

City of Port Colborne Public Meeting Agenda

Date: Tuesday, October 7, 2025
Time: 6:30 pm
Location: Council Chambers, 3rd Floor, City Hall
 66 Charlotte Street, Port Colborne

Pages

1. Call to Order

2. Adoption of Agenda

3. Disclosures of Interest

4. Public Meeting - Stop Up and Close

Requests to delegate will be accepted until 12:00 p.m. on the day of the meeting by contacting deputyclerk@portcolborne.ca. To delegate, requests are appreciated, but not mandatory.

4.1 Proposed Stop and Close - St. Lawrence Street, 2025-182

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5. Statutory Public Meetings

Statutory public meetings are held to present planning applications in a public forum as required by the Planning Act. Requests to delegate will be accepted until 12:00 p.m. on the day of the meeting by contacting deputyclerk@portcolborne.ca. To delegate, requests are appreciated, but not mandatory.

5.1 Public Meeting Report for City-initiated Official Plan and Zoning By-law Amendments for Additional Dwelling Units (ADUs)- Files D09-01-25 and D14-02-25, 2025-194

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5.2 Public Meeting Report for City-initiated Zoning By-law Amendment for Apartment Dwelling Parking Rate- File D14-03-25, 2025-195

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6. Procedural Motions

7. By-laws

7.1 By-law to Adopt, Ratify and Confirm the Proceedings of the Council of The Corporation of the City of Port Colborne

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8. Adjournment



Subject: Proposed Stop and Close - St. Lawrence Street

To: Council - Public Meeting

From: Development and Government Relations Department

Report Number: 2025-182

Meeting Date: October 7, 2025

Recommendation:

That Development and Government Relations Department Report 2025-182 be received; and

That the Economic Development Officer be directed to bring forward a Stop Up and Close By-law for PIN 641490134 legally described as St. Lawrence St. PL 830 Village of Humberstone except VH 2791; Port Colborne; as shown in Appendix A, to a future meeting of Council for consideration.

Purpose:

City staff are requesting Council approval to bring forward a Stop Up and Close By-law for a public highway identified as PIN 641490134 legally described as St. Lawrence St. PL 830 Village of Humberstone except VH 2791; Port Colborne; shown in Appendix A.

Background:

City staff are continually reviewing City-owned property to identify potential surplus lands that could be made available to support development opportunities and expand the City's tax base or for City operational purposes. The City Public Works Yard is constrained by roads, the old Canal and private property to the north and east. There is an opportunity to add an underutilized parcel into the Public Works property footprint to support future growth, efficiency and financial sustainability.

City staff believe that the subject parcel shown in Appendix A, meet these objectives.

The subject property is currently considered a City road allowance. Therefore, before the property can be divested or legally added to City Real Estate, a Stop Up and Close process must be initiated, and a By-law must be approved by Council. The Public Meeting and Public Notice are the first steps in the Stop up and Close process.

Discussion:

The subject parcel does not generate any tax revenue for the City.

Staff believe that a better use of this property would be achieved through incorporating it into the Public Works Yard footprint. Closing the unopened road allowance, would fulfill the goals of the surplus land review to support current and future City operations by putting the property to use.

Proceeding with the Stop Up and Close By-law is one step in legally adding it to the City Works property and it is recommended that Council direct staff to bring this forward to a future Council meeting.

Internal Consultations:

Economic Development staff reviewed the property and circulated it to other departments for comments. Economic Development, Public Works, and Planning staff collaborated on the boundaries of the Stop Up and Close area requested in Appendix A. Public Works would like to add this property to enlarge their footprint for future uses.

Financial Implications:

Costs associated with the Stop Up and Close process of this property, namely the public notice will be covered through the Public Works operating budget.

Public Engagement:

The Public Meeting notice was posted on the City's website starting on September 11th, 2025. The notice was also advertised for four consecutive weeks including September 11th, 18th, 25th and October 2nd, 2025 in the Welland Tribune as per the Public Notice Policy.

Any comments received are included as Appendix B.

Strategic Plan Alignment:

The initiative contained within this report supports the following pillars of the strategic plan:

- Environment and Climate Change
 - Welcoming, Livable, Healthy Community
 - Sustainable and Resilient Infrastructure
-

Conclusion:

Economic Development staff, during the course of the ongoing review of surplus lands, have identified an unopened road allowance west of Mellanby Avenue, adjacent to the Public Works Yard that is known as St. Lawrence Street and shown in Appendix A.

Staff are seeking Council approval to take the Stop Up and Close By-law report to a future session of Council.

Appendices:

- a. St. Lawrence Street property
- b. Received Comments

Respectfully submitted,

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Report Approval:

All reports reviewed and approved by the Department Director and also the City Treasurer when relevant. Final review and approval by the Chief Administrative Officer.

PIN: 641490134

NIAGARA SOUTH (59)

Owner Name:

THE CORPORATION OF THE CITY OF PORT COLBORNE

Legal Description

ST. LAWRENCE ST PL 830 VILLAGE OF HUMBERSTONE EXCEPT VH2791; PORT COLBORNE



Submitted Comments:

No comments yet received by the Economic Development Office as of September 24th, 2025.

One inquiry have been recorded requesting the City planned use for the property. The inquiry was framed around the need to know the future use to submit a comment.

- The City has no planned use for the property but is seeking Council approval to complete the Stop Up and Close and direction for future use.

Any submitted comments by October 7th, 2025, will be provided at that time.



Subject: Public Meeting Report for City-initiated Official Plan and Zoning By-law Amendments for Additional Dwelling Units (ADUs)- Files D09-01-25 and D14-02-25

To: Council - Public Meeting

From: Development and Legislative Services Department

Report Number: 2025-194

Meeting Date: October 7, 2025

Recommendation:

That Development and Legislative Services Department Report 2025-194 be received for information; and

That Council direct staff to consider Council, agency, and community feedback received as part of this statutory public meeting, prior to bringing forward a subsequent staff report recommending adoption of the proposed Official Plan and Zoning By-law Amendments.

Purpose:

The purpose of this report is to fulfill the statutory public meeting requirement under the authority of the *Planning Act*. This report and statutory public meeting introduces City-initiated proposals for an Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) aimed at establishing an updated policy and regulatory framework for Additional Dwelling Units (ADUs). The objective of the public meeting is to solicit comments from interested members of the community and public agencies on the proposed amendments.

Background:

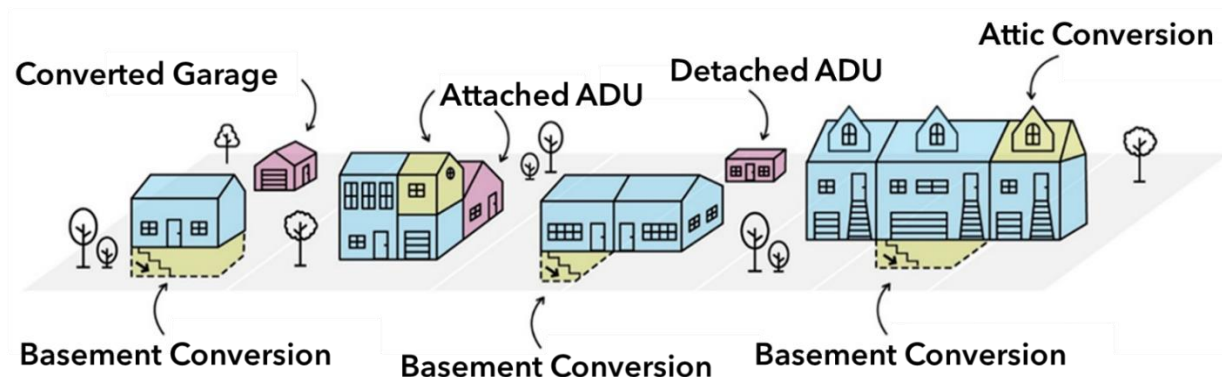
What is an ADU?

Additional Dwelling Units are often described as a self-contained residential unit with a private kitchen, bathroom facilities and sleeping area within an existing dwelling or in an accessory building to the dwelling. ADUs have many names including but not limited to

second units, accessory apartments, in-law suites, garden suites, and basement apartments.

ADUs can help to gently increase local residential density and increase the inventory of affordable rental units that are necessary to support housing needs based on different income levels and stages of life – young people, young families, caretakers, multi generation families, essential service workers and seniors. Additionally, ADUs provide added flexibility for multi-generational living and co-housing building configurations.

The image below shows the many ways ADUs can be accommodated on an existing property.



The City's planning documents currently permit ADUs, subject to certain limitations (outlined in later sections of this report). In recent years, numerous ADUs have been approved and constructed throughout the City. Staff continue to receive regular and frequent inquiries from residents interested in building ADUs, indicating sustained public interest in this housing option.

Provincial legislation and requirements for ADUs

Ontario's Bill 23 has amended the Planning Act to require municipalities to allow up to three (3) residential units "as-of-right" on most urban lots containing detached, semi-detached and street townhouse dwellings. Effectively, municipalities in Ontario must amend their planning documents to allow:

- Up to three (3) residential units permitted on a parcel of land within fully serviced (water and sewer) settlement areas
- Two (2) residential units within the principal building (detached house, semidetached house, townhouse) and one (1) residential unit in an ancillary building; or
- Three (3) residential units within the principal building (detached house, semi-detached house, townhouse) provided there is no residential unit in an ancillary building.

Federal Housing Accelerator Fund (HAF)

In 2023, the Federal Government launched the Housing Accelerator Fund (HAF) to help cities build more homes faster. Port Colborne successfully secured \$4.3 million in funding over three years by committing to a set of housing initiatives aimed at increasing housing supply. Details of the City's HAF commitments were provided to Council in August of 2025, through Report 2025-170.

Initiative 1 of the HAF Action Plan requires the City to optimize the use of residential land in the urban area by going above the "as-of-right" requirements of the Province by permitting up to four (4) residential units "as-of-right". This requirement is a common element of other Ontario municipalities that have received HAF funding. Municipalities including St. Catharines, Burlington, Guelph and Milton have already implemented updates to their planning documents to meet this HAF requirement.

The City of Port Colborne is required to complete this initiative by December 1, 2025 in order to ensure the City is able to retain the full funding awarded by CMHC.

Summary of Consultant Research/ Recommendations (preliminary review)

Tim Welch Consulting (TWC) was retained by the City to conduct a review of the City's current requirements for ADUs, along with a cross-jurisdictional scan of how other local municipalities are regulating ADUs.

The resulting memo, attached to this report as Appendix A, outlines specific recommendations and planning considerations for the City. These recommendations have been directly incorporated into the draft Official Plan and Zoning By-law Amendments, which are discussed in greater detail in the following sections of this report.

Internal Consultations:

The draft OPA and ZBA were circulated to appropriate internal departments and to external agencies on September 16, 2025, and the following comments have been received as of the date of preparing this report.

Fire Department

- No objections to the proposed OPA and ZBA

Drainage Superintendent

- No objections to the proposed OPA and ZBA

Niagara Peninsula Conservation Authority (NPCA)

- Supportive that the proposed OPA does not permit ADUs in hazardous sites or hazardous lands, unless where specifically permitted by the conservation authority, and shall have flood-free safe access;
 - While not subject to the amendment, NPCA notes that the current Zoning By-law Section 35.3 (Hazard Zone Requirements), bullet (a) references an out-dated regulation (O. Reg. 155.05) and recommends the City consider updating this reference to the new regulation (O. Reg. 41/24- Prohibited Activities, Exemptions and Permits)
-

Public Engagement:

On August 27, 2025, staff launched a public engagement campaign regarding the use of ADUs and apartment parking rules in Port Colborne. The engagement efforts were aimed at gathering feedback from the residents on the proposed changes to the City's current policies and by-laws that would ultimately accommodate the direction from the province.

The engagement campaign took place between August 27 and September 23, 2025. It included an online and paper-based survey and in-person drop-in open house event. The open house was held on September 16 from 3-7 p.m. in the Golden Puck Room at the Vale Health and Wellness Centre.

Quick stats about the engagement activities:

- 201 surveys were completed (188 online and 13 paper)
- Average time to complete the survey: 3:56 minutes (online survey)
- Estimated completion rate: 92% (online survey)
- 30 attendees at the drop-in open house

In addition to the formal public notices shared in the local newspaper on September 13 and 15, the opportunity to participate in the public engagement activities related to ADUs were shared with residents through the City's website, social media channels, local newspaper, through digital marketing tools, and at the weekly Farmers' Market. Paper surveys were also offered at City Hall and the Port Colborne Public Library.

Additionally, a copy of the Draft Official Plan Amendment and Draft Zoning By-law amendment were made available on the City's website on September 16, 2025. Hard copies of the amendments were also made available at City Hall.

A copy of the survey responses received are attached to this report as Appendix E. However, at a high level, survey respondents reported:

- Overall support for expanding ADUs in Port Colborne, with many respondents highlighting them as a pathway to creating more affordable housing, enabling multi-generational living, and promoting sustainability.

- Some respondents suggested there could be concerns related to overdevelopment, increased on-street parking demands, a strain on local infrastructure, and reduced privacy for homeowners
- 52% of respondents reported they would not be concerned if their immediate neighbour was building an ADU
- 50% of respondents reported they either strongly support or somewhat support making changes to expand the number of allowable ADUs in Port Colborne
- Respondents emphasized the importance of clearer permitting processes, financial incentives, defined design standards, limits on the use of ADUs as short-term rentals, and stronger enforcement and oversight.

There were 3 cards received in total. Here's what they said:

- Apartment parking spaces – moving in the right direction
- Incentives Ownership Utilities
- Kelly & Eric were great – thank you!

Copies of formal written comments received as of the date of the writing of this report are included in Appendix F.

Discussion:

City of Port Colborne Official Plan

A copy of the proposed Draft Official Plan Amendment is attached to this report as Appendix B. The following summarizes the key changes introduced through the OPA. A more detailed summary table of the proposed changes, relative to the existing framework is attached to this report as Appendix D.

- Introduction of a new defined term for the use:
 - A separate self-contained dwelling unit that is subordinate in nature to the principal dwelling until and, located either:
 - within a single-detached dwelling, a semi-detached dwelling, a duplex dwelling, townhouse unit or street townhouse unit (additional dwelling unit, attached); or,
 - on the same parcel of land as a principal dwelling and located within a building accessory to a single-detached dwelling, a semi-detached dwelling, a duplex dwelling, townhouse unit or street townhouse unit (additional dwelling unit, detached)
- General cleanup of language to reflect new/ preferred terminology, replacing the term “accessory dwelling” with “additional dwelling units”;
- Introduction of a framework for ADUs in the Urban, Hamlet, Rural and Agricultural Areas:
 - A maximum of 3 ADUs are permitted in the Urban Area;

- A maximum of 2 ADUs are permitted in the Hamlet and Rural Areas;
- A maximum of 1 ADU is permitted in the Agricultural areas;
- Clarity that the maximum number of ADUs may not be achievable on every site due to site specific conditions and zoning regulations;
- Prohibiting ADUs within hazardous sites or on hazardous lands, unless where permitted specifically by the Conservation Authority;
- Compliance with Minimum Distance Separation (MDS) for ADUs outside of the Urban Area;
- Sufficient septic capacity to accommodate additional flows for ADUs outside of the Urban Area;
- Clarity that detached ADUs cannot be severed;
- Exemption of ADUs from density provisions of the Official Plan; and,
- Support for new developments to include design options for purchasers that have ADUs incorporated.

City of Port Colborne Zoning By-law 6575/30/18

Proposed Zoning By-law Amendment

A copy of the proposed Draft Zoning By-law Amendment is attached to this report as Appendix C. The following summarizes the key changes introduced through the ZBA. A more detailed summary table of the proposed changes, relative to the existing framework is attached to this report as Appendix D.

- Introduction of a new defined term for the use:
 - Dwelling unit, Additional: means a separate self-contained dwelling unit that is subordinate in nature to the principal dwelling unit; and, located either:
 - within a single-detached dwelling, a semi-detached dwelling, a duplex dwelling, townhouse unit or street townhouse unit (dwelling unit, additional attached); or,
 - on the same parcel of land as a principal dwelling unit and located within a building accessory to a single-detached dwelling, a semi-detached dwelling, a duplex dwelling, townhouse unit or street townhouse unit (dwelling unit, additional detached);
- Introduction of a framework for ADUs in the Urban, Hamlet, Rural and Agricultural Areas:
 - A maximum of 3 ADUs are permitted in the Urban Area;
 - A maximum of 2 ADUs are permitted in the Hamlet and Rural Areas;
 - A maximum of 1 ADU is permitted in the Agricultural areas;
- Establishing that the cumulative maximum gross floor area (GFA) for all ADUs shall not exceed 45% of the GFA of the primary dwelling;
- Establishing that the maximum lot coverage is the greater of the applicable zone requirement or 45%;

- Maintaining the existing requirement that one additional parking space be provided for each ADU and introducing a maximum number of tandem spaces for ADUs at 2 vehicles;
 - Maintaining the existing requirements for attached ADUs respecting the location of entrances and maintaining architectural similarity;
 - Maintaining the setback requirements for detached ADUs as they currently exist;
 - Introducing a setback requirement for detached ADUs on corner lots;
 - Establishing a maximum height for detached ADUs of 7 metres;
-

Financial Implications:

Permitting 4 units “as-of-right” is a requirement of the City’s HAF Contribution Agreement. Completion of HAF Initiatives within the identified milestone timeframes will ensure the City remains in compliance with the Contribution Agreement and HAF program requirements and eligible for HAF funding.

Consultant and staff time directed toward the preparation of the background review and analysis memo, drafting of the OPA, ZBA and public consultation have been undertaken with resources provided for through the HAF budget.

ADUs are exempt from the payment of development charges (DCs), as well as for the conveyance of parkland, under a combination of Provincial and local legislation. These exemptions significantly reduce the upfront costs for homeowners and developers, but they also have financial implications for municipalities. The City will need to monitor the financial impact closely and explore alternative funding mechanisms to ensure infrastructure needs are met without placing undue pressure on existing taxpayers.

Strategic Plan Alignment:

The initiative contained within this report supports the following pillar(s) of the strategic plan:

- Welcoming, Livable, Healthy Community
 - Increased Housing Options
-

Conclusion:

It is important to ensure that the City’s planning documents are updated to comply with Provincial regulations and Federal obligations. In order to do this, amendments to the Official Plan and Zoning By-law are being introduced to permit:

- Up to four (4) residential units per lot in the urban area (one (1) primary dwelling and up to three (3) ADUs);
- Up to three (3) residential units per lot in the hamlet and rural areas (one (1) primary dwelling and up to two (2) ADUs); and
- Up to two (2) residential units per lot in the agricultural areas (one (1) primary dwelling and one (1) ADU).

This Statutory Public Meeting report has been prepared to allow all agency, public and Councillor comments to be received and considered prior to a decision being made on the proposed Amendments. Planning staff will prepare and present a recommendation report on this application at a future Council meeting prior to the critical milestone completion date of December 1, 2025.

Appendices:

- a. TWC Memo
- b. Draft Official Plan Amendment
- c. Draft Zoning By-law Amendment
- d. Summary Table of proposed Official Plan and Zoning By-law changes
- e. Survey results
- f. Written submissions received as of the date of writing this report

Respectfully submitted,

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Report Approval:

All reports reviewed and approved by the Department Director and also the City Treasurer when relevant. Final review and approval by the Chief Administrative Officer.

ADUs and Four Units As-Of-Right Zoning in The City of Port Colborne

August 2025

Prepared by  **TWC**
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1 Introduction

Addressing the housing crisis requires building additional and diverse housing types in communities across Canada. In 2025 it was announced that, the City of Port Colborne received funding through the Housing Accelerator Fund (HAF) to support the construction of 128 HAF-incentivized units, with 371 permitted units to be developed over the next three years.

Port Colborne's HAF Action Plan outlines seven local initiatives, including updates to the Official Plan and Zoning By-law to support the development of medium- and high-density housing, and to permit four units as-of-right city-wide.

This memo summarizes TWC's recommendations on best practices and processes to meet the HAF requirements related to four units as-of-right, while also supporting a strong planning and regulatory framework. Leveraging Additional Dwelling Units (ADUs) to enable up to four units on a lot is a foundational step toward city-wide densification. These changes can be initiated now and further aligned with a comprehensive Official Plan update that enables broader, longer-term housing policy shifts.

2 Policy Context

Port Colborne's Official Plan (OP) emphasizes a balanced and diverse housing supply, supporting intensification, infill, affordability, and mixed-use development. This includes absorbed elements of the former Niagara Region Official Plan and aligns with the Provincial Planning Statement (PPS, 2024).

A core objective is to provide a range of housing types, tenures, and densities that meet the evolving needs of residents, including seniors and those requiring affordable housing. The OP supports:

- Compact urban form and intensification in Urban Residential zones, Downtown, Hamlets, and certain Rural areas.
- Accessory apartments, basement units, duplex conversions, and garden suites within single-detached dwellings, with design and character considerations.
- Mixed-use development in Main Street and Downtown areas, encouraging residential units above or behind commercial spaces.
- Affordable housing through government, nonprofit, and private sector partnerships, including the use of Community Improvement Plans (CIPs).
- Targeted residential policies in Secondary Plans (e.g., East Waterfront, Westwood Park).
- Aging in place through at-grade and mid-density housing suited to older adults.
- Rural intensification under defined servicing, lot size, and environmental conditions.

The City acknowledges that a lack of housing diversity remains a challenge in the community and this creates barriers to affordability and additional supply being created. Its HAF objectives signal a shift toward permitting four units as-of-right, enabling new housing types in areas where they have historically not been allowed.

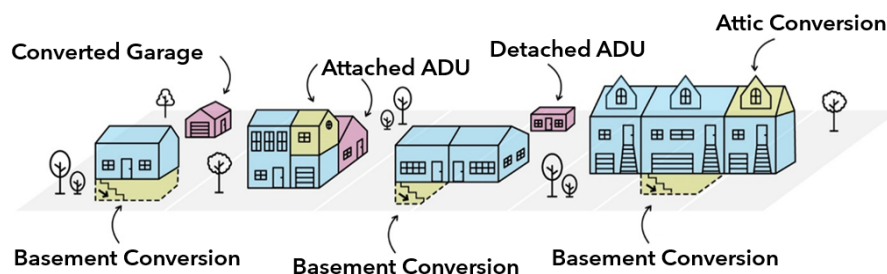
To support this transition, a two phased policy processes are recommended:

- **ADU Expansion** – The City will permit up to three ADUs in addition to a primary dwelling on urban residential lots containing single-detached, semi-detached, or townhouse dwellings. This exceeds the provincial minimum standards of two ADUs. Expansion into rural areas should consider servicing capacity, minimum distance separations, and other key regulatory issues.
- **Comprehensive OP and Zoning Updates** – Broader changes through the ongoing Official Plan review will explore ways to provide greater opportunities for a more diverse housing mix by updating density and use permissions throughout the urban area. These changes should inform a full Comprehensive Zoning By-law Review, following approval of the Official Plan.

Together, these steps will encourage the development of gentle density and missing middle housing, support local housing needs, and ensure that new growth reflects Port Colborne's unique character and built form.

