

Section 6.1.4 of the NOP include policies related to Secondary Plans. Policy 6.1.4.3 b) iii. states that Secondary Plans should be prepared for built-up areas undergoing major change, which includes areas in need of revitalization, new investment and/or coordinated approach.

As addressed in **Section 2.4** of this Background Report, the NOP provides required road allowance widths within Schedule M. The Ontario Street right-of-way ranges from approximately 14 metres at its narrowest point in the Southern Corridor to 26 metres at

its widest in the Northern Corridor. This width is deficient when compared to the NOP allowance widths of 26.2 metres for Ontario Street north of Carlton Street and 20.1 metres south of Carlton Street. The segment of Carlton Street within the Study Area also features a 20.1 metre road allowance requirement.

5.2 City of St. Catharines Official Plan (Garden City Plan)

The City’s Official Plan, the Garden City Plan (GCP) outlines the long term vision for the City’s physical form, community character and design. To support the vision, the Official Plan outlines the guiding principles and policies to guide the growth and development of the City to ensure that the City thrives and promotes a healthy environment and location. The City’s Official Plan provides policies to guide growth until the year 2031. The City is currently in the process of updating its Official Plan to expand the planning horizon to 2051, however, a draft of the new Official Plan is yet to be released. The Ontario Street Corridor Secondary Plan Study will be drafted alongside the new Official Plan to ensure consistency in direction across both documents.

The Study Area is located within the Central District Plan as shown on Schedule E4 of the St. Catharines Official Plan. The GCP includes site-specific Policy 15.2.1 e) for 282 and 285 Ontario Street:

The entirety of lands known municipally as 282 and 285 Ontario Street are to be planned for future development through approval of a comprehensive Secondary Plan, and amendment to this Plan.

As noted in **Section 3.0** of this Report, the Study Area includes areas beyond 282 and 285 Ontario Street. The full extent of the Subject Lands, and applicable Official Plan designations are shown below.

As shown in **Figure 1 & 5-7**, there are nine (9) different land use designations contained within the Study Area as shown on Schedule E4 of the City for the Central Planning District. The uses permitted within each designation has been summarized in the table below.

Table 2. Summary of Land Use Designations (Central Planning District - Schedule E4)

Land Use Designation	Summary of Permitted Uses
Low Density Residential Designation	<ul style="list-style-type: none"> Permits a range of low-density housing types. Density is set at between 20-32 units per hectare of land. This includes single detached, semi-detached, duplex, triplex, fourplex and townhouse dwellings.
Medium Density Residential Designation	<ul style="list-style-type: none"> Permits a range of low-density and medium-density housing types. Density is set at between 25-99 units per hectare of land. This includes all uses permitted within the low density designation and apartment dwellings.

Land Use Designation	Summary of Permitted Uses
High Density Residential Designation	<ul style="list-style-type: none"> Permits medium-density and higher density housing types. Density is set at 85 units per hectare of land or greater. This includes triplex, quadruplex, fourplex, townhouses and apartment dwellings and permits a higher density of units per hectare of land in comparison to the other residential designations.
Arterial Commercial	<ul style="list-style-type: none"> Permits retails and service commercial uses, excluding large scale retail food stores and adult oriented uses. Other permitted uses include institutional, office, civic, cultural and indoor recreation uses.
Community Commercial	<ul style="list-style-type: none"> Permits a range of commercial uses intended to provide concentrations of commercial activity to support day to day shopping needs. Other permitted uses include institutional, civic, cultural, indoor recreation, entertainment, and residential apartment dwelling units. Auto dealerships, adult oriented uses, and hotels are not permitted within this designations.
General Employment	<ul style="list-style-type: none"> Permits a full range of industrial operations, industrial service uses, knowledge based employment and business opportunities This includes operations such as transportation terminals, repair activities, service trades, construction activities, warehouse, storage, car wash, knowledge based research or technology based uses, and more.
Mixed Use	<ul style="list-style-type: none"> Intended to provide a broad mix uses including medium- and higher-density housing, commercial uses, local office and institutional space, as well as indoor recreation and cultural facilities that primarily serve the surrounding neighbourhood and community. Permits work live accommodations, retail and service uses on the ground floor of a mixed use building, and commercial, institutional and recreational uses. This designation prohibits vehicle sales and auto related service facilities.
Parkland and Open Space	<ul style="list-style-type: none"> Permits private and public parks, open spaces and linkages, cemeteries, active or passive indoor and outdoor recreational facilities, cultural heritage and essential operations for service infrastructure and utilities subject to certain criteria.
Natural Area	<ul style="list-style-type: none"> This designation is used to identify Natural Hazard Lands and/or Natural Heritage. Within the Study Area, there are significant woodlands and wetlands with significance.

Of particular note are 282 and 285 Ontario Street which are currently designated as Mixed Use, following approval of OPA 26.

In addition to Policy 15.2.1 e) which directs that a Secondary Plan be undertaken for 282 and 285 Ontario Street, Section 16.21 of the OP outlines that the City may undertake a Secondary Plan Study for a defined area and adopt a Secondary Plan by way of an amendment to the Official Plan.

The future Ontario Street Corridor Secondary Plan will provide revised and refined land use designations and policies than what is currently existing within the Central District.

Schedule F1 of the GCP also envisions a future trail within the Twelve Mile Creek Valley, extending from Ontario Street within the Southern Corridor and traveling north to the QEW.

5.2.1 Cultural Heritage Policies

The GCP contains policies and guidelines for the protection and enhancement of cultural heritage and archaeological resources within the City. Section 3 identifies cultural heritage resources, such as the physical artefacts, buildings, structures, sites or landscapes that are of cultural heritage value or interest at the local to national level and commits the City to inventorying, surveying, and evaluating heritage properties. Heritage value is assessed using criteria aligned with Ontario Regulation 9/06 and in consultation with the St. Catharines Heritage Advisory Committee. The Official Plan provides direction for identifying, managing, and conserving cultural heritage, including requiring Cultural Heritage Impact Assessments when development may adversely affect heritage resources. Archaeological resources are also addressed in Section 3, with requirements for archaeological assessments and appropriate conservation or preservation measures where applicable.

Three listed properties are present within the Southern Corridor (1 Welland Avenue, 180 Ontario Street, and 190 Ontario Street). According to the heritage register, the buildings on these properties were constructed between the late 19th and early 20th centuries. The four properties contain two and a half storey residential buildings that utilize brick and siding of different styles, and each of the three listed properties appear unique from one another in their architectural style. There are no designated properties or buildings within the Secondary Plan Study Area.

The Linhaven/Lincoln County Home Cemetery is located within the Study Area, situated in the northern corridor at 373 Ontario Street; it is neither listed nor designated, and no markers remain within the burial ground.

Table 3. Heritage Properties within Ontario Street Secondary Plan Study Area

Type of Heritage Property	Number within Secondary Plan Area
---------------------------	-----------------------------------

Listed	3
Designated	0

5.3 City of St. Catharines Zoning By-law

The City of St. Catharines Zoning By-law 2013-283 (Zoning By-law) implements the policies of the City’s Official Plan by regulating the use and character of lands, buildings, and structures within the City in conformity with the policies of the Official Plan. The Secondary Plan Study Area contains eleven (11) different zones, inclusive of residential, commercial, employment and greenspace zones. Any development proposed on a property must conform to the zoning standards which are in effect. The existing zones are outlined in **Table 4**:

Table 4. Zones within Ontario Street Secondary Plan Study Area

Zones	
Residential Zones <ul style="list-style-type: none"> • Low Density Residential (R2) • Medium Density Residential (R3) • High Density Residential (R4) <i>(Site-Specific Provision)</i> 	Commercial Zones <ul style="list-style-type: none"> • Local Convenience Commercial (C1) • Community Commercial (C2) • Arterial Commercial (C3)
Greenspace / Natural Area Zones <ul style="list-style-type: none"> • Conservation / Natural Area (G1) • Minor Green Space (G2) • Major Green Space (G3) 	Mixed Use / Commercial-Residential Zones <ul style="list-style-type: none"> • Medium Density Mixed Uses(M1)
Employment / Industrial Zones <ul style="list-style-type: none"> • General Employment (E2) <ul style="list-style-type: none"> ○ Note, 282 and 285 Ontario Street are zoned General Employment, notwithstanding their Mixed Use land use designation. 	

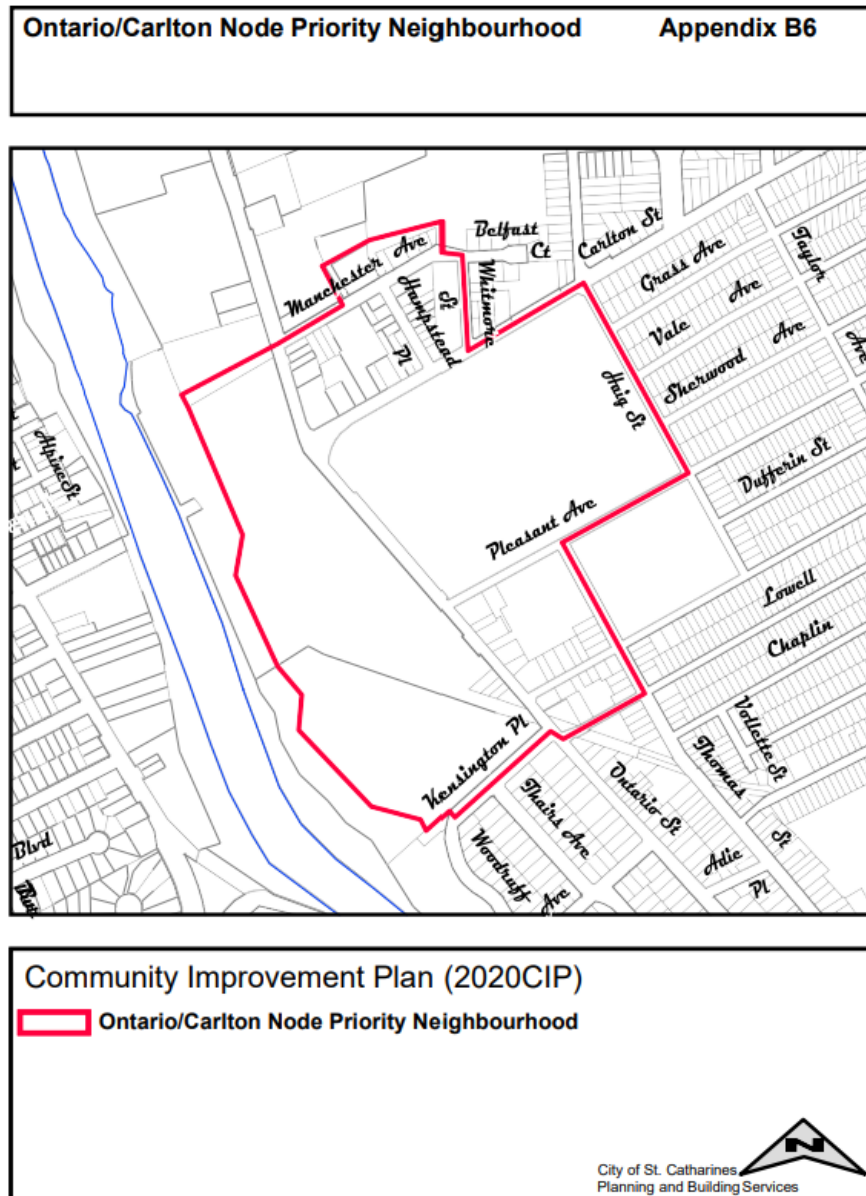
For a fulsome list of the permitted uses within each zone, please refer to the City of St. Catharines Zoning By-law.

