

# Glendale Niagara District Plan

Visioning & Conceptual Development Plan

## Final Report

August 22, 2018





# Contents

<b>1</b>	<b>Introduction .....</b>	<b>3</b>
<b>2</b>	<b>Workshop 1 Summary .....</b>	<b>6</b>
<b>3</b>	<b>Preferred Vision .....</b>	<b>47</b>
<b>4</b>	<b>Workshop 2 Summary .....</b>	<b>68</b>
<b>5</b>	<b>Next Steps .....</b>	<b>71</b>





# 1 Introduction

## 1.1 Purpose of the Study

The Glendale Niagara District Plan is intended to create a vision for the future development of this area, a strategic growth centre for Niagara, expected to provide for thousands of new residents and jobs over the next 20+ years.

The Glendale Niagara District Plan is being completed in two phases:

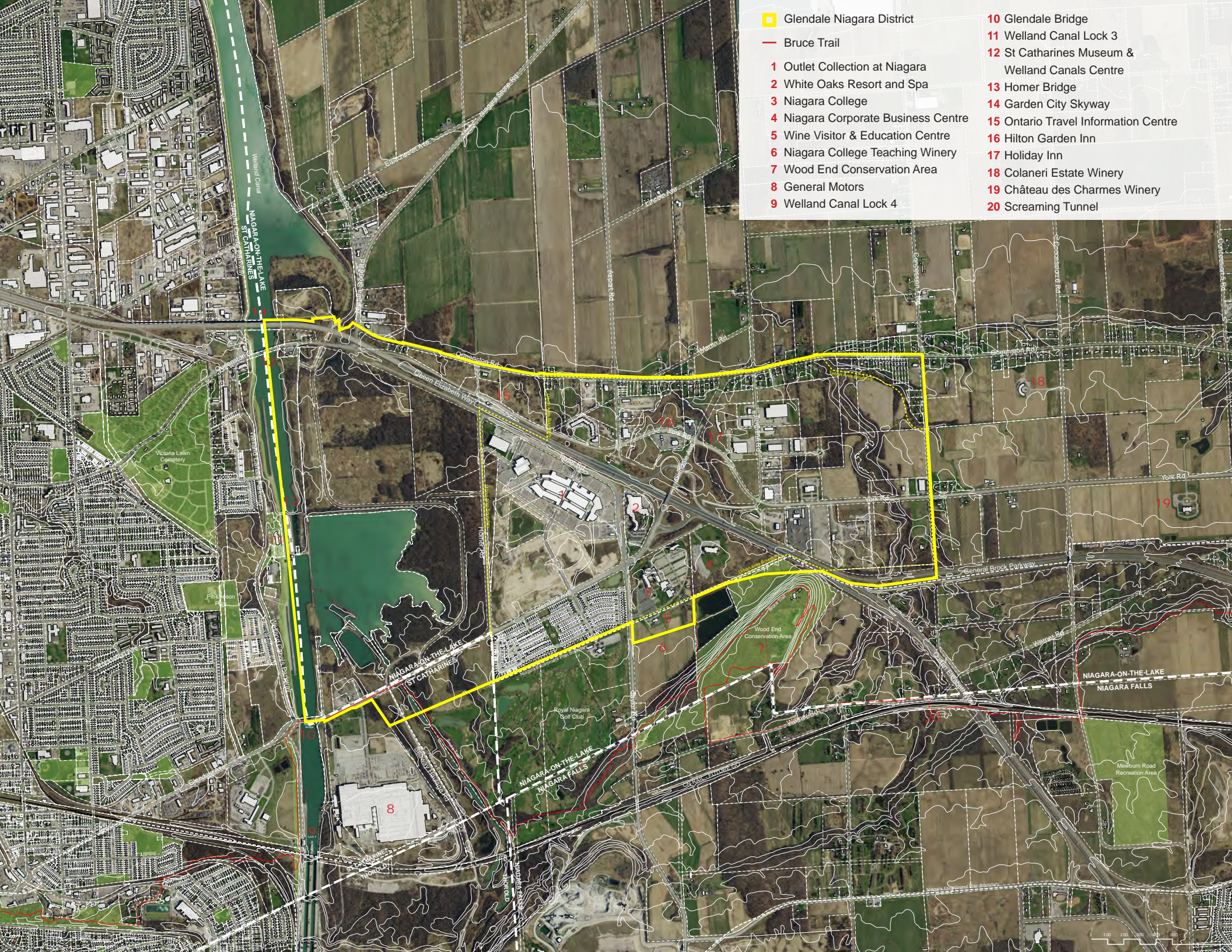
1. Visioning Exercise and Conceptual Plan (May 2018-September 2018)
2. Technical Review, Component Studies and preparation of the District Plan (September 2018-May 2019)


The Visioning Exercise began with:


- one-on-one interviews with landowners in advance of the workshop;
- team's analysis of the study area;
- meeting with the Region's staff team; and,
- meeting with the Technical Advisory Group.

Through this phase of the Study, a high-level conceptual demonstration plan will be prepared based on the results of the Visioning Exercise. This plan will be further refined into draft development plans in Phase 2.





 Glendale Niagara District

 Bruce Trail

- 1 Outlet Collection at Niagara
- 2 White Oaks Resort and Spa
- 3 Niagara College
- 4 Niagara Corporate Business Centre
- 5 Wine Visitor & Education Centre
- 6 Niagara College Teaching Winery
- 7 Wood End Conservation Area
- 8 General Motors
- 9 Welland Canal Lock 4

- 10 Glendale Bridge
- 11 Welland Canal Lock 3
- 12 St Catharines Museum & Welland Canals Centre
- 13 Homer Bridge
- 14 Garden City Skyway
- 15 Ontario Travel Information Centre
- 16 Hilton Garden Inn
- 17 Holiday Inn
- 18 Colaneri Estate Winery
- 19 Château des Charmes Winery
- 20 Screaming Tunnel

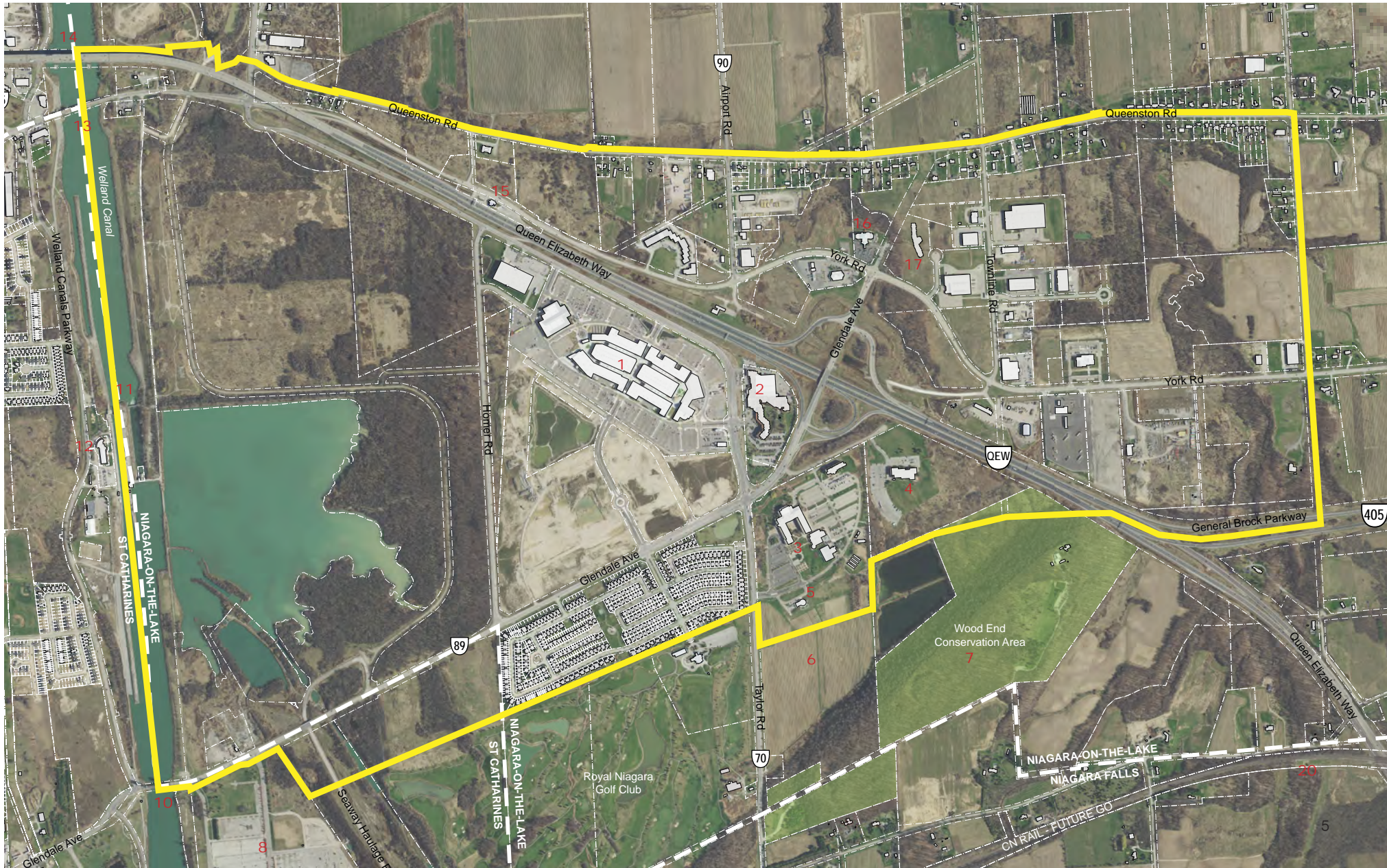


## 1.2 Study Area

The study area comprises 700 ha (1,700 acres) of land surrounding the Glendale Avenue/QEW interchange in the Town of Niagara-on-the-Lake (a small portion of the study area also extends into the adjacent City of St. Catharines).

The study area includes:

- the Outlet Collection at Niagara retail centre;
- White Oaks Resort and Spa;
- the Niagara-on-the-Lake Campus of Niagara College; and,
- hospitality venues located on the north side of the QEW.





# 2 Workshop 1 Summary

## 2.1 Purpose & Agenda of Workshop

The purpose of the Visioning Workshop was to work in collaboration with landowners in the Glendale District, key stakeholders and the public to establish a framework for a vision for Glendale Niagara District.

The workshop was facilitated by The Planning Partnership and included a team of urban designers and specialists in economic development who led the conceptual design. The team included:



**Ken Greenberg** *Principal of Greenberg Consultants*  
Ken is an urban designer, teacher, and writer, author of *Walking Home: the Life and Lessons of a City Builder*.



**Sonny Tomic** *Senior Urban Designer at City of Calgary*  
Sonny is an internationally recognized, award-winning urban design practitioner and a policy maker.



**Jamie Springer** *Partner at HR&A Advisors*  
Jamie develops programs, policies, and strategies to address the complex, climate-related challenges facing communities.



**Michael Sraga** *Principal of The Planning Partnership*  
Michael is an urban designer who has been involved in a vast array of public and private urban design and landscape architecture projects.

The Visioning Workshop took place on Monday June 25th and Tuesday June 26th 2018 and, in addition to the team's working sessions, included two afternoon workshop sessions with landowners and key stakeholders and two evening workshop sessions that were open to the public.

### Monday June 25<sup>th</sup>

#### **9 am Bus Tour**

Bus Tour of the Glendale Niagara District Plan study area with the consultant team (optional).

#### **1 pm - 5pm Workshop Session**

Kick-off presentation by **Ken Greenberg**, followed by a visioning and principles workshop with table group activities.

#### **6 pm - 8 pm Public Kick-off Event**

Presentation by **Ken Greenberg**, followed by a visioning and principles workshop with table group activities.

### Tuesday June 26<sup>th</sup>

#### **9 am Team Working Session**

Consultant team working session - consolidate "What We Heard" and set the fundamental framework for discussion on land use, built form and the public realm.

#### **1:30 pm - 5 pm Workshop Session**

Building on the discussions on Monday, themed/focus group discussions to develop key directions for land use, built form, parks, open space, roads, trails and transit in the Glendale Niagara District.

#### **6 pm - 8 pm Public Workshop**

Review of the team's ideas developed over the course of the day followed by themed/focus group discussions to develop key directions for land use, built form, parks, open space, roads, trails and transit in the Glendale Niagara District.



Key stakeholders invited to the workshop:

*Niagara Region;*

*Niagara College;*

*Niagara Peninsula Conservation Authority;*

*Ministry of Transportation;*

*Ontario Tourism Marketing Partnership;*

*Corporation;*

*Niagara Emergency Medical Services;*

*St Lawrence Seaway Authority;*

*Niagara Regional Police;*

*Town of Niagara-on-the-Lake Lord Mayor and  
Councillors;*

*Landowners;*

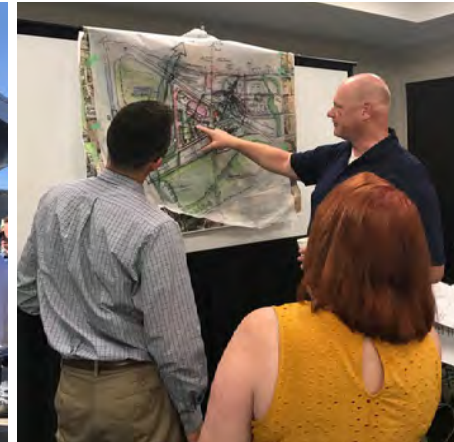
*Niagara-on-the-Green Residents Association;*

*Niagara-on-the-Lake Chamber of Commerce;*

*School Boards;*

*Niagara Home Builders; and,*

*Representatives of Indigenous Communities.*



## 2.2 Summary of Kick-Off Presentation

The kick-off presentation provided the context to the workshop's objectives and set the aspirations for visionary thinking about the Glendale District while participating in the workshop. The following is a summary of the presentation that highlighted the fundamental considerations for planning the District.

### Glendale Niagara District is at a **Crossroads**



#### Status Quo

##### Planning for the 20th century

Continued autocentric development  
May achieve increased density  
Still at heart a highway stop  
Struggles to achieve sense of place



#### Paradigm Shift

##### Preparing for the mid-21st century

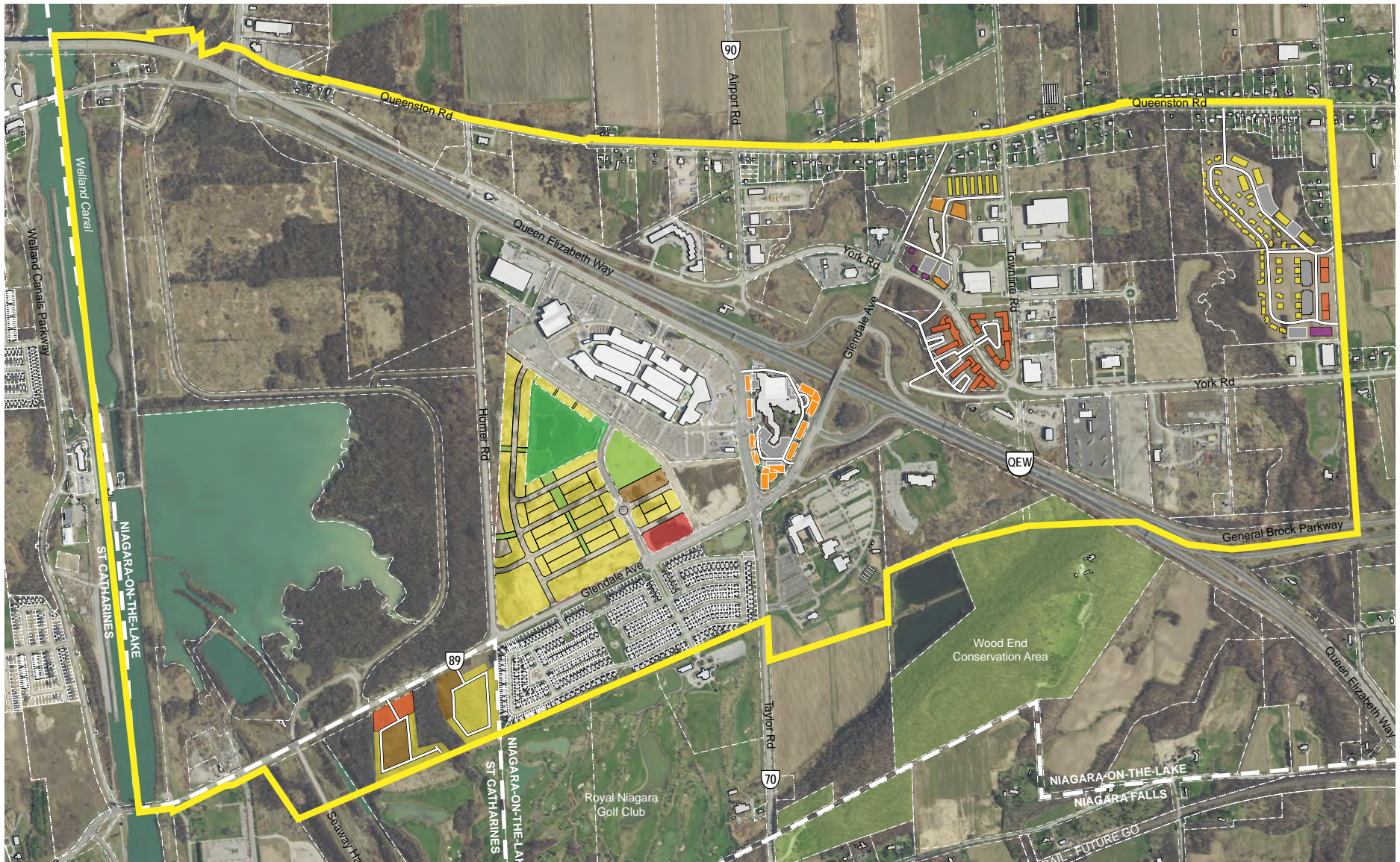
- 1 Transformative Infrastructure
- 2 Radical Mix of Uses
- 3 Increased Density
- 4 Enhanced Mobility
- 5 Connecting with Greenspace
- 6 Parking Attrition





# Status Quo

## Current Development Applications Proposed in Isolation





Glendale is a **Gateway** to the Niagara Peninsula



# Glendale has all the right **Ingredients**

Higher Education



Niagara College

Highway Access



QEW and 405

Destination Retail



Outlet Collection Niagara

Potential Train Access



GO Train Connection

Green Spaces



Niagara Escarpment  
Wine and Fruit Growing

Residential Community



Niagara-on-the-Green

Is there another **Vision** for this place?