3 ADU Expansion and Analysis

Often considered a subset of "missing middle" housing, Additional Dwelling Units (ADUs) come in a variety of forms and serve a wide range of functions—contributing to some definitional challenges. ADUs can be located within the primary dwelling (e.g., basement or attic conversions), attached as an addition, constructed as a standalone detached unit, or created by converting an existing structure such as a garage. This flexibility allows ADUs to introduce gentle density into established neighbourhoods with minimal disruption to community character.



Source: Adapted from the Town of Whitchurch-Stouffville

Because ADUs are typically developed by private homeowners, the motivations, scale, and design of each project can vary widely. This variability poses challenges when developing policies and processes that aim to support ADU development more broadly.

Polling conducted by EKOS Research in 2021 surveyed 1,003 Ontario homeowners and found that approximately 34% would consider building an ADU on their property—if major barriers such as cost, time, knowledge, and permitting were removed.¹ Among those interested, the top three barriers were:

- **Zoning uncertainty and lot size constraints** (27%)
- **Financial barriers, such as lack of savings or existing debt** (25%)
- **Time constraints or hesitancy to become a landlord** (19%)

As for motivations to build an ADU, respondents cited:

- **Providing housing for a family member** (52%)
- **Generating rental income** (38%)
- **Increasing property value** (24%)

Based on this polling, and other examples such as the generous incentives in the City of St. Catharines for ADUs, there is growing evidence that—if the policy, regulatory, and financial frameworks are aligned—there will be significant demand for these units.

4 ADU Development Costs and Affordability

ADU construction costs vary significantly depending on site-specific conditions and the type of ADU being developed. Internal ADUs—such as basement or attic conversions—are typically the most affordable, largely because they can connect to the primary dwelling's existing utilities. The primary cost drivers for internal units are structural modifications, including separate entrances and egress points.

¹ CHMC and EKOS Research. (2021) Housing Supply Challenge Maintaining Affordability Through ADUs: A Tracking and Analysis Model Polling Results. <https://gingerpolitics.wordpress.com/wp-content/uploads/2025/05/adu-polling-2021.pdf>

Table 1 – ADU Cost Estimates²

ADU Type	Estimated Cost Range
Basement Apartment:	\$100,000 - \$150,000
Garage Conversion:	\$100,000 - \$160,000
Detached ADU/Garden Suite:	\$180,000 - \$300,000+
High-End Detached ADU:	\$350,000+
Prefab ADU:	\$150,000 - \$300,000

Detached ADUs, while offering greater independence and privacy, come at a higher cost. These units require standalone servicing with one of the most substantial cost factors being trenching water lines from the front of the property to the rear, where most detached ADUs are located. Prefabricated ADUs offer some cost predictability and faster construction but may struggle with integration on irregular lots or in areas where local zoning imposes oversized setback requirements.

While ADUs can be a lower-cost form of housing, the rent charged often reflects market rates. Without affordability conditions tied to incentives, many property owners rent ADUs at the market ceiling to maximize returns and repay any financing costs. To address this, some municipalities have linked financial incentives—such as grants or forgivable loans—to affordability commitments. This is beyond the scope of this memo but could be a future consideration for affordable housing in Port Colborne.

Finally, property owners’ understanding of regulatory barriers remains a major hurdle for ADU development. To attempt to overcome this challenge, municipalities often provide a range of supports including: “how to guides”; referral to local developers with experience in this development type; or preapproved plans and designs that can be fast tracked through municipal approvals.

A scan of ADU regulations from select municipalities across the Niagara Region is provided below. This scan can be used for comparative purposes to highlight regulatory factors and other potential considerations related to this form of development.

² Based on a scan of construction costs conducted by TWC in the summer of 2025. Site specific costs and final fixtures may result in significant variation.

Table 2 – Scan of Detached ADU Regulations in Select Niagara Region Communities*						
	Port Colborne	St Catharines	Niagara Falls	Welland	Thorold	Fort Erie
Number of ADUs Permitted	Only one accessory dwelling unit is permitted per dwelling unit. One detached accessory dwelling unit is permitted in any residential zone provided it complies with Section 2.9.1	A maximum of two accessory dwelling units are permitted with a detached dwelling unit, semi-detached dwelling unit or townhouse dwelling unit and may be located within a principal dwelling unit) or within an Accessory Structure	2 units per property (1 in rural areas)	No more than 2 accessory dwelling units in association with a single, semi, two-unit, and townhouse dwelling. Detached ADU: one permitted in a building accessory to a single, semi, two-unit, and townhouse dwelling if said building does not contain more than one accessory dwelling unit.	1 secondary dwelling unit or garden suite (can't both be there).	2 accessory dwelling units
ADU Size (max)	40% of gross floor area of the main dwelling	80m2	93 m2 so long as it doesn't exceed zoning max lot coverage.	Not exceeding 10% of lot coverage and zoning total lot coverage	40% of gross floor area of the main dwelling	40% of the main dwelling floor area or 100 sq m.
Height (max)	6m	6M to peak of roof, 4.5M of any wall or support post	7M	6M	4.5M	2 storeys or same number of stories as main dwelling. Max height same as main dwelling or max of 8M
Lot Frontage	As per zoning	As per zoning	As per zoning	As per zoning	As per zoning	As per zoning
Front yard setback (min)	May not be front or corner side yard	As per zoning	As per zoning	>5.5M	6M	As per zoning
Exterior side yard setback (min)	1m	1.2M (3M on private road)	1.2M	0.9M	3M	3M
Interior side yard setback (min)	1m	1.2M (3M on private road)	1.2M	0.9M	0.9 M	1 storey – 1.00 m; 1.5 storey – 1.50 m; 2 storey – 2.00 m
Rear Yard Depth (min)	As per R1 zone 7 metres except the minimum rear yard which includes the Hazard (H) zone shall be determined by the Niagara Peninsula Conservation Authority	As per zoning	As per zoning	As per zoning	As per zoning	As per zoning
Rear Yard setback	1M for year lot and 1.5 m from the main dwelling	1.2M (3M on private road)	1.2M	0.9M	0.9 M	NA
Lot Coverage (max)	Total of 40% as per R1	ADU max coverage of 10%	As per zoning	ADU max coverage of 10%	ADU max coverage of 10%	15%
Landscaped Area (Min)	25% as per R1	NA	NA	NA	NA	NA
Parking	One additional parking spot, parking may be tandem	0.5 parking spot per unit	1 spot per unit, tandem parking permits, no on street parking	1 tandem parking space per unit	1 parking space required can be tandem	1 parking space for unit, tandem parking allowed up to 2 spaces
Comments	May not be in any sight triangle (2.13)	3M minimum distance between buildings		Must be more than 0.9M from main dwelling	Must be located within 1.2 M of main dwelling	
Note: This table does not account for special provisions outside the primary zoning category and should not be considered a comprehensive review. It serves as a comparative snapshot of ADU regulations in low-density zones across the region						

The table illustrates the range of regulatory requirements related to ADUs in select Niagara communities. Many of the ADU regulations are grounded in the foundational zoning regulations of the primary dwelling. As a result, underlying restrictions can still pose a challenge to implementing ADUs broadly in the community.

By shifting to allow up to 3 ADUs per lot it will make Port Colborne one of the least restrictive communities in the region, while still allowing other regulatory factors to ensure community character is respected. This objective would exceed the requirement of the Planning Act requirements under Ontario Regulation 299/19 and is a requirement to meet Initiative 1 of the HAF funding.

5 Recommended ADU Changes

The following table offers a series of recommendations and considerations for the City of Port Colborne to consider for potential changes to ADU regulations to encourage four-unit development in existing neighbourhoods. These considerations aim to create flexibility for the City in moving forward

Table 3: ADU Recommendation for Consideration		
Recommendation	Description	Considerations
Allow 3 ADUs per residential lots in urban areas	Currently the comprehensive zoning by-law only allows 1 ADU per lot. The provincial minimums are for two ADUs in addition to the primary residence. Our obligation under the HAF agreement is to shift to allow up to three ADUs through a combination of internal and external units	The makeup of the ADUs on the lot should be considered. The City may want to consider permitting more than one detached ADU, so long as the total number of dwelling units on the property does not exceed four (4).
ADU regulations for rural/hamlet/lakeside areas	Numerous municipalities allow ADUs in rural and non-urban areas. Currently Port Colborne allows one ADU per dwelling with some additional requirements around municipal servicing and Niagara Region and now City policies impacting potential lot sizes.	Allowing 1 internal and 1 external ADU in these zones where municipal servicing or other septic requirements are met will allow for additional gentle density outside of urban area.
Increase maximum height limit for ADUs	Currently in Port Colborne 6m is the maximum high allowed in most low-density zone areas. Other municipalities do allow greater height restrictions that can allow for greater flexibility in built form.	If attempting to adopt a least restrictive model for ADUs matching the least restrictive requirements from across the region. Additionally, a 7m max height may allow 2 storey detached ADUs to be built more easily. A potential solution is to allow any two-unit detached ADUs to exceed the current 6m height requirement to allow additional flexibility while a single unit is required to be 6m.

Waiving parking requirements for ADUs for 3 rd and 4 th units	Currently each ADU unit requires 1 additional parking spot which may be in tandem with the primary dwelling. For some lots adding an additional driveway parking spot may come in conflict with various regulations that can prevent project from moving forward.	There is a parking study planned/underway, but a major constraint for many ADUs even when tandem parking is allowed is getting enough parking spots on a lot. It is possible that 4 units (primary +3 ADUs) may not be able to fit 4 parking spots on most residential lots under existing zoning and site plan requirements. By waiving the requirement for the 3 rd and 4 th ADU more projects will be viable. This aligns with St. Catharines 0.5 spots per ADU requirement. Alternatively, the city requires 3 parking spaces for the first three dwelling units on a property but requiring no parking requirements for a fourth unit.
Consider if Port Colborne wishes to permit two dwelling units in a single detached structure.	By allowing up to 3 ADU per lot, the City will have to determine the combination of units between the primary structure and additional external structures will be permitted. One potential combination of units could be two units in a single external dwelling structure. This style of structure could require a built form that exceeds existing zoning by-law for lot coverage areas and height requirements.	If allowed considerations for a larger built form for the detached structure maybe needed, as a full second floor may be required to provide sufficient living space. This may require exceeding current 6m maximum height requirements. Permitting two detached ADUs per lot could create challenges with meeting lot coverage requirements and the city should consider potential for relaxing the lot coverage for ADUs to address this
Consider allowing properties with ADUs being exempt from lot coverage and landscaped area requirements.	Currently Port Colborne in their low-density zoning has a max lot coverage requirement of 45% for structures and a min landscaped area of 25%. Collingwood allows up to a 5% exemption to lot coverage when an ADU is added to a property.	This can allow ADUs to proceed on undersized lots or older lots with oversized primary dwellings.
Explore Short Term Rental Restrictions	Numerous municipalities do not allow ADUs to be used as Short-Term Rentals or require owner to occupy the primary dwelling when an ADU is being used as a short-term rental. This is to ensure that these units support the broader rental market rather than other short term rental activities.	The City allows for short term rentals currently but allowing additional units to be added to existing properties this could create additional challenges around parking, noise and garbage that can be associated with STR units. There should be consideration for implementing a restriction on ADUs for STR as part of broader planning changes and the City's ongoing work for implementing an STR By-law
ADU Development Guide	The city should consider following the completion of any zoning and regulatory changes to create an ADU development guide.	Most communities have a "how to" guide for ADU development. As many ADU projects are started by average homeowners having a straightforward guide to raise awareness and educate community members is considered best practice.

6 Considerations for Intensification and a Broader Housing Supply

As a first step to meet HAF requirements, expanding ADU permissions by allowing all ground-related lots in any zone in the urban area to have up to 4 units is recommended. This policy and regulatory amendment, combined with the in-force framework which permits higher density forms in other zones in the urban area will fulfill HAF Initiative 1 requirements, align with the City's Housing Strategy and support a balanced housing mix in the City.

To support Port Colborne on a broader journey of completing HAF Initiative 7, which will explore “infill development and housing density” more deeply as part of Official Plan Review, this section of the memo provides a summary of work completed to date as it relates to existing permissions, along with recommendations for the City's Official Plan consultant.

In 2022, TWC conducted research on the City's R1 and R2 zoning regulations, identifying them as significant barriers to intensification. These zones make up a large portion of Port Colborne's urban area and restrict the development of diverse housing forms. Permitting up to three (3) ADUs on lots within the lower density zones is a first and impactful step to creating new housing options in Port Colborne and will complement broader changes—such as Official Plan review and a comprehensive zoning by-law update—which will require more time, supporting studies, and community engagement.

Across the Niagara Region, municipalities are at varying stages in updating policies and zoning to support intensification. As part of this work, TWC undertook a scan of current zoning regulations that apply to fourplex or quadplex housing and identified the lowest zoning classification in which these forms are permitted across selected Niagara Region municipalities.

Table 4: Current R1 Regulation Comparison - Smallest and Largest Dwelling Permitted*									
	Port Colborne	St Catharines		Niagara Falls	Welland		Thorold		Fort Erie
Zoning	R1	R1		R1A	R1		R1		R1
Built Form	Single Detached	Single Detached		Varies in orientation	Single Detached	Duplex	Single Detached	Triplex dwelling	Single Detached Dwelling
Lot area (min)	0.05 hectares (500m2)	400-538m2	1,260m2 to 1,860m2	800m2	400m2	400m2	400m2	450m2	600m2
Lot Frontage	15m (17m corner)	15.5	16.5m	21m	12m	12m	12m	15m	18m (20m corner)
Front yard setback (min)	6.5m	6m to dwelling 7m to garage	6m to dwelling 7m to garage	7.5m	4.5m dwelling, 6m to garage	4.5m dwelling, 6m to garage	4.5m to dwelling, 7.5m to attached garage or carport	4.5m to dwelling, 7.5m to attached garage or carport	7.5m
Rear Yard Depth (min)	7m	7.5m	7.5m	7.5m	7.5m	7.5m	7.5m	7.5m	10m
Exterior side yard setback (min)	3.5m	4m to dwelling, 6m to garage	4m to dwelling, 6m to garage	6m	3m	3m	4.5m to dwelling, 6m to attached garage or carport	4.5m to dwelling, 6m to attached garage or carport	3m or 6m if garage or carport face exterior lot line.
Interior side yard setback (min)	1.5m	1.2m	1.2m	1.2m	1.2m	1.2m	1.2m	1.2m	1.5-3m depending on the lot and building sizing
Lot Coverage (max)	40%	45%	45%	45%	45%	45%	45%	45%	Lot size < 600 sq m - 25% Lot size = 600 sq m 800 sq m - 30% Lot size > 800 sq m - 35 %
Height (Max)	11m	10m	10m	10m	11m	11m	11m	11m	2.5 stories or 9m
Landscaped Area (Min)	25%	35%	35%	30%	20%	20%	30%	30%	NA
Parking	One space per unit	One space per unit		Max parking surface area 30%	Driveway of 2.75m (min) width, max 6m frontage, Tandem parking permitted		Maximum width of a private garage attached to the main building - 65% of the main building front wall length		Two parking spots per dwelling
Note: This table does not account for special provisions outside the primary zoning category and should not be considered a comprehensive review. It serves as a comparative snapshot of regulations in low-density zones across the region									

The analysis illustrates that compared to other municipalities, Port Colborne's existing R1 and R2 zones are more restrictive in terms of lot size, setbacks, and coverage. As the City explores collapsing or reforming these zones to support greater density, key building standards—including lot size, height, and setbacks (front, interior, and exterior)—should be reassessed within Port Colborne's unique context ensure maximum flexibility for future frameworks and policies.

As an interim step, below are some considerations to guide Official Plan policy development. Although this Official Plan process is a longer-term project and the subsequent zoning reforms that emerge from the policy framework will require significant consultation across the City of Port Colborne. By having a proactive outreach plan, it can help mitigate potential pushback while also allowing the City to champion changes that are being made.

Minor regulatory changes could be considered to bring local zoning in line with the least restrictive approaches across the region, potentially unlocking development capacity more quickly. The following are preliminary considerations to create space for flexibility within eventual policy and planning frameworks for the City.

Table 5: Broad OP and Zoning By-Law Framework Considerations		
Recommendation	Description	Considerations
Collapse R1-R3 zoning to a new low-density zoning allowing fourplex/quadplex on all zoning classifications	Currently Port Colborne R1 and R2 zoning does not allow more than two units in low density zones. Considerations for new density maximums and additional permitted usage within these zones as part of the Official Plan Review	Through an Official Plan Review and eventual update to the comprehensive zoning by-law the City should consider collapsing of low-density residential zones to a single category and the rationalization of various built form and lot specific regulations.
Consider implication of ADU density outside of the urban areas	Under provincial regulations ADU are permitted outside of the urban areas. This could bring density to nonurban areas and have implications for servicing and other development factors	Considerations around servicing, minimum distance separation near agricultural areas, conservation and regulatory implication.
Explore having growth designated areas feature alternative density requirements compared to other urban areas	Despite the consistent lower density zoning across Port Colborne, the impacts of heritage and legacy-built forms make certain areas of the City more conducive for increased density and intensification	Ensure that greenfield and new development areas maximize density while still allowing gentle density across existing areas of the city while maintaining community character.
Consider increasing lot coverage allowance to 45% of total area	Currently Port Colborne in lower density zoned areas only allows 40% of the lot to be covered. This is below other Niagara region municipalities and increasing could	This larger coverage allowance will allow larger built forms to encourage density in existing zone and lot as existing homes are replaced. The

	bring the municipality in line with its peers while allowing larger built forms.	additional allowance will also support additional detached ADU development over the long term.
Reduce parking minimums	Reduce the number of parking spots required for gentle density zoning (ADUs to Fourplexes).	A process is already underway to provide review of parking requirements for apartment uses. The City may want to consider broadening this to other built form typologies as part of a Comprehensive Zoning By-law Review, following approval of the New Official Plan.
Consider an overarching communication and engagement strategy across HAF initiatives and the OP process.	The proposed changes for ADUs and broader policy and zoning are significant and required. To help mitigate common concerns around – parking, privacy, traffic etc. ongoing engagement and messaging should be deployed across HAF initiative. This can potentially lessen political risks through resident pushback and properly scope changes.	Leveraging the HAF changes to highlight and educate the broader community on the need for the changes and the positive impacts. Lakeshore Ontario has launched Horizon Lakeshore and overarching engagement strategy aligned to HAF initiative deployment housing intensification.

7 Conclusions

From TWC perspective, Port Colborne's adoption of up to 3 ADUs (plus a primary dwelling) in all urban residential areas is a positive and potentially impactful step to addressing local housing challenges, implementing the recommendations of the Affordable Housing Strategy and meeting HAF obligations.

These preliminary steps will enable gentle density and additional rental options to be created while more in depth and systematic changes are undertaken through the Official Plan process. This larger and more comprehensive review also aligns with other HAF commitments the City of Port Colborne has agreed to undertake.

**The Corporation of the City of Port
Colborne By-law no. ____
Being a by-law to adopt Amendment No. XX to the
Official Plan for the City of Port Colborne**

WHEREAS it is deemed expedient to further amend the Official Plan, heretofore adopted by Council for the City of Port Colborne Planning Area;

THEREFORE the Council of The Corporation of the City of Port Colborne under Section 17(22) and 21 of the Planning Act, hereby enacts as follows:

1. That Official Plan Amendment No. XX to the Official Plan for the City of Port Colborne Planning Area, consisting of the attached schedules and explanatory text is hereby adopted.
2. That this By-law shall come into force and take effect on the day of passing thereof.

Enacted and passed this __ day of _____, ____.

Mayor

Clerk

**AMENDMENT NO. XX
TO THE
OFFICIAL PLAN
FOR THE
PORT COLBORNE PLANNING AREA**

Accessory Dwelling Units

Date: _____

**AMENDMENT NO. XX
TO THE
OFFICIAL PLAN
FOR THE
CITY OF PORT COLBORNE**

Accessory Dwelling Units

This Amendment to the Official Plan for the City of Port Colborne, which has been adopted by the Council of the Corporation of the City of Port Colborne, is hereby approved in accordance with Sections 17 and 21 of the Planning Act R.S.O. 1990, c. P.13, as Amendment No. XX to the Official Plan for the City of Port Colborne.

Date: _____

**AMENDMENT NO. XX
TO THE
OFFICIAL PLAN
FOR THE
CITY OF PORT COLBORNE**

Accessory Dwelling Units

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PART A - THE PREAMBLE

Purpose

The purpose of Official Plan Amendment No. XX is to revise certain elements of the text of the City of Port Colborne Official Plan to implement Provincial legislation related to additional dwelling units (ADUs); and, fulfill Housing Accelerator Fund (HAF) obligations relating to expanding housing options by permitting additional dwelling units 'as of right'. This includes:

- expanding permissions to allow three (3) additional dwelling units in the urban area, for a total of four (4) units permitted 'as of right';
- two (2) additional dwelling units on residential lots within the hamlet and rural areas, for a total of three (3) units permitted 'as of right'; and,
- one (1) additional dwelling unit on agricultural lots where residential uses exist or are permitted, for a total of two (2) units permitted 'as of right'.

Location

This amendment applies to all lands within the City of Port Colborne where ground-related residential uses are permitted.

Basis

The More Homes Build Faster Act, 2022 has made amendments to the Planning Act to remove barriers for the development of additional dwelling units, where two additional dwelling units are permitted 'as of right' on parcels of urban land containing a detached dwelling, a semi-detached dwelling or an on-street townhouse dwelling unit, for a total of three units. One of the additional dwelling units is permitted to be in an accessory building. This legislation also permits municipalities to introduce provisions to permit additional dwelling units in rural and agricultural areas. The Planning Act does not permit appeals to the implementing Official Plan Amendment or Zoning By-law Amendment, with the exception of the Minister. Councils are also not permitted to pass Official Plan or Zoning By-law amendments to restrict ADUs on urban residential land. The proposed Official Plan Amendment is required to bring the City's planning policies and regulations into alignment with provincial policy and legislation.

In December of 2024, the City of Port Colborne entered into a funding agreement with the federal government, through the Canada Mortgage and Housing Corporation (CMHC) to receive \$4 million through the Housing Accelerator Fund (HAF). Permitting four units 'as of right' on parcels of urban residential land is a condition that must be met in order for the City to receive the HAF funding.

The City of Port Colborne Housing Strategy, 2023, has several recommendations intended to help the City meet identified housing gaps and needs. Recommendation 5 directs the City to ensure that the Official Plan is not overly restrictive in its policies, and Recommendation 8 directs the City to promote accessory dwelling units, both of which were identified as being "short term (1-3 years)" implementation items. The proposed Official Plan Amendment is in keeping with the recommendations

and timeframes for action set out in the City's Housing Strategy.

Based on the current practices with additional dwelling units and general planning guidelines, the Planning Department makes the following recommendations on implementing additional dwelling Units within the City of Port Colborne:

- Within the urban area, on lots where ground-related housing is permitted, up to three (3) additional dwelling units may be created, for a total of four (4) units per lot;
- Within the rural and hamlet areas, on lots where ground-related housing is permitted, up to two (2) additional dwelling units may be created, for a total of three (3) units per lot;
- Within the agricultural areas, on lots where ground-related housing is permitted, one (1) additional dwelling unit may be created, for a total of (2) units per lot; and,
- Specific criteria for the establishment of accessory dwelling units are set out both in policy (through the Official Plan as set out in Part B- the Amendment) and regulation (through the Zoning By-law, which form part of a separate and concurrent amendment).