5.4 St. Catharines Community Improvement Plan (2020CIP)

The City of St. Catharines 2020 Community Improvement Plan (2020CIP) offers various financial incentives to aid and encourage redevelopment projects across the City. The

2020CIP is currently undergoing an update which will be presented to Council within the year. The 2020CIP offers funding for projects such as brownfield remediation, building façade improvements, and accessory dwelling units. The 2020CIP identifies priority neighbourhoods, which are areas of emphasis for community renewal initiatives. Nearly the entire Central Corridor is identified as a priority neighbourhood within Appendix B6 of the 2020CIP, see **Figure 10**.

Figure 10. Ontario/Carlton Priority Neighbourhood



The 2020CIP offers six (6) incentive programs: Tax Increment Finance Program, Brownfield Tax Increment Finance Program, Brownfield Tax Assistance Program, Façade Improvement Program, Accessory Dwelling Unit Program and Downtown

Forgivable Loan Program. Of the six programs, the Downtown Forgivable Loan Program is the only one not applicable to the study area.

Programs of note for the Secondary Plan include:

- **Brownfield Tax Increment Finance Program (BTIF)** which provides a tax incentive to help offset project costs for redevelopment, conversion and/or intensification of underutilized or previously developed lots which: also requires environmental remediation approved by the Ministry of the Environment, Conservation and Parks (MECP) prior to redevelopment of the property.
- **Brownfield Tax Assistance Program (BTAP)** which provides a tax incentive to help offset project costs specific only to environmental remediation of previously developed properties that are usually, but not exclusively, former industrial (brownfield) or commercial (greyfield) lots that may be underutilized, derelict or vacant: and, where a RSC, or other remediation approval by the MECP is required to facilitate a future new standard of use on the property.

The City's CIP 2020 is currently under review and following task force recommendations and community consultation, CIP 2026 is expected to be considered by Council in Q2 2026.

5.5 Summary of Policy Documents

Collectively, the Provincial, Regional, and Municipal policy frameworks establish a clear and aligned foundation for reinvestment and redevelopment within the Ontario Street Corridor. Across all levels of policy, there is consistent direction to accommodate a broader mix of land uses and housing options, support intensification within built-up areas, optimize existing servicing and transportation infrastructure, and enhance accessibility, equity, and overall quality of life.

The policy documents noted above provide a cohesive and supportive framework for shaping the Ontario Street Corridor Secondary Plan. They align closely with the City's Strategic Plan related to sustainable growth, housing diversity, economic vitality, environmental stewardship, mobility choice, and community well-being. This alignment ensures that the Secondary Plan will be both forward-looking and firmly grounded in an integrated, policy-supported vision for the corridor's evolution.

6.0 Conclusion

This Ontario Street Corridor Secondary Plan Background Report establishes a comprehensive foundation for guiding one of St. Catharines' most significant areas of future growth and transformation. The Study Area, which follows Ontario Street from the QEW to Welland Avenue plays a critical role as a major gateway into the city and consists of a diverse mix of commercial, residential, and industrial uses. The corridor is projected to experience substantial population and employment growth over the coming decades.

The analysis of existing conditions highlights the distinct character of the North, Central, and South Corridors. 282 and 285 Ontario Street remain central to the long-term vision for a mixed-use, transit-supportive community. Their redevelopment will be closely tied to the remediation, which will require phased investigation, risk assessment, and mitigation measures consistent with provincial requirements.

On going community engagement has reinforced the importance of environmental remediation, addressing transportation constraints, enhancing active mobility, expanding parkland and natural area connections, and ensuring that new development supports housing affordability, high-quality urban design, and a complete community structure.

Ongoing infrastructure initiatives such as the Ontario Street Environmental Assessment, the City's Transportation and Active Transportation Master Plans, and forthcoming servicing master plans will play a critical role in shaping feasible development scenarios. They will also help ensure that growth is supported by coordinated infrastructure investments, including active transportation and transit improvements, within the Study Area.

Ultimately, the findings of this Background Report provide a clear platform for the next phases of the development of the Secondary Plan. As the Secondary Plan process progresses, continued public engagement will be essential to ensuring that the Ontario Street Corridor evolves into a connected, resilient, and vibrant urban district that reflects the aspirations of St. Catharines' residents and the strategic goals of the City.

Following release of this Background Report, an Open House will be held to gather community input on the Ontario Street Corridor Secondary Plan. Additional future engagement opportunities will include a detailed community visioning process to allow the public to help shape the future of the Ontario Street Corridor through the preparation of alternative land use concepts. These alternative land use concepts will directly influence the preferred land use concept and relevant Secondary Plan policies ahead of approving the Secondary Plan.

The Mayor has directed staff pursuant to Section 284.3 of the Municipal Act to bring the proposed Secondary Plan to Council for consideration by November 2026.

7.0 Appendices

Appendix A – 282 and 285 Ontario Street Contamination Summaries

Appendix B – Study Area Terms of Reference

Appendix B1 – Updated Project Schedule

Appendix C – Mapping

Appendix D – PPS, NOP, GCP Policy References

Appendix A – 282 and 285 Ontario Street Lands Contamination Summaries

A1.1 Review of Environmental Studies Available

A1.1.1 282-285 Ontario Street – Feb 2020 Surface Water Quality Sample Results, 02/2020

In February 2020, the Ministry of the Environment, Conservation and Parks (MECP) conducted surface water sampling within Twelve Mile Creek and at nearby storm sewer outfalls in the vicinity of 282 and 285 Ontario Street. Analytical results were compared against Provincial Water Quality Objectives (PWQO) and, where applicable, Canadian Water Quality Guidelines (CWQG).

Key observations from this monitoring included:

- The storm sewer outfall associated with 282 and 285 Ontario Street west plant was dry at the time of sampling and therefore not sampled.
- General water chemistry parameters were within typical ranges for urban surface water, with some variability in conductivity.
- Metals exceedances were noted at several locations.
- Volatile organic compounds and semi-volatile compounds were generally not detected or were below applicable criteria.
- Some polycyclic aromatic hydrocarbons (PAHs) exceeded guidelines at a municipal storm sewer outfall.
- Polychlorinated biphenyls (PCB) detections were identified at storm sewer outfalls; however, results were reported to fall within ranges observed at non-source locations in Twelve Mile Creek during wet weather conditions.
- Samples collected downstream of the outfalls adjacent to 282 and 285 Ontario Street were below detection limits for PCBs.

Overall, the results were interpreted within the broader context of watershed conditions and ongoing monitoring programs

A1.1.2 Surface Water Results – 282 and 285 Ontario Street – Ministry Response and Next Steps, 06/28/2021

The MECP provided an update to the City of St. Catharines Council summarizing findings from multiple sampling events conducted during 2020 and outlining next steps related to PCB investigations.

Key conclusions presented by the Ministry included:

- No measurable impacts to overall water quality in Twelve Mile Creek were identified.
 - A localized PCB source was associated with infrastructure on the property (identified as an oil-grit separator).
 - Monitoring results were considered within expected ranges when compared to applicable benchmarks including PWQO, CWQG, and typical urban stormwater conditions.
-

-
- Groundwater flow was interpreted to be toward Twelve Mile Creek, reducing potential for off-site migration toward nearby residential areas.
 - Niagara Region Public Health indicated no evidence of unusual health outcomes associated with conditions near 282 and 285 Ontario Street.
 - Mitigation measures, including upgrades to stormwater infrastructure, were supported by regulatory agencies.

The Ministry also noted that a work plan had been submitted by the property owner to address PCB-related concerns, with further evaluation to occur following completion of remediation activities.

A1.1.3 PCBs in Stormwater – 282 Ontario Street, MTE Presentation to Council, revised draft, 05/12/2022

Presentations prepared by MTE Consultants outlined a series of site cleanup and improvement measures to be implemented at the property, including:

- Removal of liquid wastes and designated substances.
- Abatement within remaining structures.
- Cleanout and maintenance of oil-grit separators.
- Removal of PCB-impacted storm sewer sediments (December 2021 and May 2022).
- Removal of impacted concrete from former machine pits.
- Off-site disposal of impacted materials at approved facilities.

Groundwater monitoring conducted through a network of on-site monitoring wells was reported to indicate conditions meeting applicable residential land use standards at the time of reporting. Storm sewer sediment removal activities and related infrastructure improvements were also noted, with follow-up monitoring indicating reductions in PCB concentrations in stormwater following these works.

The presentation also outlined a proposed remedial approach to further manage site runoff and minimize the potential for off-site migration of contaminants. This approach included the design and construction of a temporary stormwater management system, described as the “Final Solution to Off-Site PCBs: Plan and Implementation, Temporary Stormwater Management and PCB Termination Strategy,” with an anticipated completion timeframe of March 2023. As presented, the system was intended to retain and control surface water on site through both quantity and quality controls. Conceptual elements included a stormwater management pond to be constructed under an Environmental Compliance Approval in the northern portion of the site, a perimeter drainage ditch directing flows to the pond, and a low berm around the site to contain runoff. The proposed design also included a batch treatment system to facilitate treated discharge meeting applicable municipal and provincial requirements. These materials describe measures that were proposed and/or under consideration at the time of presentation.

A1.1.4 November 2025 Stormwater Management Pond Sampling – 282 Ontario Street, St. Catharines, ON, MTE Consultants, 12/16/2025

Recent materials prepared by MTE Consultants summarize ongoing monitoring of the temporary stormwater management system at 282 Ontario Street, which was installed to retain and control stormwater on site and prevent uncontrolled discharge. The system includes perimeter berms and drainage features directing runoff to an on-site stormwater management pond, with treatment measures implemented as required under applicable approvals.

Sampling of the stormwater management pond conducted in spring 2024 and November 2025 indicates that analytical results met applicable Niagara Region Sewer Use By-law criteria, and polychlorinated biphenyls (PCBs) were not detected in any samples. The monitoring program was undertaken to evaluate pre-treatment water quality and confirm that stormwater remains effectively managed within the site.

Available information indicates that all previous discharge points from the property have been capped and that stormwater is currently contained on site unless treated and released in accordance with regulatory requirements. The temporary system is intended to remain in place until redevelopment occurs, and a permanent stormwater solution is implemented.