# Paradigm Shift

Preparing for the mid-21st century

What do we need to do to make the Shift?

**1 Transformative Infrastructure**

**2 Radical Mix of Uses**

**3 Increased Density**

**4 Enhanced Mobility**

**5 Connecting with Greenspace**

**6 Parking Attrition**



# What Can a Paradigm Shift Look Like?



1970s

## St Lawrence District, Toronto

In the 1970s, a sea of parking lots still made sense on Front St and Wellington St in Toronto, one block away from the Yonge St. Subway. Downtown was still considered a Central Business District for offices, business and commerce alone. There were plans to demolish an underutilized St Lawrence Market. The subway had been open for 20 years.

The City decided to promote the idea of people living, working and playing downtown. What had been known as simply Toronto East Downtown was transformed into St Lawrence district, around a revitalized St Lawrence Market. Today, the area is home to Berczy Park and a huge amount of redevelopment. And no parking lots.



2017



Berczy Park today



# What Can a Paradigm Shift Look Like?



## Mississauga Downtown

Downtown Mississauga has undergone a 40 year transformation from a typical suburban regional mall of the 1970s to a high density urban centre. Beginning with the construction of Highway 403 in the 1980s and led by a mayor determined to create a centre for the growing city, Mississauga built a series of important civic projects in the downtown area, including City Hall and a Civic Centre, the Living Arts Centre, a YMCA, a Central Library, Celebration Square, and more recently acquired a new campus of Sheridan College. There has been a huge response from private developers, with an enormous number of residential towns built around the edges of Square One Mall. Now, an LRT along Hurontario St and a E-W BRT Transitway is beginning to usher in a next generation of more transit-oriented development.



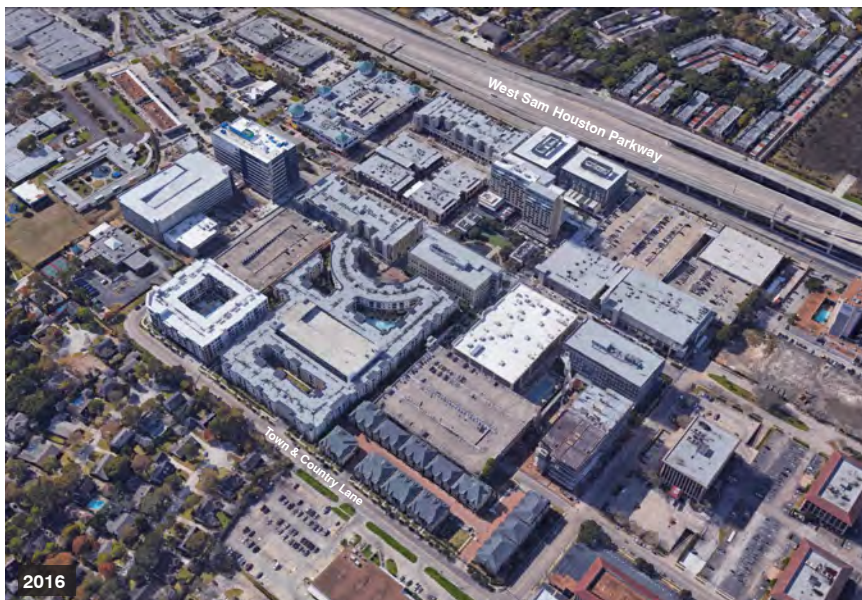


# What Can a Paradigm Shift Look Like?



## CityCentre, Houston

A typical suburban mall in Houston has been reinvented into an urban district with radical mixed uses since 2004. Existing parking garages were maintained while demolishing all of the mall buildings and creating a series of mixed used buildings, a central plaza and urban streetscapes. Uses include residential, retail, and office space.



Town & Country Mall, Houston





# 1 Transformative Infrastructure

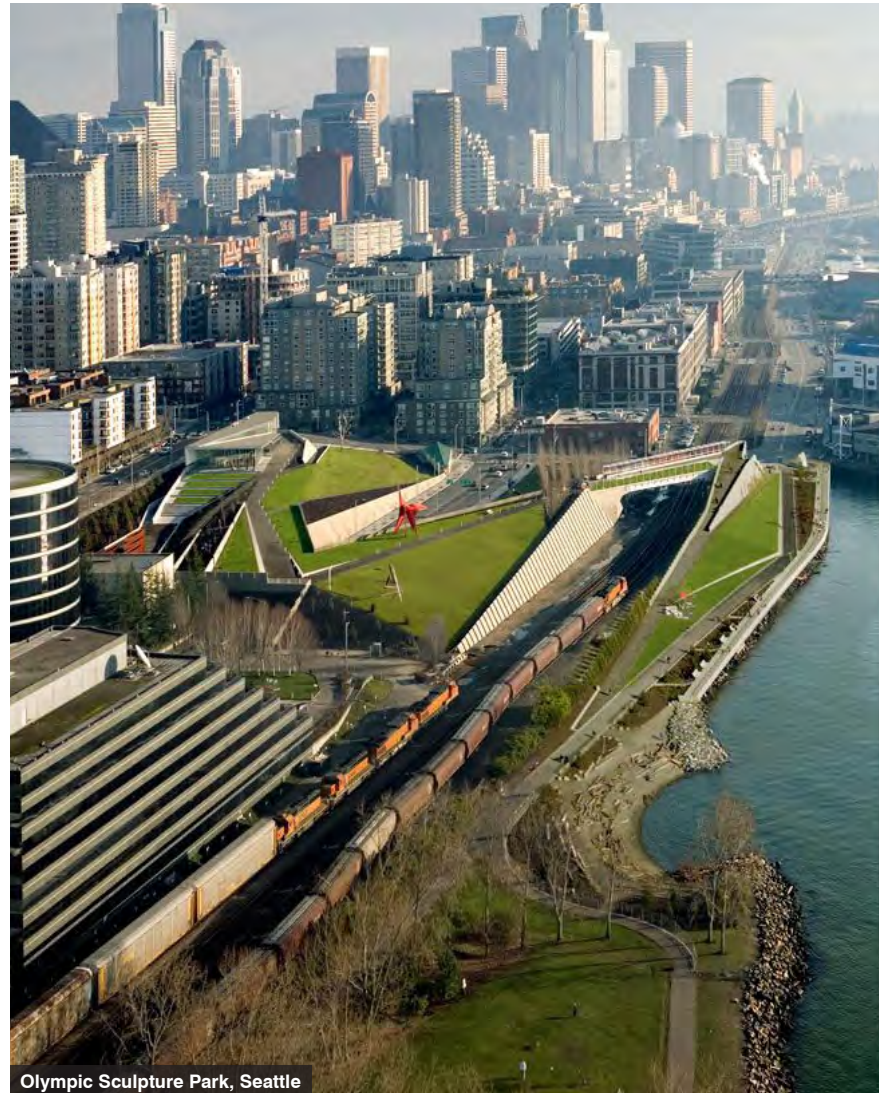
## Leverage Investment in New Diverging Diamond Interchange at Glendale Ave and the QEW



Preferred Plan for the Glendale Interchange (MTO)



Land Bridge, Vancouver, WA



Olympic Sculpture Park, Seattle



# 1 Transformative Infrastructure



Hovenring Suspended Cycle Path Roundabout, Netherlands



## 2 Radical Mix of Uses

### Storrs Center, Mansfield, CT

A former strip plaza was reinvented as a new town square for this university town. 11 mixed use buildings house over 600 rental apartments and 140,000 SF of retail and office.





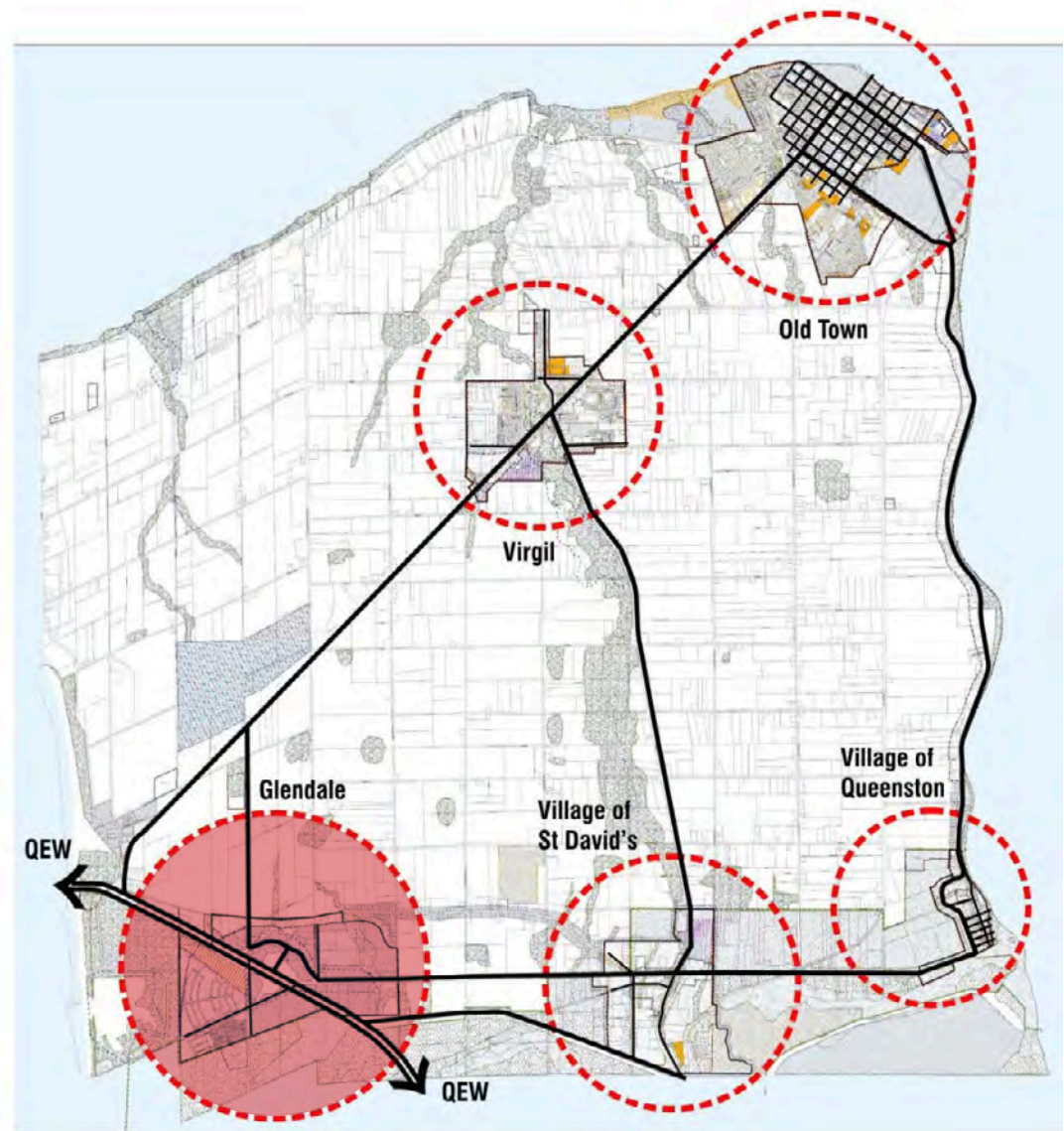
### 3 Increased Density

## Glendale Niagara District is a Key Node for Growth in Niagara-on-the-Lake

Need for **intensification** under Province's *Places to Grow* growth plan and the planned opening of **GO train service** to Niagara by 2023 has already sparked developer interest

Developing in Glendale Niagara takes development pressures away from Old Town and helps to save the heritage villages.

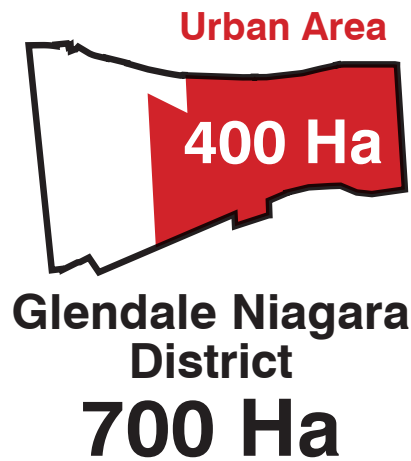
2010 Secondary Plan envisioned heights up to 16 storeys



From Glendale Secondary Plan (2010)

### 3 Increased Density

## Glendale Niagara District is Huge



Local Size Comparisons



**Downtown Thorold**  
**24 Ha**

**Downtown Niagara Falls**  
**60 Ha**

**Downtown St Catharines**  
**125 Ha**

Size Comparisons to Other Major Centres



**Vaughan VMC**  
**205 Ha**



**Markham Centre**  
**415 Ha**



**Downtown Mississauga**  
**260 Ha**



**Downtown Ottawa**  
**950 Ha**



**Downtown Toronto**  
**1,500 Ha**



# 3 Increased Density

## Markham Centre



## 4 Enhanced Mobility

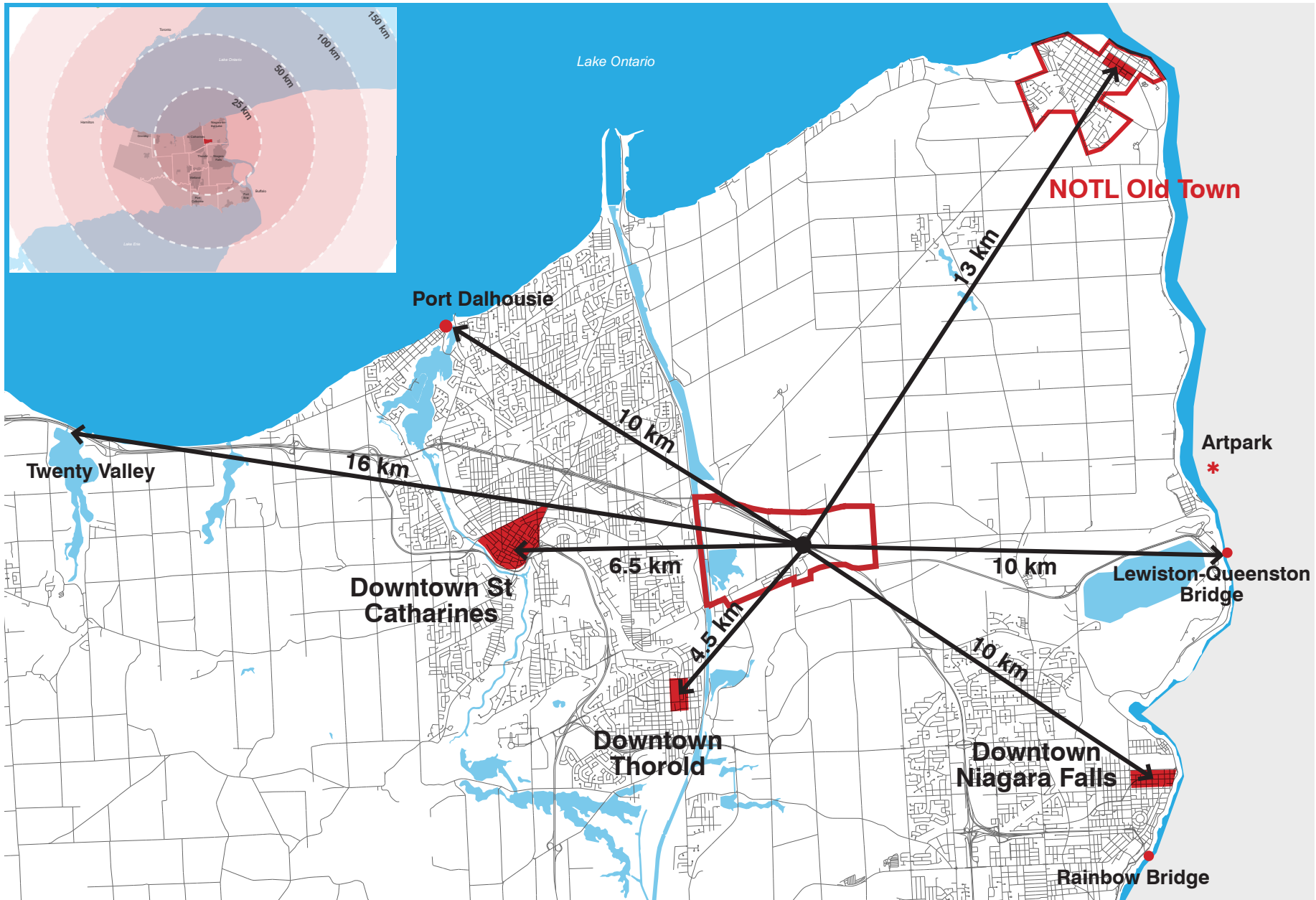
Glendale Niagara District as an accessible part of the Toronto region





