Creating Healthy Communities

By Using Effective Planning Policies, Strategies & Guidelines/Standards

Brian Dick
Senior Policy Planner
Niagara Region
Overview

Official Plan Policies
Strategies
Guidelines/Standards
Ways to implement these tools at a local level
Official Plan Policies
Active Transportation & Transit
Strategies: *Smarter Niagara* Incentives Program

Focuses on the regeneration of downtowns and brownfields

Local Community Improvement Plans

*Building façade improvements*

*Residential Intensification*

*Public realm improvement*

*Brownfield redevelopment*
Façade Improvements
Residential Intensification

26 Wellington: Downtown St. Catharines
28 residential units
Public Realm Improvements

Incentives for public realm projects that contribute to a healthier built environment
Guidelines/Standards

Model Policy Handbook

Discussion Paper

Pilot Project

Complete Streets for Niagara

Niagara Region

COMPLETE STREETS FOR NIAGARA

www.niagararegion.ca
Guidelines/Standards

Urban Design Guidelines
Guidelines/Standards

Smart Growth Design Criteria

Regional Development Charge Reduction Program

Niagara Gateway Economic Zone and Centre CIP
<table>
<thead>
<tr>
<th>Design Principle(s)</th>
<th>Development Feature</th>
<th>Design Criteria</th>
<th>Resources</th>
<th>Submission Items to Support Application</th>
</tr>
</thead>
</table>
| Pedestrian-Friendly       | Site Design         | 4. To provide for pedestrian friendly-streets **ALL** of the following must be met:  
  - The building setback is the minimum distance as set out in the local zoning bylaw or consistent with the setback of existing buildings along the street; **and**  
  - Trees along streets; **and**  
  - Public and private streets include **traffic calming features**; **and**  
  - Sidewalks are installed along those property lines that abut a street; **and**  
  - For all buildings, a walkway is provided from the door of each building unit to a sidewalk along the street; **and**  
  - In developments with off-street parking, there are safe and clearly demarcated walkways, minimizing passage across parking areas and driveways; **and**  
  - Off-street trails/walkways are provided where needed to minimize travel distances (e.g., connecting cul-de-sacs; connecting to transit stops, access to public spaces) and/or contribute to broader community trail systems. | Model Urban Design Guidelines - 4a.4                                      | Site Plan, Landscape Plan, Photograph(s)                                     |
<p>| Public Realm              |                     |                                                                фон                                                                                                                                                                                                     |                                                                           |                                          |
| Mixed Use                 | Site Design         | 5. At grade, commercial, office and/or institutional uses are incorporated in the development.                                                                                                               | Model Urban Design Guidelines – 4b.3g 4b.3h                                | Site Plan                                                                                 |</p>
<table>
<thead>
<tr>
<th>Design Principle(s)</th>
<th>Development Feature</th>
<th>Design Criteria</th>
<th>Resources</th>
<th>Submission Items to Support Application</th>
</tr>
</thead>
<tbody>
<tr>
<td>Range of Housing Types</td>
<td>Site Design</td>
<td>6. The development includes <strong>ALL</strong> of the following:</td>
<td>Model Urban Design Guidelines – 4a.2a 4a.2b</td>
<td>Site Plan</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Two different types of housing (detached, semi-detached, townhouse, apartments, back to backs); and</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>- At least 25% of the dwelling units are multiples (back to backs, townhouses, apartments).</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Context Sensitive</td>
<td>Cycling Infrastructure</td>
<td>7. The development provides an appropriate number of bicycle parking, storage facilities for apartment units that exceeds the minimum zoning by-law requirements or, if there are no requirements, meets the following:</td>
<td>Model Urban Design Guidelines – 4c.5</td>
<td>Site Plan Photograph(s)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- For apartments with more than 4 units, provide 0.5 spaces per dwelling unit (Class 1) and one 6 space visitor’s rack (Class 2) at each building entrance of an apartment building having more than 30 units.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Where there is more than one land use in a building, the number of bicycle parking spaces required will be a cumulative total of all the bicycle parking spaces required for each land use category.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Site Design</td>
<td>8. The development includes <strong>ALL</strong> of the following:</td>
<td>Model Urban Design Guidelines – 4a.7</td>
<td>Site Plan  Architectural Drawings Photograph(s) Lighting Specifications</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Has architectural design elements that keep with the character, massing and materials of surrounding buildings, where appropriate; and</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Exterior light fixtures that are arranged and shielded to prevent glare and/or light trespass onto any neighbouring properties and are motion-sensitive</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>