These findings provide additional context regarding ongoing site management and support the understanding that stormwater controls and monitoring are being used to manage potential environmental risks associated with historical site conditions.

A1.2 Contaminants of Concern and Impacted Media

Given the historical industrial and commercial activities understood to have occurred on and in the vicinity of the properties, there is potential for environmental impacts to be present; however, a detailed review of available environmental reports and supporting documentation has not yet been completed. Contaminants typically associated with such activities may include petroleum hydrocarbons, polychlorinated biphenyls (PCBs), metals, and other compounds commonly linked to manufacturing and industrial operations.

The nature and extent of any potential impacts, as well as the media that may be affected (e.g., soil, sediment, groundwater, and surface water), will be evaluated following receipt and review of available environmental information. Any future assessment would be undertaken with consideration of applicable provincial regulatory criteria, including Ontario Regulation 153/04, and relevant site-specific factors such as the proximity to Twelve Mile Creek.

A1.3 Screening-Level Risk Review

Available information suggests that environmental conditions at 282 and 285 Ontario Street have been subject to regulatory oversight, remediation, and ongoing monitoring. When those reports are available, a screening level risk review will be completed.

A1.4 Development Limitations and Environmental Constraints

Redevelopment of brownfield properties requires careful consideration of technical, financial, and regulatory factors that can influence project timing and implementation. 282 and 285 Ontario Street represent a significant brownfield redevelopment opportunity within the corridor, and while substantial investigation and remediation have already been undertaken, additional environmental review, remediation and planning considerations will be required as redevelopment progresses.

Key considerations may include:

- Completion of updated environmental investigations and applicable regulatory approvals;
- Potential soil and groundwater remediation or implementation of risk management measures;
- Management of excess soil during construction activities;
- Coordination with the Ministry of the Environment, Conservation and Parks (MECP) and other regulatory agencies;
- Long-term monitoring or engineering controls where required; and
- Integration of stormwater and groundwater protection measures into site design.

These considerations can be appropriately addressed through established brownfield redevelopment and environmental review processes in Ontario. Environmental conditions at 282 and 285 Ontario Street will be addressed within the provincial regulatory framework, and then redevelopment can proceed through established approval processes that support safe and compatible future land uses.

Appendix B – Study Terms of Reference

Ontario Street Corridor Secondary Plan Study

Terms of Reference



Table of Contents

1. Purpose	2
2. Context	2
3. Study Focus	3
3.1 Study Area.....	3
3.2 Scope	5
3.3 Guiding Principles/Objectives	5
4. Study Organization/Administration/Management	8
4.1 Budget.....	8
4.2 Stakeholders/Roles.....	8
4.3 Study Technical Advisory Committee	11
4.4 Public Engagement.....	12
5. Study Components/Deliverables/Timeline	13
5.1 Study Components/Deliverables.....	13
5.2 Study Timeline.....	15

Ontario Street Corridor Secondary Plan Study

Terms of Reference

1. PURPOSE

The following sets out the Terms of Reference to undertake a comprehensive land use study, and development of a Secondary Plan, for the lands described herein as the 'Ontario Street Corridor Secondary Plan Study Area'. The study area boundary is more specifically defined in Section 3 below and shown on Appendix 1.

The purpose of a Secondary Plan is to establish a clear vision, goals, objectives, land use policies and permissions, and the implementation strategies required to guide the future development of the subject area.

This Terms of Reference sets out the scope and process for the Secondary Plan study, including the context and planning framework, guiding principles and objectives, administration, budget, study participants and stakeholders, public engagement, required tasks, and a work plan and timeline to complete the study.

2. CONTEXT

The primary focus of the study are the lands known municipally as 282 and 285 Ontario Street (Appendix 1). Since 1929, these properties have been owned and used by General Motors or associated subsidiaries for an auto manufacturing operation. The manufacturing plant closed in 2010, and the properties were sold in 2014. Most of the existing buildings and structures on site have since been demolished and the majority of the site is now vacant. The current ownership has stated interest to pursue future development on the lands for residential and mixed use purposes.

The historical use of these lands has helped shape the City's economic, social, cultural, and physical landscape and fabric of the City. The future use of the lands will also help shape the City's landscape for generations to come.

Triggered by the closure of this long-standing industrial use, and what is now a mostly vacant, 20 hectare (50 acre) brownfield site located in the middle of the city, City Council directed staff to evaluate the conversion of the industrial lands to allow for future alternative residential and mixed use development.

The properties have long been designated 'employment' (industrial) in the City's Official Plan. The conversion or re-designation of employment lands for alternative uses requires an Official Plan Amendment.

Provincial land use policy requires that an Official Plan Amendment to convert or re-designate employment lands must first be based on a municipal-wide Land Needs

Assessment (LNA). The LNA evaluates existing development capacities for all uses across the City, future land needs necessary to accommodate forecasted population, housing, and employment job growth, and identifies opportunities to re-align the City's land use structure and land use permissions to best support the growth forecast.

In 2017, the City undertook a LNA which formed the basis for Amendment 26 to the City's Official Plan. Official Plan Amendment 26 (OPA 26) was adopted by City Council on November 30, 2020, and further adopted by the Region of Niagara (upper tier government approval authority) on March 25, 2021. The amendment was subsequently appealed to the Ontario Land Tribunal (OLT) but was dismissed in its entirety by OLT decision on April 7, 2022.

Among other matters, OPA 26 does the following:

- re-designates the lands known municipally as 282 and 285 Ontario Street from 'employment' to 'mixed use' to provide for the development of alternative uses on the site, including residential, commercial, office, institutional, recreation, as well as employment uses;
- requires that the subject lands are to be planned for future development through the creation and approval of a Secondary Plan.

The LNA and adoption of OPA 26 represent the completion of the first two planning components necessary to facilitate Council's direction to evaluate and plan for alternative uses on the subject lands. The next step is to undertake a Secondary Plan study to provide a greater level of detail, and more specifically identify and evaluate land use opportunities, permissions, policies and implementation strategies to guide the future development of the lands.

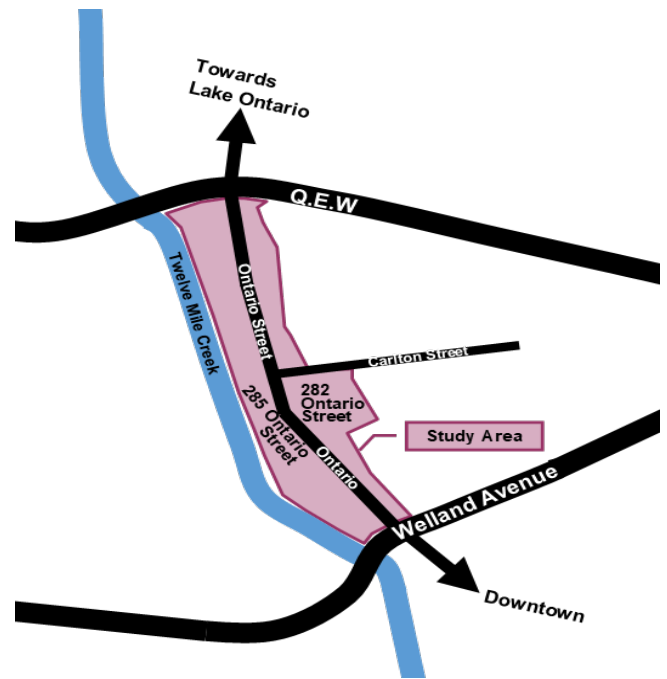
3. STUDY FOCUS

3.1 Study Area

The primary focus of the study is 282 and 285 Ontario Street. However, given the size and strategic location of these lands within the City, they cannot be looked at in isolation. The study area also includes the lands to the north and south of the properties along the Ontario Street corridor from the QEW Highway in the north to Welland Avenue in the south.

Ontario Street is a Regional arterial road and represents a primary and significant gateway into the City and the downtown core from the QEW Highway.

Each of 282 and 285 Ontario Street are approximately 10.0 hectares (25 acres) in size, and are the 2nd and 3rd largest vacant developable properties in the City's urban area. These properties are situated across the street from one another on the east (282) and west (285) side of Ontario Street, and are located approximately halfway (1.2 km) along the Ontario Street corridor between the QEW and downtown St.Catharines. It would be remiss not to evaluate 282/285 Ontario Street in conjunction with the Ontario Street corridor lands to the north and south in a comprehensive, cohesive, integrated and connected manner.



The corridor lands north and south are distinct from each other with respect to parcel fabric, land use and built form, and certainly distinct from 282/285 Ontario Street.

Most of the north corridor lands from Carleton St. to the QEW are primarily designated Arterial Commercial in the Official Plan, with a larger sized parcel fabric, and supporting uses primarily catering to the travelling public, and auto related uses. It is one of only two Arterial Commercial designated areas in the City and provides an important function in serving community needs.

The south corridor lands from Pleasant Avenue to Welland Avenue, and directly leading into the downtown core, are mostly comprised of a small parcel fabric and a mix of smaller scale residential and commercial uses. This area also includes a larger scale employment use located immediately adjacent to 285 Ontario Street, as well as 10 Pleasant Avenue, a 1.2 hectare (3 acre) vacant site located to the east and adjacent to 282 Ontario Street. This site was previously used for parking to serve the adjacent auto manufacturing operation. It is designated for medium density residential use in the Official Plan, and is currently under the same ownership as 282/285 Ontario Street. The south corridor lands also include Alex MacKenzie Park, a major city-wide community park, located immediately adjacent to 10 Pleasant Avenue to the east.

Recognizing the different typology, character and use of the three areas (282/285 Ontario, north and south corridors), the study focus is different for each area. The focus for 282/285 Ontario Street is brownfield redevelopment. For the adjacent north and south corridors of Ontario Street, study emphasis is primarily geared towards context sensitive site and neighbourhood design initiatives (built form, streetscape, complete streets, open space, climate change, etc) rather than any significant changes to land use permissions.

In addition to the above, the study will also evaluate the impact, implications, integration and transition of future development within the study area with that of the lands adjacent to the study boundaries, or area of influence, primarily the 12 Mile Creek valley lands to the west and established residential neighbourhoods to the east of the study area boundaries.

The study area boundaries, including the three sub-areas (282/285 Ontario Street, north and south corridors), and the approximate area of influence, are set out in Appendix 1, and which also includes Official Plan mapping of the study area.

3.2 Scope

The study is to be undertaken consistent with, and in support of, the goals and objectives of City Plans and other initiatives, including but not limited to the following:

- City's Corporate Strategic Plan
- Official Plan (Garden City Plan)
- Transportation Master Plan
- Parks Policy Plan
- Recreation Facility and Programming Master Plan
- Culture Plan
- Asset Management Plan
- Accessibility Plan
- Climate Adaptation Plan

Where applicable, the study will also be informed by the Region of Niagara's Official Plan, Transportation Master Plan, and Master Servicing Plan.