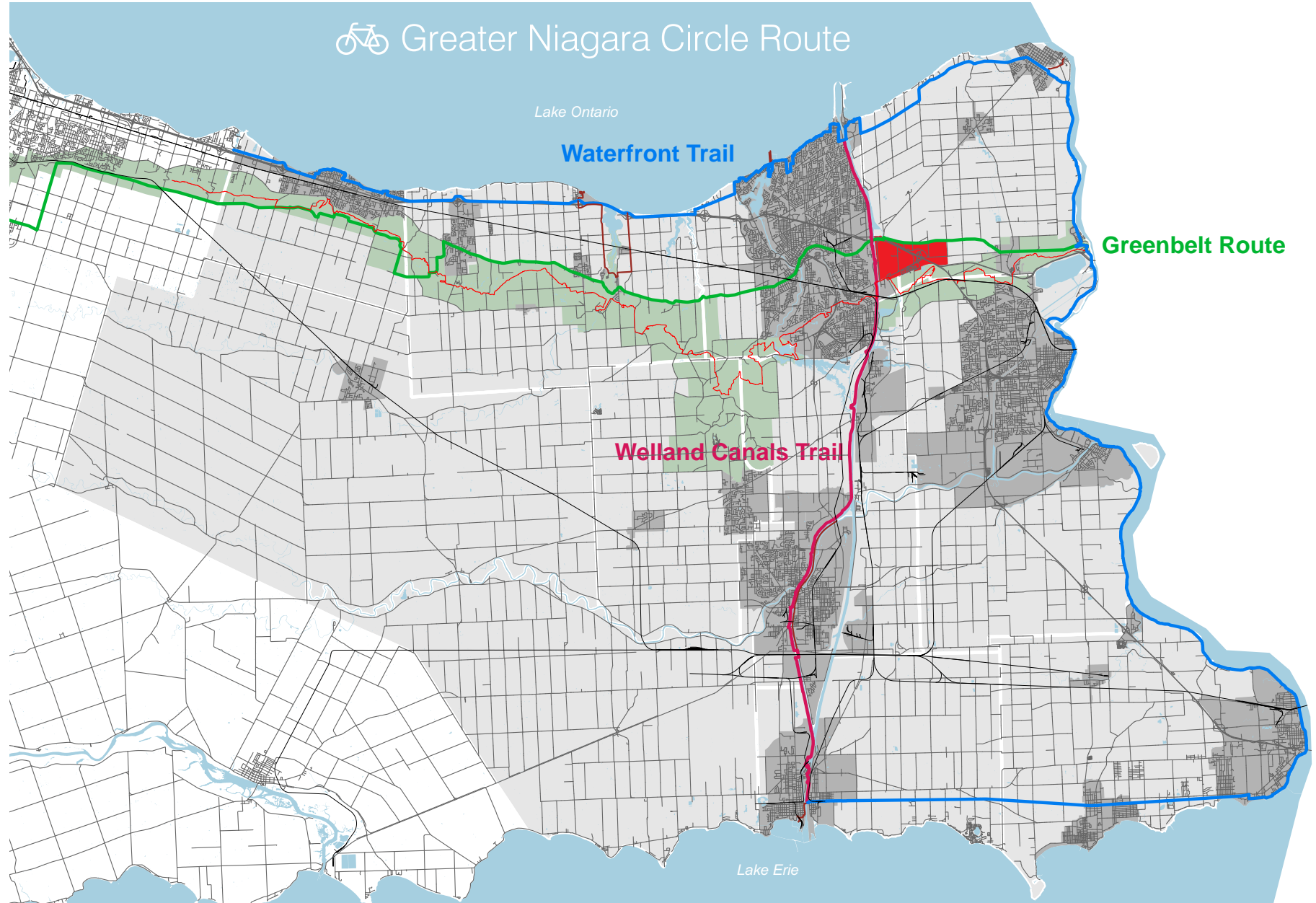
## 4 Enhanced Mobility

# Glendale Niagara District as a Regional Hub for Tourism



## 4 Enhanced Mobility

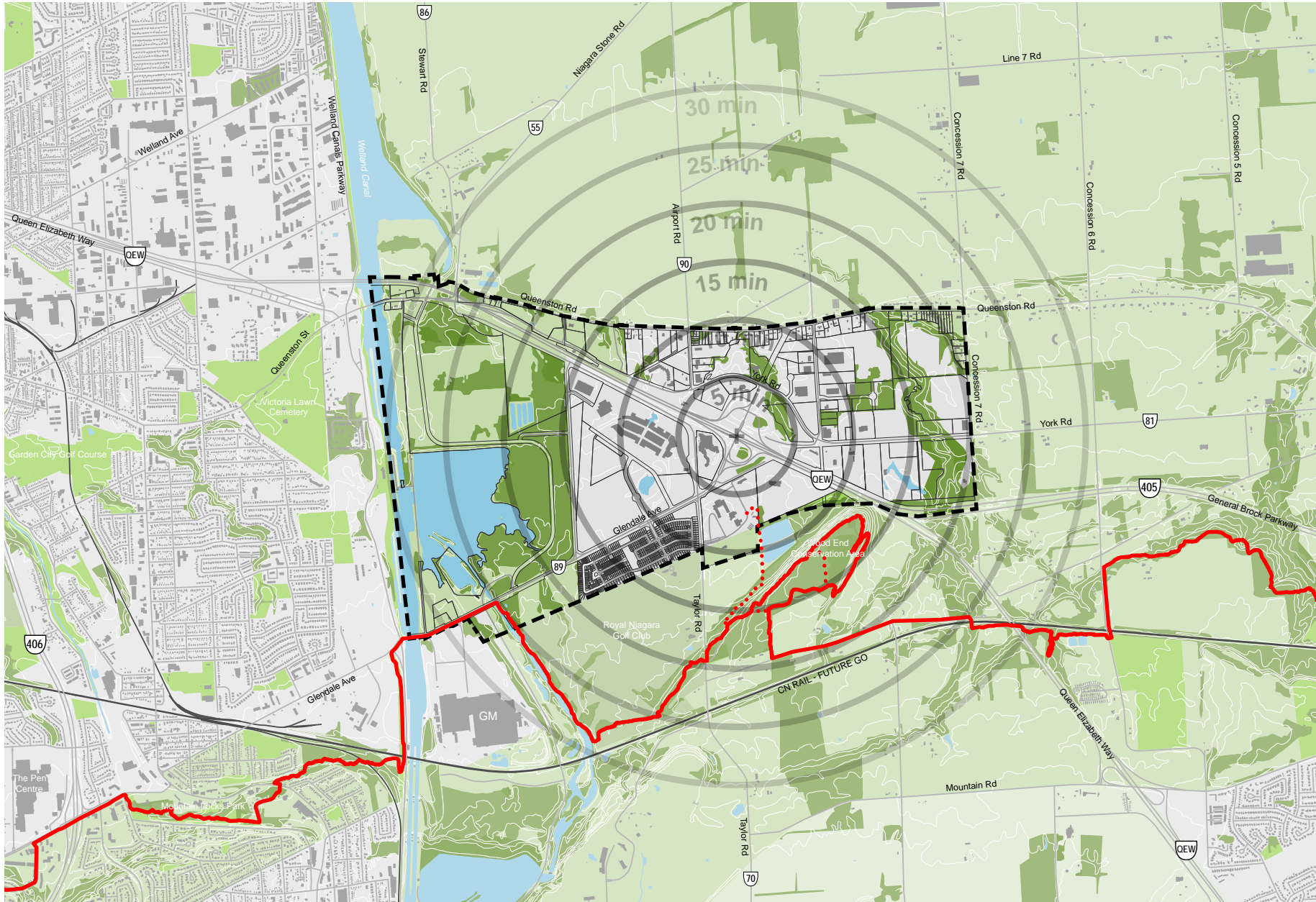
# Centre of a Web of Major Cycling Routes





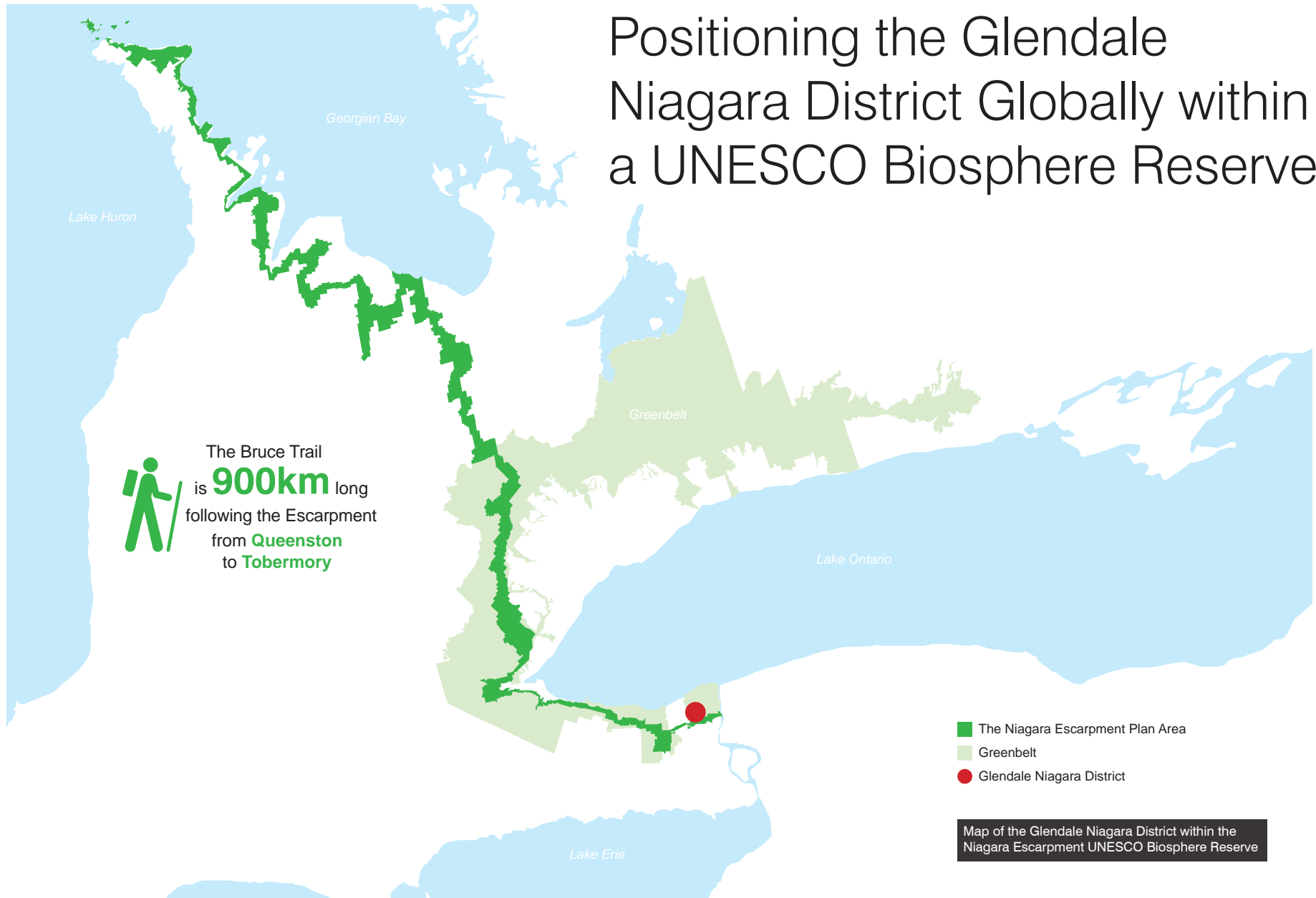
## 4 Enhanced Mobility

# Easy Access to Trails & Walk into the Countryside



## 5 Connecting with Greenspace

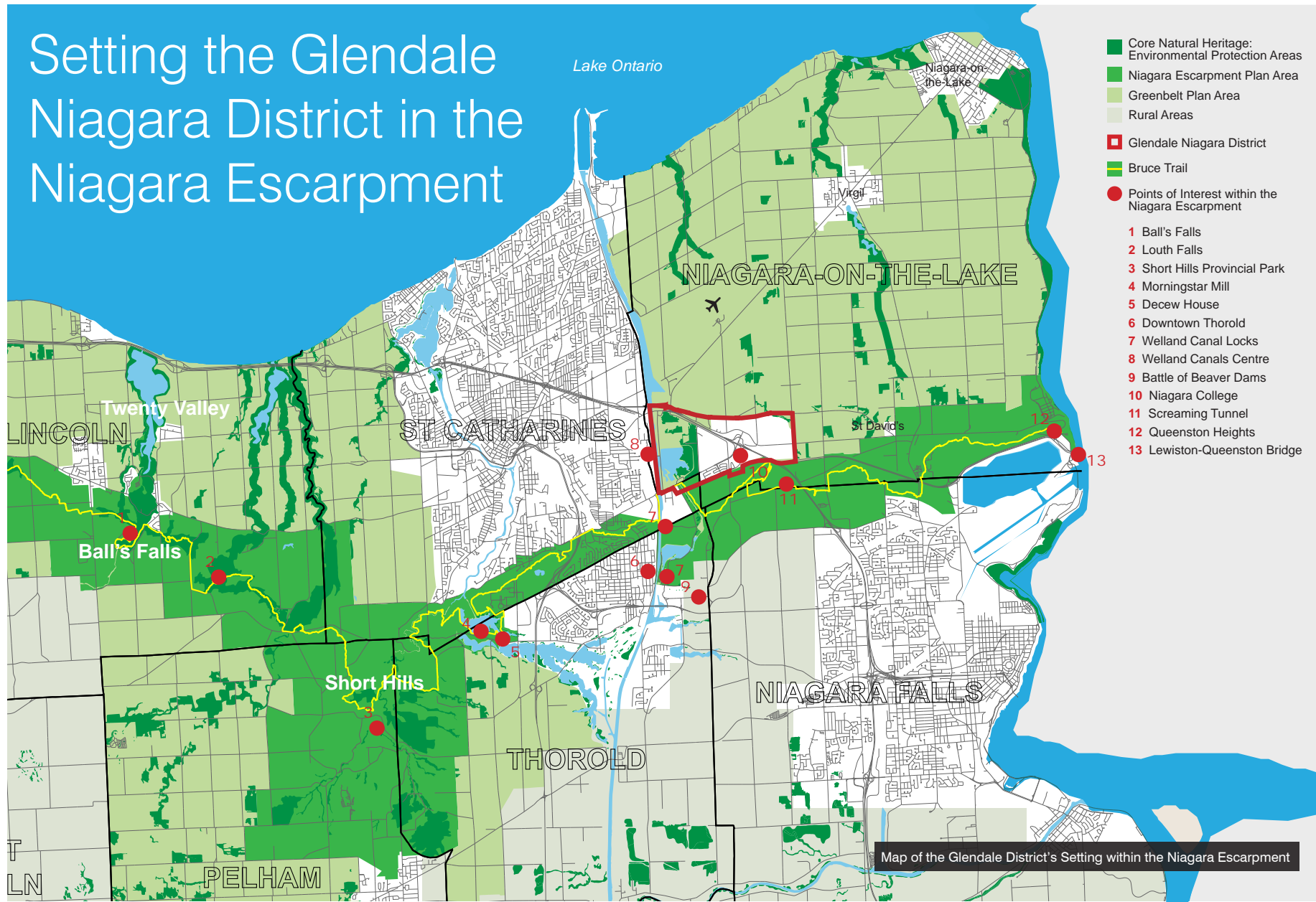
# Positioning the Glendale Niagara District Globally within a UNESCO Biosphere Reserve





## 5 Connecting with Greenspace

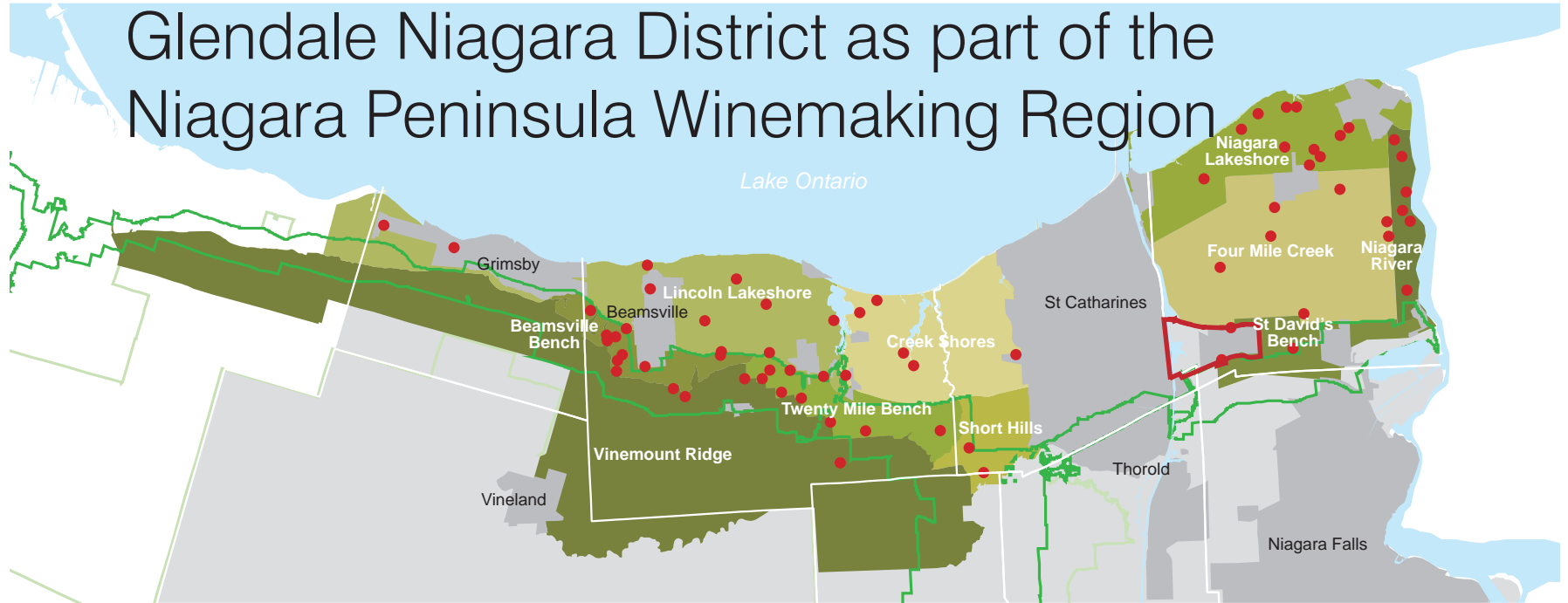
# Setting the Glendale Niagara District in the Niagara Escarpment