PART B - THE AMENDMENT

All of this part of the document entitled PART "B" – "The Amendment" consisting of the following text constitutes **Amendment No. XX** to the Official Plan for the City of Port Colborne.

Introductory Statement

This part of the document entitled Details of the Amendment, consisting of the following text **constitutes Amendment No. XX** to the Official Plan for the City of Port Colborne.

The Official Plan for the Port Colborne Planning Area is hereby amended as follows:

Text Changes

The amendment includes changes to the text of the City of Port Colborne Official Plan, as described in the following table:

In the "description of change" column, text that is shown in red underline is new text to be inserted into the City of Port Colborne Official Plan, by way of changes to the in-effect policies. Text that is highlighted and crossed out (~~"strikethrough"~~) is to be deleted from the plan

Item no.	Section	Description of Change	Modification
	2.4.3 Intensification and Infill (Strategic Policies)		
1	2.4.3 b)	Is modified by replacing the term "accessory dwelling" with the term "additional dwelling units"	b) The Municipality supports the intensification through accessory dwellings <u>additional dwelling units</u> and garden suites, provided that development is consistent with the applicable policies of this Plan.
2	2.4.3 c) v)	Is modified by replacing the term "accessory dwelling" with	v) Provide policies that allow for accessory dwelling units <u>additional dwelling units</u> and

		the term "additional dwelling units"	garden suites.
	3.2.2 Intensification and Infill (Urban Residential)		
3	3.2.2 a)	Is modified by deleting items i) through iii) and renumbering item v) to item i) accordingly	<p>a) The following methods of intensification will be permitted for an existing single-detached dwelling, subject to the applicable Design Guidelines in this Plan and the provisions of the Zoning By-law:</p> <p>i) A basement apartment;</p> <p>ii) An accessory apartment;</p> <p>iii) An apartment above an attached garage; or</p> <p>iv) i) The conversion to a duplex dwelling.</p>
4	3.2.2	Is modified by adding new policy sub-section b) i) through x) in its entirety as shown in the "modification" column to the right:	<p><u>b) Where one single-detached dwelling, semi-detached dwelling, duplex dwelling, townhouse unit or street townhouse unit is permitted on a parcel of urban residential land, additional dwelling units may be permitted in accordance with the following:</u></p> <p><u>i) A maximum of three (3) additional dwelling units may be permitted, in addition to the principal dwelling unit, for a total of four (4) residential units</u></p> <p><u>ii) The maximum number of additional dwelling units may not be achievable on every site, due to site specific factors, such as lot size, building size, servicing capacity, and other zoning considerations</u></p> <p><u>iii) A maximum of one (1) additional dwelling unit may be located within a building or structure accessory to the principal dwelling unit.</u></p> <p><u>iv) Notwithstanding policy 3.2.2 b) iii, the City may consider circumstances where allowing a second additional dwelling unit within the same building accessory to the principal dwelling unit, without the need for a Zoning By-law amendment, where the total maximum additional dwelling units is not exceeded and where it can be demonstrated that two additional dwelling units located</u></p>

			<p><u>within the same accessory building is appropriate.</u></p> <p><u>v) Where a property has an existing garden suite, a maximum of two (2) additional dwelling units may be permitted, only within the principal building</u></p> <p><u>vi) Additional dwelling units located within a building or structure accessory to the principal dwelling unit shall not be severed from the existing dwelling</u></p> <p><u>vii) The density provisions of this Plan shall not apply to the development of additional dwelling units</u></p> <p><u>viii) The lot size and configuration are sufficient to accommodate adequate parking, green spaces, servicing requirements and amenity areas for the principal dwelling unit and additional dwelling units</u></p> <p><u>ix) Additional dwelling units shall meet all applicable law</u></p> <p><u>x) Additional dwelling units shall not be permitted within a hazardous site or hazardous lands, unless where specifically permitted by the conservation authority, and shall have flood-free safe access.</u></p> <p><u>xi) Additional dwelling units shall have adequate servicing</u></p>
5	3.2.2	Is modified by adding new policy sub-section c) in its entirety as shown in the "modification" column to the right:	<p><u>c) New developments that propose ground-related housing, including single-detached dwellings, semi-detached dwellings, townhouse units, or street townhouse units are encouraged to account for the potential for additional dwelling units by providing design options that allow purchasers the ability to have additional dwelling units incorporated through the construction process.</u></p>
6	3.2.2	Is modified by renumbering subsequent sub-sections accordingly	<p>b) <u>d) Intensification that will require modifications to the building that detract from the overall character of the neighbourhood will not be permitted.</u></p>

			<p>e) The following infill is permitted within a Registered Plan of Subdivision, subject to the provisions of the Zoning By-law:</p> <ul style="list-style-type: none"> i) The severance of one (1) existing vacant and remnant single detached residential lot to create two (2) lots for single detached dwellings or to create two (2) lots for a semi-detached dwelling.
	3.3.2 Intensification and Infill (Hamlets)		
7	3.3.2	Is modified by adding new policy sub-section c) in its entirety as shown in the "modification" column to the right:	<p>c) <u>Where residential uses are permitted within the Hamlet designation, additional dwelling units may be permitted in accordance with the following:</u></p> <ul style="list-style-type: none"> i) <u>A maximum of two (2) additional dwelling units may be permitted, in addition to the principal dwelling unit, for a total of three (3) residential units</u> ii) <u>The maximum number of additional dwelling units may not be achievable on every site, due to site specific factors, such as lot size, building size, septic capacity and other zoning considerations</u> iii) <u>A maximum of one (1) additional dwelling unit may be located within a building or structure accessory to the principal building;</u> iv) <u>Notwithstanding policy 3.3.2 c) iii, the City may consider circumstances where allowing a second additional dwelling unit within the same building accessory to the principal dwelling unit, without the need for a Zoning By-law amendment, where the total maximum additional dwelling units is not exceeded and where it can be demonstrated that two additional dwelling units located within the same accessory building is appropriate.</u> v) <u>Where a property has an existing garden suite, a maximum of one (1) additional dwelling unit may be permitted, only within the principal building</u> vi) <u>Additional dwelling units located</u>

			<p><u>within a building or structure accessory to the principal dwelling unit shall not be severed from the existing dwelling</u></p> <p><u>vii) The density provisions of this Plan shall not apply to the development of <i>additional dwelling units</i></u></p> <p><u>viii) The lot size and configuration are sufficient to accommodate adequate parking, green spaces, servicing requirements and amenity areas for the principal dwelling unit and <i>additional dwelling units</i></u></p> <p><u>ix) <i>Additional dwelling units</i> shall meet all applicable law</u></p> <p><u>x) <i>Additional dwelling units</i> shall not be permitted within a hazardous site or hazardous lands, unless where specifically permitted by the conservation authority, and shall have flood-free safe access.</u></p> <p><u>xi) <i>Additional dwelling units</i> shall be compatible with neighbouring properties and the surrounding hamlet area, taking into consideration scale and built form</u></p> <p><u>xii) <i>Additional dwelling units</i> shall be compatible with, and not hinder, surrounding agricultural operations and comply with the minimum distance separation formulae, as required</u></p> <p><u>xiii) <i>Additional dwelling units</i> must connect to the existing septic system if it was constructed with the capacity to accommodate the additional flows. Where it is determined that the septic system cannot accommodate additional flows, a new septic system will need to be constructed</u></p>
	3.4.2 Intensification and Infill (Rural)		
8	3.4.2	Is modified by adding new policy sub-section b) in its entirety as shown in the "modification" column to the right:	<p><u>b) Where residential uses are permitted within the rural designation, <i>additional dwelling units</i> may be permitted in accordance with the following:</u></p> <p><u>i) A maximum of two (2) <i>additional dwelling units</i> may be permitted, in</u></p>

			<p><u>addition to the principal dwelling unit, for a total of three (3) residential units</u></p> <p><u>ii) The maximum number of <i>additional dwelling units</i> may not be achievable on every site, due to site specific factors, such as lot size, building size, septic capacity and other zoning considerations</u></p> <p><u>iii) A maximum of one (1) <i>additional dwelling unit</i> may be located within a building or structure accessory to the principal building;</u></p> <p><u>iv) Notwithstanding policy 3.4.2 b) iii, the City may consider circumstances where allowing a second additional dwelling unit within the same building accessory to the principal dwelling unit, without the need for a Zoning By-law amendment, where the total maximum additional dwelling units is not exceeded and where it can be demonstrated that two additional dwelling units located within the same accessory building is appropriate</u></p> <p><u>v) Where a property has an existing garden suite, a maximum of one (1) <i>additional dwelling unit</i> may be permitted, only within the principal building</u></p> <p><u>vi) <i>Additional dwelling units</i> located within a building or structure accessory to the principal dwelling unit shall not be severed from the existing dwelling</u></p> <p><u>vii) The density provisions of this Plan shall not apply to the development of <i>additional dwelling units</i></u></p> <p><u>viii) The lot size and configuration are sufficient to accommodate adequate parking, green spaces, servicing requirements and amenity areas for the principal dwelling unit and <i>additional dwelling units</i></u></p> <p><u>ix) <i>Additional dwelling units</i> shall meet all applicable law</u></p>
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			<p><u>x) Additional dwelling units shall not be permitted within a hazardous site or hazardous lands, unless where specifically permitted by the conservation authority, and shall have flood-free safe access.</u></p> <p><u>xi) Additional dwelling units shall be compatible with neighbouring properties and the surrounding rural area, taking into consideration scale and built form</u></p> <p><u>xii) Additional dwelling units shall be compatible with, and not hinder, surrounding agricultural operations and comply with the minimum distance separation formulae, as required</u></p> <p><u>xiii) Additional dwelling units must connect to the existing septic system if it was constructed with the capacity to accommodate the additional flows. Where it is determined that the septic system cannot accommodate additional flows, a new septic system will need to be constructed</u></p>
	3.5.1 General Policies (Agriculture)		
9	3.5.1	Is modified by adding new policy sub-section j) in its entirety as shown in the "modification" column to the right:	<p><u>j) Additional dwelling units may be permitted within the Agricultural designation where a residential use is permitted, in accordance with the following:</u></p> <p><u>i) A maximum of one (1) additional dwelling unit may be permitted, in addition to the principal unit, for a total of two (2) residential units</u></p> <p><u>ii) Where a property has an existing garden suite, an additional dwelling unit is not permitted</u></p> <p><u>iii) A maximum of one (1) additional dwelling unit may be located within a building or structure accessory to the principal building</u></p> <p><u>iv) An additional dwelling unit shall not be permitted within a building or structure used for any agricultural use</u></p> <p><u>v) Additional dwelling units located</u></p>

			<p><u>within a building or structure accessory to the principal dwelling unit shall not be severed from the existing dwelling</u></p> <p><u>vi) The density provisions of this Plan and those contained in the implementing Zoning By-law, shall not apply to the development of <i>additional dwelling units</i></u></p> <p><u>vii) The lot size and configuration are sufficient to accommodate adequate parking, green spaces, servicing requirements and amenity areas for the principal dwelling unit and <i>additional dwelling units</i></u></p> <p><u>viii) <i>Additional dwelling units</i> shall meet all applicable law</u></p> <p><u>ix) <i>Additional dwelling units</i> shall not be permitted within a hazardous site or hazardous lands, unless where specifically permitted by the conservation authority, and shall have flood-free safe access.</u></p> <p><u>x) <i>Additional dwelling units</i> shall be compatible with neighbouring properties and the surrounding agricultural area, taking into consideration scale and built form</u></p> <p><u>xi) <i>Additional dwelling units</i> shall be compatible with, and not hinder, surrounding agricultural operations and comply with the minimum distance separation formulae, as required</u></p> <p><u>xii) <i>Additional dwelling units</i> must connect to the existing septic system if it was constructed with the capacity to accommodate the additional flows. Where it is determined that the septic system cannot accommodate additional flows, a new septic system will need to be constructed</u></p>
	3.6.2 Intensification and Infill (Downtown Commercial)		
10	3.6.2 a) i)	Is modified by replacing the text in its entirety as shown in the "modification" column to the right:	<p><u>i) As a basement apartment or an accessory apartment within an existing single detached dwelling <i>Additional dwelling units</i>, in accordance with the applicable policies of</u></p>

			<u>Section 3.2.2 of this Plan;</u>
	5.3.3.2 Low Density Residential		
11	5.3.3.2 f)	Is modified by replacing the text in its entirety as shown in the "modification" column to the right:	f) Single detached dwellings shall be permitted to include an accessory apartment provided all requirements of the zoning by-law can be met <u>Additional dwelling units are permitted, subject to the policies of Section 3.2.2 of this Plan.</u>
	5.3.3.3 Medium Density Residential		
	5.3.3.3	Is modified by adding new sub-policy 5.3.3.3 e) as shown in the "modification" column to the right:	<u>e) Additional dwelling units are permitted, subject to the policies of Section 3.2.2 of this Plan</u>
	Section 12: Definitions		
13		Is modified by adding the defined term for Additional dwelling unit following the defined term 'access standards' and before the defined term 'adjacent lands' as shown in the "modification" column to the right	<u>Additional dwelling unit</u> <u>A separate self-contained dwelling unit that is subordinate in nature to the principal dwelling until and, located either:</u> <ul style="list-style-type: none"> <u>within a single-detached dwelling, a semi-detached dwelling, a duplex dwelling, townhouse unit or street townhouse unit (additional dwelling unit, attached); or,</u> <u>on the same parcel of land as a principal dwelling and located within a building accessory to a single-detached dwelling, a semi-detached dwelling, a duplex dwelling, townhouse unit or street townhouse unit (additional dwelling unit, detached)</u>

Implementation & Interpretation

The implementation and interpretation of this amendment shall be in accordance with the respective policies of the Port Colborne Official Plan and an amendment to the City Zoning By-law to implement these policies, as appropriate.

PART C – THE APPENDICES

The following schedules constitute part of Amendment **No. XX** and are included to support the Amendment.

Appendix 1 – Draft Minutes of the Public Meeting

By-law No.

The Corporation of the City of Port Colborne
By-law no.

Being a by-law to amend Zoning By-law 6575/30/18, as amended, respecting lands legally described as Lots 36 to 40, Registered Plan 826 and known as 242 to 246 West Side Road, City of Port Colborne, Regional Municipality of Niagara.

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

WHEREAS Bill 23 amended the Planning Act, R.S.O. 1990, C.P.13 to permit two Additional Dwelling Units 'as of right' on parcels of urban residential land containing a detached, semi-detached or on street townhouse dwelling for a total of three dwelling units on a lot;

AND WHEREAS, through the City's Housing Accelerator Fund (HAF) agreement, the City is required permit up to four residential units 'as of right' on parcels of urban residential land on order to remain eligible for the funding;

AND WHEREAS Bill 185 amended the Planning Act, R.S.O. 1990, C.P.13 to remove barriers for the development of Additional Dwelling Units by enhancing the Minister's ability, through subsequent regulation, to exempt Additional Dwelling Units from certain zoning by-law requirements that may be limiting the development of Additional Dwelling Units;

AND WHEREAS Ontario Regulation 462/24 amended Ontario Regulation 299/19 ADDITIONAL RESIDENTIAL UNITS, made under the Planning Act, to remove zoning by-law requirements that limit the development of Additional Dwelling Units;

AND WHEREAS the Provincial Planning Statement, 2024 was adopted to permit up to two Additional Dwelling Units on a lot in a prime agricultural area where a residential dwelling is permitted;

AND WHEREAS to bring City Additional Dwelling Unit policies and regulations into alignment with provincial policy and meet HAF requirements, it is necessary to amend the City's Zoning By-law 6575/30/18

AND WHEREAS, it is deemed desirable for The Corporation of the City of Port Colborne desires amend the said By-law.

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

1. This amendment shall apply to all lands within the City of Port Colborne where ground-related residential uses are permitted
2. That Section 2.9 entitled "Accessory Uses to a Dwelling" of Zoning By-law 6575/30/18, as amended, is hereby further amended by deleting 'Accessory Uses to a Dwelling' and replacing it with 'Additional Dwelling Units'
3. That Section 2.9.1, entitled "Accessory Dwelling Unit" of Zoning By-law 6575/30/18, as amended, is hereby further amended as follows:
 - a. The subsection title heading 'Accessory Dwelling Unit' is deleted and replaced with 'General Provisions'
 - b. Section 2.9.1 a) is amended as shown below, where new text is shown in red underline and text to be removed is ~~struckthrough~~

"a) Notwithstanding any other provisions of this By-law, any single detached, semi-detached, duplex and townhouse dwelling units permitted in any zone may ~~be internally converted or by way of an addition to the existing dwelling or creation of a standalone structure or building~~, provide an ~~accessory~~ additional dwelling unit(s), subject to the applicable specific zone requirements and the following:

 - i) ~~Only one accessory~~ On any parcel of urban residential land, three (3) additional dwelling units are permitted, for a maximum of four (4) dwelling units
 - ii) On any parcel of land located outside of the urban area and within the hamlet or rural area, two additional dwelling units are permitted, for a maximum of three (3) dwelling units
 - iii) On any parcel of land located outside of the urban area and within the agricultural area, one additional dwelling unit is permitted, for a maximum of two (2) dwelling units dwelling unit is permitted per dwelling unit.

- ii) ~~iv)~~ Where the parcel proposed for an ~~accessory~~ additional dwelling unit is not serviced by municipal sewer and/or municipal water services, the minimum lot size shall be 0.4 hectares, ~~and~~ all relevant requirements of the Region of Niagara, and all applicable laws are complied with.
- iii) ~~v)~~ The cumulative maximum floor area for the ~~accessory~~ additional dwelling unit(s) shall not exceed ~~40~~ 45% of the gross floor area of the primary dwelling.
- vi) Notwithstanding anything in this By-law for all buildings with Additional Dwelling Units the maximum lot coverage may be the greater of the applicable zone requirement or 45%.
- iv) ~~vii)~~ One additional on-site parking space shall be provided for ~~the~~ each ~~accessory~~ additional dwelling unit, and parking spaces may be stacked.
- v) ~~viii)~~ All relevant requirements of the Ontario Building Code and Ontario Fire Code are complied with."

c. Section 2.9.1.1 is amended as shown below, where new text is shown in red underline and text to be removed is ~~struckthrough~~

"2.9.1.1 Additional Dwelling Unit, ~~Interior~~ attached ~~Accessory~~

- a) Notwithstanding any other provisions of this By-law, ~~one interior accessory dwelling unit is permitted in any detached dwelling, semi-detached dwelling unit or townhouse dwelling unit provided it complies with Section 2.9.1 i) to (v) and:~~ for interior additional dwelling units, in addition to the provisions of Section 2.9.1, the following shall apply:
 - i) The interior ~~accessory~~ additional dwelling unit is entirely within the exterior walls of the principal dwelling unit.
 - ii) The external appearance and character of the ~~single~~

~~detached~~ dwelling, landscaped area and outdoor amenity areas are to be preserved.

- iii) Additions shall be architecturally similar to the existing dwelling unit and use similar exterior building materials.
 - iv) The entrance to the accessory dwelling unit shall be located only in the interior side or rear yard and no exterior stairway to the second floor of the dwelling or accessory dwelling unit shall be permitted in the front or corner side yard."
- d. Section 2.9.1.2 is amended as shown below, where new text is shown in red underline and text to be removed is ~~struckthrough~~:

"2.9.1.2 Additional Dwelling Unit, Detached ~~Accessory~~

- a) Notwithstanding any other provisions of this By-law, one for detached ~~accessory~~ additional dwellings, in addition to the provisions of Section 2.9.1, the following shall apply: unit is permitted in any residential zone provided it complies with Section 2.9.1 (i) to (v) and shall not:
 - i) Only one (1) detached additional dwelling unit is permitted
 - ii) A detached additional dwelling unit is not permitted in a required front yard
 - i) ~~Be located in a required front yard or corner side yard.~~
 - ii) iii) A detached additional dwelling unit shall not be ~~Be~~ located within any sight triangle.
 - iv) A detached additional dwelling unit is not permitted within a building or structure used for any agricultural use
 - iii) v) Maximum height: Exceed a building height of 7 metres.
 - iv) vi) Minimum side and rear yard: 1 metre ~~Be located less~~

~~than 1 metres from an interior side or rear lot line.~~

vii) Minimum corner lot setback: 4.5 metres to the side lot line abutting a street line

viii) Minimum distance from the principal dwelling: 1.5 metres
~~Be located closer than 1.5 metres to a main building."~~

4. That Section 3.1.1, entitled "Parking Space Requirements for Residential Uses" of Zoning By-law 6575/30/18, as amended, is hereby further amended as shown below, where new text is shown in red underline and text to be removed is ~~struck through~~:

Permitted Use	No. of Spaces Required per Unit
Apartment Building	1.25
Apartment Building, Public	1 space per 3 units
Bed and Breakfast	1 space per guest room
Dwelling, Accessory	1
Dwelling, Detached	1
Dwelling, Duplex	1
Dwelling, Fourplex	1
Dwelling, Semi-Detached	1
Dwelling, Townhouse Block	1
Dwelling, Townhouse Street	1
Dwelling, Triplex	1
Dwelling Unit, Accessory <u>Additional (attached or detached)</u>	1 (can be tandem)
Long Term Care Facility	0.4 per dwelling unit and per care bed
Supportive Living Facility	0.5

5. That Section 38, entitled "Definitions" of Zoning By-law 6575/30/18, as amended, is hereby further amended by deleting the defined term "Dwelling Unit, Accessory" and replacing it with the defined term "Dwelling Unit, Additional" following the defined term 'dwelling unit' and before the defined term 'Dynamic Beach Hazard' as shown below:

"Dwelling unit, Additional: means a separate self-contained dwelling unit that is subordinate in nature to the principal dwelling unit; and, located either:

- within a single-detached dwelling, a semi-detached dwelling, a duplex dwelling, townhouse unit or street townhouse unit (dwelling unit,

- additional attached); or,
 - on the same parcel of land as a principal dwelling unit and located within a building accessory to a single-detached dwelling, a semi-detached dwelling, a duplex dwelling, townhouse unit or street townhouse unit (dwelling unit, additional detached)
6. That Section 38, entitled "Definitions" of Zoning By-law 6575/30/18, as amended, is hereby further amended as shown below, where new text is shown in red underline and text to be removed is ~~struckthrough~~:
- "Tandem Parking:** means the parking of one motor vehicle directly behind another. In the case of Additional Dwelling Units (ADUs), a maximum of two (2) vehicles may be parked in a tandem configuration."
7. That this by-law shall come into force and take effect on the day that it is passed by Council, subject to the provisions of the Planning Act.
8. The City Clerk is hereby authorized and directed to proceed with the giving notice of the passing of this By-law, in accordance with the Planning Act.

Enacted and passed this ____ day of _____, 2025.