3.3 Guiding Principles/Objectives

In addition to 3.2 above, the study is to be guided by the following primary objectives and determinants. To properly plan for the area, the objectives are very much interrelated.

Land Use

To support the development of a dynamic, connected, efficient, more compact and higher density mixed use neighbourhood centered around 282/285 Ontario Street, providing for a range of primarily medium and higher density housing types, support for attainable housing, and an integrated mix of transit-supportive residential, commercial, cultural, institutional, recreational, open space, parkland and employment uses. The lands are currently designated Mixed Use in the Official Plan which supports a minimum density range of 100 people and jobs per hectare.

Along the Ontario Street north and south corridors, the primary land use focus is to maintain, and where appropriate to enhance, future use opportunities.

Site Remediation

To support time sensitive, cost-effective, and orderly environmental remediation of 282/285 Ontario Street. Given past use, and based on environmental studies to date, there are known contaminants on 282 and 285 Ontario Street. The location and level of contamination, and the approved process and method of remediation will have a direct influence on the planning for location, range and configuration of future uses, parcel fabric, and open space and built form opportunities in the area.

Given the size of the site, it is anticipated that the evaluation and approved process and methods of remediation will need to progress in an iterative, phased, and systematic approach, and will be a key component of the implementation strategy for future development within the study area.

The environmental evaluation and remediation of the lands is a priority for the City and key objective of this study.

Service Infrastructure and Capacity

To provide for efficient, cost-effective, environmentally friendly, resilient and coordinated infrastructure investment to accommodate new growth and sustain existing development, and in doing so:

- to plan for the appropriate and sufficient provision of hard and soft service infrastructure and capacity necessary to accommodate existing and future development opportunities and needs, including transportation and transit, water, wastewater and stormwater management, parkland, open space, recreation, and emergency, community and utility services.
- to address existing and future infrastructure and capacity needs within the study area of influence, and to address broader existing and future community and city-wide infrastructure and capacity needs, and asset management, where applicable.

Integrate/Connect/Design

To embrace a connected community, and complete streets ethic, and to plan for a safe, accessible, serviceable, connected, multi-modal street network, and supporting urban design, green, open space and public realm opportunities for all ages and abilities, and in doing so:

- to facilitate built form and site design that reduces automobile oriented travel and achieves a high quality public realm and architectural design excellence.

- to plan for an integrated and connected built and open space network, identifying opportunities for the creation of new parks, trails, and public realm improvements and open spaces, and the connection and integration of these spaces within the city's broader parks and trail network.
- to provide a cohesive, connected and compatible built form and site design within each study sub area, and throughout the entire study area, and to ensure appropriate transition of built form, design and scale with that of existing development and uses within the area of influence.
- to support a connected, integrated and contiguous streetscape design throughout the study area, recognizing the different use typologies of the 3 study sub areas, and to ensure an animated public realm, and placemaking to strengthen the role and design of the Ontario Street corridor as a major gateway into the city and the downtown.
- to promote an accessible, walkable, useable and connected open space network throughout the study area, supporting active and passive recreational uses, integration with adjacent neighbourhoods, and to facilitate accessible and active linkages to the 12 Mile Creek valley lands and the city's major open space network.

Natural/Cultural Heritage

To protect for and maintain the 12 Mile Creek and associated valley lands as a significant natural heritage feature and water management resource, and to encourage integration of a passive trail system within the natural heritage corridor to support connecting links between the study area and the city's open space network.

To support protection of heritage resources, and through design initiatives and place-making, to recognize and embrace the influence of the areas traditional use in helping shape the social and cultural fabric of the city.

Climate Change

To support climate change mitigation and adaptation design initiatives, including reduction of greenhouse gas emissions, energy efficiency and alternative energy systems, water conservation, enhanced vegetative cover and urban canopy, green building, site and low impact development design, and compact land efficient development.

4. Study Organization/ Administration/ Management

4.1 Budget

The City's current Capital Budget allocates \$225,000 to undertake the Secondary Plan study. The Region of Niagara, through their Smarter Niagara Incentives Program (SNIP), previously committed a grant of \$100,000 towards the study, of which \$59,040 remains to be utilized. A portion of the original grant amount was previously expended to undertake the LNA which formed the basis for OPA 26. The Capital Budget allocation includes the remaining SNIP grant amount.

There are a number of study components and evaluations that need to be addressed to complete a Secondary Plan study, and a typical budget to undertake a study of this size and nature is normally in the range of \$0.5 million. Given the limited study budget, the ability to retain consultant services to undertake the study is constrained. As such, the study will be directed and managed in-house by Planning and Building Services Department staff as part of the department work plan. The Terms of Reference also sets out components to be undertaken through partnerships with the Region of Niagara and landowners.

4.2 Stakeholders / Roles

There are several stakeholders with varying roles to provide evaluation and input into the study, as follows:

City

The City's Planning and Building Services Department will direct and lead the study under the supervision of the Senior Project Manager. A core Project Team will be established and is comprised of the following:

- Senior Project Manager
- Senior Planner (Policy)
- Planner (CIP Coordinator)

The Project Team will be the author of the Secondary Plan, and many components of the study will be undertaken in-house by the Project Team, including:

- study management, administration, coordination;
- prepare, evaluate all background materials, data collection, and policy review;
- prepare and present study reports, updates;
- peer review of terms of reference and findings for all required technical studies prepared by landowner and development proponents;
- coordinate, administer and lead the study public engagement strategy.

The core Project Team will also be supported by additional City staff as outlined in Section 4.3

Retention of outside consultants will be used strategically where deemed necessary to support certain components of study evaluation. It is expected that consultant services will be retained most specifically to support public engagement strategies and provide independent peer review of any study components undertaken by development proponents, landowners and interested parties.

Niagara Region

The Region of Niagara has significant transportation and service infrastructure, investment, and policy interest within the study area, and is the final approval authority for the Secondary Plan.

Regional staff will be a necessary and valued contributor to the study, providing technical expertise and evaluation where necessary, primarily with respect to transportation, service infrastructure and capacity, urban design for the Regional road context, and policy implementation.

Regional staff will have direct representation on the study Technical Working Committee to be established (Section 4.4 below), and participation in the evaluation and review of all study components.

A Memorandum of Understanding will be approved by the City and Region to specifically define respective roles, responsibilities, and contributions to the Secondary Plan study.

Landowners / Development Proponents

The study area is comprised of 171 properties located on approximately 75 hectares (185 acres) of land. All lands within the study area, and area of influence, will be evaluated, and all property owners consulted throughout the study process.

292/285 Ontario Street, 10 Pleasant Avenue

Most impactful to the study are the properties at 282 and 285 Ontario Street and 10 Pleasant Avenue. These are the only significantly sized vacant developable properties in the study area, comprising approximately 30% of study area lands, and will require significant technical study evaluation, including but not limited to traffic, functional servicing, water management, environment, urban design, natural and cultural assessment.

Proponents for development of these properties are responsible to finance and undertake site-specific technical studies to evaluate and justify consideration of development approval on their lands. These studies will help inform the Secondary Plan study and evaluation. Likewise, it is expected that the study principles and objectives in Section 3.3 above, and in-house staff evaluation of the study area, will direct and help inform technical studies required by any development proponents and landowners in the study area.

A coordinated and integrated approach and evaluation of any site-specific studies is necessary to properly plan for and enable the development of a viable, fiscally responsible, and achievable Secondary Plan for the area in support of guiding study principles and objectives.

Transparency and Accountability

A Memorandum of Understanding will be approved between the City and development proponents for 282, 285 Ontario Street and 10 Pleasant Avenue to specifically define roles, responsibilities, and contributions to the study.

Developer proponent studies are intended to provide professional qualified technical information and evaluation, but in no way will pre-determine any specific outcomes of the study. To ensure transparency and accountability, terms of reference, evaluation and results of all technical and site specific studies required by the development proponents will be subject to a robust peer review process by the Study Technical Committee to be established (Section 4.3 below), as well as outside agencies, where required. Outside independent professional qualified consultants will be retained for peer review purposes where warranted.

All technical and independent studies will be made available for stakeholder and public review, and will form part of the public record for the Secondary Plan Study.

Any development applications made on lands within the study area in advance of completion of the Secondary Plan study will be evaluated and guided by current city, upper tier government and agency policies and regulations, guiding study principles and objectives in Section 3.3 above, and Secondary Plan study evaluation to date.

Outside Agencies

There are a number of outside agencies who have land ownership, infrastructure, facilities and/or regulatory authorities and interest within the study area, including the Ontario Power Generation (OPG), Niagara Peninsula Conservation Authority (NPCA), Ministry of the Environment, Conservation and Parks (MOECP), and the Ministry of Transportation (MTO), in addition to local utility service providers including hydroelectric, gas, and telecommunications.

All of these stakeholders will be directly consulted throughout the study process, and further, will provide peer review of terms of reference, evaluation and results of any technical and site studies required by development proponents and landowners where applicable.

Corporate Advisory Committees

The City establishes several Advisory Committees to provide input and advice to City Council on matters related to the cultural, economic, environmental and social sustainability pillars of the City's Corporate Strategic Plan. All of the City's Advisory

Committees will be consulted at the initial stage of study, and to provide input and advice on study findings throughout the process.

Neighbourhood Advisory Committee

The lands within and around the study area will be directly impacted by study recommendations. A Neighbourhood Advisory Committee will be established to help guide, review and provide input into study components. The composition of the Committee will be localized to the study area, and area of influence, and will be comprised of the following:

- 1 to 2 landowner representatives from the Ontario Street north corridor sub-study area
- 1 to 2 landowner representatives from the Ontario Street south corridor sub-study area
- 2 to 3 residents from the area bounded by Geneva Street, the 406 Highway, the QEW and Twelve Mile Creek
- 2 St. Patrick Ward Councillors

The role of the Committee is to speak and provide input on behalf of landowner and resident interests in the study area, and area of influence, and engage in the review and evaluation of study components. It is expected that the Neighbourhood Advisory Committee will meet with the Project Team on a quarterly, or as needed basis. This is in addition to public consultation outlined in Section 4.4.

4.3 Study Technical Advisory Committee

A Technical Advisory Committee will be established to identify, direct, guide, evaluate and recommend study components, and will be led by the study Project Team identified in Section 4.2 above.

The Committee will be comprised of the study Project Team and will also include two other members from the Planning and Building Services Department (Manager of Planning, Senior Planner (Urban Design)), and representatives from other City departments, the Region of Niagara, and the Niagara Peninsula Conservation Authority (NPCA).