## 5 Connecting with Greenspace

### Glendale Niagara District as part of the Niagara Peninsula Winemaking Region



Glendale Niagara District as part of a local greenspace network

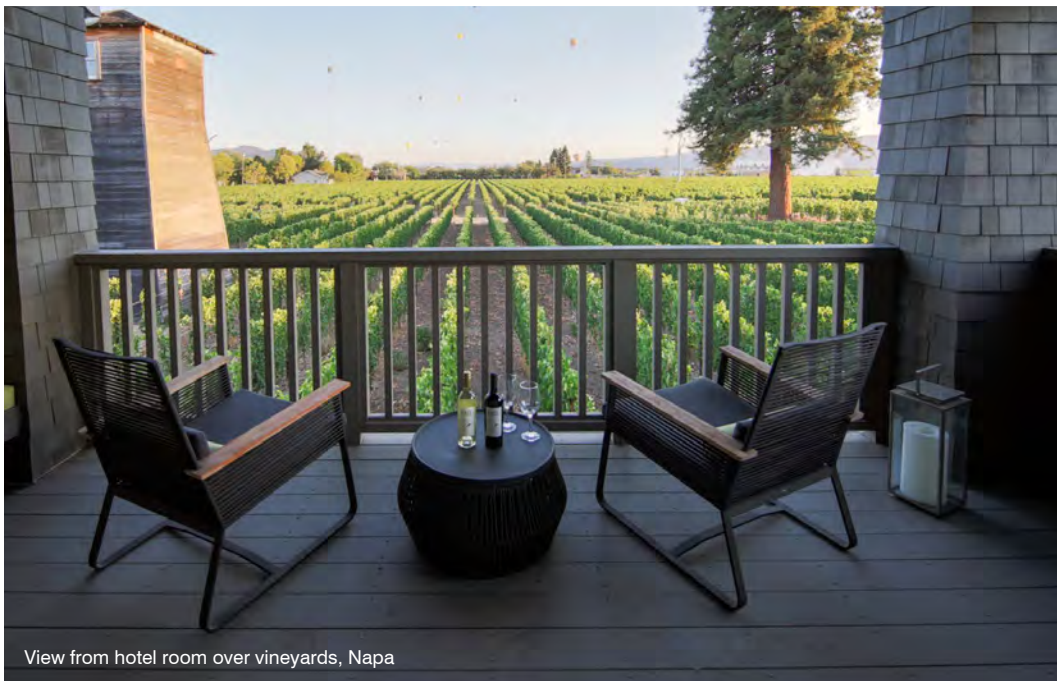


Wood End Conservation Area



## 5 Connecting with Greenspace

Yountville, Napa County, California - a very compact small town set within vineyards, home to 2 Michelin starred restaurants.



## Glendale Niagara District as part of a working landscape

A hard edge with the countryside enables a close and direct relationship between urban and rural areas.

As a self-contained district set within both a natural landscape and a working landscape, Glendale has an opportunity to forge a close relationship with the countryside unlike anywhere else.



Wine Visitor & Education Centre at Niagara College





## 6 Parking Attrition

Planning for Diverse Needs and Modes for Access & Movement Can Reduce the Long-term Need for Parking



**Car**



**Car Share**



**GO Train**



**Bus**



**Shuttles**



**Cycling**



**Bike Share**



**Hiking**



**Walking**



**Tourbus**

Automated Vehicles are  
a Potential Disrupter

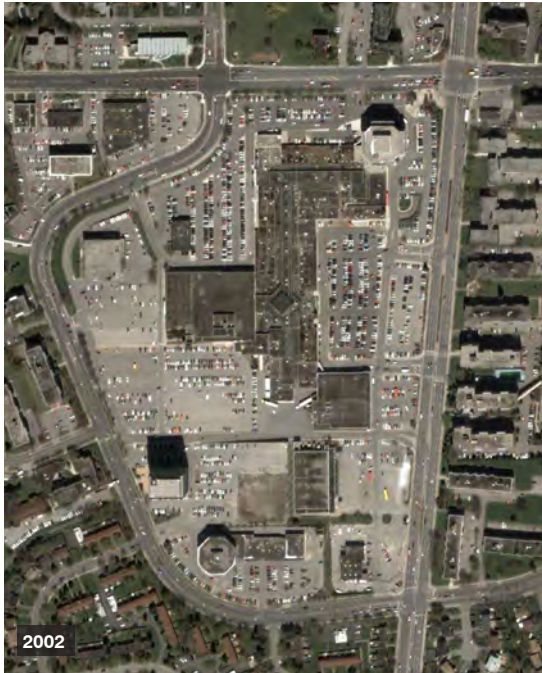
From personal Automated Vehicles to Automated Taxi, Rideshare and Groupshare services, there is huge potential change on the horizon that threatens to leave behind places that were built solely with a 20th century perception of mobility.





## 6 Parking Attrition

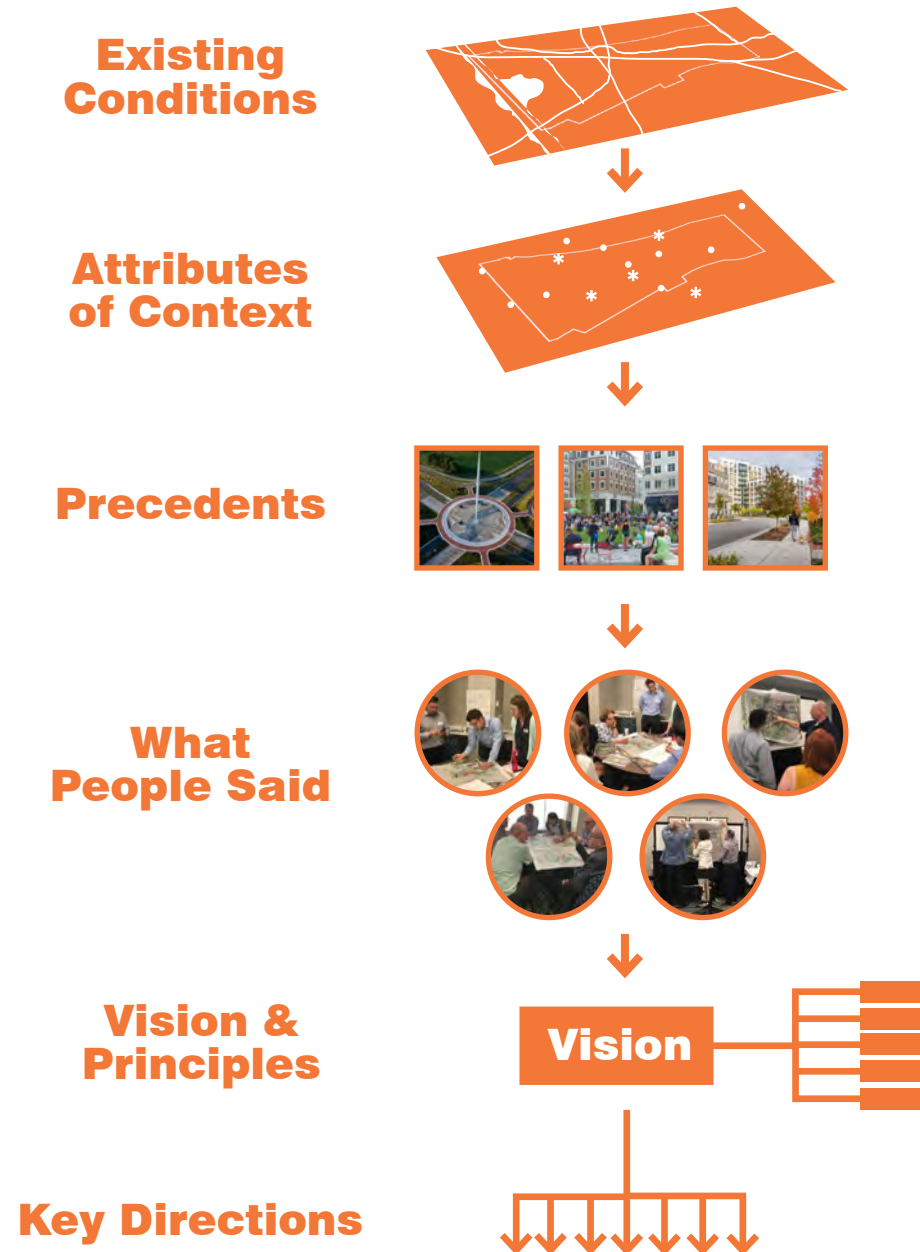
### Shops at Don Mills, Toronto





# Creating a Vision for the Future

Creating a vision is a collaborative process consisting of the existing opportunities and assets of the district, precedents and experiences elsewhere, as well as people's aspirations for the area as expressed at the workshop.



## 2.3 Workshop Day 1 Table Sessions

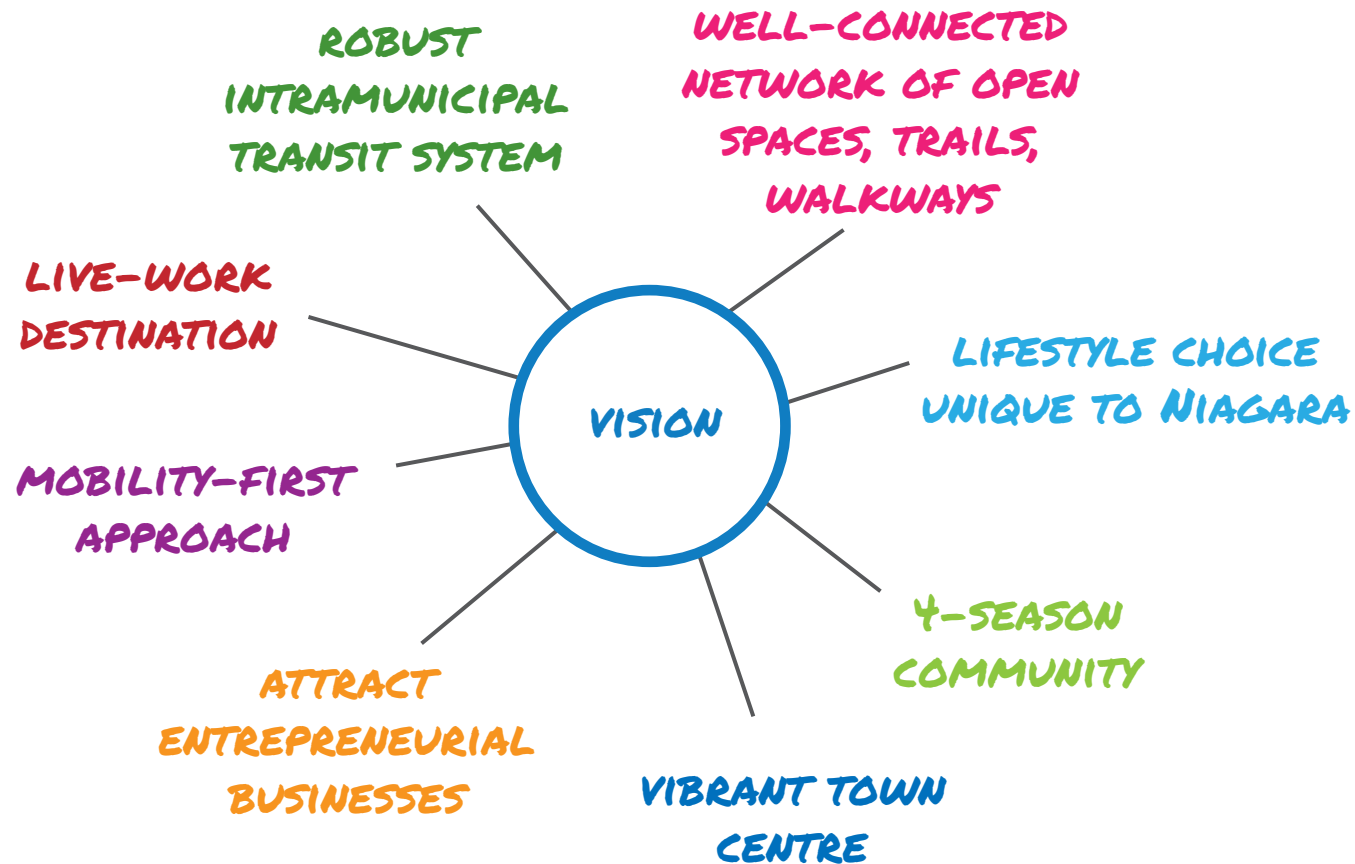
The purpose of the first day of the workshop was to receive input on crafting an overarching vision statement and design principles. To do so, we met with landowners and key stakeholders, followed by an evening session with the public.

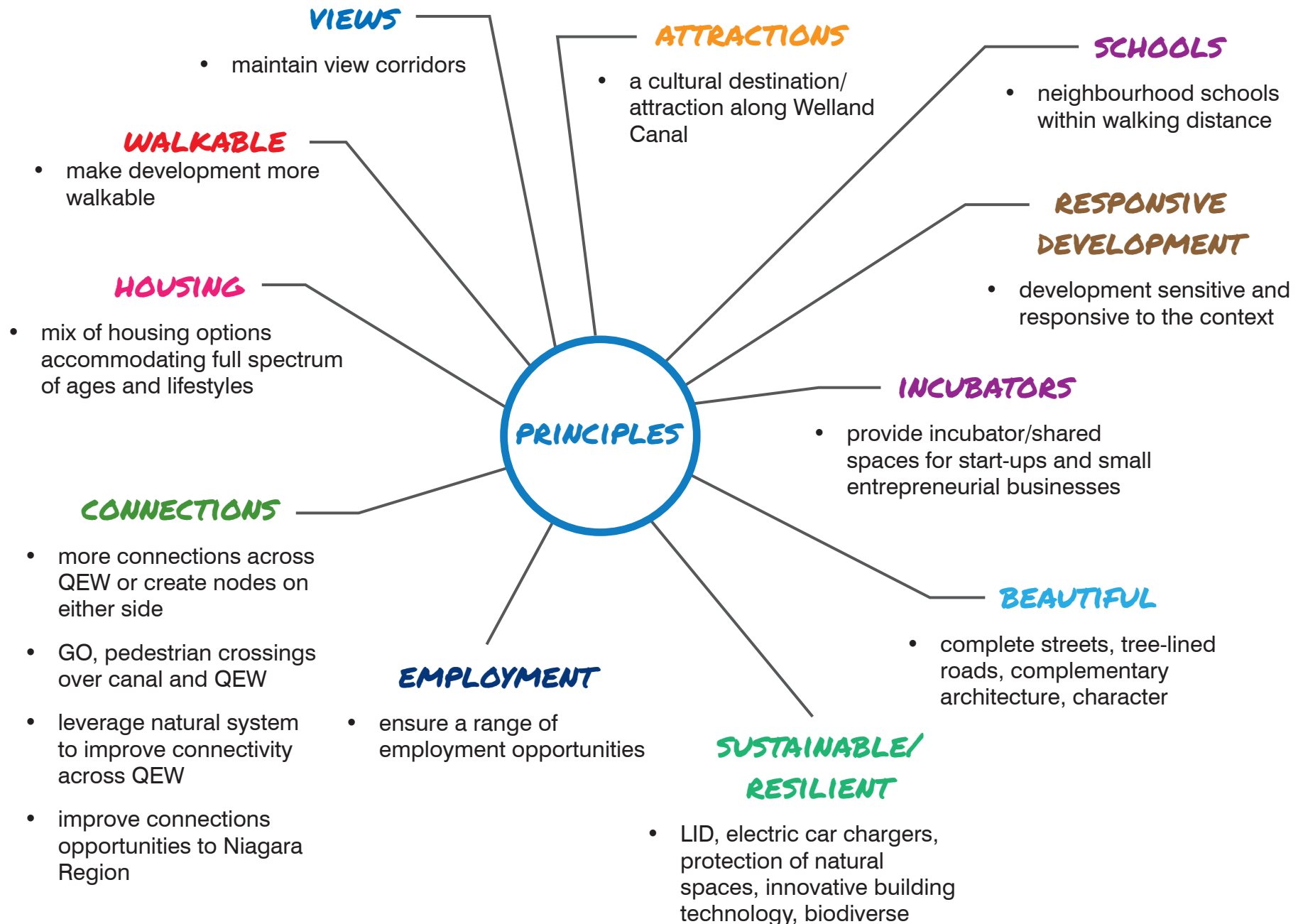




## Table Group Sessions with Landowners & Key Stakeholders

Landowners and key stakeholders were asked to create a Vision Statement for **Glendale @ Niagara** and to list principles to support the vision. The following is a summary of input received.