Mayor

Clerk

The tables below provide a summary of the proposed changes for ADUs in the urban area, rural and hamlet areas and agricultural area

Table 1: Summary of Proposed Policy Changes against Existing Policies for ADUs in the Urban Area

	Proposed Change	Existing Policy
Types of housing forms where ADUs are allowed	Single detached dwelling Semi detached dwelling Duplex dwelling Townhouse dwelling Street townhouse dwelling	Single detached dwelling <i>NOTE: the City is required to make this update to meet Provincial legislative requirements and remain eligible for HAF funding.</i>
Maximum number of units	Up to four (4) units per lot: 1 main home and up to 3 ADUs Severance of a detached ADU from the principal dwelling unit is not permitted	Only one (1) ADU allowed <i>NOTE: the City is required to make this update to meet Provincial legislative requirements and remain eligible for HAF funding.</i>
Detached ADUs	One (1) ADU may be in a separate building (detached). In some cases, two (2) ADUs may be allowed in one detached structure if appropriate	Not included <i>NOTE: the City is required to make these updates to meet Provincial legislative requirements and remain eligible for HAF funding.</i>
Density rules	ADUs are exempt from density limits in the Official Plan	Not included (current policies do not contemplate more than one (1) ADU)
Other requirements	ADUs must: <ul style="list-style-type: none"> • Fit the lot size and layout • Have proper servicing and parking • Meet zoning and building code rules • Avoid hazardous areas <p>The maximum number of ADUs may not be achievable on every site, due to site specific factors such as lot size, building size, servicing capacity and other zoning considerations</p>	Not included

Table 2: Summary of Proposed Policy Changes against Existing Policies for ADUs in the Hamlet and Rural Areas

	Proposed Change	Existing Policy
Types of housing forms where ADUs are allowed	In dwelling types permitted by the Zoning By-law for hamlet and rural areas	Not included <i>NOTE: the City is required to make these updates to meet Provincial legislative requirements</i>
Maximum number of units	Up to three (3) units per lot: one (1) main home and up to two (2) ADUs Severance of a detached ADU from the principal dwelling unit is not permitted	Not included <i>NOTE: the City is required to make these updates to meet Provincial legislative requirements</i>
Detached ADUs	One (1) ADU may be in a separate building (detached). In some cases, two (2) ADUs may be allowed in one detached structure if appropriate	Not included <i>NOTE: the City is required to make these updates to meet Provincial legislative requirements</i>
Density rules	Density provisions of the Official Plan do not apply to ADUs	Not included
Other requirements	ADUs must: <ul style="list-style-type: none"> • Fit the lot size and layout • Have proper servicing and parking • Be compatible with rural character and nearby farms • Meet Minimum Distance Separation (MDS), where applicable • Use existing septic systems if capacity allows, or install a new one • Meet zoning and building code rules • Avoid hazardous areas <p>The maximum number of ADUs may not be achievable on every site, due to site specific factors such as lot size, building size, servicing capacity and other zoning considerations</p>	Not included
Types of housing forms where ADUs are allowed	In dwelling types permitted by the Zoning By-law for hamlet and rural areas	Not included

		<i>NOTE: the City is required to make these updates to meet Provincial legislative requirements</i>
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Table 3: Summary of Proposed Policy Changes against Existing Policies for ADUs in the Agricultural Area

	Proposed Change	Existing Policy
Types of housing forms where ADUs are allowed	In dwelling types permitted by the Zoning By-law for agricultural areas	Not included <i>NOTE: the City is required to make these updates to meet Provincial legislative requirements</i>
Maximum number of units	Up to two (2) units per lot: one (1) main home and one (1) ADU Severance of a detached ADU from the principal dwelling unit is not permitted	Not included
Detached ADUs	1 ADU may be in a separate building ADUs are not permitted in buildings used for agricultural purposes	Not included
Density rules	ADUs are exempt from density limits in the Official Plan	Not included
Other requirements	ADUs must: <ul style="list-style-type: none"> • Fit the lot size and layout • Have proper servicing and parking • Be compatible with rural character and nearby farms • Meet Minimum Distance Separation (MDS), where applicable • Use existing septic systems if capacity allows, or install a new one • Meet zoning and building code rules • Avoid hazardous areas The maximum number of ADUs may not be achievable on every site, due to site specific factors such as lot size, building size, servicing capacity and other zoning considerations	Not included

The tables below provide a summary of the proposed zoning provisions for ADUs; and, specific provisions for attached ADUs and detached ADUs

Table 4: Summary of Proposed and existing Zoning provisions for ADUs

	Proposed Change	Existing Provision
Where permitted	in any zone that allows a single-detached, semi-detached, duplex, and townhouse dwelling unit	Same as proposed
Maximum number of units	<ul style="list-style-type: none"> • Urban area: three (3) ADUs, for a maximum of four (4) units • Hamlet and Rural area: two (2) ADUs, for a maximum of three (3) units • Agricultural area: one (1) ADU, for a maximum of two (2) units 	Only one ADU is permitted <i>NOTE: the City is required to make these updates to meet Provincial legislative requirements and remain eligible for HAF funding.</i>
Maximum floor area	The cumulative maximum floor area for the additional dwelling unit(s) shall not exceed 45% of the gross floor area of the primary dwelling	The maximum floor area for the ADU shall not exceed 40% of the gross floor area of the dwelling
Maximum coverage	The greater of 45% or the applicable zone requirement	40%
Parking	One additional on-site parking space for each ADU. Parking may be stacked	Same as proposed
Other requirements	All relevant requirements of the Ontario Building Code and Ontario Fire Code are complied with	Same as proposed
Minimum lot size (unserviced land)	Unserviced lots require minimum 0.4 ha and compliance with Niagara Region standards	Same as proposed

Table 5: Summary of Proposed and existing Zoning provisions for Attached (interior) ADUs

	Proposed Change	Existing Provision
Location	Must be fully within main dwelling	Same as proposed
Character	The external appearance and character of the dwelling, landscaped area and outdoor amenity areas are to be preserved	Same as proposed

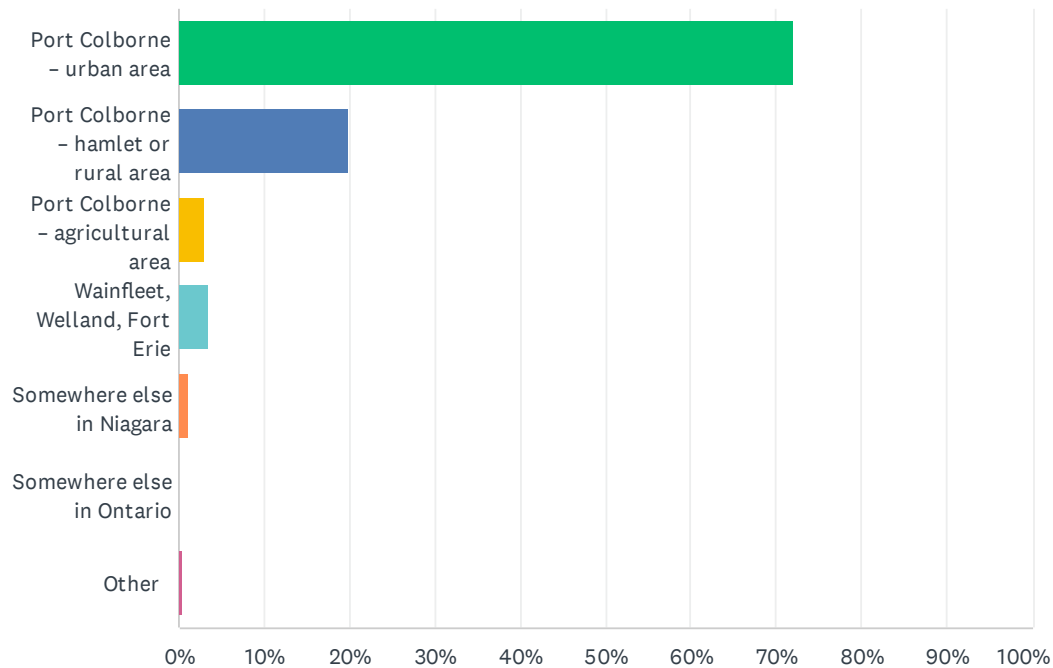
Additions to the principal dwelling	Additions shall be architecturally similar to the existing dwelling unit and use similar exterior building materials	Same as proposed
Entrances	The entrance to the ADU shall be located only in the interior side or rear yard and no exterior stairway to the second floor of the dwelling or ADU shall be permitted in the front or corner side yard	Same as proposed

Table 6: Summary of Proposed and existing Zoning provisions for Detached ADUs

	Proposed Change	Existing Provision
Maximum number of detached ADUs	One (1)	Not specified, as current provisions only permit one (1) ADU total
Location	<p>A detached additional dwelling unit is not permitted in a required front yard</p> <p>A detached additional dwelling unit shall not be located within any sight triangle</p> <p>A detached additional dwelling unit is not permitted within a building or structure used for any agricultural use</p>	<p>Same as proposed</p> <p>Same as proposed</p> <p>Same as proposed</p>
Maximum height	7 metres	6 metres
Minimum side and rear yard	1 metre	Same as proposed
Minimum corner lot setback	4.5 metres to the side lot line abutting a street line	Currently not permitted in corner yards
Minimum distance from the principal dwelling	1.5 metres	Same as proposed

Q1 Where do you live?

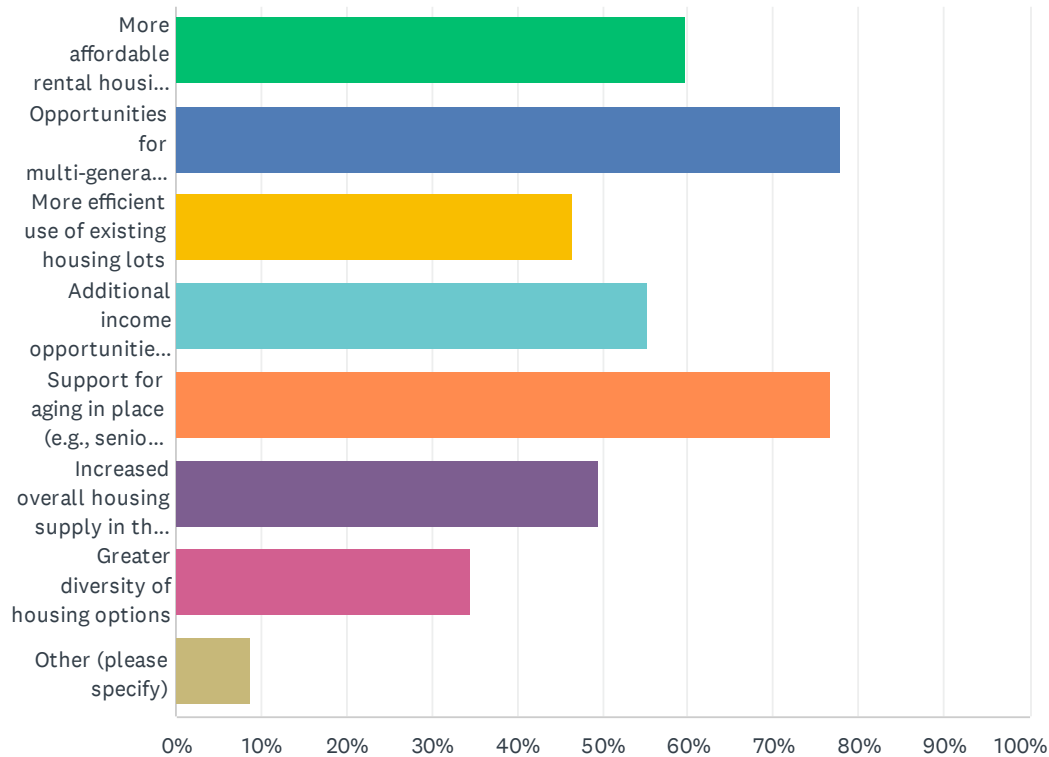
Answered: 201 Skipped: 0



ANSWER CHOICES	RESPONSES	
Port Colborne – urban area	72.14%	145
Port Colborne – hamlet or rural area	19.90%	40
Port Colborne – agricultural area	2.99%	6
Wainfleet, Welland, Fort Erie	3.48%	7
Somewhere else in Niagara	1.00%	2
Somewhere else in Ontario	0.00%	0
Other	0.50%	1
TOTAL		201

Q2 What positive aspects or opportunities do you think ADUs could bring to our community? (select all that apply)

Answered: 194 Skipped: 7



ANSWER CHOICES	RESPONSES	
More affordable rental housing options	59.79%	116
Opportunities for multi-generational living (e.g., family members on one property)	77.84%	151
More efficient use of existing housing lots	46.39%	90
Additional income opportunities for property owners	55.15%	107
Support for aging in place (e.g., seniors living near family)	76.80%	149
Increased overall housing supply in the community	49.48%	96
Greater diversity of housing options	34.54%	67
Other (please specify)	8.76%	17
Total Respondents: 194		

#	OTHER (PLEASE SPECIFY)	DATE
1	housing for low income folks	9/24/2025 11:37 AM
2	Houses in between greenery is an option	9/23/2025 1:59 PM
3	Opportunity vs Reality. Port Colborne has 7000 units 8000 more approved, streets are narrow	9/23/2025 9:02 AM

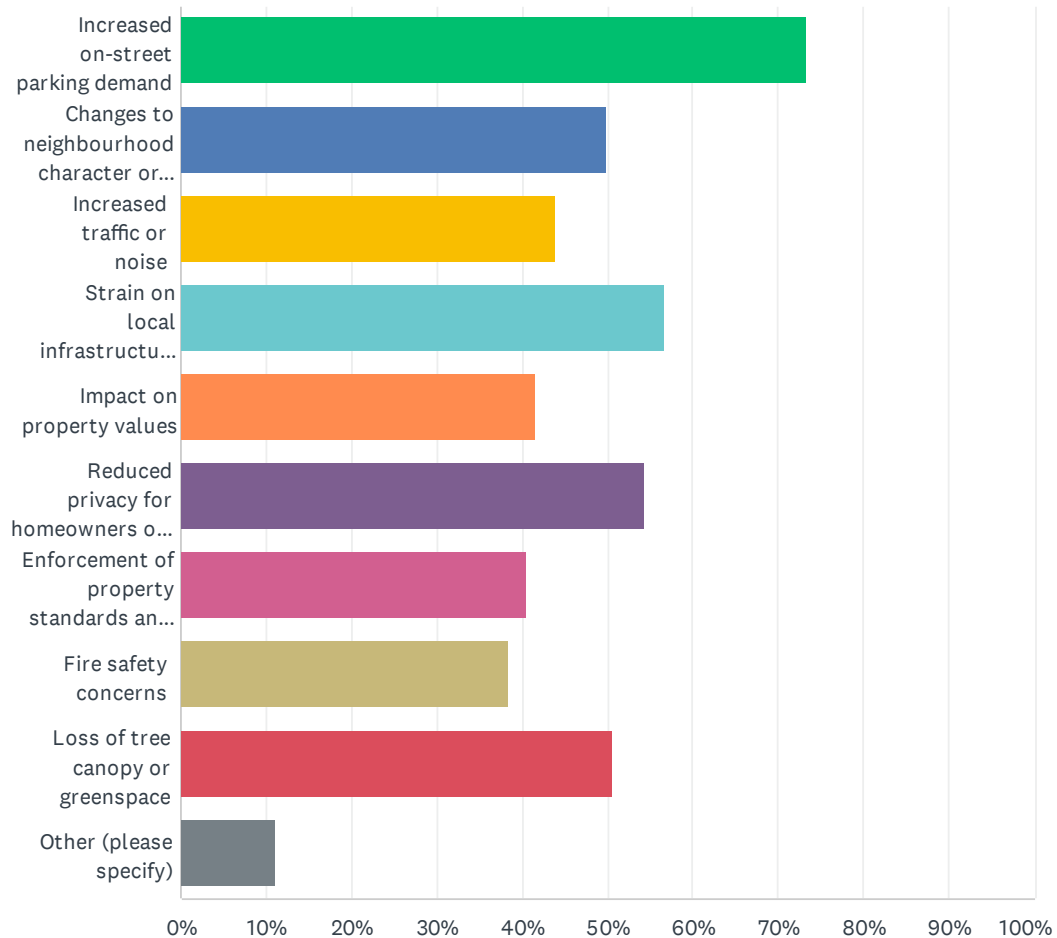
Additional Dwelling Units

parking is choasservices stretched. Developers won't build now the city wants residents to take on debt. Gentle density? More like financial pressure clogged streets and community erosion.

4	I believe this is a terrible idea	9/22/2025 9:57 AM
5	None	9/17/2025 9:19 PM
6	None because you will allow landlords to cram units into residential areas with zero parking	9/15/2025 7:59 PM
7	It will bring in more immigrants,, causing less jobs , more crime and more poverty for us...	9/13/2025 11:52 AM
8	The adu's do not fit in with existing established neighborhoods. They would be an eyesore.	9/5/2025 9:45 AM
9	NONE - Question assumes positive aspects	9/4/2025 9:22 PM
10	NONE	9/4/2025 9:19 PM
11	None, terrible idea	9/1/2025 2:20 PM
12	Extra cost to tax payers especially water	8/29/2025 10:32 PM
13	Reducing my carbon impact by living in newer more sustainable and energy efficient housing.	8/28/2025 10:40 PM
14	None at all	8/27/2025 7:04 PM
15	Zero positive aspects	8/27/2025 2:02 PM
16	There are none!	8/27/2025 12:23 PM
17	A chance for interesting architecture	8/27/2025 12:13 PM

Q3 What concerns or challenges do you think might be associated with ADUs in our community? (select all that apply)

Answered: 180 Skipped: 21



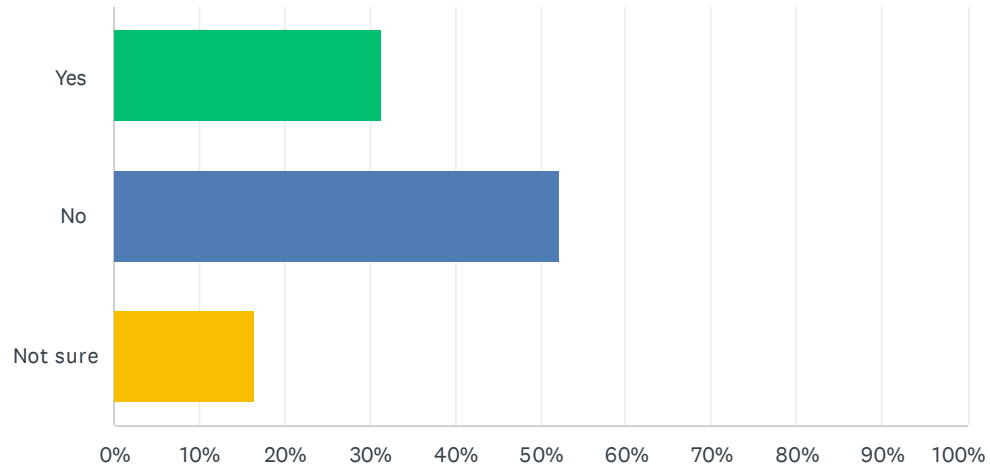
Additional Dwelling Units

ANSWER CHOICES	RESPONSES	
Increased on-street parking demand	73.33%	132
Changes to neighbourhood character or aesthetics	50.00%	90
Increased traffic or noise	43.89%	79
Strain on local infrastructure or services (e.g., water, sewer, waste collection)	56.67%	102
Impact on property values	41.67%	75
Reduced privacy for homeowners or neighbours	54.44%	98
Enforcement of property standards and by-laws	40.56%	73
Fire safety concerns	38.33%	69
Loss of tree canopy or greenspace	50.56%	91
Other (please specify)	11.11%	20
Total Respondents: 180		

#	OTHER (PLEASE SPECIFY)	DATE
1	I'm not concerned	9/24/2025 10:25 AM
2	loss of wildlife habitat	9/23/2025 2:13 PM
3	not sure	9/23/2025 2:04 PM
4	Parking, density, infrastructure strain, safety, short-term rentals, homeowners costs, flooding, heritage impacts, enforcement, equity, utilities, insurance/ legal issues.	9/23/2025 9:02 AM
5	Strain on our schools as we already seem to have too many kids per school	9/22/2025 9:25 AM
6	Such units would be used for short term rentals. Adus should be limited to one or two bedrooms bedrooms	9/15/2025 2:59 PM
7	More CRIME	9/13/2025 11:52 AM
8	Absentee landlords who do not monitor and/or care for their multi unit properties.	9/12/2025 7:01 AM
9	Loss of privacy	9/11/2025 8:50 PM
10	more over priced rentals	9/5/2025 3:38 PM
11	How could most of the above not happen?	9/4/2025 9:22 PM
12	Water rate increases. How can you possibly add more water usage to a already outdated leaky old system. Thats all we hear. Water rates are insane. Hoq can you possibly over tax an a archaic system	8/29/2025 10:32 PM
13	Dealing with the city to get permits is the biggest concern. Expensive permits. Onerous septic and silly studies are insane.	8/28/2025 10:40 PM
14	Property owners renting these units for extortionate prices and not ensuring the units are safe, clean, and respected as a separate entity	8/28/2025 9:50 PM
15	Landlord greed and taking advantage of this to over saturate the housing market and continue to over-charge for housing.	8/28/2025 6:38 AM
16	None of the above	8/28/2025 12:09 AM
17	Major privacy concerns. Not specifying rent control or regulation of tenants	8/27/2025 3:02 PM
18	None	8/27/2025 1:03 PM
19	None	8/27/2025 1:02 PM

Q4 Would you be concerned if your immediate neighbour was building an ADU?

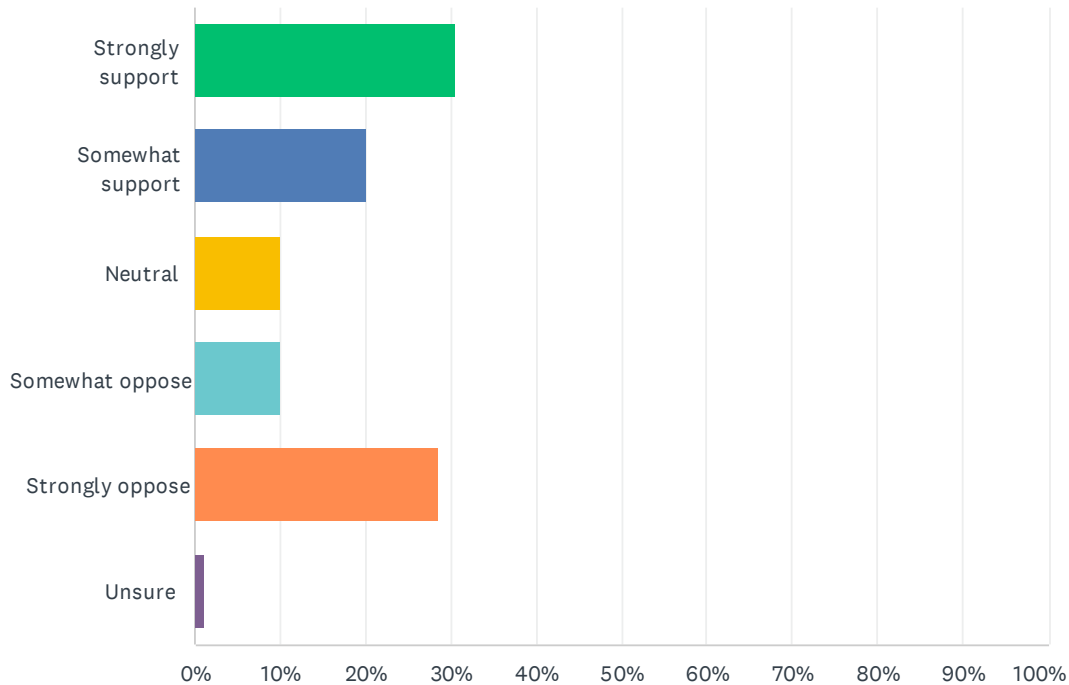
Answered: 201 Skipped: 0



ANSWER CHOICES		RESPONSES	
Yes		31.34%	63
No		52.24%	105
Not sure		16.42%	33
TOTAL			201

Q5 The City is considering making changes to its policies and by-laws that would allow: Up to 4 residential units per lot in the urban area
Up to 3 residential units per lot in hamlet and rural areas
Up to 2 residential units per lot in the agricultural area
Do you support these proposed changes?