The Technical Advisory Committee will be composed of the following:

- City departments:
 - Planning and Building Services (PBS) – five (5) members
 - Engineering, Facilities and Environmental Services (EFES) –two (2) members
 - Community, Recreation and Culture Services (CRCS) – one (1) member
 - Economic Development and Tourism Services (EDTS) – one (1) member
 - Financial Management Services (FMS) – one (1) member

- Region of Niagara, Planning and Development Services – one (1) member
- NPCA – one (1) member

Additional representation on the Committee from City departments and the Region of Niagara may be required on an as needed basis.

4.4 Public Engagement

The historical use of the study lands has helped shape the fabric of the city and the future use of the lands will do so for generations to come. The study cannot just be looked at in isolation of the immediate area and must also be evaluated on community and city-wide perspectives.

Neighbourhood and community wide public engagement, consultation and input is also a critical partner in the success of the Secondary Plan study. The public is a critical stakeholder in the study, any and all public review and input into the study exercise and development of a recommended Secondary Plan is welcomed and encouraged.

Public engagement and facilitation will primarily be orchestrated and conducted by the study Project Team. It is anticipated that outside consultant services will be retained to support certain components of the public engagement strategy.

The study will undertake a robust, accessible, systematic, informative, interactive and accountable public engagement process, and will include:

- an EngageSTC page on the City's website, devoted to providing current information and updates on the study, meeting notifications, and input opportunities.
- multi-media publication of study status, meeting notifications, and input opportunities (city webpage, web-based portals, print media, radio/tv, etc.)
- on-site information centre and opportunities for community engagement and participation
- pop-up information/input kiosks
- in-person and/or virtual accessible design charettes, visioning exercises
- attend neighbourhood meetings, consult with any interested individuals/ interest groups city-wide.
- host community wide public forums to provide study analysis, findings, status, and to solicit input and feedback
- systematic study updates to City Council

5. STUDY COMPONENTS /DELIVERABLES /TIMELINE

The study is organized into 6 main phases. The precise range, scope and timing of tasks is intertwined, iterative and may overlap.

5.1 Study Components / Deliverables

1. Project Start-up

- Enter into Memorandum of Understandings with Region of Niagara, active development proponents;
- Formally establish the Technical Advisory Committee and Neighbourhood Advisory Committee, and introductory start-up meetings;
- Provide direct notification to all study area residents, business and landowners if the study area, including those in the identified area of influence;
- Establish a study contact list for stakeholders and interested parties to provide study bulletins, update and information.
- Develop and implement the public engagement strategy (website, web based portals, media, meetings, etc.);
- Host a community wide public forum, and initial introductory meetings with corporate advisory committees, to present and seek input on the study process, evaluation components and deliverables.
- **Deliverable:** Establish study start-up and management protocols. Host a **Public Open House (Q4, 2022).**

2. Information Gathering/ Background Analysis

- Review and analysis of existing land use, typologies, inventories, character, parcel fabric, development capacities, physical conditions/attributes, assessment of natural and cultural heritage, parkland, roads and service infrastructure and capacity;
- Review of existing local, upper tier and agency policy framework and regulations, best practice review;
- Identify current and future local and upper tier Capital works projects and other planning initiatives for the subject area and surrounding community;

- Identify opportunities and constraints for current and future planning initiatives, and required technical study inputs and terms of reference.
- **Deliverable:** prepare a **Background Analysis Report** for review and input by the public, Council, corporate advisory committees, neighbourhood advisory committee **(Q2, 2023)**.

3. Community Visioning / Alternative Land Use Concepts

- To engage in-person and/or virtual opportunities for residents, business, property owners, and other interested stakeholders to actively participate in developing an overall vision and guiding principles for the study area;
- In conjunction with the Background Analysis Report in Phase 1, this visioning exercise will establish three (3) alternative development scenarios for the study area, and form the basis and foundation for further detailed planning analysis;
- **Deliverable:** prepare and present a **Community Vision and Alternative Concepts Report** for review and input by the public, Council, corporate advisory committees, neighbourhood advisory committee **(Q3, 2023)**.

4. Detailed Planning Analysis / Preferred Land Use Concept

- A defined, systematic and transparent evaluation criteria system will be established to assess each of the three (3) alternative concept scenarios established in Phase 3 above, and each of the scenarios will be subject to detailed planning analysis, including but not limited to:
 - land use typology, capacities, built form and site design opportunities, compatibility and impacts
 - functional water and wastewater service infrastructure, capacity needs, opportunities and constraints
 - transportation, traffic and transit capacities, efficiencies, needs, impacts, opportunities
 - stormwater management requirements and impacts
 - environmental sustainability, remediation needs, implications and impacts
 - road, streetscape and open space network connections, accessibility, multi-modal mobility, and public realm opportunities
 - parkland requirements and opportunities
 - natural and cultural heritage protection and integration
 - climate change mitigation, adaptation and resiliency
 - emergency, utility service and community facilities provision, and asset management

- municipal and landowner financial implications and impact
- Based on the above analysis, a preferred Land Use Concept Plan for the study area will be prepared and recommended for endorsement, and will include a preliminary land use policy framework setting out key objectives, development and design standards, and strategies for implementation of the Concept Plan.
- **Deliverable**; prepare and present a **Detailed Analysis / Preferred Land Use Concept Plan Report** for review, input and endorsement by the public, Council, corporate advisory committees, neighbourhood advisory committee **(Q1, 2024)**.

5. **Draft Secondary Plan**

- Based on the evaluation in all subsequent study phases, a detailed land use planning framework, land use policies, standards, implementation strategies and map schedules will be prepared and together will form the draft 'Ontario Street Corridor Secondary Plan'.
- **Deliverable**; prepare and present a **Draft Ontario Street Corridor Secondary Plan and Report** for review and input by the public, Council, corporate advisory committees, neighbourhood advisory committee **(Q3, 2024)**.

6. **Final Draft Secondary Plan for approval**

- Based on the review and input received in Phase 5, a final report and draft Ontario Street Corridor Secondary Plan will be prepared with any necessary refinements and modifications, and presented to Council for formal adoption.
- **Deliverable**: prepare and present the **Final Draft Ontario Street Corridor Secondary Plan** at a legislated public meeting for consideration of formal City Council approval **(Q4, 2024)**.

5.2 **Study Timeline**

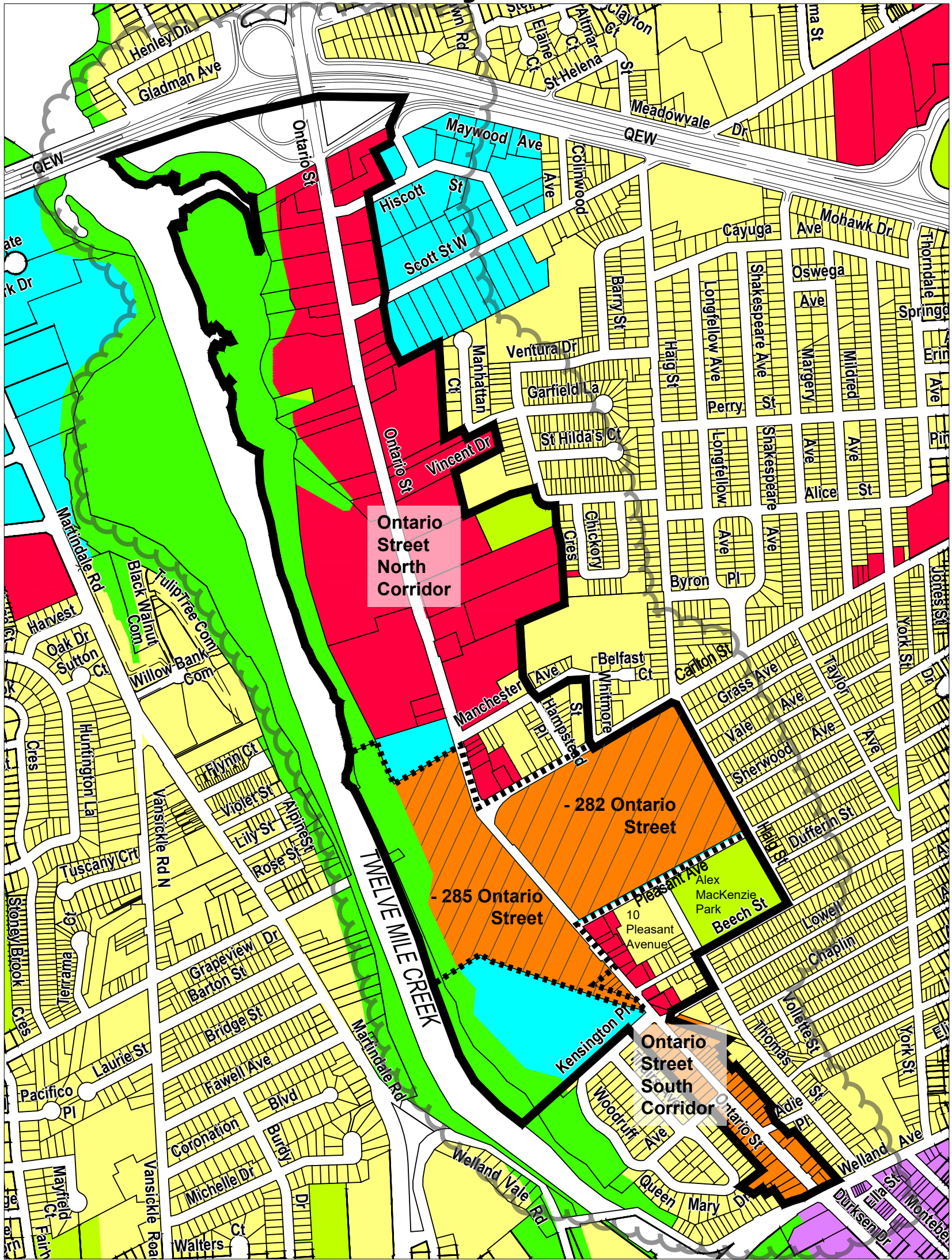
The study start-up will proceed immediately following City Council endorsement of this Terms of Reference. Many of the study components, and timing of tasks, are intertwined, iterative and overlap. The following provides the phasing sequence and estimated timeline for study components and deliverables.