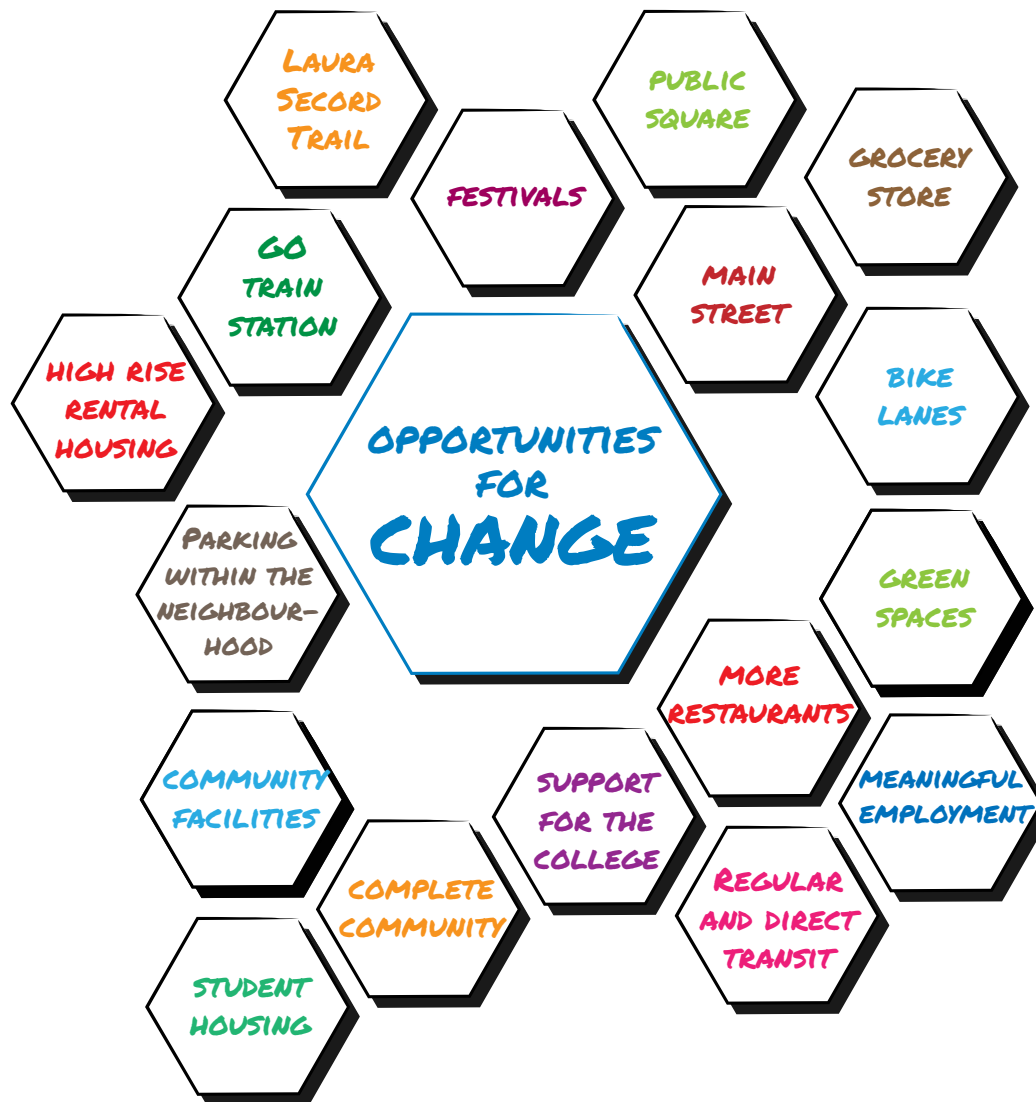


## Table Group Sessions with the Public

To provide more context for a discussion on vision and principles, residents were asked why they chose to live in **Glendale @ Niagara**. The following summarizes their input:

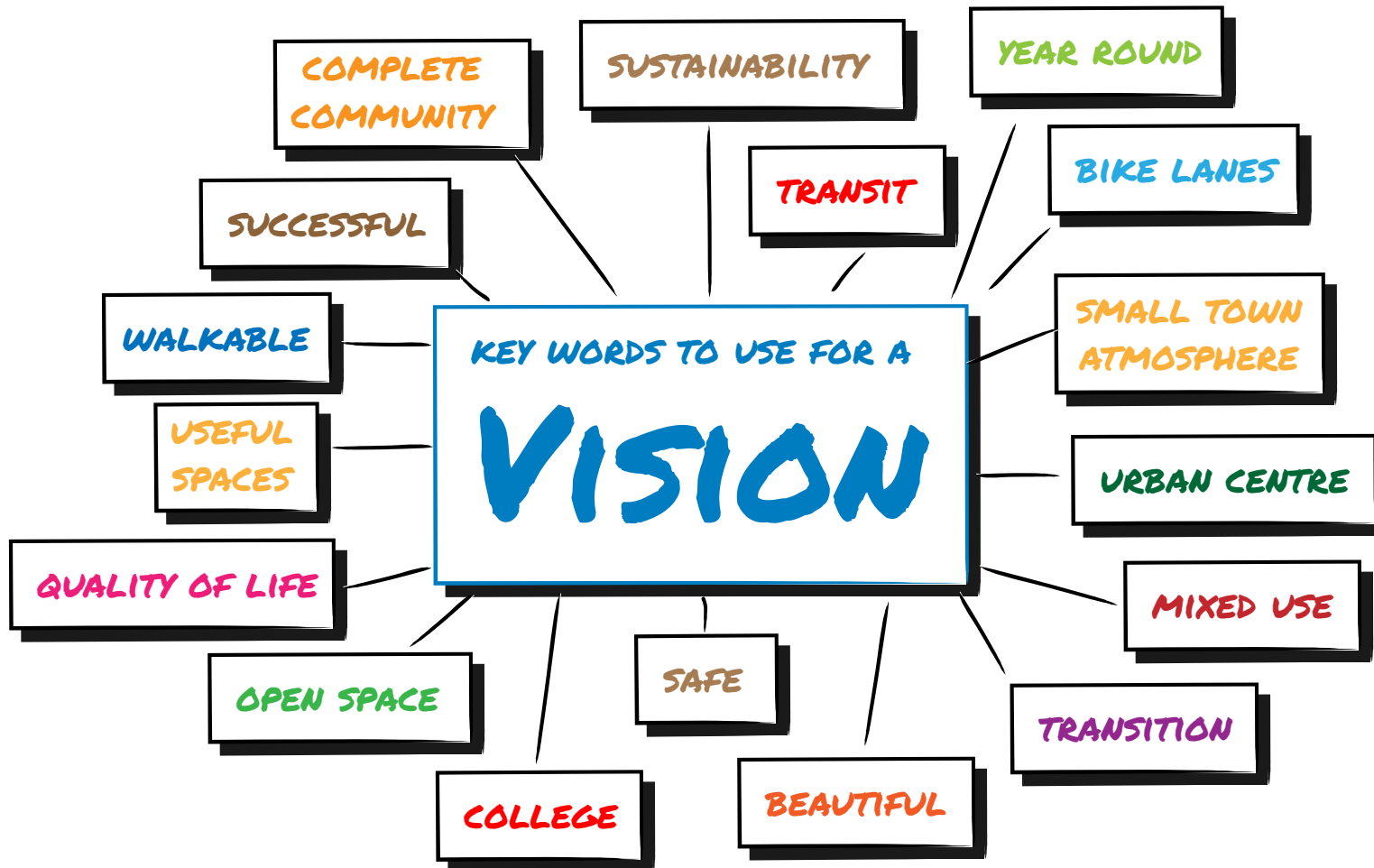
LOCATION FOOD GROWS HERE COUNTRY  
ENVIRONMENT CULTURAL HERITAGE  
WEATHER LIVE IN A SMALLER COMMUNITY  
FAMILY COMMUNITY THAT IS CLOSE-KNIT  
EASE OF GETTING AROUND LOVE HEARING  
THE BIRDS BUYING LOCAL FARM PRODUCE  
CONSERVATION AREA GOLF COURSE  
AVOID TORONTO TRAFFIC SMALL TOWN  
ATMOSPHERE PROXIMITY TO BUFFALO  
GOOD DEALS ON SHOPPING CENTRAL  
LOCATION

Residents were also asked to identify the biggest opportunities for change in **Glendale @ Niagara**:





Residents were then asked to list words that should be captured in a Vision Statement for **Glendale @ Niagara**:



## Vision Statement

**Glendale @ Niagara** will be a vibrant community for people of all ages, lifestyles, and abilities - a place to live, work, play, learn and grow.

Its urban districts, with a mix of uses, will protect, integrate and celebrate the natural and rural surroundings reflecting the distinct character of the area.

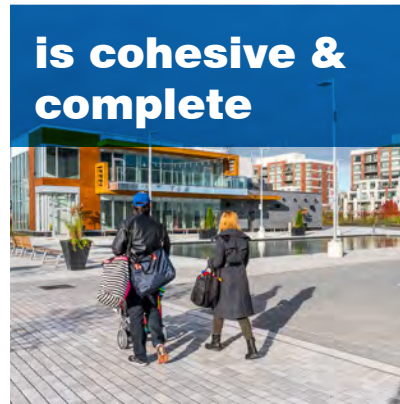
**Glendale @ Niagara** will be framed by a new park on the Welland Canal, the creek valleys, the Niagara Escarpment and agricultural lands.

**Glendale @ Niagara** will put mobility first' with a robust transit system, cycling trails and pedestrian routes seamlessly connecting areas north and south of the QEW.



## 2.4 Design Principles

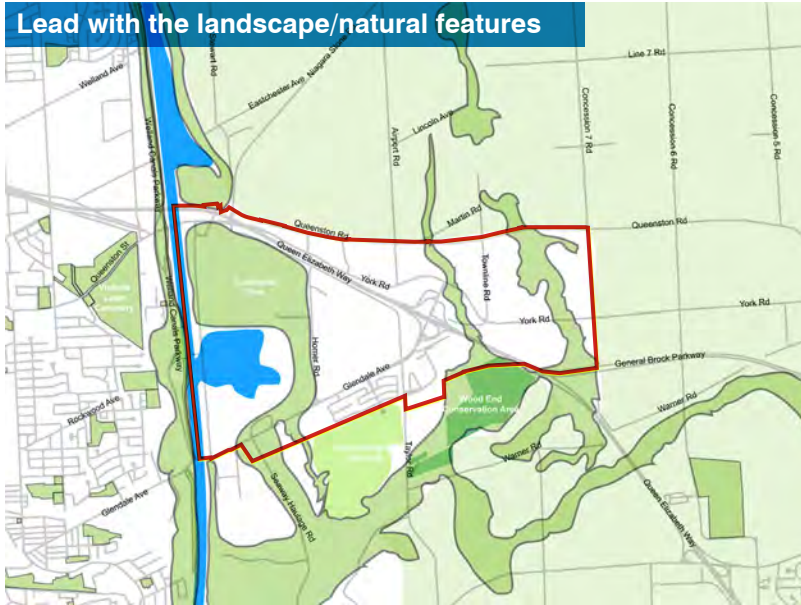
The Glendale Niagara District today is disjointed and auto-dependent. It has many great parts, but they do not work together and are poorly connected. The Design Principles for this Vision leverage its attributes that include natural heritage, accessibility and proximity to destinations.



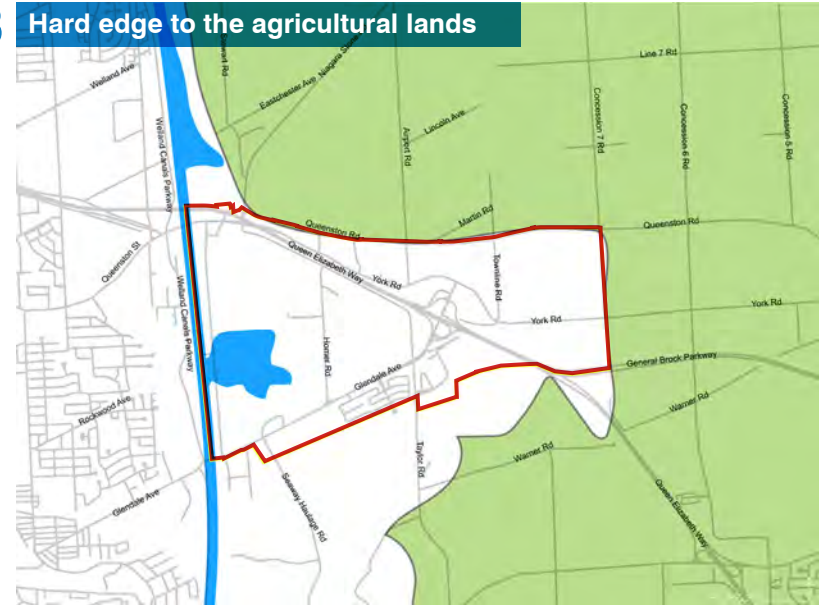
## 2.5 10 Big Moves

Two 'idea sketches' were prepared for Glendale @ Niagara that each share 10 Big Moves.

### 1 Lead with the landscape/natural features



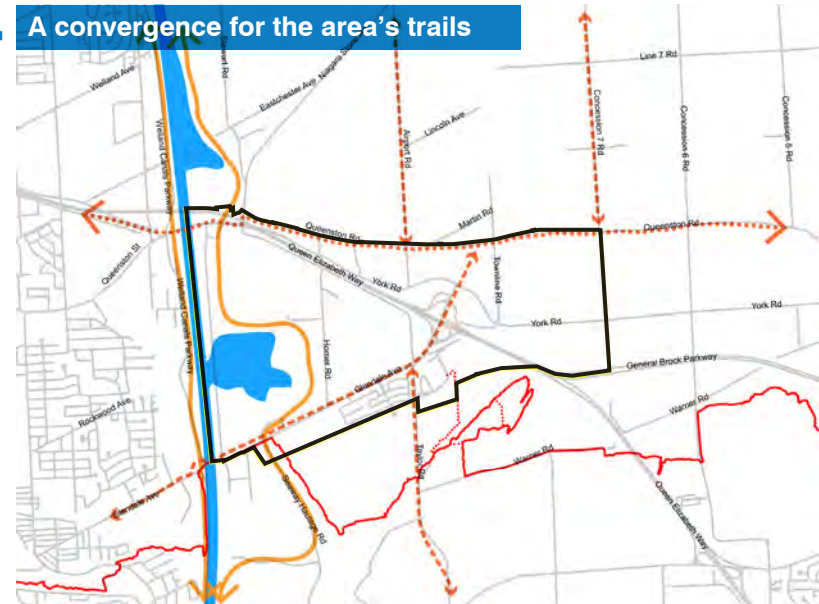
### 3 Hard edge to the agricultural lands



### 2 Create a Seaway Ecological Park

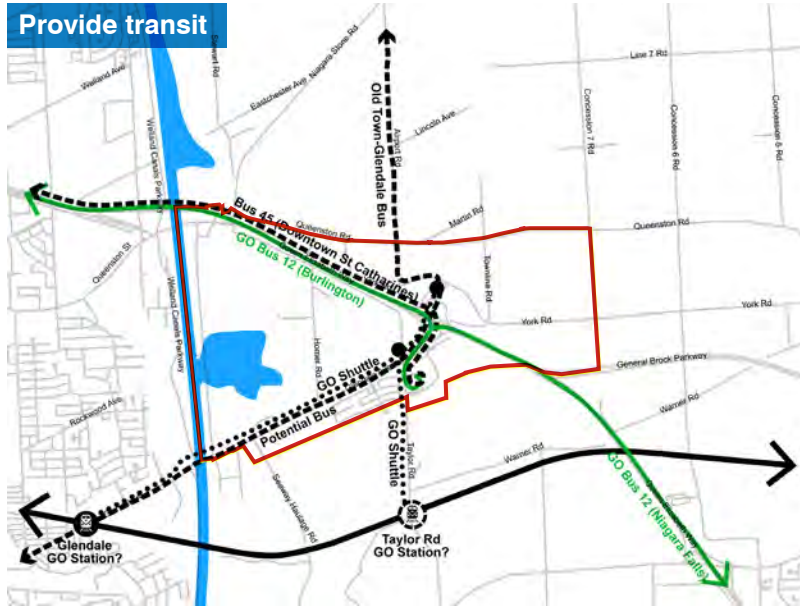


### 4 A convergence for the area's trails

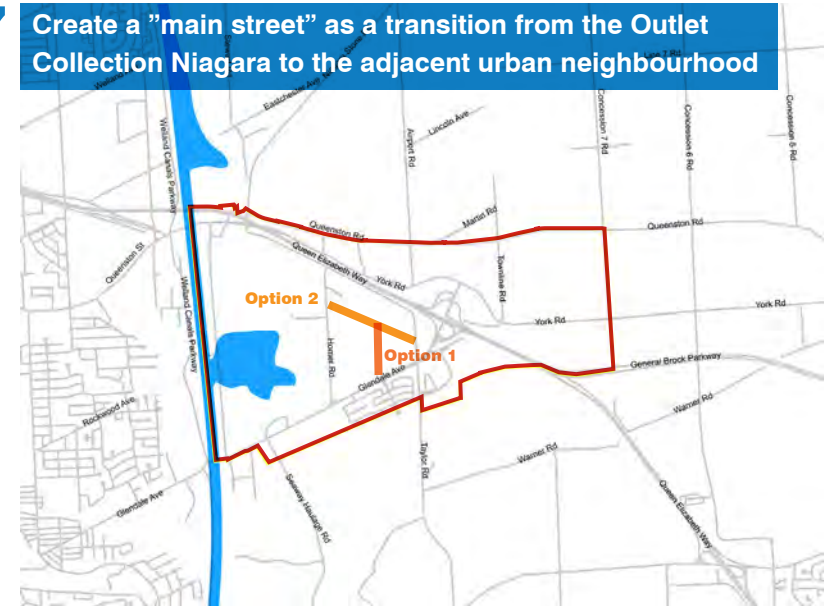




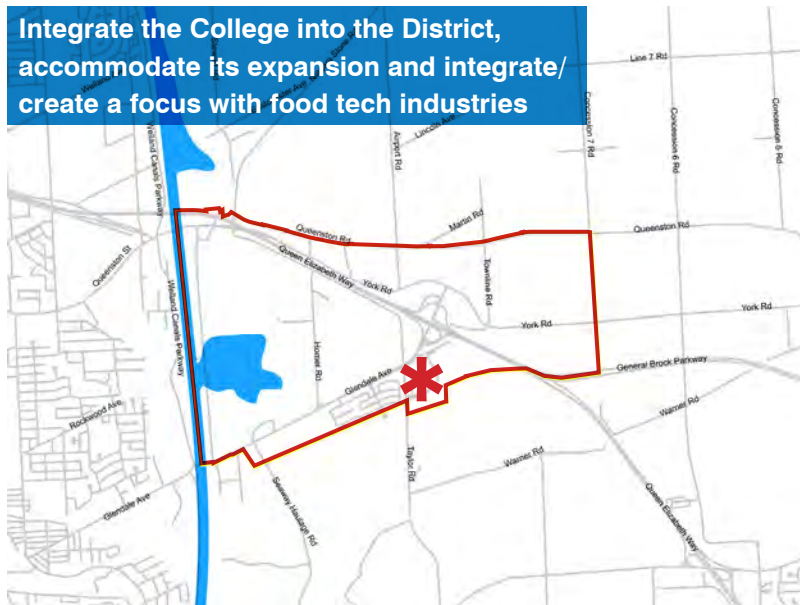
## 5 Provide transit



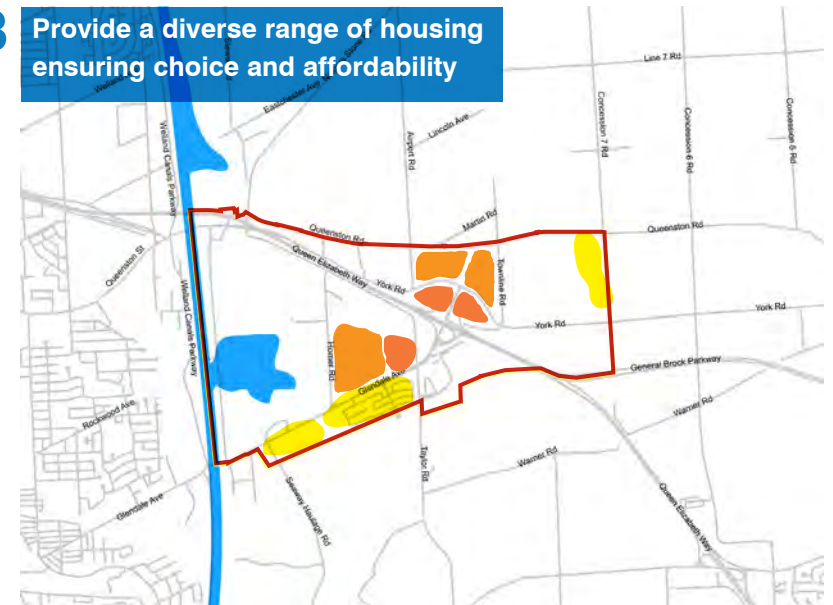
## 7 Create a "main street" as a transition from the Outlet Collection Niagara to the adjacent urban neighbourhood