Answered: 200 Skipped: 1



ANSWER CHOICES	RESPONSES	
Strongly support	30.50%	61
Somewhat support	20.00%	40
Neutral	10.00%	20
Somewhat oppose	10.00%	20
Strongly oppose	28.50%	57
Unsure	1.00%	2
TOTAL		200

Q6 Overall, what do you think about the proposed changes to the policies and by-laws that would allow additional residential units on lots in Port Colborne?

Answered: 142 Skipped: 59

#	RESPONSES	DATE
1	Personally, I have two young adult children who need space + privacy + independence but are absolutely unable to own their homes, giving today's market. Having a space for them to provide some of the above would be great.	9/24/2025 11:46 AM
2	more options or folks who cannot afford to purchase a house	9/24/2025 11:37 AM
3	Much needed!!!	9/24/2025 11:31 AM
4	There needs to be increased clarity re: size of lot, distance from property lines etc.	9/24/2025 10:29 AM
5	We do not support tearing down one structure and putting in 4. In law suites and basements suites are functional and needed and beneficial	9/23/2025 2:39 PM
6	Especially for family members - aging parents etc. More housing -> bring down costs of rentals	9/23/2025 2:11 PM
7	The number of units depends on a percent of the lot size so there will be no overcrowding	9/23/2025 2:06 PM
8	Should allow to build more on a lot. Province allows ADU's now. Let's go.	9/23/2025 1:55 PM
9	Housing is a big problem and affordability even more so. This would go a long way to help alleviate the problem.	9/23/2025 9:04 AM
10	Hamlet/ Agricultural septic issues. Most rural lots can't handle extra wastewater. ADUs require costly septic upgrades or can't be built at all. Not practical. In town ADUs will end up looking like Crystal Beach or Sherkston Shores .	9/23/2025 9:02 AM
11	Am in support of increased housing but not increased housing costs. Support multi-family/generational family/aging in place options	9/22/2025 5:54 PM
12	Bring it on!!	9/22/2025 2:52 PM
13	Terrible idea will hurt the appearance and tourism to the city	9/22/2025 9:57 AM
14	I believe the proposed changes to the policies and by-laws could have a great outcome and be significantly more sustainable than building on new lots or renting out spaces to live.	9/22/2025 9:36 AM
15	I think it's needed.	9/22/2025 9:25 AM
16	Increasing housing supply will hopefully bring costs down and give people affordable options for housing.	9/22/2025 9:10 AM
17	Most lots are too small to accommodate this. People's privacy is affected when these extra buildings are being built. Our services cant support an increased population. We need our hospital.	9/19/2025 7:49 PM
18	They come with great negative impact	9/17/2025 9:19 PM
19	I think the up to numbers should be switched for urban and agricultural. More space and give more housing for those helping with agriculture working. 4 additional units in an urban area will take away a lot of privacy and add congestion to streets.	9/16/2025 9:34 AM
20	I understand the reasoning for more units in the urban area but I think the rural areas can accommodate more as well.	9/15/2025 8:57 PM
21	Good	9/15/2025 8:53 PM
22	Absolutely ridiculous	9/15/2025 7:59 PM

Additional Dwelling Units

23	Wouldn't it make better sense to have 4 in rural areas with more space and 2 in the urban area? Basically opposite of what you're proposing.	9/15/2025 7:11 PM
24	I think it could be beneficial	9/15/2025 5:40 PM
25	There should be an approved design/style for structures that would be allowed that take into consideration the surrounding area. (i.e. no putting up housing cubes on Sugarloaf St)	9/15/2025 5:31 PM
26	I think it's great. My in laws are snow birds, an additional space on our property would give them a space to spend the winter without sharing space within our home.	9/15/2025 4:06 PM
27	I disagree with allowing 2 or 3 in hamlets or rural areas. Development of adus should be concentrated in urban areas where there are sewers and water lines. Areas relying on wells and septic systems should be limited as to number of units and number of bedrooms in each unit	9/15/2025 2:59 PM
28	Each proposed ADU would require its own consideration. It will be difficult to develop rules and regulations etc. ADUs are needed and can be beneficial but there will probably be many concerns as well.	9/15/2025 1:33 PM
29	I fully support any changes that will allow ADUs in Port Colborne. I would also like to see the City allow some flexibility, according to each situation, regarding set-backs for ADUs.	9/15/2025 9:20 AM
30	4 seems a bit extreme	9/15/2025 9:18 AM
31	The amount of additional units should be based on property size. The larger the property size the more additional units it could fit.	9/15/2025 9:06 AM
32	It's a NO from me ...	9/13/2025 11:52 AM
33	I think 3 or 4 is too many per lot. 1 or 2 depending on the size of the lot. Also not short term rentals.	9/12/2025 5:51 PM
34	I think it's a good idea, but I feel 3 or 4 adu's per lot is too many. 1 or 2 depending on the size of the lot.	9/12/2025 5:48 PM
35	I feel in town should be limited to one depending on size of lot. In the country, where an owner may have more space/property the allotment can be more.	9/12/2025 11:43 AM
36	Unsure why there would be less residential units allowed on rural properties that tend to be larger than urban lots (as long as septic and water services are adequate to support the number of people)	9/12/2025 11:18 AM
37	Nothing good will come from that other than the city getting more property taxes	9/12/2025 8:32 AM
38	More lots means increased density. More traffic, no real bus or public transportation, more stress on city services and infrastructure = increased burden on taxpayers!	9/12/2025 7:01 AM
39	I think it should have been done long ago..	9/11/2025 9:40 PM
40	4 units is too much	9/11/2025 9:04 PM
41	It's ruining existing property lots - neighbours don't need these buildings looking into their homes & yards	9/11/2025 8:50 PM
42	More affordable housing is highly needed & this creates more options. It also allows growth within our community, supports local builders if utilized & gives hope to those that need us to create change.	9/11/2025 5:19 PM
43	If building codes are followed then the need outways looks. Our community requires more housing. Codes provide requirements of safety & obligation. This could allow more possibilities at more affordable costs.	9/11/2025 5:06 PM
44	Not in keeping with the "small town feel" that Port Colborne has and is striving to keep.	9/11/2025 4:33 PM
45	Agree	9/11/2025 3:16 PM
46	Limit it to 2	9/11/2025 10:51 AM
47	Needed	9/9/2025 6:21 PM
48	Good. Help bring more housing and less strain on needing to open up more land for development	9/9/2025 12:42 PM

Additional Dwelling Units

49	if these are going to be built they need to have a capped rental amount and must fall under affordable housing (ie- bachelor's no more than 700,1 bed no more than 200, 2 beds no more than 1300,3 beds 1600 etc) this will allow for reduction in homeless as units will be affordable for all income amounts...	9/5/2025 3:38 PM
50	Do not agree with the proposed policies.	9/5/2025 9:45 AM
51	Totally ridiculous	9/4/2025 9:22 PM
52	Totally ridiculous	9/4/2025 9:19 PM
53	I think 4 per urban lot is too many.	9/3/2025 11:38 PM
54	I think let people live. Make up their own lives how they want that to look like on their own properties. Noise and other by-laws that exist would cover for this as well. People used to stay out of other ppl's business, it seems like being a nosey neighbour is a good thing these days. If peace reigns... I will always say live and let live.	9/3/2025 9:04 PM
55	I think this is a good initiative, provided the accessory dwellings conform to planning principles.	9/3/2025 10:36 AM
56	With the prices for young adults to own a home I believe this is a viable option	9/2/2025 6:06 AM
57	Positive, promotes growth and help for our growing senior population.	9/1/2025 7:10 PM
58	I think this is a terrible idea and should not be allowed.	9/1/2025 2:20 PM
59	Inlaw suites and units built for family members are needed. As long as they are built safe im all for them	9/1/2025 12:44 PM
60	I love this.	8/31/2025 1:58 PM
61	It would unfavorably affect the character of the community. It runs the risk of increasing housing supply without evident demand, which would lower the value of existing housing stock.	8/31/2025 9:04 AM
62	Totally opposed, for all of the reasons mentioned in question 3.	8/31/2025 1:30 AM
63	The square footage allowed of any additional buildings should be based upon the square footage of the residential lot. Residential lots should not be allowed to cover more than a specific percentage of land, so as to allow enough room for land that can be permeated by rainfall, so that water table is not affected by increased building density.	8/30/2025 8:05 PM
64	I think it gives more affordable opportunities for seniors as well as feeling safer if they can live on same property as younger family members	8/30/2025 7:16 PM
65	Lower income lowering value to certain neighborhoods. No police out in the hamlets what's the cost to more police.	8/30/2025 12:13 PM
66	Probably wouldnt be necessary if the 5 million people in Canada weren't here on EXPIRED VISAS. Or if Canada didnt give refugee status to every single claim.	8/30/2025 9:25 AM
67	I'm not sure why you would allow more units in urban areas vs agricultural or rural areas where there is typically more space. I personally do not care about urban areas, but would love to be able to house my children on MY property without your intervention. I already help to pay taxes that I do not benefit from (street repairs, last ones to get any snow plow services, paying extra taxes for drain/ditch cleaning, no municipal water or sewage, etc.)	8/30/2025 7:56 AM
68	Just crazy. Remember our water situation. I can not afford another increase	8/29/2025 10:32 PM
69	They would need to be properly constructed and inspected, and should not be glorified 'shacks'	8/29/2025 8:00 PM
70	I like the idea but 3 or 4 units/ lot is too much. 1 extra unit/lot should be the max.	8/29/2025 1:44 PM
71	That many units per lot is far too many. One extra unit would be enough. If people want to live in tha kind of density Toronto & Hamilton are just up the QEW.	8/29/2025 9:41 AM
72	not very much at all	8/29/2025 9:14 AM
73	Could a compromise be up to 3 residential units per lot in urban areas?	8/29/2025 8:25 AM
74	We have low income housing being built in our neighborhood. It changes the feel of the area; it is taking on a big city feel. Not what we want.	8/29/2025 8:08 AM

Additional Dwelling Units

75	This will ruin the feel of Port Colborne, just like the 13 residences being built on one lot on Sugarloaf Street now.	8/29/2025 8:05 AM
76	It is about time!	8/29/2025 7:59 AM
77	As long as infrastructure septic sewer is addressed and carefully considered I would support these for aging parents - children who can't make it on their own due to economy but can remain independent. Ensuring the location is considered an option for lower income housing to address our crisis.	8/29/2025 7:17 AM
78	No problem with the changes. I'm presuming the appropriate building permits and fire inspections would occur.	8/29/2025 2:43 AM
79	I love this idea. It may be the only way my kids will ever own a home. It's better for the community. All the richest people have always had guest houses. It's not fair that the rest of us are forced to buy alone and have multiple homes in our extended families just to have space to live.	8/28/2025 10:40 PM
80	As I just moved from the City here to a small town, I can tell you it will immediately ruin the small town feel and the joy of small town living	8/28/2025 9:52 PM
81	I am mixed emotions. I think these changes without a limit of how many units per block, will cause strain on water & sewer (i assume city will not upgrade or put in work), reduced greenspace (i assume the city will not plant more trees to adapt to the multiple units on a property), and there will be issues with regulation/poorly maintained units (i assume the city will not hire more bylaw officers/keep check ins a priority for these new units).	8/28/2025 9:50 PM
82	I think this is a great idea. Port Colborne needs more affordable housing options.	8/28/2025 7:48 PM
83	I would think infrastructure issues should be dealt with first based on the already increasing population of this area.	8/28/2025 3:36 PM
84	I think Port Colborne needs more affordable housing.	8/28/2025 2:22 PM
85	Too many more units in urban area.	8/28/2025 1:34 PM
86	I think 1 is plenty. We do not need overcrowding of our spaces both in urban or rural centres. There is no need to even have more than 2 ADU on one property	8/28/2025 12:52 PM
87	Enforcement. We have a house rented by slum Lord. He rents to anyone. Rents rooms in large house. Multiple police calls. Junky trailer in driveway. And probably does not have fire safety for a rooming house. I bet you already know where this is	8/28/2025 12:16 PM
88	There is already a huge increase in traffic and our water bills keep going higher and higher. Do we really need more housing therefore more people living in a city that can hardly accommodate the current population?	8/28/2025 10:26 AM
89	I think it would be great for family's with ageing parents who still wish to live independently but still need so support, i think as long as it's done in a way that keeps the character of the beautiful neighbourhoods in Port Colborne.	8/28/2025 9:18 AM
90	Na	8/28/2025 8:39 AM
91	I'm in favour	8/28/2025 7:55 AM
92	I definitely do not support it in urban Port Colborne. I already see the filth and mess and noise multi units bring with it.	8/28/2025 7:48 AM
93	Agree with it. But how many people have enough money to take this on. I think it will be limited. And I don't believe it will be affordable after homeowner spent tens of thousands to build.	8/28/2025 7:42 AM
94	Homeowners should be able to do what they want there properties with in reason.	8/28/2025 7:31 AM
95	That is a lot of units.	8/28/2025 6:54 AM
96	Fuck off and let people do as they please with their own property.	8/28/2025 6:49 AM
97	4 residences makes more sense in the agricultural area than urban. Lot size does not support that many dwellings in well over the majority of this town. Who proposes these things? 2 units, sure,, but FOUR?	8/28/2025 6:38 AM

Additional Dwelling Units

98	I agree with the changes	8/28/2025 5:57 AM
99	Would need oversight to ensure the ADU fits the setting	8/28/2025 5:54 AM
100	It is needed and a good idea.	8/28/2025 1:22 AM
101	I'm concerned with all this building & not just this types of buildings, the strain it's going to continue to put on essential infrastructure, as well essential services. We don't have a hospital! How can we possibly want more houses built?!!	8/28/2025 12:09 AM
102	Increasing ADUs would benefit the city	8/28/2025 12:09 AM
103	Great opportunity we need more housing	8/27/2025 11:11 PM
104	By Law Enforcement has FAILED to actively address property standards violations on the East Side. They are ill equipped to do their jobs as it is. For reference, the trailer parked on the lawn of 133 Durham Street & the erection of an above ground pool without a perimeter fence, as required. Last year, 2 trailers in the driveway used as a year round residence. Since when is a residential neighbourhood a trailer park?!? I purchased my home as a single dwelling specifically because I did NOT want to live in close proximity to a mid to high density area. There's no parking for the multiple vehicles owned by homes with single driveways as it is. Adding multiple units to single lots will only exacerbate this problem. Finally, where are all the people occupying these 'infill' units supposed to work? Our current transit system is inadequate & more vehicles on the road will only make people's commute worse by increasing traffic congestion. Finally, it's just awful for the environment - other areas are already suffering the effects of paving over & building onto every spare space. (aka desertification) Port Colborne already has absurd costs for water/sewage - our politicians keep justifying this due to an 'aging & inefficient' infrastructure. Here's a WILD idea: why doesn't City Hall put as much effort into remediation of THAT before investing the time & expense of proposing increased density onto property owners who are adamantly against it? How about the Mayor & Ward Councillors demonstrate some leadership & have a four or six plex constructed immediately next door to their single family homes & then deal with the increased noise, traffic & overall devaluation of their property. Until then, ABSOLUTELY NOT!!	8/27/2025 11:00 PM
105	Excellent idea!!	8/27/2025 10:20 PM
106	We feel positive about these changes it'll offer more economic growth for our downtown buisnesses.	8/27/2025 9:44 PM
107	I think 1 additional unit is fine. It's when you start to add 4 that it becomes an issue. We don't have the infrastructure, be it water or parking or bus service to accommodate that many more people on 1 property.	8/27/2025 9:37 PM
108	Anything to help with affordable housing access	8/27/2025 9:22 PM
109	I think it's the right thing to do	8/27/2025 9:16 PM
110	The esthetics of the older neighborhoods need to be maintained and the strains on over population in urban lots with the current infrastructure need to be put on hold until those issues have been properly addressed. Clean up derelict properties and lots before jamming them full of multi units that look trashy and over crowded .	8/27/2025 7:53 PM
111	should not be differentiation of allowances for urban areas vs. hamlet /rural areas vs. agricultural areas	8/27/2025 7:48 PM
112	Should not concern city, government at all. If there any issues, treat under existing bylaws, laws etc.	8/27/2025 7:30 PM
113	I think it is terrible. It will change the look of a neighbourhood and decrease the value of your home. Esthetically, it looks terrible.	8/27/2025 7:04 PM
114	Only 2 residential units in urban area	8/27/2025 6:51 PM
115	Why would you allow more ADUs on in town properties with less property than agricultural or rural homes? You'd think it would be the other way around.	8/27/2025 6:12 PM
116	Do not agree. I feel it will cause many issues such as parking, noise, extra traffic and more issues with our drainage in my rural area.	8/27/2025 5:15 PM
117	I think it's a positive change, but I don't believe we need to exceed the provincial standards.	8/27/2025 5:08 PM

Additional Dwelling Units

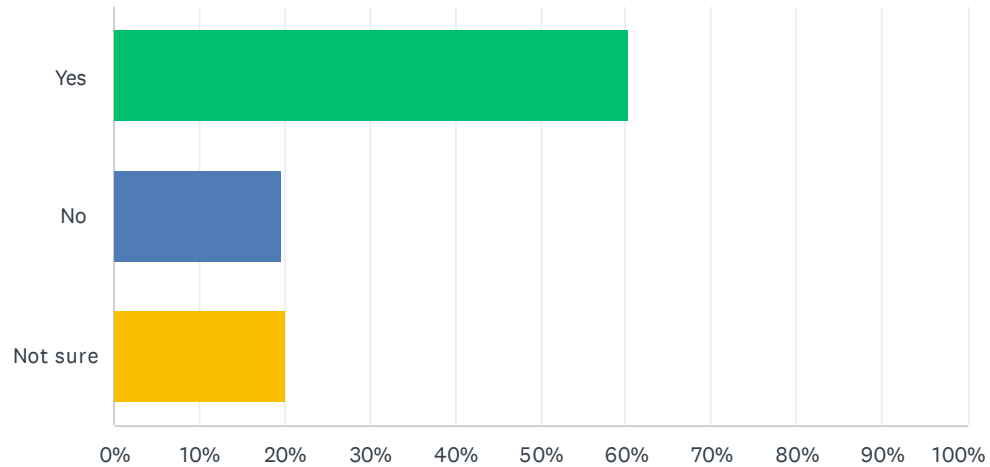
118	Property's are getting smaller and smaller allowing this many dwellings on one lot it's just cramming people in to smaller areas I'm not opposed to an extra living area per lot but having to many just makes for landlords to profit and not much benefits to renters	8/27/2025 5:06 PM
119	I think the amounts proposed are way too much and will make port colborne a seriously unpleasant place to live. People will take advantage. We will lose the big yards, green space and pride of ownership. It'll be taken over by foreign investment companies just out to make a buck. If someone want 1 addl unit to house their mom, that's fine, but 3-4 is crazy.	8/27/2025 4:28 PM
120	It's a positive move, just needs careful integration into communities	8/27/2025 4:15 PM
121	I think it helps create more affordable living for many in the city. It also allows family to take care of their elderly parents.	8/27/2025 4:05 PM
122	This is great for more diverse housing options including adding more affordable or attainable housing which is much needed in the area. Any new availability for housing options will be much needed in the area.	8/27/2025 3:42 PM
123	As 2 3-above-ground-level-homes are being constructed in the lot that meets our back yard, we are extremely disappointed that the city would authorize such a project that is in no way in conformity with the aesthetic of the neighbourhood. Beyond that it has destroyed any semblance of privacy for the back yard. Having already seen a worst case scenario for our property and property value, any further changes would be stiffly apposed by this household.	8/27/2025 3:11 PM
124	Don't want to become like welland. To many buildings on one lot.	8/27/2025 3:10 PM
125	Extremely unhappy- these units and their appearances often don't meet the stands of appearances of surrounding neighbours. Property values of surrounding homes would be directly impacted, especially when backing onto a side or back fence; completely destroying privacy of both home and yards (especially with surrounding bungalows vs 3 story atrocious unit).	8/27/2025 3:02 PM
126	Terrible idea. Do not proceed.	8/27/2025 2:02 PM
127	No comment	8/27/2025 2:00 PM
128	I am definitely in support of allowing construction of ADU's, however having 4 on one lot could be excessive, depending on the lot size.	8/27/2025 1:55 PM
129	Disagree	8/27/2025 1:44 PM
130	4 per lot is far too many. Property owners with malintent would shove too many folks into one space.	8/27/2025 1:34 PM
131	Well I've seen some of the building allowed. The after effects are not good on neighborhood. Parking, quality of build. I think a single unit and no allowance for closer to property boundary.	8/27/2025 1:24 PM
132	I think on a typical lot in the city, 4 units seems excessive. Where will they go? It would depend if the ratio of housing to land is reasonable. Why is the number of units lowest in a rural/agricultural area where there is more room?	8/27/2025 1:12 PM
133	Great opportunity to add to the tax base, and more housing options.	8/27/2025 1:03 PM
134	Great opportunity to add to the tax base	8/27/2025 1:02 PM
135	Somewhat negative. Issues such as property standards may be affected.	8/27/2025 12:58 PM
136	This is terrible, these units don't fit in the landscape of the existing houses...for example the building currently taking place on Sugarloaf and Homewood!! Awful, where are people going to park?? If there is ample room to build then that's okay...plus my other concern is fire inspection needs to be done! I have an AIRBNB across from me which would get shut down if fire inspection was done - so not to code!! How does this continue to operate.	8/27/2025 12:57 PM
137	I oppose additional dwelling units because they tie our community too closely to provincial policies that don't reflect our local priorities. Instead of adding more layers of regulation and density mandates from bigger governments, we should be focusing on lowering taxes and ensuring our community remains efficient, independent, and responsive to the people who actually live here.	8/27/2025 12:57 PM
138	Port Colborne needs more attainable and affordable housing, ADUs are a great way to achieve this.	8/27/2025 12:52 PM

Additional Dwelling Units

139	I think they are bad! This town is fine the way it is!!!!	8/27/2025 12:23 PM
140	It would be nice to open several ADUs on my real property that I own here in Port Colborne.	8/27/2025 12:19 PM
141	I think there shoul be four allowed in rural and agricultural areas as well.	8/27/2025 12:13 PM
142	NA	8/27/2025 12:11 PM

Q7 Do you think these proposed changes will help increase housing options in Port Colborne?