Study Components / Deliverables	2022			2023				2024				2025			
	May 30	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Council endorse Study Terms of Reference															
Study start-up															
Introductory Public Meeting															
Background Analysis															
Background Analysis Report															
Community Visioning															
Community Visioning/ Alternative Concepts Report & Public Meeting															
Detailed Planning Analysis															
Detailed Analysis / Preferred Land Use Concept Report & Public Meeting															
Prepare Draft Secondary Plan															
Draft Secondary Plan, Report & Public Meeting															
Prepare Final Draft Secondary Plan, Report															
Consideration to adopt Secondary Plan at Legislated Public Meeting															



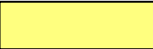






Public Meetings / Deliverables

Ontario Street Corridor Secondary Plan Study Area



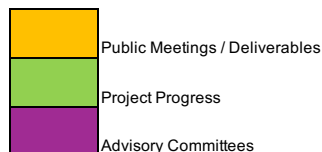
-  Boundary for Ontario Street Corridor Secondary Plan Study Area
-  Boundary of Study Sub Areas
(282/285 Ontario Street, North Corridor, South Corridor)
-  Area of Influence

Official Plan Land Use Designations

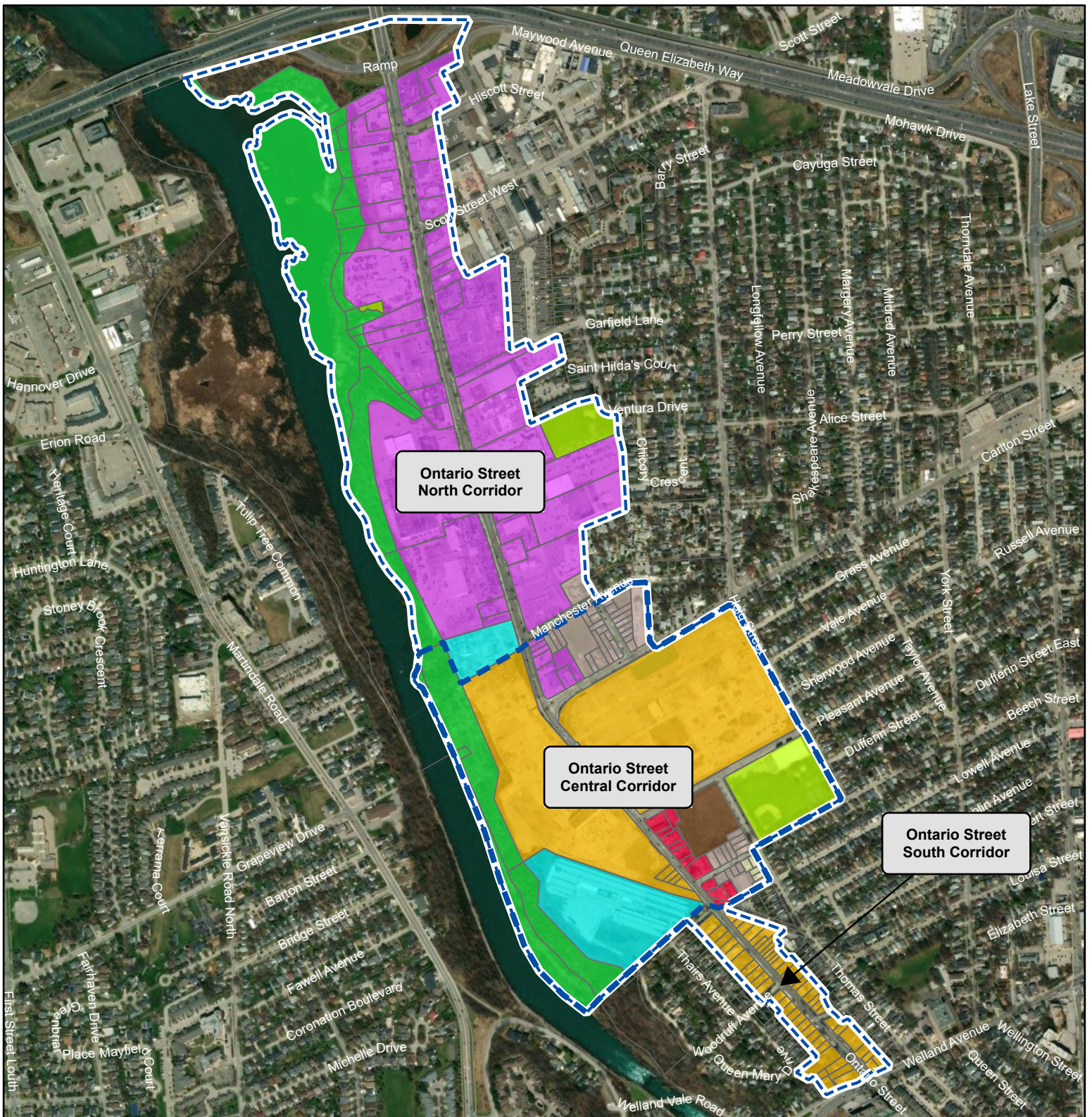
- | | |
|---|---|
|  Neighbourhood Residential |  Mixed Use |
|  Commercial |  Downtown |
|  Parkland & Open Space |  Natural Areas |
|  Employment | |

Appendix B.1 – Updated Study Timeline Chart

Study Components/Deliverables	2025		2026									
	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov
Phase 1 - Project Initiation and Management												
Project Initiation Meeting	Green											
Finalize Work Plan and Timelines	Green											
Communications and Engagement Plan	Green											
Phase 2 - Information Gathering/Background Analysis												
Site Visit		Yellow										
Background Analysis Report	Green	Green	Green	Green	Yellow							
GIS Analysis of Constraints	Green	Green	Green	Green								
Neighbourhood Advisory Committee Meeting			Purple									
Phase 3 - Community Visioning / Alternative Land Use Concepts												
Neighbourhood Advisory Committee Meeting					Purple							
Technical Advisory Committee Meeting					Purple							
Community Visioning Sessions					Yellow							
Community Visioning Summary Report					Green	Yellow						
Concept Plans - Draft and Final (x3)					Green	Yellow						
Open House/Online Engagement on 3 Concept Plans							Yellow					
Neighbourhood Advisory Committee Meeting							Yellow					
Phase 4 - Detailed Planning Analysis / Preferred Land Use Concept												
Establishment of Evaluation Criteria						Green	Green					
Concept Plans Evaluation Technical Report						Green	Green					
Financial and Sensitivity Analysis						Green	Green					
Neighbourhood Advisory Committee Meeting							Purple					
Phase 5 - Draft Secondary Plan												
Prepare Draft Secondary Plan							Green	Green	Green			
Mapping for Draft Secondary Plan							Green	Green	Green			
Open House									Yellow			
Statutory Public Meeting & Council Update									Yellow			
Neighbourhood Advisory Committee								Purple				
Phase 6 - Final Draft Secondary Plan for Approval												
Prepare Final Draft Secondary Plan									Green	Green		
Comment and Response Table									Green	Green		
Council Adoption Meeting										Yellow		



Appendix C – Mapping







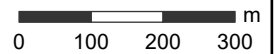
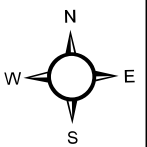
Ontario Street Corridor Secondary Plan - Study Area

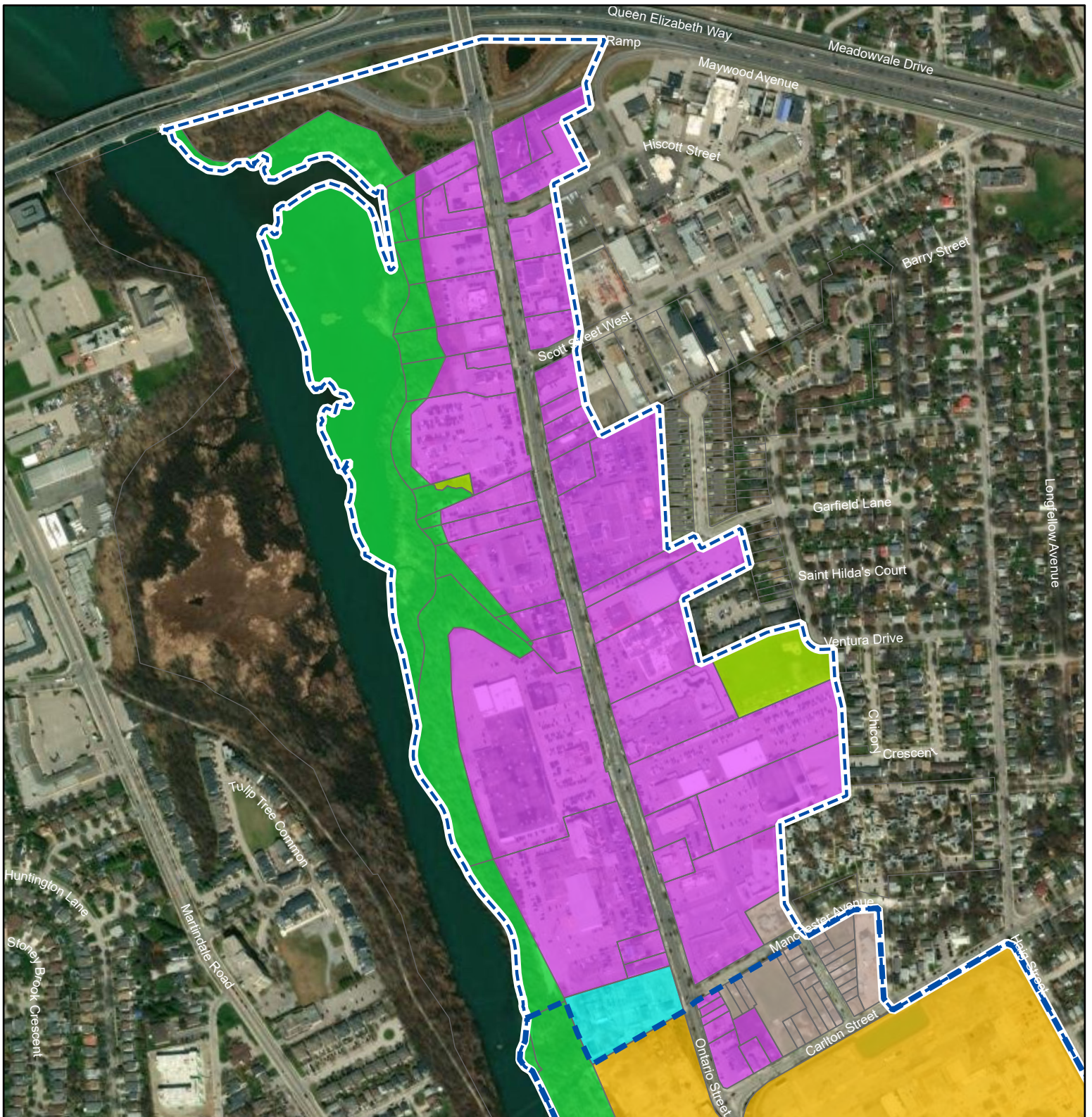
Land Use Designation

- | | |
|---|--|
|  Arterial Commercial |  Medium Density Residential |
|  Community Commercial |  Mixed Use |
|  General Employment |  Natural Areas |
|  High Density Residential |  Parkland and Open Space |
|  Low Density Residential | |

Other Information

-  Roads
-  Parcels
-  Study Area
-  Corridor Boundaries





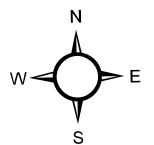
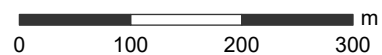
North Corridor