## 6 Integrate the College into the District, accommodate its expansion and integrate/create a focus with food tech industries



## 8 Provide a diverse range of housing ensuring choice and affordability



## 9 Create a public/civic space as a focus for the urban district



## 10 Green streets and parking





## 2.6 Concepts

Two “idea sketches” were created and presented on day 2 of the workshop. They are intended to identify options for how land uses may be distributed, road pattern, pedestrian and cycling connections and an open space network. These sketches will be used as the basis for generating a refined vision that includes the best attributes of each sketch.

### Concept A

- Radical mix of uses
- Bold pedestrian/cycling connection over the QEW
- More road connections over the QEW





## Concept B

- Discrete areas for employment and residential neighbourhoods
- Create a new entertainment tourism focus linked to the Outlet Collection at Niagara







Eco-Park

North Glendale

Hospitality District

Interchange District

White Oaks

Employment Area

East Glendale

Mixed Use Residential

Mixed Use Employment

Research & Innovation Hub

Wood End Conservation Area

Glendale Crossing

Niagara College

Niagara-on-the-Green

Southwest Glendale

Welland Canal Heritage Park

Glendale Niagara District Plan  
**PREFERRED VISION**





# 3 Preferred Vision

## Glendale Crossing

A mid rise residential neighbourhood consisting of some taller residential buildings facing the Welland Canal and retail on Main Street, a community park and a community centre. A potential secondary school site has also been located here.

## Niagara-on-the-Green

The existing Niagara-on-the-Green neighbourhood.

## White Oaks

The existing White Oaks Conference Resort and Spa, with new street-oriented development along Taylor Rd and mixed use and taller residential uses to the south.

## Southwest Glendale

A low rise and mid rise residential area with a small park.

## Eco-Park

A new Eco-Park including access road and multi-user path and providing access to the edge of the Welland Canal.

## Welland Canal Heritage Park

A new Heritage Park along the historic remnants the Third Welland Canal, with a key focus on heritage interpretation, such as signage etc).

## Niagara College's Master Plan

The Vision incorporates Niagara College's master plan. Further potential expansion is shown towards Taylor Rd and the Glendale Rd/Taylor Rd intersection.

## Research & Innovation Hub

A Research and Innovation Hub is situated next to Niagara College and forming synergies with that institution. This area could include a hotel.

## Transit Terminal & Tourist Centre

The Transit Terminal will have bus parking and shelters as well as commuter parking. A new Ontario Travel Information Centre will also be located here.

## Mixed Use/Residential Centre

A residential area with a mixed used core at the intersection of Townline Rd and York Rd.

## Mixed Use/Employment

Business-focused mixed use area, with potential to be a health care or medical hub.

## East Glendale

A predominantly low rise residential neighbourhood with mixed uses and higher density on York Rd.

## Employment Area

A more traditional business park, preserving existing uses and providing opportunities to develop internal parcels.

## Hospitality District

Creating a cluster of hotels at a key location for visibility and access.

## Interchange District

A mixed use area with mid rise residential and a community park.

## North Glendale

A residential community with some taller residential buildings near the Airport Rd/York Rd intersection.

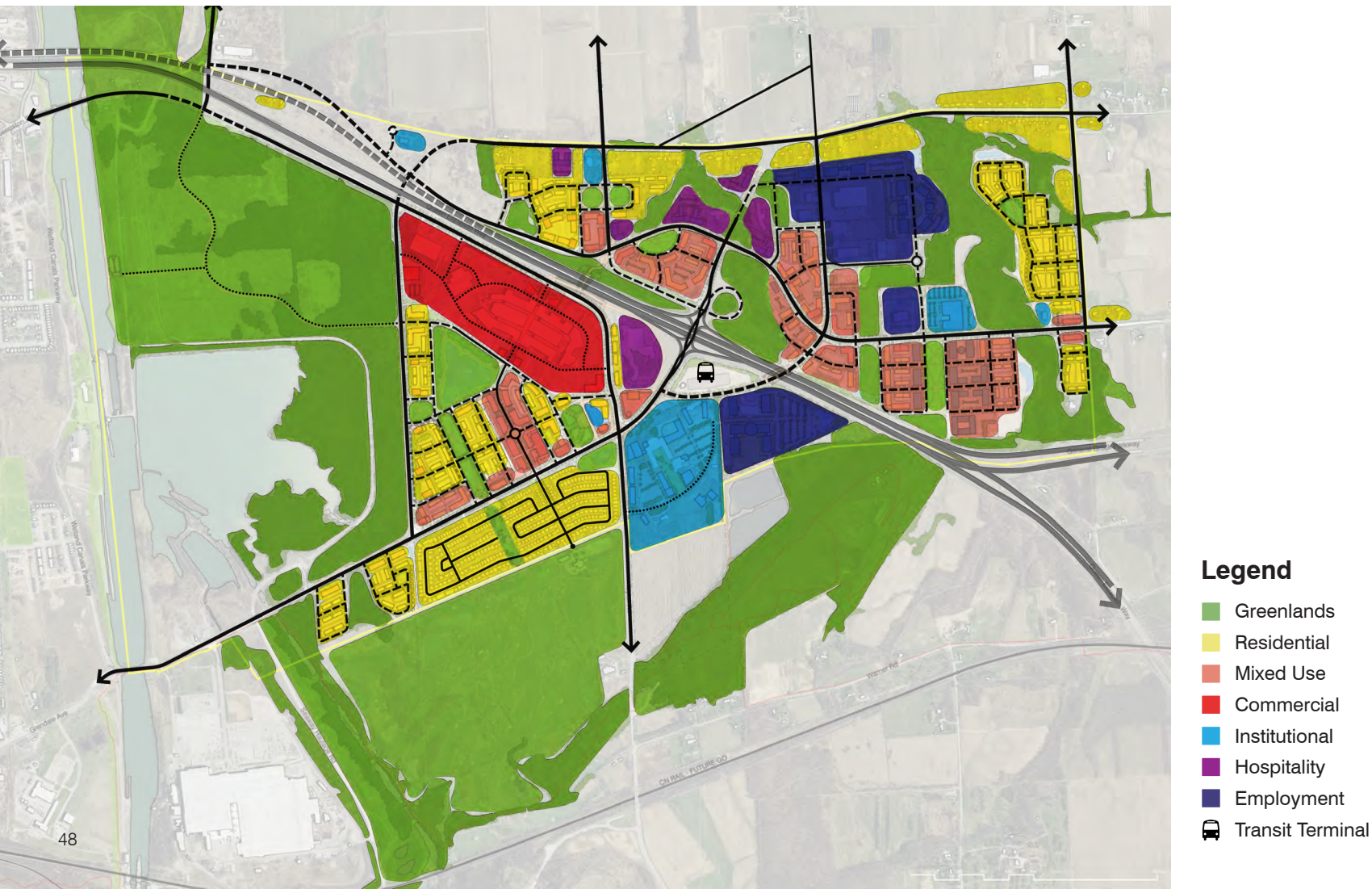
## Legend

-  Low rise residential
-  Mid rise residential
-  Taller residential
-  Mixed Use multi-storey
-  Commercial (1 or 2 storey)
-  Institutional (could be multi-storey)
-  Business/Employment (could be multi-storey)
-  Hospitality (could be multi-storey)



# Land Use

The Preferred Vision for Glendale Niagara District is for a community with a full range of different land uses, including Residential, Commercial, Institutional, Hospitality, and Employment, as well as select areas for mixed uses. Each quadrant contains a mix of different uses, including a combination of existing uses and new uses. These uses include single use areas as well as mixed use areas. The specific areas designated as mixed use allow a combination of the different uses both within the area and within a single site.



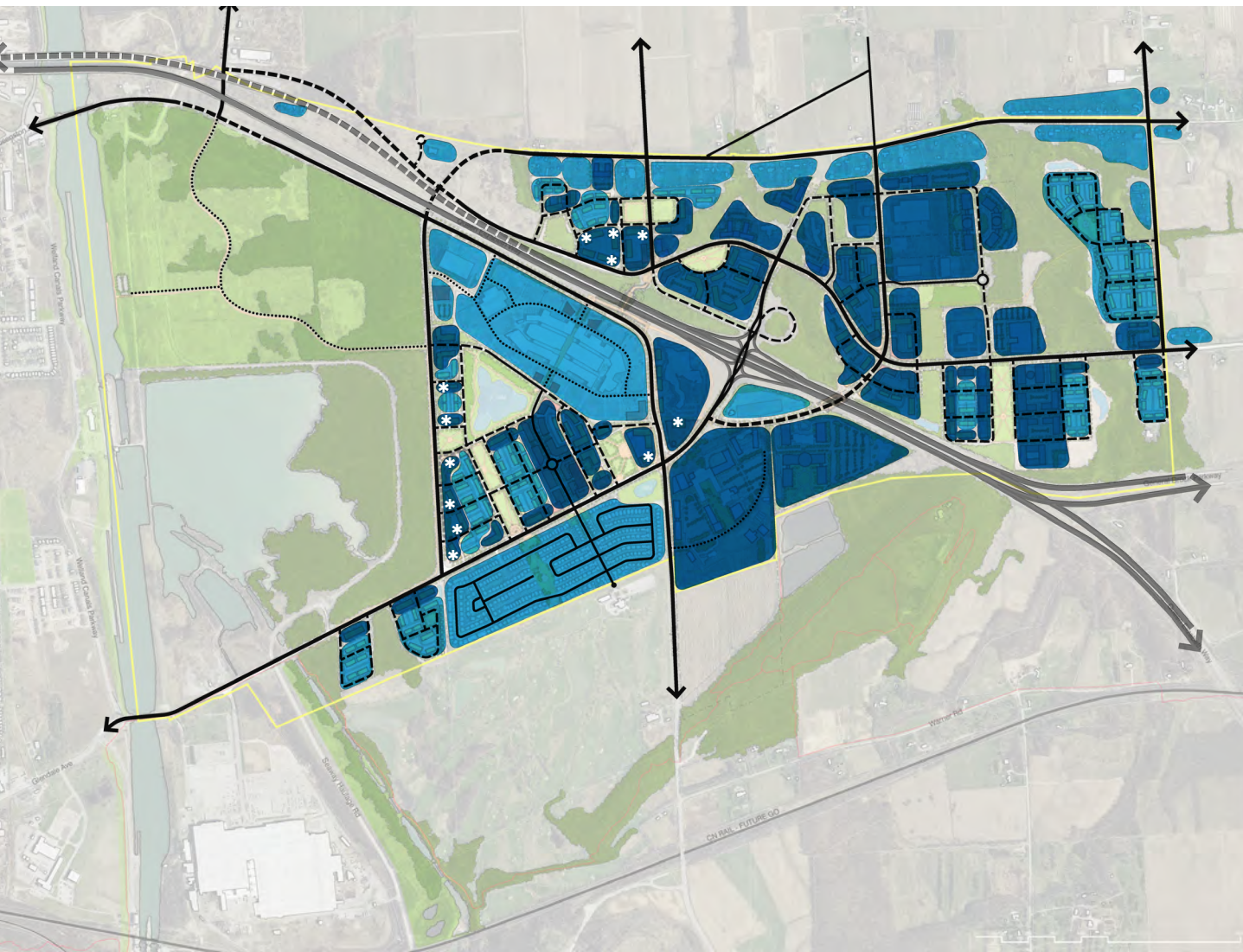


# Heights

There are primarily two height categories in the Glendale Niagara District Vision: Low Rise and Mid Rise. Additionally taller residential buildings are permitted in certain key locations.

The height, density and consequent number of dwelling units and non-residential GFA will be more firmly established through the Secondary Plan Process, and will be tested against the growth

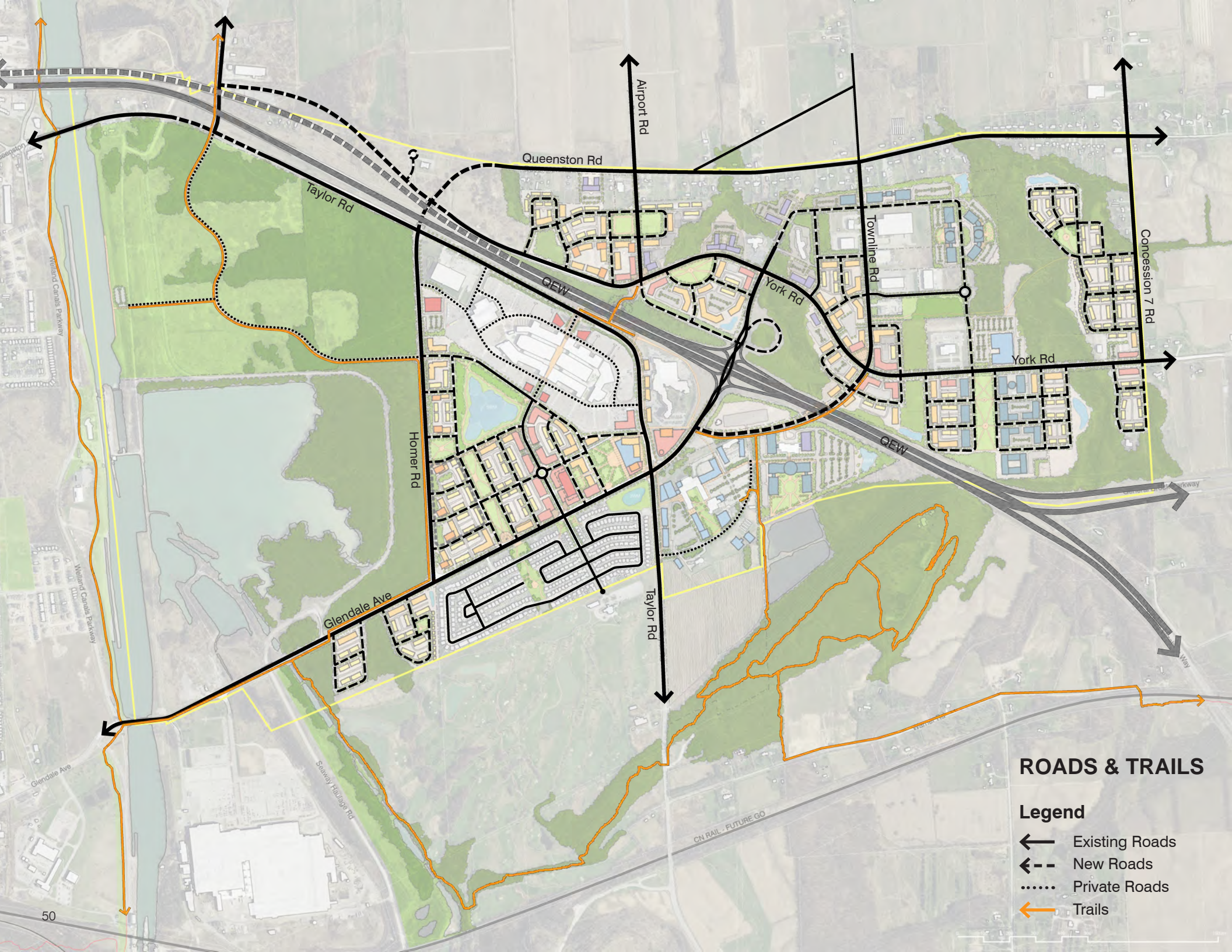
management objectives/requirements of the Region and the Town, as well as the parameters for growth established through appropriate engineering studies related to water supply, sewage treatment, stormwater management and transportation network limitations.