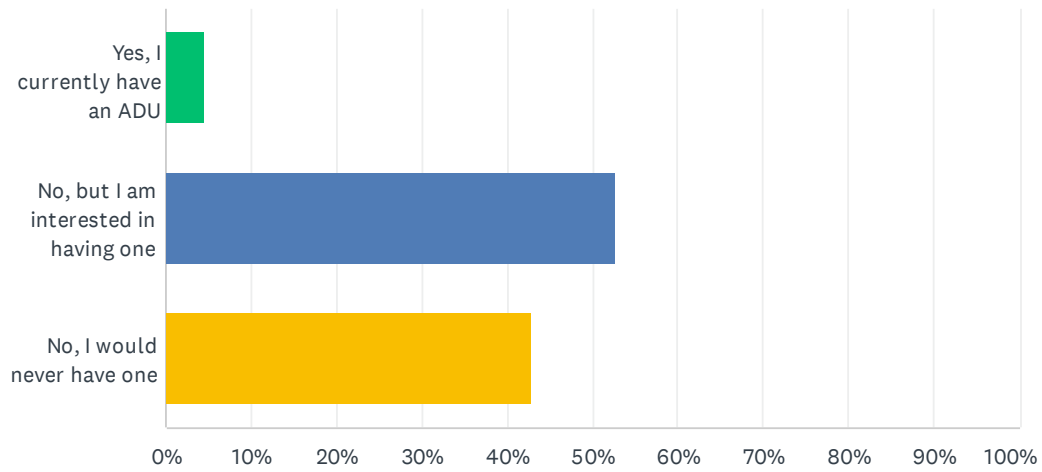
Answered: 194 Skipped: 7



ANSWER CHOICES	RESPONSES	
Yes	60.31%	117
No	19.59%	38
Not sure	20.10%	39
TOTAL		194

Q8 Do you have an ADU on your property?

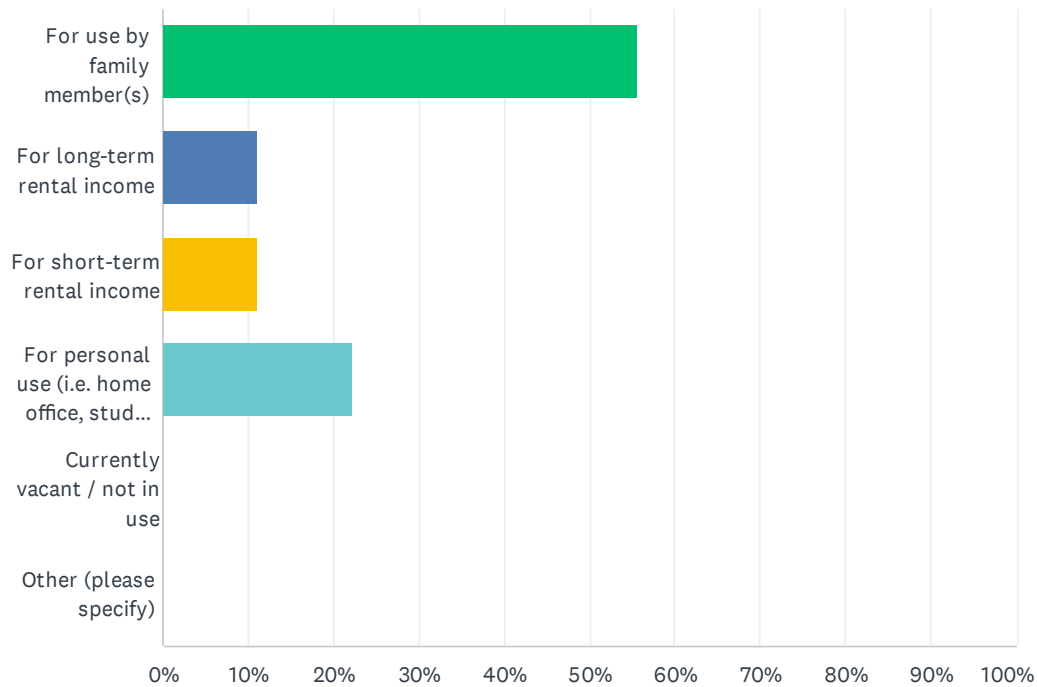
Answered: 201 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes, I currently have an ADU	4.48%	9
No, but I am interested in having one	52.74%	106
No, I would never have one	42.79%	86
TOTAL		201

Q9 For what purpose is the ADU on your property primarily used?

Answered: 9 Skipped: 192

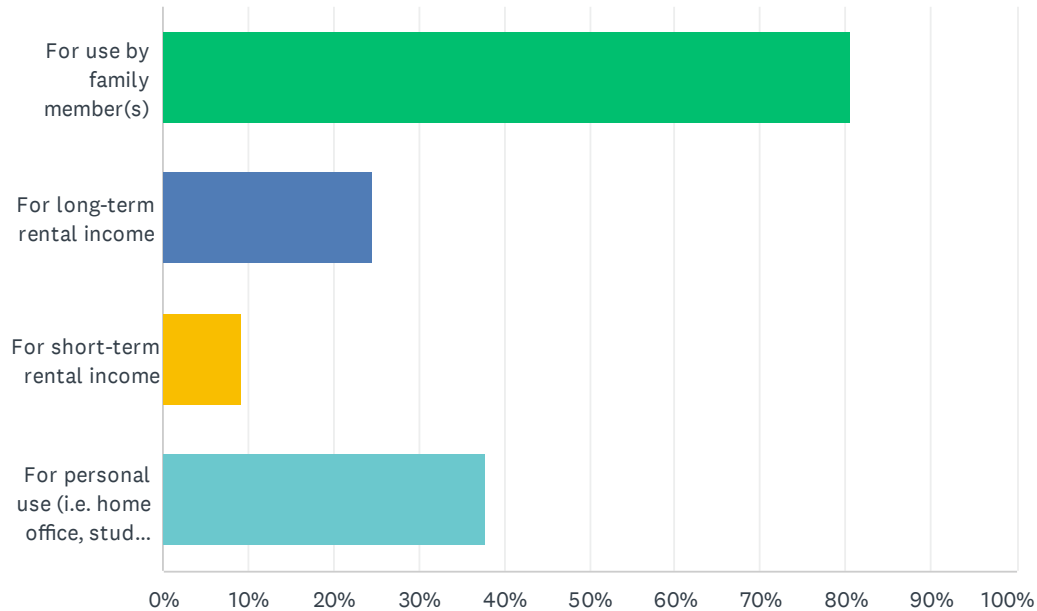


ANSWER CHOICES	RESPONSES	
For use by family member(s)	55.56%	5
For long-term rental income	11.11%	1
For short-term rental income	11.11%	1
For personal use (i.e. home office, studio, guest suite, etc.)	22.22%	2
Currently vacant / not in use	0.00%	0
Other (please specify)	0.00%	0
TOTAL		9

#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

Q10 Why are you most interested in constructing an ADU on your property?

Answered: 98 Skipped: 103



ANSWER CHOICES	RESPONSES	
For use by family member(s)	80.61%	79
For long-term rental income	24.49%	24
For short-term rental income	9.18%	9
For personal use (i.e. home office, studio, guest suite, etc.)	37.76%	37
Total Respondents: 98		

Q11 Why have you not already pursued the construction of an ADU?

Answered: 82 Skipped: 119

#	RESPONSES	DATE
1	financial reasons, wasn't sure if it was a legal option	9/24/2025 11:46 AM
2	Our home doesn't lend itself to an ADU	9/24/2025 11:38 AM
3	On a waiting list for past 15 years. I'm a senior citizen	9/24/2025 11:33 AM
4	\$	9/24/2025 10:30 AM
5	finances	9/23/2025 2:16 PM
6	not allowed and also cost of having one	9/23/2025 2:14 PM
7	we have the approval to put one up in the spring	9/23/2025 2:07 PM
8	not ready	9/23/2025 2:04 PM
9	Not sure if its allowed	9/23/2025 2:02 PM
10	\$ cost. Affordability.	9/23/2025 1:55 PM
11	Had no idea it was allowed. Don't really have need ,personally. But it can be good for those who need it.	9/23/2025 9:06 AM
12	cost	9/22/2025 5:55 PM
13	We do not currently have the money. With even a small incentive, we would be able to construct an ADU within two years.	9/22/2025 2:53 PM
14	I am not a homeowner and construction and permits are too expensive and difficult to achieve.	9/22/2025 9:37 AM
15	Finances	9/22/2025 9:26 AM
16	We are in the process of finding something appropriate for my son to live in.	9/16/2025 1:49 PM
17	not needed at this time.	9/16/2025 9:35 AM
18	I wasn't aware that option was available	9/15/2025 8:58 PM
19	Repairing the permit application	9/15/2025 8:54 PM
20	We don't have the space.	9/15/2025 7:12 PM
21	The cost of building.	9/15/2025 7:11 PM
22	Don't own a home	9/15/2025 5:41 PM
23	Cost	9/15/2025 5:32 PM
24	Potential permitting red tape, we haven't put a lot of thought into it because we've deemed it not possible by presumption.	9/15/2025 4:10 PM
25	Too much paperwork and regulations. Looked into it and the sheer time and effort required to apply, not to mention the costs, with no clear likelihood of approval was a strong deterrent. When grandparents are quite elderly we couldn't wait 6-8 months before getting approval from the npca, region, and city, let alone another few months for construction.	9/15/2025 3:03 PM
26	Cannot afford to do so right now.	9/15/2025 1:35 PM
27	I have not had the funds. I hope that the City or the Region will provide grants or other incentives for homeowners who want to add an ADU to their property.	9/15/2025 9:21 AM
28	Timing and money	9/15/2025 9:19 AM

Additional Dwelling Units

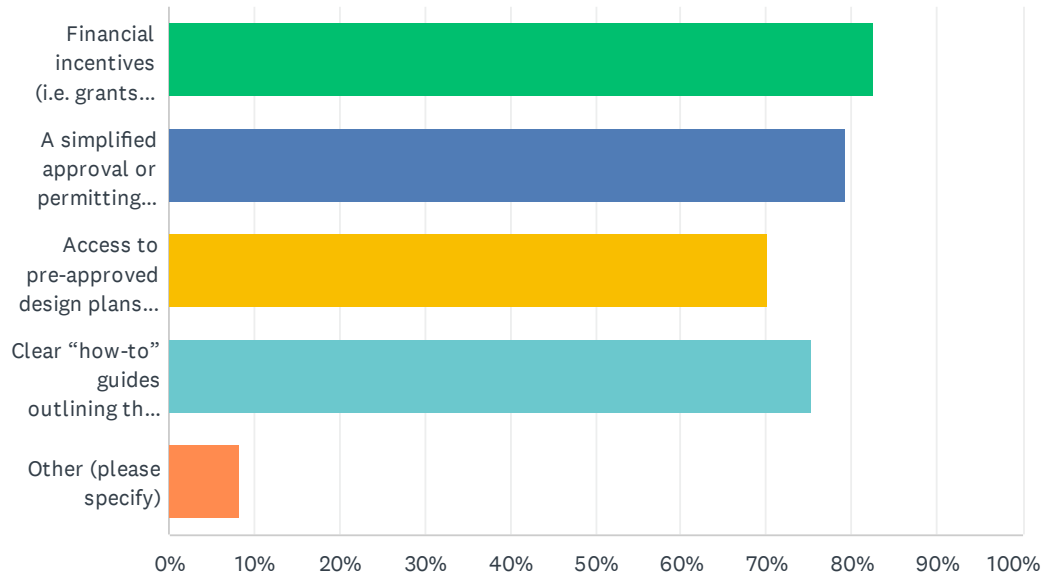
29	Unsure of bylaws and rights as property owner	9/15/2025 9:06 AM
30	The hassle of permits and paperwork, cost of materials and overall utilities infrastructure.	9/12/2025 11:46 AM
31	Not in my budget at this time. Am saving to possibly make changes in the future	9/12/2025 11:20 AM
32	Need better funding programs like the City of St Catharines	9/11/2025 9:05 PM
33	Bylaw restrictions. Costs	9/9/2025 6:21 PM
34	Cost	9/9/2025 12:43 PM
35	possibility of in-law suite for aging parents still in their own home for now	9/5/2025 4:07 PM
36	Not enough space and too expensive to build.	9/3/2025 11:39 PM
37	We don't have the space on our current lot	9/3/2025 9:05 PM
38	Need to conduct more diligence on what is permitted.	9/3/2025 10:37 AM
39	Cost	9/2/2025 8:19 PM
40	Not sure of the options or guidelines	9/2/2025 6:07 AM
41	To much city red tape	9/1/2025 7:11 PM
42	It's almost impossible to build in Port, especially a separate structure in town.	9/1/2025 12:46 PM
43	Bylaw constraints	8/31/2025 11:48 AM
44	We are still just discussing	8/30/2025 8:20 PM
45	Can't afford it at this point. Did not think it would be allowed on my lot.	8/30/2025 8:06 PM
46	Waiting to sell my house and build on daughters propert.	8/30/2025 7:19 PM
47	Waiting for my children to be ready. Given the current economy and housing market, my kids will NEVER be able to purchase their own home.	8/30/2025 8:00 AM
48	Unsure of bylaws	8/29/2025 9:15 PM
49	To much red tape & money grabs from the City of Port Colborne	8/29/2025 8:00 AM
50	Didn't really occur to me until this came forward.	8/29/2025 2:45 AM
51	I don't own my own home	8/28/2025 7:48 PM
52	Neighbour concerns	8/28/2025 4:21 PM
53	Expense of build.	8/28/2025 1:35 PM
54	Renter - do not own the property but if I did I would be interested in one	8/28/2025 10:54 AM
55	Don't own a home bc I can't afford one	8/28/2025 10:24 AM
56	Just unsure of what is needed (permits, building code, laws)	8/28/2025 9:19 AM
57	City bylaw	8/28/2025 8:39 AM
58	Barriers at the city of Port Colborne re: severing a portion of a 37+ acre parcel in agricultural zoning.	8/28/2025 7:46 AM
59	Didn't know I could and money	8/28/2025 7:43 AM
60	Cost.	8/28/2025 7:31 AM
61	Because I don't have \$100,000.00 to build one lol	8/28/2025 6:39 AM
62	Waiting to divide parcel into 2 lots	8/28/2025 5:58 AM
63	Zoning restrictions, bylaw rules	8/28/2025 5:56 AM
64	We have no city water in sherkston I didn't think we were allowed to have adu	8/27/2025 11:13 PM
65	Unsure of the logistics and costs involved	8/27/2025 10:21 PM

Additional Dwelling Units

66	Cost, family doesn't need it yet	8/27/2025 9:38 PM
67	Can't afford right now	8/27/2025 9:23 PM
68	Cost	8/27/2025 9:16 PM
69	Fees	8/27/2025 9:08 PM
70	I am poor	8/27/2025 7:10 PM
71	Not needed yet	8/27/2025 6:28 PM
72	Cost	8/27/2025 5:06 PM
73	Financial reasons	8/27/2025 4:16 PM
74	Didn't know it was an option until recently.	8/27/2025 4:06 PM
75	Not enough monies :(8/27/2025 1:55 PM
76	The legal process is confusing	8/27/2025 1:34 PM
77	Timing they aren't ready to move yet	8/27/2025 1:25 PM
78	I have enough room currently and we really don't have the space.	8/27/2025 1:13 PM
79	Not sure if I have enough room	8/27/2025 1:04 PM
80	Water drainage issues	8/27/2025 12:52 PM
81	Not actively thinking about it - but would be open to it if it made sense.	8/27/2025 12:42 PM
82	To make it financially viable, i would need to have more than one unit on the property that i own in Port Colborne.	8/27/2025 12:20 PM

Q12 What types of support would make it easier for you or your neighbours to build an ADU? (select all that apply)

Answered: 97 Skipped: 104



ANSWER CHOICES	RESPONSES	
Financial incentives (i.e. grants, low-interest loans)	82.47%	80
A simplified approval or permitting process	79.38%	77
Access to pre-approved design plans or templates	70.10%	68
Clear "how-to" guides outlining the process	75.26%	73
Other (please specify)	8.25%	8
Total Respondents: 97		

#	OTHER (PLEASE SPECIFY)	DATE
1	Provide options for sustainable housing	9/23/2025 2:02 PM
2	Ensure the city would accept US building codes to accept US materials, supply would be more broad.	9/15/2025 4:10 PM
3	Allowing manufactured homes would certainly make it easier	9/15/2025 3:03 PM
4	Allowances to include separate one story unit of at least 800 square feet	8/30/2025 7:19 PM
5	Stay out of it! If I want to build my child a home on my property, I should be able to do so without you raising our taxes ridiculously, again. In the last 6 years we have gone from \$2400/year to over \$6000. I don't care about your beautification attempts, light up signs etc. I just want to farm my land and make a home for my adult children on MY land.	8/30/2025 8:00 AM
6	Individualized circumstances considered.	8/28/2025 5:56 AM
7	No increase in property taxes	8/27/2025 9:23 PM
8	Help from Tommy Peazel	8/27/2025 12:20 PM

Q13 Do you have any additional comments or suggestions for the City to consider when developing policies and regulations for ADUs?

Answered: 76 Skipped: 125

#	RESPONSES	DATE
1	I think there needs to be a limit of the number of units based on the size of the lot. I think there needs to be considerations on how close units can be to dwellings, ie a container unit in a backyard's distance to other homes	9/24/2025 11:48 AM
2	I served on the Senior Citizen Advisory Committee + learned of need for affordable housing for low income Senior Citizens	9/24/2025 11:40 AM
3	make it affordable for all people	9/24/2025 11:33 AM
4	If someone wants to build a few ADU's on their property, that's great. If the tenant is problematic, the landlord can evict. Times are tuff. Stay out of it!	9/24/2025 10:26 AM
5	If policies were to change, regulations MUST be in place and MUST be enforced.	9/23/2025 2:39 PM
6	Infrastructure must be up to par	9/23/2025 2:11 PM
7	a lot of the new homes to be built are in the \$700,000 - \$900,000 range and 90% two storey. What we need more of in new homes are 900-1000 soft vinyl sided bungalows with basements if possible, with our rock situation in Port Colborne, even no basements would be fine.	9/23/2025 2:09 PM
8	Flexibility with size	9/23/2025 2:04 PM
9	Thank you. Great presentation.	9/23/2025 1:56 PM
10	Address infrastructure, parking, emergency access, neighborhood character, greenspace, affordability, owner-occupancy, monitoring before allowing ADUs . Perhaps get on board with the other municipalities and Provincial by using Accessory not Additional Dwelling Units. Owner Tenants Rights to evict....trying to get bad tenants out is a nightmare in the making.	9/23/2025 9:10 AM
11	bring on the ADU's, but keep strict use of them. Not turn into student or ghetto housing.	9/22/2025 5:55 PM
12	I would like to see a proper census conducted for consideration of passing such a bylaw. It is unfair that you simply decide something and not everyone is aware of the changes happening and don't have a say in it. I believe the vast majority of the city would oppose this, as it would likely bring in a lot of low income individuals to the city and cause strain on the already non-existent services.	9/17/2025 9:22 PM
13	Rural property owners need the process to be more simplified to accommodate additional dwellings for family ,seniors or rental income as severing property is next to impossible in our city.	9/15/2025 9:00 PM
14	No	9/15/2025 8:55 PM
15	Our neighbour's have an ADU jammed in a duplex with ADDITIONAL ADU. No where to park. AC units almost touching our fence and due to three unit its loud directly by our pool. Port Colborne is going down the tube. Can't wait till our basements flood when it rains bad or the snow due to storm sewers not being able to handle the additional units. They couldn't handle the ones they already have.	9/15/2025 8:01 PM
16	Someone needs to oversee this. Perhaps the city needs more bylaw officers.	9/15/2025 7:12 PM
17	No	9/15/2025 5:41 PM
18	Make it simple and fast to get an answer from all levels of government - families may need these quickly because of health changes.	9/15/2025 3:04 PM
19	Not at this time. Would need to learn more about ADUs. I am curious about the experience of other communities that currently have ADUs.	9/15/2025 1:38 PM

Additional Dwelling Units

20	Why,, why do this,, it is only because Canada wants to bring in more immigrants !! I don't agree,, I don't approve,,,, it's a no from me !!!	9/13/2025 11:59 AM
21	The cost of hydro, infrastructure, policy on limits of people in the homes, responsibilities of the owners and rights of neighbours.	9/12/2025 11:48 AM
22	Parking availability should be a major decision for ADU approval (the number of adults on 1 lot)	9/12/2025 11:24 AM
23	Where would all the extra vehicles park in winter when we cannot park on side of streets	9/12/2025 8:33 AM
24	Traffic, infrastructure , tax rates. Intolerable congestion and sprawl as seen in Fonthill. Lack of small town culture!	9/12/2025 7:03 AM
25	They would need to be inspected I could see a number of people just throwing a ADU up in their garage or tool shed... planning and more bylaws would be necessary to protect home owners as well as renters... but let's not kid ourselves this has been going on for years in Port Colborne... who's going to monitor all this... maybe it should be allowed for families only .. I don't know... you could end up in a hell of a mess... lots to consider	9/11/2025 9:49 PM
26	Apply this to new developments lots away from existing neighborhoods. These huge ADUs have taken their neighbours privacy away. When we bought our homes it was because of the neighbourhood. These ADUs change the existing neighborhoods.	9/11/2025 8:48 PM
27	Building codes are there for safety & regulatory purposes, so we must trust & build for a community that has requested more help with housing.	9/11/2025 5:23 PM
28	Please keep in mind what the residents want of Port Colborne, as this push to double our size has already had an impact on local services and the feel in the community. Please are starting to be less friendly on the streets, the town is busy and less welcoming. We have also had an increase in drugs, and crime. Continuing to build cheap housing will bring in more of this unwanted behaviour and change the feel of this town, away from your strategic motto.	9/11/2025 4:35 PM
29	Look at city of Toronto and city of Mississauga process	9/11/2025 3:17 PM
30	The property i rent already has a built in space exactly like the one described. I have been living in it for 4 years	9/11/2025 10:53 AM
31	Ensure no development charges for adus. (2nd and 3rd are exempt under provincial policy I believe, but need to make sure 4th units also exempt as otherwise ppl will just stick with 3units.	9/9/2025 12:44 PM
32	maybe look at going through Niagara regions rent suppliment programs to start reducing the nrh waitlist	9/5/2025 3:39 PM
33	The government/city is imposing additional dwelling units and accessory dwelling units in established neighborhoods. I am sure any MPP/City official would not want this in their established gated neighborhoods. There is a lot of vacant land on Port Colborne, quit making it so difficult for developers to develop the land. For example the proposed development by Canadian Tire. The City will not approve their applications with Committee of Adjustment but issues permits for two three-storey buildings with 6 units and potentially 2 more in the basement. That would 16 units with stacked parking for 6 vehicles property. Where will they all park, on the street. To me this is not good planning for the citizens.	9/5/2025 9:53 AM
34	Question 7 is hardly a question. How could ADUs not increase the housing options?	9/4/2025 9:23 PM
35	Terrible idea.	9/1/2025 2:20 PM
36	Keep it with the city area. Leave the hamlets and country property's alone	8/30/2025 12:14 PM
37	Consider reviewing rural/agricultural taxes to make them more sustainable for younger families. The drainage ditches fees should be paid by ALL residents.	8/30/2025 8:01 AM
38	Please no can not afford any more water rate increases. Please do not add more to the water usage problem and an over burdened system	8/29/2025 10:35 PM
39	Make sure very specific guidelines are in place first, and thank you for asking for community input. Once this barn door is open, there is no going back!	8/29/2025 8:01 PM
40	4 units per lot is far too many.	8/29/2025 9:42 AM
41	Our aged infrastructure can barely handle what housing we have now. This idea will ruin the	8/29/2025 8:09 AM

Additional Dwelling Units

look and feel of Port Colborne.