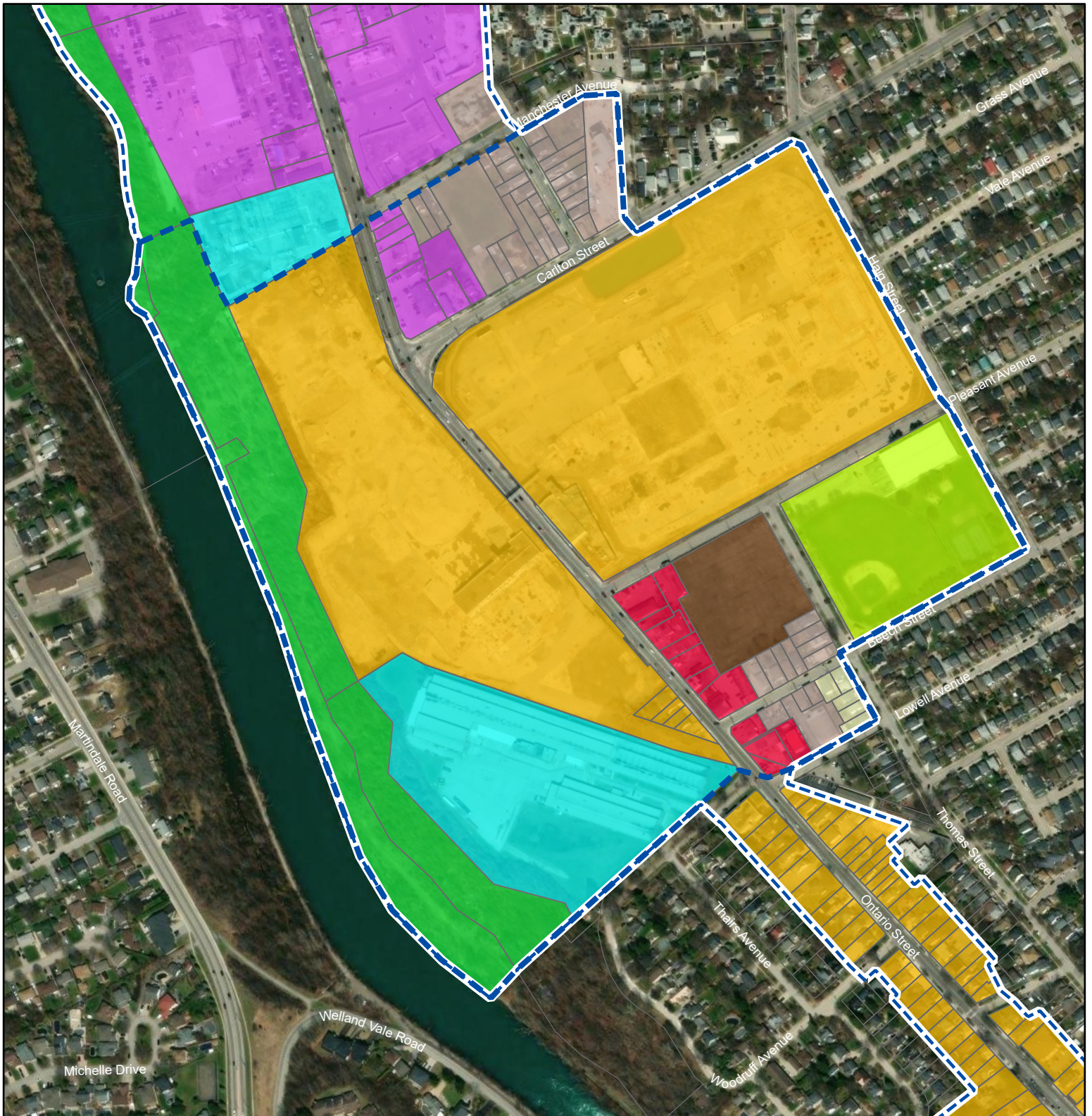
Land Use Designation

- Arterial Commercial
- General Employment
- Medium Density Residential
- Mixed Use
- Natural Areas
- Parkland and Open Space

Other Information

- Roads
- Parcels
- Study Area
- Corridor Boundaries









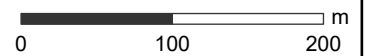
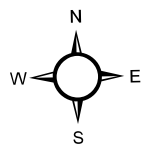
Central Corridor

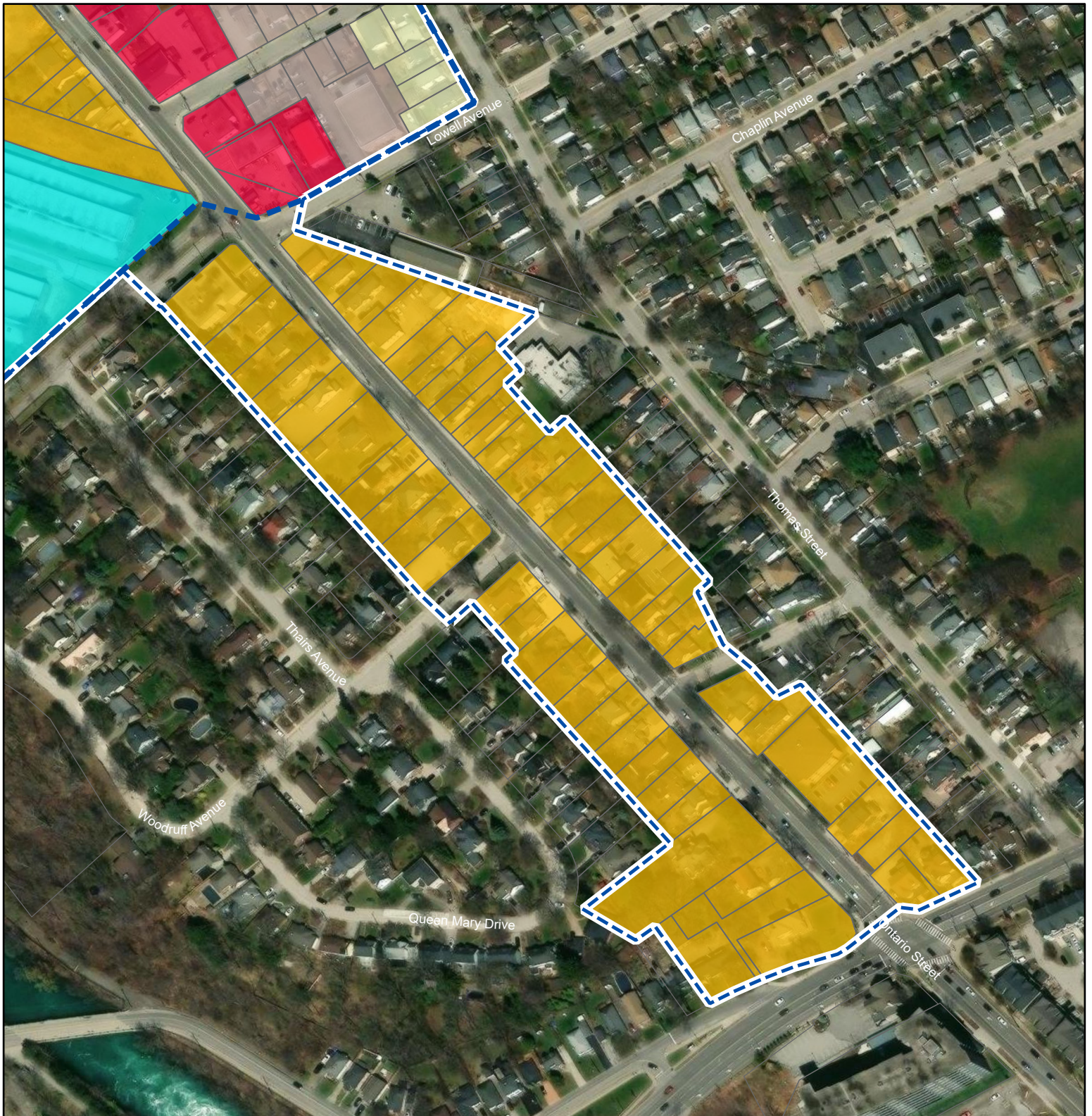
Land Use Designation

- | | | | |
|---|--------------------------|---|----------------------------|
|  | Arterial Commercial |  | Medium Density Residential |
|  | Community Commercial |  | Mixed Use |
|  | General Employment |  | Natural Areas |
|  | High Density Residential |  | Parkland and Open Space |
|  | Low Density Residential | | |

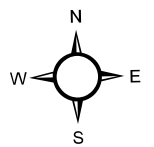
Other Information

- | | |
|---|---------------------|
|  | Roads |
|  | Parcels |
|  | Study Area |
|  | Corridor Boundaries |