## Legend

- Low Rise
- Mid Rise
- Taller Residential





**ROADS & TRAILS**

**Legend**

- ← Existing Roads
- ← - - New Roads
- ..... Private Roads
- ← Trails



# Roads & Trails

## Roads

The road network builds on existing patterns and right-of-ways, providing a network of block sizes for residential, mixed use, hospitality and business uses. The most significant new road connections are the connection of Homer Rd to Queenston Rd under the QEW and the southward connection of Townline Rd across the QEW to Glendale Ave.

## Diverging Diamond Interchange

The new QEW Glendale interchange will be a Diverging Diamond Interchange (DDI), a new type of highway interchange that has multiple advantages for the Glendale location. DDIs take up less space, are less expensive to build and allow traffic to flow more smoothly on and off of the highway, while also providing for cycling and pedestrians users.

## New Crossings of QEW

3 new crossings of the QEW are proposed. A vehicular, pedestrian and cycling bridge joining Townline Rd to Glendale Ave, a pedestrian bridge at the south end of Airport Rd that connects to Taylor Rd and a vehicular, pedestrian and cycling underpass connecting Homer Rd to Queenston Rd.

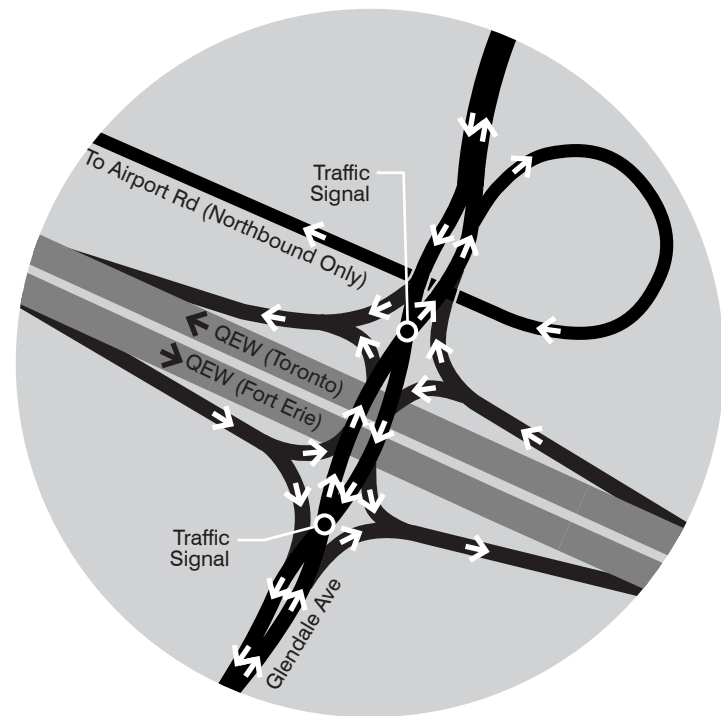
## Trails

A network of trails and multi-user paths will connect to and feed off of existing trails such as the Bruce Trail and the Welland Canal Parkway Trail.

The road network, transit facilities and active transportation networks will need to be confirmed through the Secondary Plan process via the required transportation planning studies.

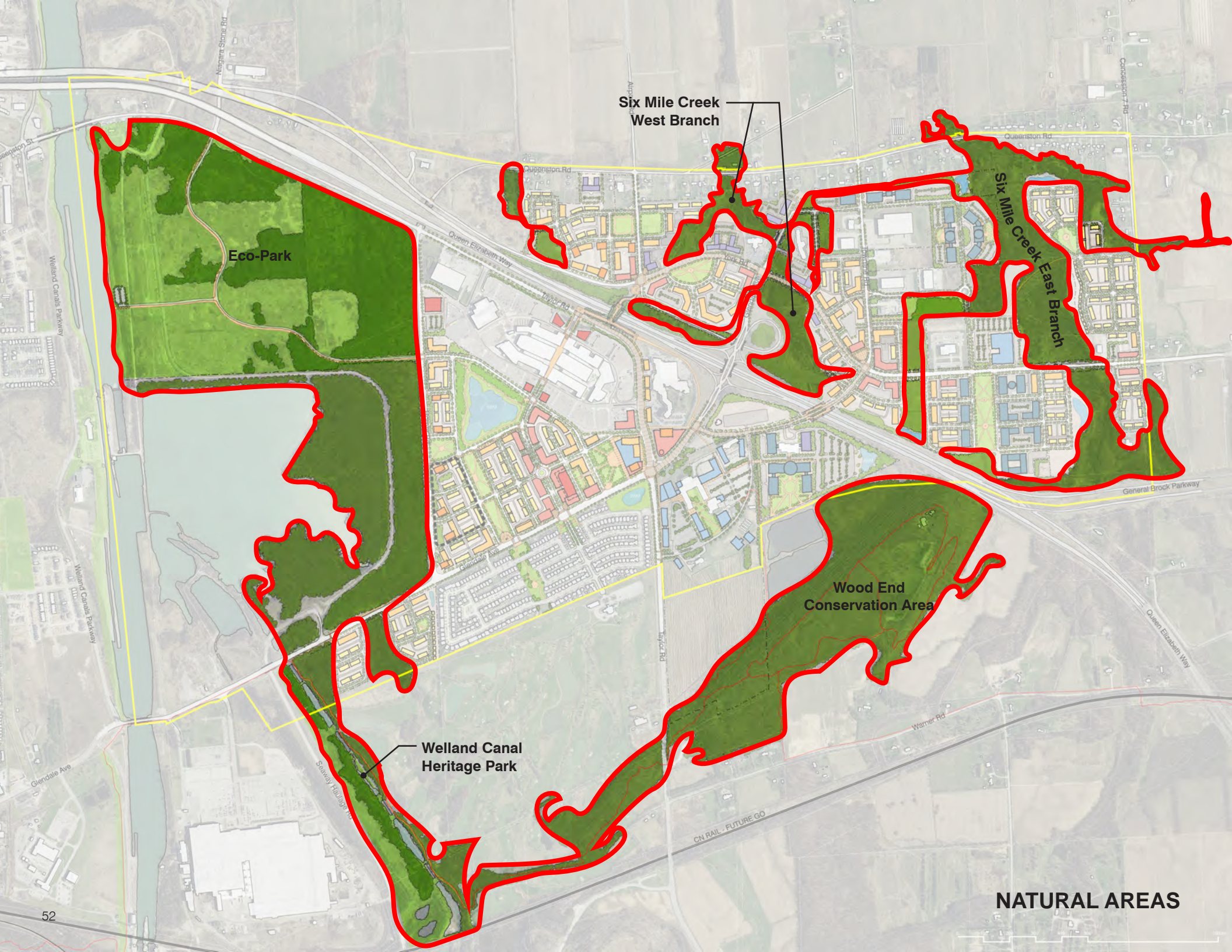
## Infrastructure

The Town of Niagara-on-the-Lake and Niagara Region should consider an area specific development charges by-law to ensure that the infrastructure requirements that are necessary to support the level of development anticipated are appropriately considered.



*How the Diverging Diamond Interchange at Glendale will work*





Six Mile Creek  
West Branch

Eco-Park

Six Mile Creek East Branch

Wood End  
Conservation Area

Welland Canal  
Heritage Park

**NATURAL AREAS**



# Natural Areas

## A Natural Heritage System

A natural heritage system has been protected, composed of natural areas and woodlots, the Six Mile Creek East and West Branches, and Wood End Conservation Area, as well as a new Eco-park and Welland Canal Heritage Park. Protected natural areas form “green fingers” defining nodes of development north of the QEW. Delineation of the Natural Heritage System will need to be confirmed through appropriate study.

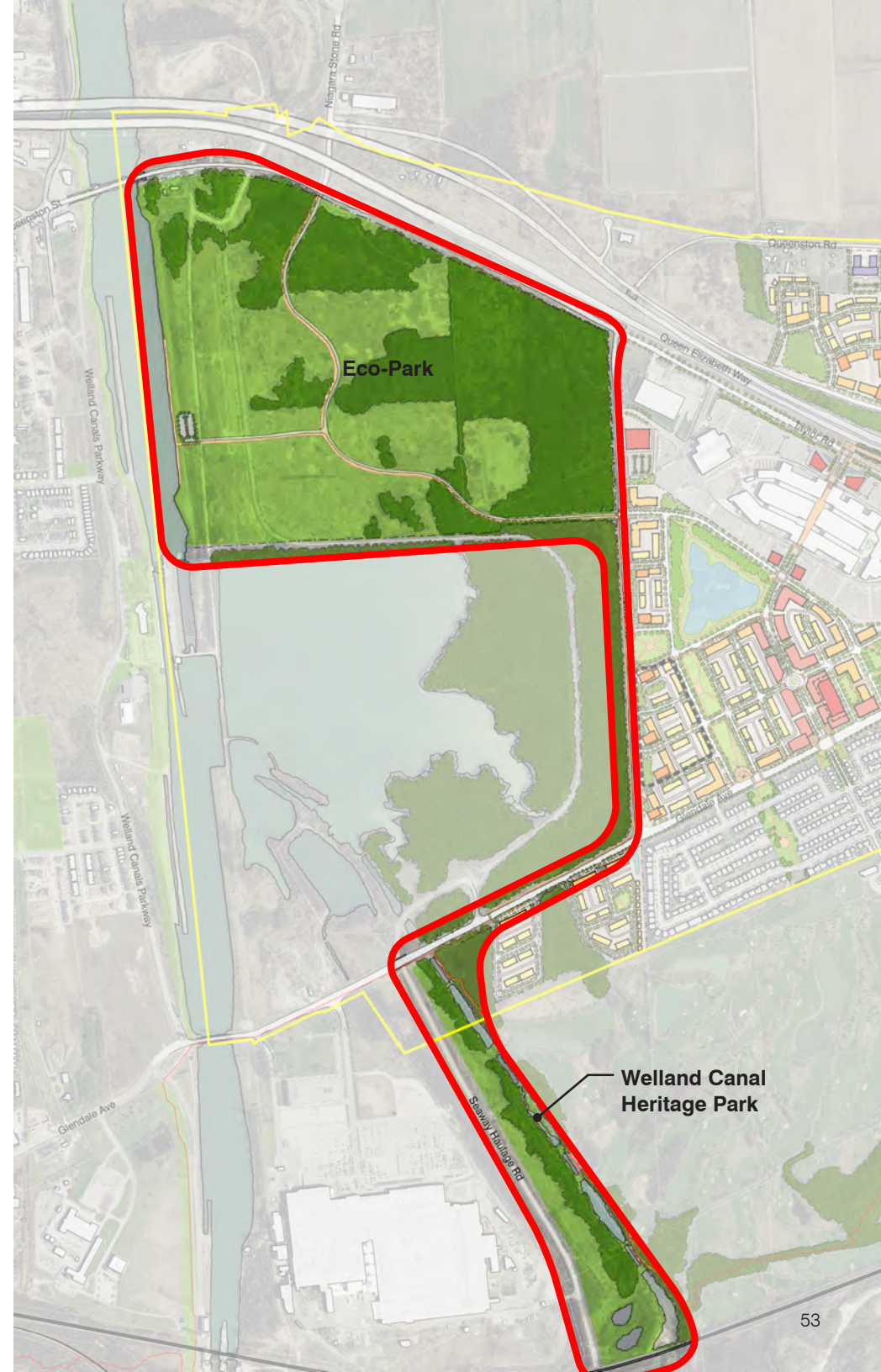
## Eco-Park & Welland Canal Heritage Park

### Eco-Park

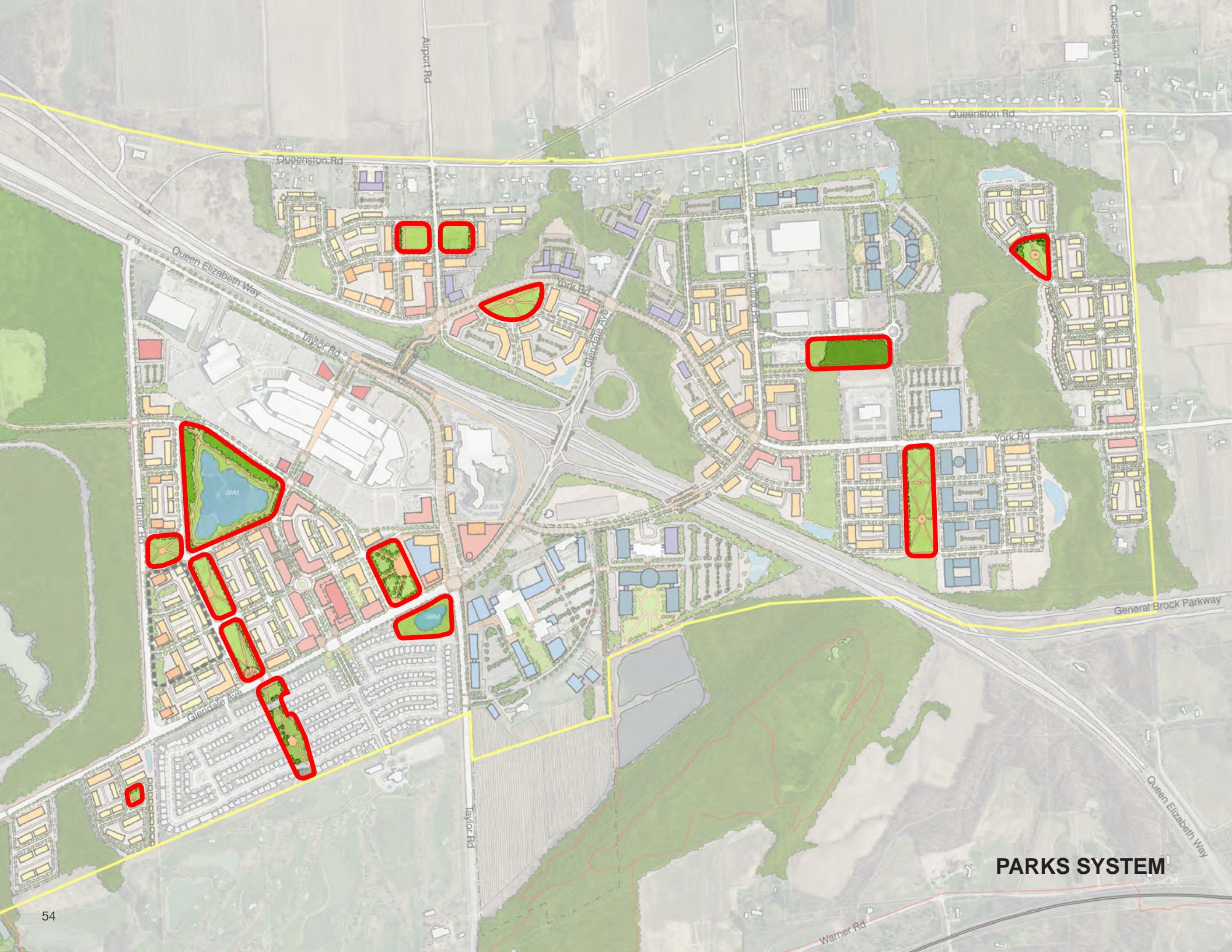
A new Eco-Park will include the preservation and expansion of the natural environment, with a new road and multi-user path connecting to north and south and providing access to the edge of the Welland Canal. There will be space for camping and a potential tourism destination area (winery, craft brewery, amphitheatre, “farm-to-table” restaurant, wedding/event centre, hotel).

### Welland Canal Heritage Park

A new Heritage Park will be created along the historic remnants of locks 13 to 16 of the Third Welland Canal, between Glendale Ave and the CN Rail line. A key focus will be heritage interpretation, such as signage etc). The Bruce Trail currently runs along the old canal through this area.







**PARKS SYSTEM**



# Parks System

## Community Parks

New parks are an important component of each node of development in the Glendale Niagara District. They provide a focus for development and provide green space as a transition to natural features.

## Stormwater Management Ponds

Stormwater ponds are integrated into the parks system, designed with trails and access making them an asset for the community.

The public parks system is conceptual. The amount, location and design standards for all public parkland elements to be dedicated to the Town of Niagara-on-the-Lake shall be subject to a parkland dedication by-law for the Glendale Area to be established by the Town. In addition to the park elements shown on the Vision, additional, individual public realm contributions should be considered on all development sites within the Glendale Area.