42	It would be great to allow ADUs & increase living space especially for seniors aging in place!	8/29/2025 8:01 AM
43	We want to support the housing crisis need in Port Colborne and Niagara but think this could be a viable solution if planned properly.	8/29/2025 7:19 AM
44	They are just not a big deal. No one even noticed when a neighbor put one in.	8/28/2025 10:41 PM
45	1. There should be regulations of size, height, and appearance/materials standards. Height limits for visual/privacy impacts. 2. I think there should be less ADUs where there is no parking/ no transit options/not nearby necessities. 3. Sustainable incentives? Energy efficient designing, solar panels, more greenery, etc. 4. Have homeowners attend info sessions/have a consult to ensure legal and safe building, and to understand the impacts on communities. 5. Assist with building by showing pre approved design templates? 6. Incentives for ADUS rented at below market rates made for priority populations such as seniors, low income households, etc. 7. Develop clear and efficient systems to monitor and enforce safety. Also systems to check in with landlords and tenants to ensure problems are being solved and issues do not persist within the property. 8. Quarterly reviews to adjust to community feedback/evolving needs?	8/28/2025 10:03 PM
46	Please consider this. We are in desperate need of affordable housing options in Port Colborne.	8/28/2025 7:49 PM
47	Please but a rental price cap on these. Landlords are charging too much for rent and people cannot afford it.	8/28/2025 2:22 PM
48	Must be licensed proper fire safety and zoned for proper taxes	8/28/2025 12:17 PM
49	Billy, cut the red tape and start building homes. Maybe also don't charge over 7-800 grand for something smaller than an adu	8/28/2025 10:24 AM
50	Port Colborne should keep it's unique neighborhoods, without the cookie cutter homes.	8/28/2025 9:20 AM
51	If this is something that they are considering they need to consider adding infrastructure for living on the east side such as grocery, pharmacy and other. The congestion on the bridges is already hard as it is especially with 2 up and they can't keep funneling more and more people in these dwellings across the bridges we need to have something on the east side	8/28/2025 8:36 AM
52	They should not be used for short term rentals.	8/28/2025 7:55 AM
53	Already the mess us out of control with existing units. Let's have stronger bylaws for current housing. I.e. old furniture, derelict automobiles, garbage storage, which is currently rat infested. Too many landlords do not supply proper garbage disposal for their tenants. Just take a look at the multi family units on the east side, upper and lower Davis and Mitchell.	8/28/2025 7:51 AM
54	Be clear that this is already an option under agricultural zoning.	8/28/2025 7:47 AM
55	No thanks, we're good with the current bylaw	8/28/2025 6:55 AM
56	We have acreage that would lend itself to ADUs for our large family, but current bylaws and restrictions make it impossible. Agricultural settings should be allowed MORE, not fewer, than a city lot. We are zoned agricultural, but our land is a forest and will never be farmed. Our large family would benefit from the addition of ADUs and our property would be enhanced by them. We have the logical space and setting. Each request should have an expectation that an ADU does not detract from the neighbourhood, eg not a trailer park aesthetic !!!	8/28/2025 6:05 AM
57	Amazing opportunity for so many people. Truly interested in learning the facts, timeline, costs and experiencing a blueprint on how to make this happen.	8/27/2025 10:23 PM
58	No	8/27/2025 9:45 PM
59	I DO NOT think this is a good idea. I think it could potentially cause chaos in certain areas. Too many people, families in areas that can cause many upset neighbours.	8/27/2025 9:29 PM
60	Should be treated as they currently are as long as they maintain curb appeal, avoid crowding and are held to those standards.	8/27/2025 7:56 PM
61	Please keep Port Colborne as a great retirement community and a great place to raise a family. I don't like what's happening with changing the dynamics of the community. We are a nice beautiful city, we don't need another big city decorum here. BUILD THESE ADU's SOMEWHERE ELSE!!!!	8/27/2025 7:06 PM

Additional Dwelling Units

62	Will there be any positive impact for the residents themselves? How will the city ensure the very little services we currently have, remain that way? We lack in many major areas of services including healthcare, short term places like hotels, water etc but we want to bring more homes and more residents? What's the plan?	8/27/2025 6:14 PM
63	find a way not to trigger a property reassessment by MPAC. Property taxes are already extremely expensive in Port.	8/27/2025 5:09 PM
64	Don't copy big cities. If I wanted to have that experience, I'd live there.	8/27/2025 4:29 PM
65	Just to note on question 8, I answered 'I would never have an ADU' but that is because I am currently in a rental apartment. If i were to buy property, an ADU would be a welcome option for personal use such as office space, potential rental income or another unit for a family member (parent or in-laws)	8/27/2025 3:43 PM
66	The need for housing is a pressing issue but should not come at the cost of those that have called port colborne home. Ultimately, people will depart port colborn leading to further large construction projects that will change the aesthetic of port colborne for the worse. A part of port colborne's appeal is the smaller, more quaint aesthetic created by the small homes and family owned shops. It saddens me that our families time in port colborn is now numbered due to the 3 level homes being built, towering over our yard (goodbye watching sunsets in the back yard, hello seeing big grey ugly building every day).	8/27/2025 3:16 PM
67	Consult with the local neighborhoods and residents that will be directly impacted and forced to look at these units on a daily basis. Offer more information to these residents regarding the units, their purpose, and put concerns at ease when applicable. Blindsiding Port Colborne residents to help and protect others shouldn't be the norm. This will impact the decisions of young people and families looking to move into Port, hurt those residents who are lifers of port colborne, grew up in the area or freshly moved families. I recommend creating a policy that doesn't allow realestate to be sold without these units being disclosed to the new buyers PRIOR to the sale.	8/27/2025 3:10 PM
68	It is a terrible idea. The people need to vote on this and consider the community reactions first.	8/27/2025 2:04 PM
69	No	8/27/2025 1:56 PM
70	Parking needs to be considered. There should be enough as does level of traffic on street.	8/27/2025 1:25 PM
71	If ADUs were adopted- property standards must be maintained.	8/27/2025 12:59 PM
72	Should be permitted, fire inspection done, licensed and taxed per unit. Yearly inspection's, Proper parking,	8/27/2025 12:59 PM
73	It's time to turn off the tap on overdevelopment and stop hitching ourselves to progressive provincial policies that make life more unaffordable. Instead of rushing growth and inviting in outside interests, we should be focusing on lowering taxes, protecting our community's character, and putting the needs of current residents first.	8/27/2025 12:59 PM
74	I blame the folks at city hall for these negative changes. Things weren't like this when my parents were growing up here.	8/27/2025 12:23 PM
75	I think it's great that changes are being made to the current by-law.	8/27/2025 12:21 PM
76	I would like to take part in any focus groups on this matter.	8/27/2025 12:14 PM

Position Letter:

Position Letter:

Provincial Overreach and the Risks of Irresponsible Growth in Port Colborne:

To Whom It May Concern,

We are writing as concerned residents of Port Colborne to express deep opposition to the Ontario government's recent approach to housing development — particularly its override of municipal planning decisions through density mandates, zoning changes, and housing targets imposed without meaningful consultation or infrastructure support.

While the stated goal of addressing Ontario's housing shortage is commendable, the current methods are short-sighted, top-down, and disconnected from the realities on the ground in small communities like ours.

Municipal Governance Undermined

Municipal governments exist to represent and respond to the needs of their local populations. When the Province overrides local decisions on zoning, density, and community design, it removes accountability from the people most impacted.

In Port Colborne, we elect our city council to guide growth responsibly. To have those decisions unilaterally replaced by Queen's Park — often with input from developers but not residents — is fundamentally undemocratic.

Growth Without Infrastructure Is Destabilizing

Our community is not equipped with the infrastructure or services to absorb high-density development at the scale the Province is promoting. This includes:

Aging or limited sewage and water systems

Inadequate local healthcare and mental health services

Overburdened schools and policing

No reliable transit systems

Limited local employment or retail/commercial capacity

Who becomes responsible when people move into new homes but can't find a family doctor, a nearby grocery store, or a job? It is the local government — and ultimately, the taxpayer — who is left to cover the cost and manage the fallout.

"More Housing" ≠ Solving the Crisis

Let us be clear: This is not solving the housing crisis.

Housing that is:

Unaffordable for the average local resident

Disconnected from essential services

Inaccessible to people on Ontario Works (OW), the Ontario Disability Support Program (ODSP), or minimum-wage earners.

Located in areas without transit or employment

...is not a solution. It is a new form of social and economic instability, dressed up as progress.

The Province cannot claim to be addressing the housing crisis while approving developments that exclude those most in need, worsen cost-of-living pressures, and offload infrastructure burdens onto municipalities.

👤 Displacement and Erosion of Community Identity

Rapid, imposed growth often leads to displacement of long-term residents, especially renters and seniors on fixed incomes. As property values rise, so do taxes, rents, and living costs — pushing people out of the very communities they helped build.

In Port Colborne, we are at risk of becoming a bedroom community for outside buyers and investors, not a place where local families can afford to stay, grow, and contribute.

🧠 Mental Health and Social Stability Are Being Ignored

Unplanned, high-pressure growth also impacts mental health and community well-being. When services are stretched thin and people feel ignored or disconnected in their own neighbourhoods, isolation, anxiety, and depression increase.

We're not building housing — we're building social strain unless we match development with:

Accessible mental health supports

Community-based services

Local employment opportunities

Safe, inclusive public spaces

💰 The Economic Model Doesn't Add Up

The Province appears to be facilitating a growth model where:

Developers profit

Municipalities bear the cost

Residents pay the price

Affordable housing — if it is built at all — is often just slightly below market rate, and unaffordable to those living on social assistance or in precarious work. Meanwhile, the cost of upgrading roads, utilities, healthcare, and emergency services far outweighs the limited increase in tax revenue.

This is not sustainable. It is not responsible. And it is not fair.

✓ What We Demand

We call on the Ontario government to:

Respect local governance and involve municipalities meaningfully in development decisions.

Link housing approvals to confirmed infrastructure funding, with clear cost-sharing from the Province and developers.

Define and enforce true affordability based on local income levels — not vague percentages below market price.

Protect existing residents from displacement through rent control, tax relief, and local service expansion.

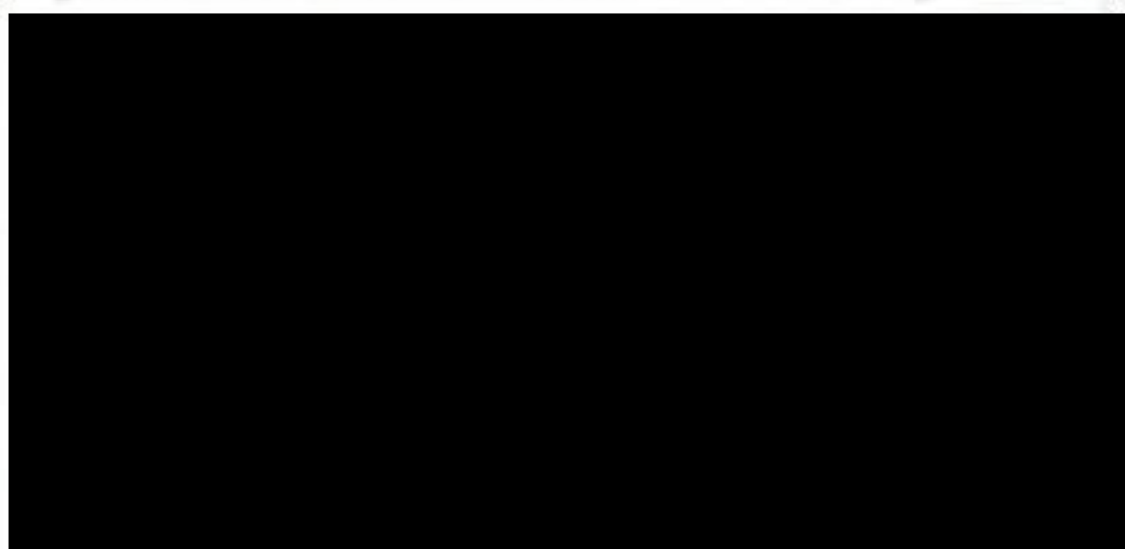
Invest in health, education, policing, and transit in step with new housing — not years afterward.

Growth must enhance our communities — not fracture them.

Thank you for your attention to this important matter. We would appreciate a response outlining your position and any steps you intend to take on this issue.

Sincerely,

[Maureen & Ken Anthes]



Maureen Anthes
Ken Anthes



Subject: Public Meeting Report for City-initiated Zoning By-law Amendment for Apartment Dwelling Parking Rate- File D14-03-25

To: Council - Public Meeting

From: Development and Legislative Services Department

Report Number: 2025-195

Meeting Date: October 7, 2025

Recommendation:

That Development Legislative Services Report 2025-195 be received as information; and

That Council direct staff to consider Council, agency, and community feedback received as part of this statutory public meeting, prior to bringing forward a subsequent staff report recommending adoption of the proposed Zoning By-law Amendment.

Purpose:

The purpose of this report is to fulfill the statutory public meeting requirement under the authority of the *Planning Act*. This report and statutory public meeting introduces a City-initiated proposal of a Zoning By-law Amendment (ZBA) aimed at reducing the parking ratio from 1.25 spaces per unit to 1.10 spaces per unit; and, updating the definition of “Apartment Building, Public”. The objective of the public meeting is to solicit comments from interested members of the community and public agencies on the proposed amendments.

Background:

In 2023, the Federal Government launched the Housing Accelerator Fund (HAF) to help cities build more homes faster. Port Colborne successfully secured \$4.3 million in funding over three years by committing to a set of housing initiatives. One key commitment is to reduce or eliminate parking requirements in intensification areas. In

Port Colborne, this means looking at changing the parking rate for higher density buildings (the Zoning By-law calls these “apartment buildings”).

Watson and Associates Economists Limited (Watson) and Dillon Consulting (Dillon) were retained by the City to conduct research to help determine a new rate for the City to use in the Zoning By-law going forward. The work undertaken by the consulting team included an examination of parking rates being applied in other municipalities, as well as parking demand analysis that looked at five existing apartment buildings across Port Colborne to measure real-world parking usage

The resulting memo, attached to this report as Appendix A, outlines the results of the analysis and recommendations for the City as it relates to a reduced parking rate for apartment dwellings. The general conclusion of the study was that the current requirement of 1.25 spaces per unit is higher than necessary based on observed demand, among other factors. The recommended new rate of 1.1 spaces per unit has been incorporated into the draft Zoning By-law Amendment.

Internal Consultations:

The Draft ZBA was circulated to appropriate internal departments and to external agencies on September 16, 2025, and the following comments have been received as of the date of preparing this report.

Fire Department

- No objections to the proposed ZBA

Drainage Superintendent

- No objections to the proposed ZBA

Niagara Peninsula Conservation Authority

- No objections to the proposed ZBA

Public Engagement:

A Notice of Public Meeting was circulated in accordance with the Planning Act. The notice was shared in the local newspaper on September 13 and 15. Additionally, on September 16, the notice was posted on the City’s website. Copies of the proposed amendment were made available on the City’s website and at City Hall for public viewing.

Engagement with the public also included a poster board outlining the proposed changes to the parking rate for apartment dwellings alongside the ADU open house poster boards, which were presented at an Open House on September 16, 2025 from 3pm-7pm at the Vale Health and Wellness Centre. One comment card submitted at the open house pertained to parking, which indicated “apartment parking spaces- moving in the right direction”.

As of the date of writing this report, no formal submissions have been received.

Discussion:

Proposed Zoning By-law Amendment

A copy of the proposed Draft Zoning By-law Amendment is attached to this report as Appendix B. The proposed changes are as follows:

- Staff are proposing to amend the “Parking Space Requirements for Residential Uses” table in section 3.1.1 of the Zoning By-law for the Apartment Building use by deleting the requirement of 1.25 spaces per unit and replacing it with the requirement of 1.1 spaces per unit; and,
 - Staff are proposing to amend the definition of “Apartment Building, Public” to include language that would allow the parking rate for this use to also apply to purpose built rental apartment buildings where units are made available to rent over the long-term at a rent that is no greater than 50 per cent of the Average Market Rate (AMR). For reference, the parking rate for Apartment Building, Public is 1 space per 3 units. There is no proposal to change this rate, and it will remain as existing.
-

Financial Implications:

Reducing or eliminating parking requirements in intensification areas is a requirement of the City’s HAF Contribution agreement. Completion of HAF Initiatives within the identified milestone timeframes will ensure the City remains in compliance with the Contribution Agreement and HAF program requirements and eligible for HAF funding.

Consultant and staff time directed toward the preparation of the background review and analysis memo, drafting of ZBA and public consultation have been undertaken with resources provided for through the HAF budget.

Strategic Plan Alignment:

The initiative contained within this report supports the following pillar(s) of the strategic plan:

- Welcoming, Livable, Healthy Community
 - Increased Housing Options
-

Conclusion:

Based on the findings of the parking study conducted by Watson and Dillon, staff are presenting a proposed amendment to the Zoning By-law to reduce the parking rate for Apartment Buildings. Staff are also including a revision to the definition of “Apartment Building, public” that would expand eligibility so that any new purpose built rental building providing deeply affordable housing can access the reduced parking rate of 1 space per 3 units.

This Statutory Public Meeting report has been prepared to allow all agency, public and Councillor comments to be received and considered prior to a decision being made on the proposed Amendments. Planning staff will prepare and present a recommendation report on this application at a future Council meeting prior to the critical milestone completion date of December 1, 2025.

Appendices:

- a. Port Colborne Parking Study
- b. Draft Zoning By-law Amendment

Respectfully submitted,

Kelly Martel, MCIP, RPP
Planning Manager
905-228-8130
kelly.martel@portcolborne.ca

Report Approval:

All reports reviewed and approved by the Department Director and also the City Treasurer when relevant. Final review and approval by the Chief Administrative Officer.



MEMO

TO: Sara Lourenco — Watson & Associates Economists Ltd.
FROM: Mike Walters
CC: Kelly Martel — City of Port Colborne
DATE: September 29, 2025
SUBJECT: Port Colborne Parking Study
OUR FILE: 25-2089

1.0 Purpose

Watson & Associates Economists Ltd. (Watson) has retained Dillon Consulting Limited (Dillon) to undertake a review of parking requirements for apartment buildings in the city of Port Colborne. The City's Zoning By-Law (ZBL) requires that apartment buildings provide a parking supply of 1.25 spaces per unit. In March 2023, the federal government announced the \$4-billion Housing Accelerator Fund (HAF) that was to be administered by the Canada Mortgage and Housing Corporation (CMHC). The City's application to the first intake in August 2023 was unsuccessful. The City's application to the second intake, submitted in August 2024, was successful. As a result, the City is entitled to receive HAF funding in the amount of \$4.3 million. Receiving the full \$4.3 million is contingent upon completing a set of identified initiatives aimed at increasing housing supply, facilitating development and achieving an established housing supply growth target. Reducing or eliminating parking requirements in intensification areas is one of the seven HAF initiatives that the City must complete.

This memorandum documents a review of parking requirements for apartment buildings to identify the potential to implement a reduced minimum rate. The review includes the following components:

- A review of typical industry parking data for apartment buildings;
- A peer review of other municipalities applying for HAF funding, in terms of their parking requirements and which ones are proposing reducing the minimum rates;
- A review of the Port Colborne context, including policies related to parking supply;
- A review of recent development applications that have sought relief from the ZBL parking requirements;
- A review of vehicle ownership data from the *Transportation Tomorrow Survey* and from a parking survey undertaken in August 2025 in support of this review.

2.0 ITE Parking Generation Data

General industry standard parking generation rates for apartment buildings were obtained from the Institute of Transportation Engineers (ITE) document *Parking Generation Manual*, 6th edition. There are separate land use codes for low-rise (three storeys or less) and mid-rise (four to ten storeys) apartment buildings. The following average rates are published:

- Low-rise apartment building: 1.27 spaces per unit
- Mid-rise apartment building: 1.23 spaces per unit

The ITE data are not subdivided between resident parking and visitor parking.

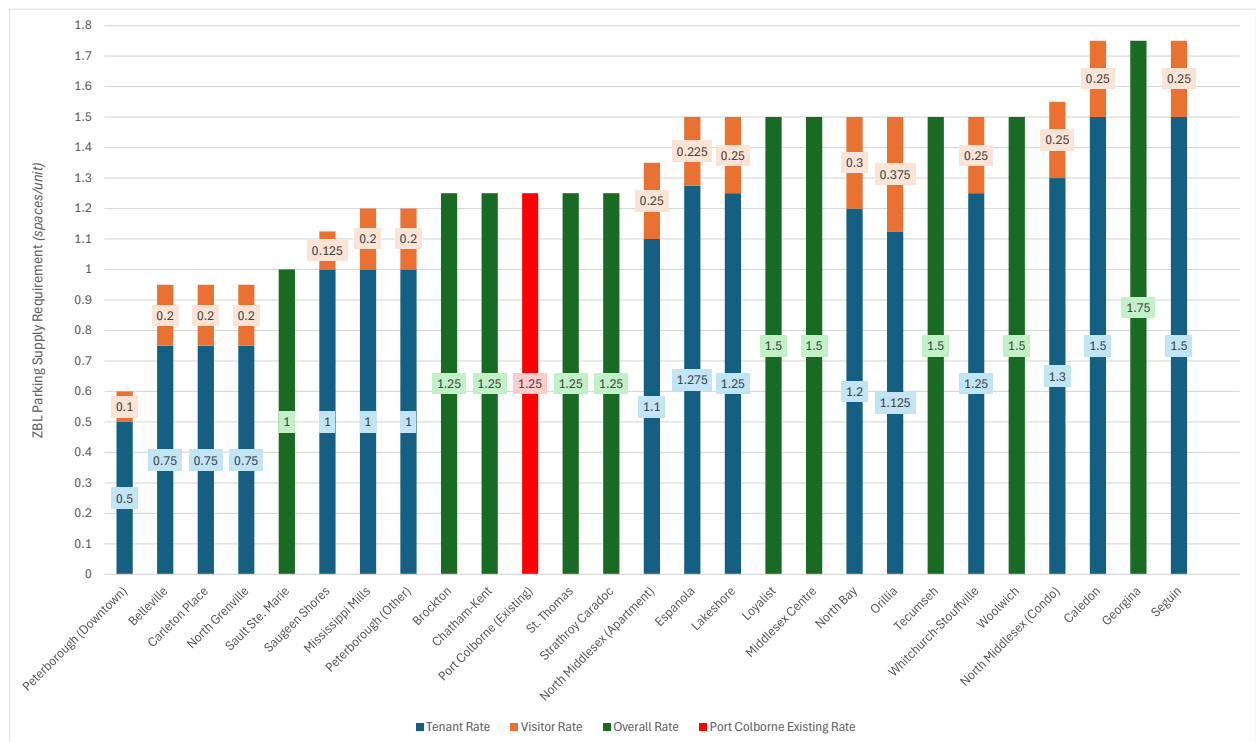
3.0 Review of Peer Municipalities

Watson provided the existing parking requirements for other municipalities that have applied for HAF funding, as well as a list of those that are proposing parking rate adjustments. Of the 48 municipalities in the long list, Dillon narrowed these to 24 municipalities that are more comparable to Port Colborne (e.g., similar population or less; smaller geographic extents; lower density; limited transit service).