South Corridor

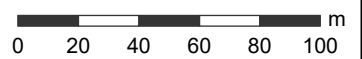


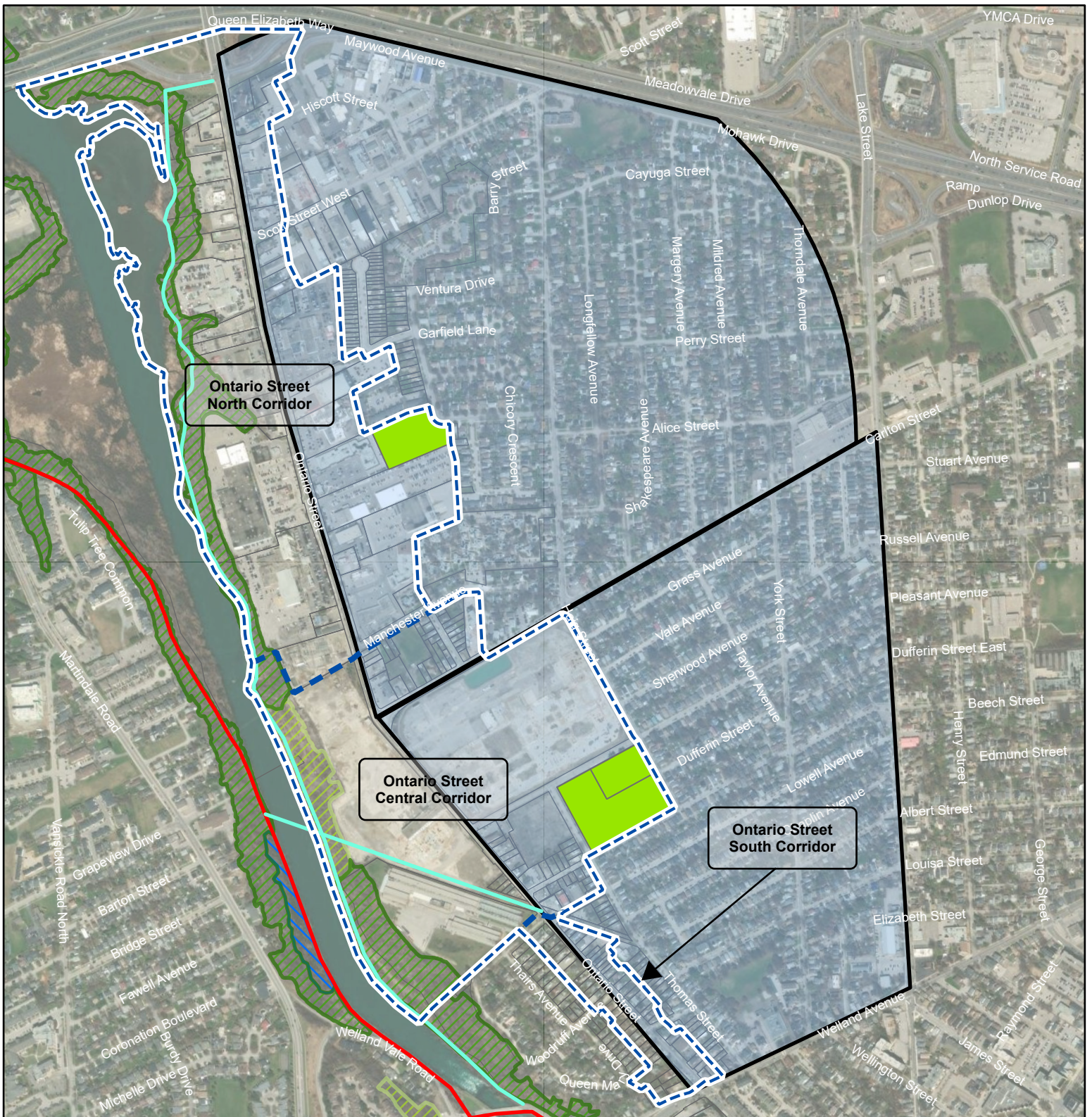
Land Use Designation

- | | |
|--|--|
|  Community Commercial |  Low Density Residential |
|  General Employment |  Medium Density Residential |
|  High Density Residential |  Mixed Use |

Other Information

-  Roads
-  Parcels
-  Study Area
-  Corridor Boundaries

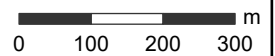
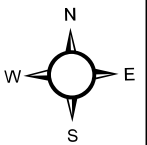


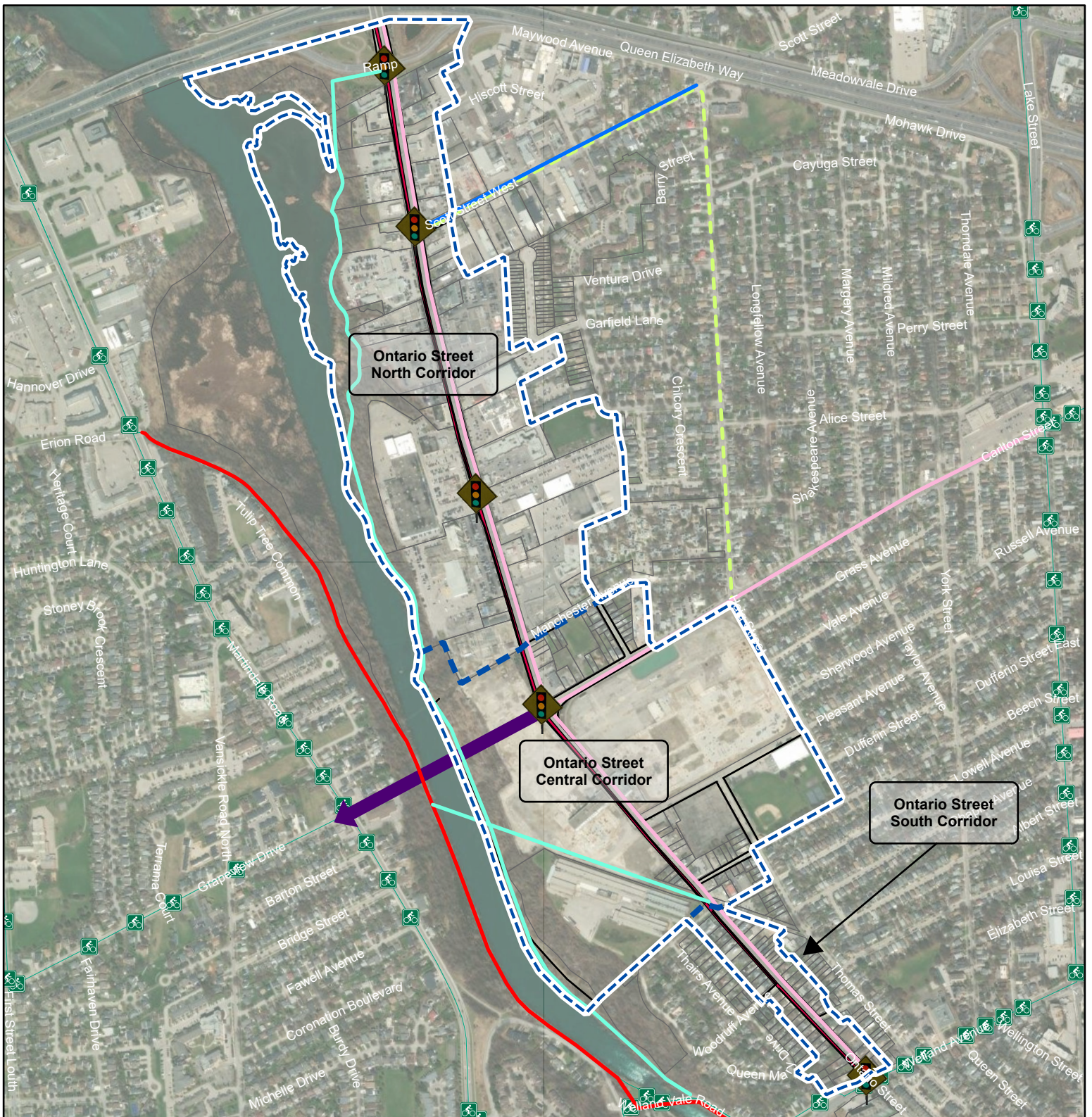


Parks and Natural Heritage

Legend

- Future Trails
- Existing Trails
- - - Corridor Boundaries
- Parks
- 800m Park Buffer (limited by Arterial Roads)
- Significant Woodland
- NES Other Woodlands
- NES Other Wetlands and Non Provincially Significant Wetlands
- Study Area

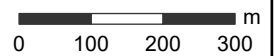
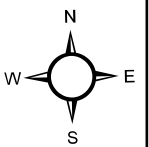


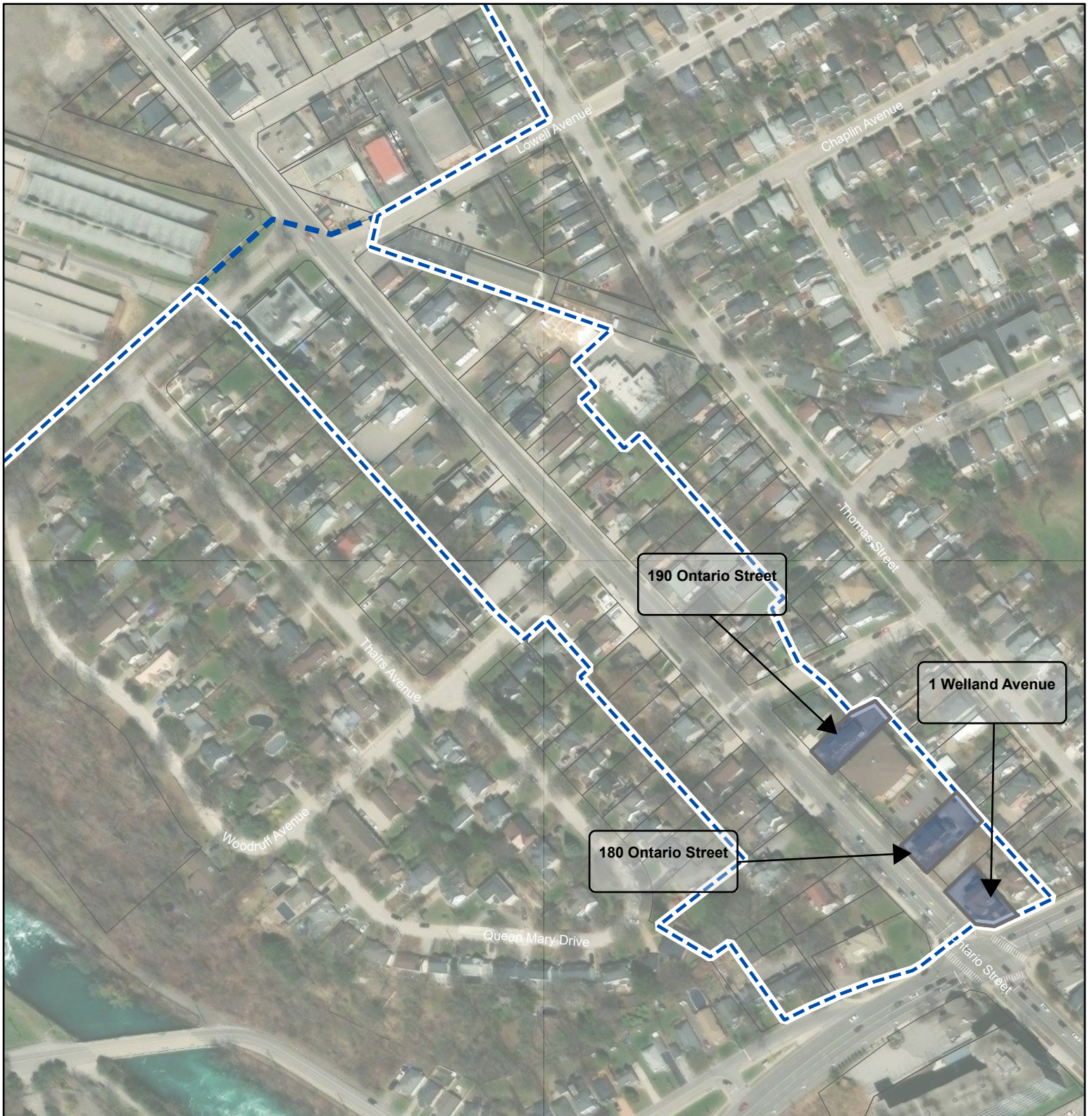


Transportation & Infrastructure

Legend

-  Potential Twelve Mile Creek Connection
-  Proposed Cycling Infrastructure
-  Stop Light
-  Bus Routes
-  Collector Road
-  Study Area
-  Arterial Road
-  Existing Trails
-  Future Trails
-  Bikeways Master Plan
-  Sidewalks

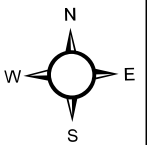




Cultural Heritage

Legend

- Corridor Boundaries
- Study Area
- Listed on City's Non-Designated Cultural Heritage Properties List



***No designated Cultural Heritage Properties are located within the study area*