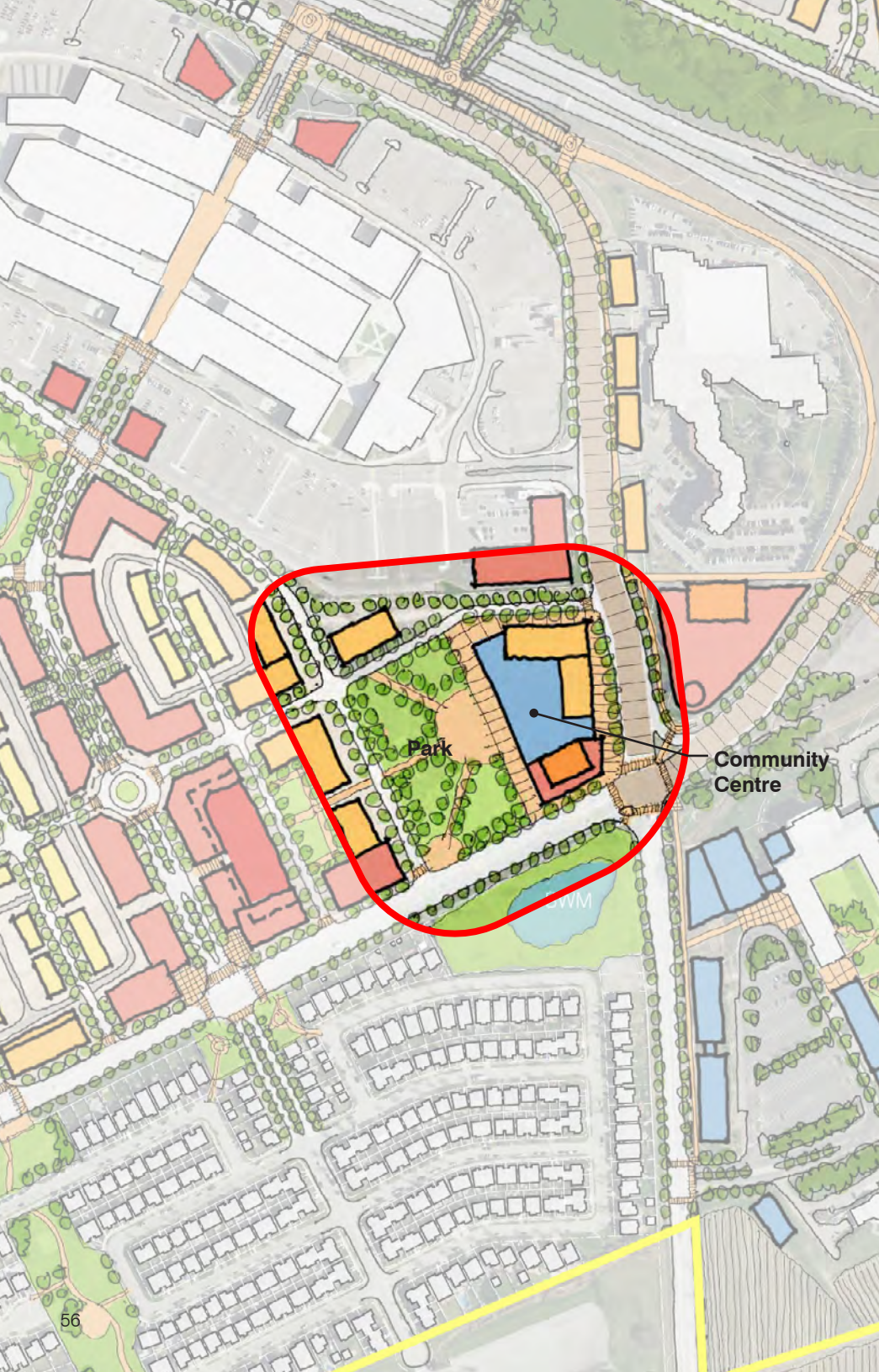
# Community Focus

## Community Park

A new community park acts as a focus for activity in the Glendale Niagara District.

## Community Centre

A new community centre integrated into a mixed use development that could have retail uses at grade and higher density residential above.





# Glendale Crossing

## Core Community Area

Glendale Crossing will be the core community area of Glendale Niagara District, building a direct relationship to the existing Niagara-on-the-Green neighbourhood by extending green space and streets.

## Main Street Retail

A Main Street extends Niagara-on-the-Green Blvd north of Glendale Ave, with mixed uses, and offices or residential above.

## Mixed Uses

Mixed uses are primarily along the Main Street and along Glendale Ave.

## Greenway

The Greenway provides an important green connection to Niagara-on-the-Green, to the stormwater pond and park adjacent to Homer Rd.

## Grocery Store

Two sites have been identified for a local grocery store, one in a stand alone format and the other integrated behind the Main Street.

## Potential High School Site

A potential high school site of 10-11 acres has been identified on the west edge of Glendale Crossing on Homer Rd.





# Niagara College

## Niagara College's Master Plan

The Vision incorporates Niagara College's master plan. Further potential expansion is shown towards Taylor Rd and the Glendale Rd/Taylor Rd intersection. The north-south open space in the middle of the campus is framed with buildings, and an east-west pathway to the Research & Innovation Hub is shown.

The aspiration is to create buildings that front key streets in the District to create a more public face to the college. Buildings located along Taylor Rd would be designed in association with stormwater management and principles of Low Impact Development enabling existing roadside ditches to be relocated.





# Research & Innovation Hub

## Research & Innovation Hub

A Research and Innovation Hub is situated next to Niagara College and forming synergies with that institution. Initial expansion is based around the existing Niagara Corporate Business Centre building. Further new buildings frame an open space that looks south across the ponds to the Niagara Escarpment. One of the buildings could be a hotel.





# Transit Terminal & Tourist Centre

## Transit Terminal

There is a large area available on MTO lands, adjacent to Niagara College and easily accessible from north and south from two QEW crossings. The Transit Terminal will have bus parking and shelters as well as commuter parking.

## Tourist Centre

The existing Ontario Travel Information Centre along the QEW will be removed as part of the Garden City Skyway expansion project. A new Ontario Travel Information Centre should be located here.





# Mixed Use/Residential Centre

## Community Focus on North Side of QEW

A community focus on the north side of the QEW, this is a residential area with a mixed used core at the intersection of Townline Rd and York Rd. The Townline Rd extension south crosses the QEW. A potential plaza or pedestrian-focused space is located at the intersection of Townline Rd and York Rd. Residential uses are primarily mid rise, with some townhouses.





# Mixed Use/Employment

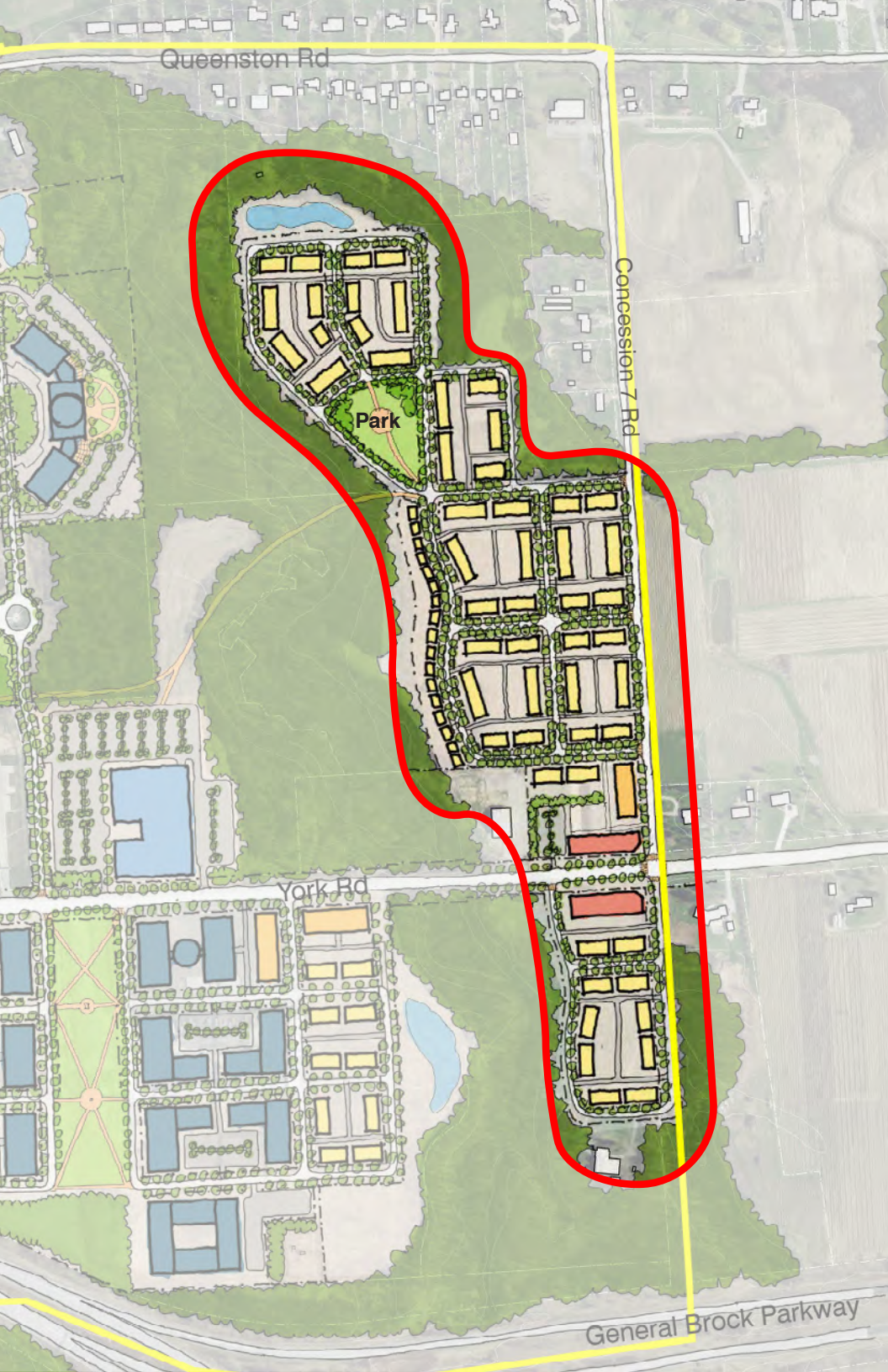
## A Mixed Use Business Area

This is a business-focused mixed use area, with potential to be a health care or medical hub. The area is predominantly business/employment in the centre around a new park.

Towards the edges it transitions to a mix of low rise and mid rise residential uses and some commercial along York Rd.







# East Glendale

## A Residential Neighbourhood

East Glendale is a predominantly low rise residential neighbourhood consisting of townhouses. Some mixed use and mid rise residential uses are located at the York Rd and Concession 7 Rd intersection. A small park is located in the northern portion of the neighbourhood. A new multi-user path connects East Glendale to the Mixed Use/Residential Centre.



# Employment Area

## Maintaining Employment Uses

A simple circuit of new roads connecting east-west and north-south unlocks internal areas of existing lots for further development, while preserving most existing employment uses. A new park is created on a parcel of preserved woodland.





# Hospitality District

## Additional Hotels

Building on an existing cluster of hotels, this is a hospitality district with views and direct access for tourism traffic.



# Interchange District

## A Mixed Use Area

The Interchange District is a mixed use area, with mixed uses at the intersections and predominantly mid rise residential elsewhere. A Community park provides a focus for development.



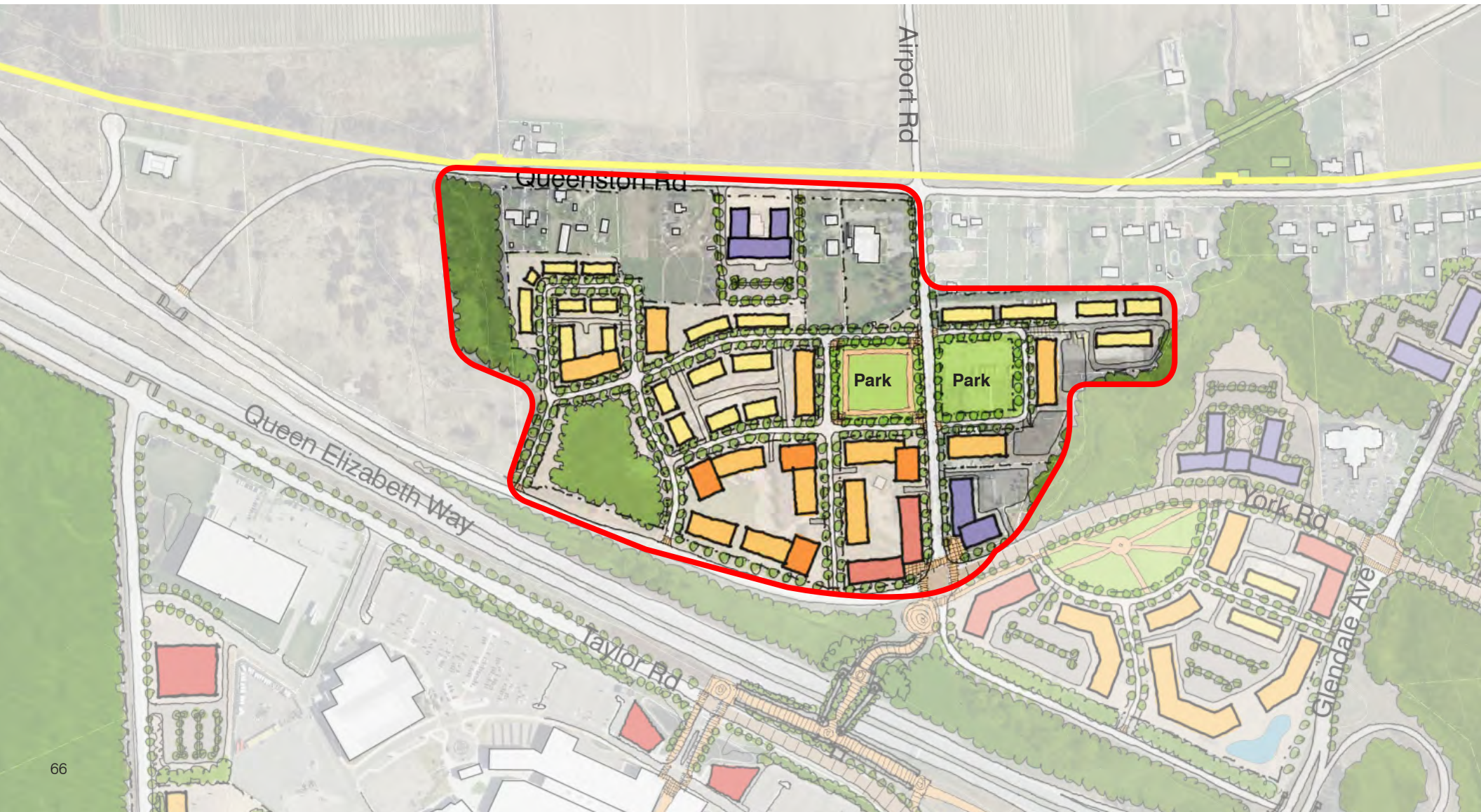


# North Glendale

## A Community North of the QEW

A new predominantly residential community is suggested north of the QEW. Mixed uses are focused at the Airport Rd/York Rd intersection with a hotel and potential commercial uses surrounded by mid rise residential and four taller residential buildings. Two parks straddling

Airport Rd knit the two sides together. A hotel is on Queenston Rd with a relationship to the vineyards across the street. This area is also a potential school site. The Niagara Regional Native Centre site may expand in the future.





# Alternate Vision: Tourism Destination

## Tourism Destination

An alternate vision for North Glendale is for a large scale tourism destination such as a waterpark and resort hotel. This could form a synergy with the destination retail located south of the QEW and connected to the area by a pedestrian bridge.



# Southwest Glendale

## Residential Pocket

Southwest Glendale is a residential pocket that will have mid rise residential along Glendale Ave with low rise residential and a small park in behind. The area preserves the creek and the existing woodlands that surround it.





## 4 Workshop 2 Summary

The 2nd Visioning Workshop took place on Thursday August 16th and included an afternoon workshop sessions with landowners and key stakeholders and an evening workshop session that was open to the public.

There was a presentation on the emerging preferred vision for Glendale District followed by table group discussions to collect input.

Large prints of the Emerging Preferred Vision were posted on the wall and the public was requested to stick green (thumbs up) or red (thumbs down) stickers next to the following 11 key elements.

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Note:

\*It was observed that most of these dots were placed by one person. Development in this area is recognized in the 2010 Glendale Secondary Plan, therefore the Vision continues to recognize this area as an appropriate location for future development.

1. Eco Park east of Canal  
●11 ●2
2. Park connecting Niagara-on-the-Green through Glendale Crossing  
●13 ●-
3. Main Street with a mix of uses north off of Glendale Avenue  
●24 ●-
4. Location for a community centre  
●12 ●-
5. Research and Innovation Hub east of Niagara College  
●6 ●-
6. New residential neighbourhood west of Concession 7  
●2 ●21\*
7. Mixed use areas along York Road for employment, commercial and residential uses  
●5 ●-
8. Maintain employment area  
●7 ●-
9. Glendale Road extended north to connect with Townline Road  
●8 ●-
10. Pedestrian crossing over QEW  
●16 ●-
11. New road crossing over QEW  
●10 ●1





Emerging Preferred Vision as Presented at Workshop 2



Other comments received at Workshop 2:

TRANSIT IS IMPORTANT TO CONSIDER  
CONNECTIVITY TO OTHER COMMUNITIES

RESTAURANTS AND OTHER DINING  
OPPORTUNITIES ON THE MAIN STREET

FARMER'S MARKET IN THE PARK

COMMUNITY GARDENS IN THE ECO-PARK

MOVE THE PARK IN NORTH GLENDALE  
TO THE NORTH EDGE TO ENJOY THE VIEW  
TOWARDS TORONTO – EXCELLENT NIGHT  
VIEWING LOCATION

TRAFFIC TRAVELS TOO FAST ON QUEENSTON  
RD – NEEDS BREAKS

ANY SENIORS DEVELOPMENT?

OPPORTUNITY FOR HOMESTAY FOR STUDENTS

MAIN STREET SHOULD BE AN EARLY PROJECT

PERFECT LOCATION FOR A GROCERY STORE  
ON MAIN STREET

CONNECT TRAILS TO THE WELLAND CANAL

DON'T WANT THIS TO LOOK LIKE  
MISSISSAUGA

WHY NOT HIGH RISE APARTMENTS/CONDOS  
IN SOUTHWEST GLENDALE – GREAT VIEW,  
GREAT LOCATION

STRONG SUPPORT FOR GO TRANSIT TO TAKE  
PRESSURE OFF ROADS

TAKE SHUTTLES TO THE SHOPS

WHAT'S THE TIMEFRAME FOR THE VISION?

PROVIDE PROPER STUDENT HOUSING

NIAGARA IS FAMOUS FOR GROWING FOOD –  
THERE'S NOWHERE TO GROW FOOD HERE



## 5 Next Steps

The conceptual development plan for Glendale Niagara District will be utilized as a control plan informing the development of further land-use and demonstration plans in the District Plan and Component Studies portion of the study (to be completed by IBI Group).









**Glendale Niagara**

District Plan

Visioning & Conceptual Development Plan

# Final Report

August 22, 2018