3.1 Existing Parking Requirements

Figure 1 shows the current ZBL parking requirements for apartments in the peer municipalities.

Figure 1: Current Apartment Parking Requirements in Peer Municipalities



Approximately half of the peer municipalities have apartment parking rates higher than Port Colborne's; the remaining half have the same rate or lower rates. The most common rate is 1.5 spaces per unit, followed by 1.25 spaces per unit. (Note that 1.25 spaces per unit roughly corresponds to the average rate in the ITE *Parking Generation Manual*.) Five municipalities permit apartment buildings with 1 space per unit or fewer (one of which is an area-specific rate in downtown Peterborough).

Not all ZBLs subdivide the parking requirement into resident spaces versus visitor spaces. Of those that do, most require between 0.2 and 0.25 spaces per unit for visitors.

3.2 Municipalities Proposing Parking Rate Reductions

Of the 24 peer municipalities, 8 have indicated that they will be reducing their parking requirements, and an additional 6 have indicated that they will review their parking minimum requirements, as one of the measures to comply with HAF funding requirements.

Table 1: Peer Municipalities Proposing Parking Reductions

Municipality	Existing parking requirement (spaces/unit)	Proposed measure
Municipalities identifying specific measures		
Lakeshore	1.5	Reduce minimum parking requirements for apartments (and other specified dwelling types) to 1.0 spaces per unit
North Bay	1.5	Reduce minimum parking requirements on additional development units attached to single-dwelling homes from 1.0 to 0.5 spaces per unit
Orillia	1.5	Reduce minimum parking requirements for non-profit and government-funded affordable housing developments to 0 spaces per unit in downtown core and from 1.5 spaces per unit to 0.75 elsewhere
Tecumseh	1.5	Reduce minimum parking requirements for apartments to 1.25 spaces per unit
Woolwich	1.25-1.5	Reduce minimum parking requirements by 25% for affordable housing developments
St. Thomas	1.25	Reduce minimum parking requirements for apartments to 1.0 spaces per unit in specified "intensification areas"
Saugeen Shores	1.125	Reduce parking minimums for housing types where 2 parking stalls are required per unit to 1
North Grenville	0.95	Eliminate minimum parking requirements on additional development units attached to single-dwelling homes and townhouses
Municipalities generally considering parking reductions		
Whitchurch-Stouffville	1.5	Reduce minimum parking rates for medium and high-density housing developments
Brockton	1.25	Review parking minimums
Chatham-Kent	1.25	Review parking minimums
Strathroy Caradoc	1.25	Review parking minimums
Peterborough	0.6-1.2	Reduce parking minimums in downtown areas and allow bike/carpool spaces to be substituted for parking spaces
Sault Ste. Marie	1.0	Consider eliminating parking minimums in downtown areas and implementing heavy reductions elsewhere

4.0 Port Colborne Context

4.1 Official Plan

Although the City's Official Plan does not generally deal with parking, several policies in the plan deal with related matters (transportation objectives, urban form, etc.).

Prioritizing non-automobile transport: The plan states that from environmental, economic, and health perspectives, non-automobile modes of transportation are the preferred methods of movement. It mandates that "full consideration will be given to accommodating pedestrians and cycling in the planning, design and evaluation of any new development".

Creating walkable, transit-supportive neighbourhoods: One of the plan’s purposes is to create “walkable neighbourhoods”. Policies encourage a compact urban form with efficient pedestrian, bicycle, and vehicular networks. High-density residential developments, such as apartment buildings, are specifically encouraged to be located in proximity to public transit and active transportation routes. (Notwithstanding this policy, at present, local service in Port Colborne consists of on-demand service only, with local transit trips served through on-demand service only, and therefore the guidance related to transit proximity is not currently applicable.)

Community Improvement Plan incentives: Within a designated Community Improvement Project Area, the City may implement a Community Improvement Plan. As part of this, the City can provide non-monetary incentives, explicitly including the “exemption from parking requirements”.

Cash-in-lieu of parking: In the Downtown Commercial area, where apartment buildings are encouraged on the upper floors of commercial buildings, the municipality may accept cash-in-lieu of parking. This money would be used to provide for the consolidation or reorganization of off-street parking facilities. This allows a developer to provide fewer on-site parking spots in exchange for a payment. Normally this measure is implemented for commercial and other non-residential land uses, but there may be some contexts where it could be applied to residential uses (e.g., to satisfy visitor parking requirements).

Intensification and compact urban form: The Official Plan’s growth management strategy emphasizes intensification and a compact urban form. Reducing the amount of surface parking required at new developments would be one measure to facilitate more compact development forms.

Accessibility to services: The Plan includes a policy that all new housing development should be accessible to medical facilities, shopping, and any future public transportation system. This could be interpreted as a factor that would make reduced parking supply more viable from a practical perspective, in that buildings within walking distance of a range of services lessen the likelihood of residents finding it difficult to manage everyday errands without a car.

4.2 Existing Zoning By-Law Parking Requirements

The ZBL currently requires that apartment buildings provide parking at a rate of 1.25 spaces per unit. Although some municipalities further subdivide their apartment parking requirements into separate rates for resident parking and visitor parking, the Port Colborne ZBL does not differentiate between resident and visitor parking requirements.

Most other dwelling types (i.e., ground-related units) require 1 space per unit. A difference between apartment buildings and other ground-related units is that visitor parking at apartments is typically provided on-site, whereas other ground-related units (e.g., duplexes and townhouses) are better able to rely on street parking for non-resident parking. This distinction implies that, of the 1.25 parking spaces per unit required for apartments, 1 space per unit is related to resident parking requirements and the remaining 0.25 space is for a pool of visitor spaces.

The ZBL also specifies the number of accessible parking spaces that are required; this number is based on the number of standard parking spaces that are required.

The ZBL specifies that required parking spaces be provided on the same lot as the use requiring the parking, or on another lot that is within 46 metres of the subject lot and is zoned to permit parking.

4.3 Recent Development Applications

City staff provided a list of recent apartment development applications (between November 2023 and April 2025) that proposed a parking supply below the Zoning By-law requirement (1.25 spaces per unit) and submitted Zoning Bylaw amendment and/or minor variance applications to permit a reduced parking supply. The applications supported by planning justification reports (PJR) and/or transportation impact studies (TISs) are listed in **Table 2**, along with the rationale provided in those studies. None of the studies justified parking reductions on the basis of survey data; justifications were generally either on the basis of policy or precedent.

Two of the studies used the availability of transit service as a factor. While it is correct that transit service is available in the city, it is limited to on-demand service for trips within Port Colborne, and a bus to Welland running at hourly intervals for trips outside of Port Colborne.

Table 2: Recent Development Applications Seeking Reduced Parking Requirements

395 Elm Street (June 2023)

0.97 spaces/unit proposed (80 spaces for 82 units); 1.1 spaces/unit approved

Rationale provided in PJR:

- Reducing the parking rate will make it more feasible for the developer to implement more affordable housing units
- Public transit service is available
- Bicycle parking will be provided
- Limited parking will assist in promoting alternate modes of transportation
- Parking spaces will be assigned; residents will be charged a fee for parking that varies depending on “desirability” of the space; 2 units will not have a parking space
- No visitor parking will be provided (implicitly stated)

179 Mellanby Avenue and 56-56 ½ Main Street West (November 2023)

0.50 spaces/unit proposed (51 spaces for 101 units)

No justification provided. The PJR noted that the applicant was having discussions with the St. Lawrence Seaway Authority to allow a long-term lease of adjacent vacant lands for resident parking, which would allow the ZBL parking requirements to be met. However, those negotiations fell through and a minor variance for 0.5 spaces per unit was approved.

Stonebridge Village (Northwest quadrant of Barrick Road and West Side Road) (May 2024)

1.10 spaces/unit proposed (182 spaces for 166 units)

Rationale provided in TIS:

- Two municipalities were cited with a ZBL requirement of 1.0 space/unit (Welland, Guelph)
- Reference to an apartment complex in Welland that was approved with parking rates of 0.40-0.42 spaces/unit

242-246 West Side Road (January 2025)

1.04 spaces/unit proposed (116 spaces for 112 units)

Rationale provided in PJR:

- Reducing the parking rate will make it more feasible for the developer to implement more affordable housing units
- Public transit service is available
- Bicycle parking will be provided
- Limited parking will assist in promoting alternate modes of transportation
- Some residents will be seniors / empty nesters looking to downsize, who may not require parking

80 Nickel Street (April 2025)

1.06 spaces/unit proposed (18 spaces for 17 units)

PJR proposes one parking space per unit for residents (plus one accessible space), with visitors parking on-street

4.4**Vehicle Ownership**

Vehicle ownership data was obtained from the *Transportation Tomorrow Survey (TTS)*. The TTS is a transportation survey undertaken every five years to establish travel patterns in south-central Ontario, with a sample size equivalent to approximately 5% of households. In addition to data on travel patterns, it includes demographic data such as vehicle ownership and dwelling type. The vehicle ownership data was filtered to show the number of vehicles owned by households living in apartments in Port Colborne. Because the sample size is relatively small when applying this filter (only 35 to 100 respondents in Port Colborne depending on year), data from multiple years were extracted, as well as data from Niagara Region overall.

Table 3 presents the TTS vehicle ownership data. In all cases the average vehicle ownership of apartment households was calculated at 1 vehicle per household or less. In the most recent two TTS surveys, roughly one-quarter of apartment households in Port Colborne and Niagara Region reported not owning a vehicle (this figure was lower in Port Colborne in 2022, but this may be skewed by a smaller sample size).

Table 3: TTS Vehicle Ownership Data for Apartment Households

Movement	Port Colborne			Niagara Region		
	2011	2016	2022	2011	2016	2022
# vehicles/household:						
0 vehicles	34%	23%	10%	32%	26%	23%
1 vehicle	57%	72%	82%	56%	63%	66%
2 vehicles	9%	5%	6%	11%	10%	9%
3 vehicles	0%	0%	2%	0%	1%	1%
4 vehicles	0%	0%	0%	0%	0%	1%
Avg. vehicles/household:	0.75	0.81	0.99	0.80	0.86	0.91
# of respondents:	63	104	47	1,526	1,589	1,053

4.5 Parking Occupancy Surveys

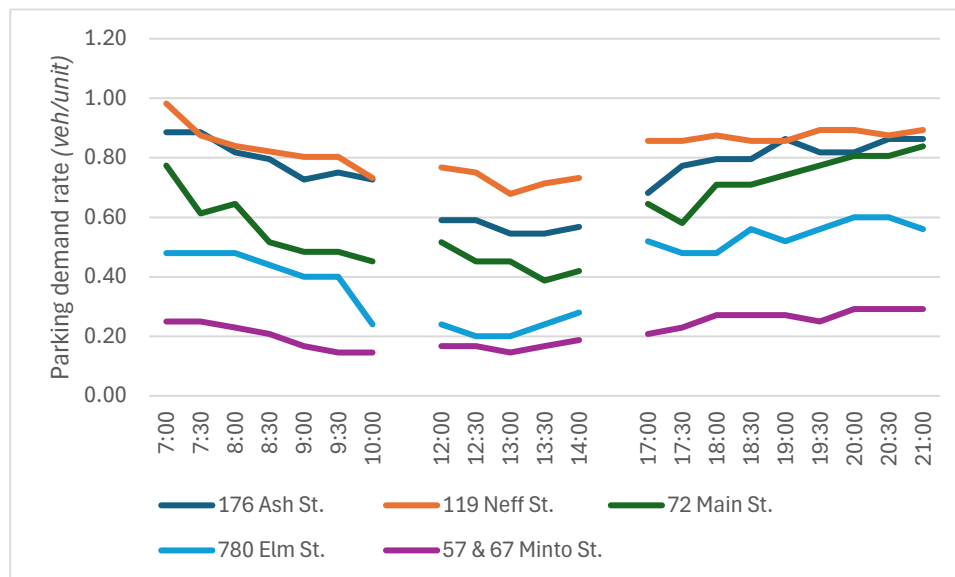
As part of this review, parking occupancy surveys were undertaken in August 2025 at the following five apartment buildings in Port Colborne:

- 176 Ash Street;
- 119 Neff Street;
- 72 Main Street East;
- 780 Elm Street; and
- 57/67 Minto Street.

These buildings range in height from 2 to 5 storeys, and range in size from 25 to 56 units. At three sites the parking supply exceeds the ZBL requirement; at the other two sites (780 Elm Street; 57/67 Minto Street) the parking supply is less than the ZBL requirement.

The surveys were undertaken by Pyramid Traffic Inc. on Tuesday, August 18, 2025. The surveyors recorded the number of vehicles parked on-site between 7:00 and 10:00 AM, 12:00 and 2:00 PM, and 5:00 and 9:00 PM, at half-hourly intervals. The number of parked vehicles was then converted to a rate per unit. **Figure 2** shows how the parking demand rate (per unit) varied at each site throughout the day. The detailed survey data are provided in **Attachment 1**.

Figure 2: Parking Survey Results



It is possible that the parking occupancy could have been slightly higher in the hours preceding and/or following the survey period (i.e., residents leaving before 7:00 AM and/or returning home after 9:00 PM). The ITE *Parking Generation Manual* provides a time-of-day distribution for parking demand. At low-rise apartment buildings, the ITE data indicates the parking demand at 7:00 AM and at 9:00 PM is approximately 85% of the peak (overnight) parking demand. This factor was applied to the higher of the 7:00 AM occupancy and the 9:00 PM occupancy to extrapolate the peak parking demand at all five survey sites.

Table 4: Summary of Parking Study Results

Characteristic:	17 Ash Street	119 Neff Street	72 Main Street East	780 Elm Street	57/67 Minto Street
Number of storeys:	5	2-4	3	3	3
Number of units:	44	56	31	25	48
Parking supply:	61	78	44	27	33
Parking supply rate (spaces/unit):	1.39	1.39	1.42	1.08	0.69
Maximum observed occupancy:	39	55	26	15	14
Maximum observed rate (vehicles/unit):	0.89	0.98	0.84	0.60	0.29
Extrapolated maximum (vehicles/unit):	1.04	1.16	0.99	0.66	0.34

At three of the sites, the extrapolated parking demand rate was roughly 1 vehicle per unit or higher, reaching a maximum of 1.16 vehicles per unit (at 119 Neff Street). These are also the three sites where the parking supply exceeds the ZBL requirement.

At the other two sites, the extrapolated parking demand rate was significantly lower — as low as 0.34 vehicles per unit at 57/67 Minto Street. These are also the two sites where the parking supply is lower than the ZBL requirement. City staff indicated that there may be some vacancies at these two sites, which would result in a parking demand that is lower than typical.

At all sites, the maximum observed (and extrapolated) parking occupancy was well below the parking supply. This means that the observations are a reflection of true parking demand and are not artificially constrained because of limited supply (other than by factors such as measures that may be taken by building management to allocate parking spaces, or by tenants avoiding buildings with limited parking supply if that is an important consideration for them).

5.0 Summary of Findings

The review of parking requirements for apartment buildings in Port Colborne has generated several key findings from policy, empirical data, and a review of municipal practices that collectively support a reduction from the current Zoning By-law (ZBL) standard of 1.25 spaces per unit.

- **Official Plan policies support reduced parking:** From a policy basis, the City's Official Plan contains multiple policies that encourage a shift away from automobile dependence. The plan prioritizes non-automobile transportation, promotes the creation of walkable neighbourhoods, and supports intensification through a compact urban form. Reducing surface parking requirements is a direct way to facilitate more compact development. The plan also provides tools that allow for flexibility in parking, such as exemptions within Community Improvement Project Areas and the use of cash-in-lieu of parking in the Downtown Commercial area.
- **Vehicle ownership is below one car per household:** Data from the *Transportation Tomorrow Survey* (TTS) indicates that vehicle ownership among apartment residents in Port Colborne and Niagara Region is lower than the parking requirement implies. Across multiple survey years, average vehicle ownership for apartment households in Niagara Region was consistently calculated at 0.8–0.9 vehicles per household; Port Colborne average vehicle ownership was generally comparable, when considering the higher level of error due to a smaller sample size.

- Furthermore, the data from 2016 and 2022 suggests that roughly one-quarter of apartment households in both Port Colborne and the wider Niagara Region do not own a vehicle at all.
- **Observed parking demand is lower than required supply:** Parking occupancy surveys conducted at five apartment buildings in Port Colborne in August 2025 confirm that actual demand is less than the ZBL requirement. After extrapolating the observed data to account for potential early morning departures and/or late evening arrivals, three buildings had peak parking demand in the range of 0.99 to 1.16 vehicles per unit. Two buildings had significantly lower parking demand (as low as 0.34 vehicles per unit), although the lower rates at these sites may have been due to vacancies.
 - **Local precedent exists for reduced rates:** The City has recently approved several development applications with parking rates below the 1.25 spaces/unit standard. These approvals, with rates in the range of 1.04 to 1.1 spaces per unit, establish a precedent for reductions. Some of these have explicitly or implicitly indicated that these reduced rates assume that visitors will park on-street; others have referenced general policy objectives or lower parking requirements in other jurisdictions.
 - **Peer municipalities are also reducing parking requirements:** While Port Colborne's current rate of 1.25 spaces/unit is consistent with industry averages from the *ITE Parking Generation Manual* and is a common rate among peer municipalities, more than half of the peer municipalities that have applied for HAF funding have either indicated specific measures to reduce parking requirements or have indicated that they will be reviewing their parking requirements as a measure to comply with HAF conditions.

6.0 Recommendations

The foregoing policies and data suggest that a reduced parking requirement of 1.1 parking spaces per apartment unit would be reasonable, particularly for apartment buildings within walking distance of commercial areas and services that can be easily reached by residents that do not own a vehicle. This represents a 12% reduction from the current 1.25 spaces/unit requirement and would serve as a meaningful measure to remove barriers to housing construction, as sought by the HAF initiative.

This reduced parking rate achieves the following:

- It allows for a meaningful reduction in the number of parking spaces needed to be provided (e.g., a 100-unit building would require 15 fewer parking spaces).
- It is comparable to parking reductions that have been granted by the City in the past two years.
- It is in line with vehicle ownership data from industry sources and parking demand data recorded in the field.
- It is aligned (at least in terms of direction) with measures being taken by several other smaller municipalities that have also applied for HAF funding.
- It acknowledges that most apartment dwellers own a vehicle, especially given the limited transit service in the city, but also recognizes that there are many tenants that do not require a parking space. Adopting a lower standard rate that reflects that not all tenants own a vehicle would reduce development costs and facilitate the construction of new housing.

Attachment 1:
Parking Survey Data

Port Colborne Parking Study

MN87CI7-002-01 - 516297

Date: Tuesday August 18, 2025

Time	176 Ash St		119 Neff St		72 Main St		780 Elm St		57 & 67 Minto St	
	REG	HC	REG	HC	REG	HC	REG	HC	REG	HC
7:00	34	5	55	na	22	2	12	na	12	0
7:30	34	5	49	na	16	3	12	na	12	0
8:00	31	5	47	na	17	3	12	na	11	0
8:30	30	5	46	na	14	2	11	na	10	0
9:00	29	3	45	na	13	2	10	na	8	0
9:30	28	5	45	na	12	3	10	na	7	0
10:00	28	4	41	na	11	3	6	na	7	0
12:00	22	4	43	na	13	3	6	na	8	0
12:30	22	4	42	na	11	3	5	na	8	0
13:00	20	4	38	na	11	3	5	na	7	0
13:30	21	3	40	na	9	3	6	na	8	0
14:00	22	3	41	na	10	3	7	na	9	0
17:00	26	4	48	na	17	3	13	na	10	0
17:30	30	4	48	na	15	3	12	na	11	0
18:00	31	4	49	na	19	3	12	na	13	0
18:30	31	4	48	na	19	3	14	na	13	0
19:00	33	5	48	na	20	3	13	na	13	0
19:30	31	5	50	na	21	3	14	na	12	0
20:00	31	5	50	na	22	3	15	na	14	0
20:30	33	5	49	na	22	3	15	na	14	0
21:00	33	5	50	na	23	3	14	na	14	0

Available spaces

176 Ash St		119 Neff St		72 Main St		780 Elm St		57 & 67 Minto St	
REG	HC	REG	HC	REG	HC	REG	HC	REG	HC
56	5	78	0	41	3	27	0	31	2

The Corporation of the City of Port Colborne

By-law No. _____

Being a by-law to under the provisions of Section 34 of the Planning Act, R.S.O. 1990, to amend By-law No. 6575/30/18, the Zoning By-Law of the City of Port Colborne.

Whereas, the Council of The Corporation of the City of Port Colborne desires to amend the said by-law.

Whereas, Council has conducted a public meeting as required by Section 34(12) of the Planning Act, R.S.O. 1990, as amended, and has determined that no further notice is required in accordance with Section 34(17); and

Whereas, the matters herein are in conformity with the policies and designations contained in the Official Plans of the Regional Municipality of Niagara and the City of Port Colborne as are currently in force and effect; and

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

1. This amendment shall apply to all lands within the City of Port Colborne within the Regional Municipality of Niagara.
2. That Section 3 General Provisions be amended by updating section 3.1.1 entitled “Parking Space Requirements for Residential Uses” of Zoning By-law 6575/30/18, as amended, is hereby further amended as shown below, where new text is shown in red underline and text to be removed is ~~strikethrough~~:

Permitted Use	No. of Spaces Required per Unit
Apartment Building	1-25 <u>1.1</u>
Apartment Building, Public	1 space per 3 units
Bed and Breakfast	1 space per guest room
Dwelling, Accessory	1
Dwelling, Detached	1
Dwelling, Duplex	1
Dwelling, Fourplex	1
Dwelling, Semi-Detached	1
Dwelling, Townhouse Block	1
Dwelling, Townhouse Street	1
Dwelling, Triplex	1
Dwelling Unit, Accessory	1 (can be tandem)
Long Term Care Facility	0.4 per dwelling unit and per care bed
Supportive Living Facility	0.5

3. That Section 38, entitled “Definitions” of Zoning By-law 6575/30/18, as amended, is hereby further amended as shown below, where new text is shown in red underline:

Apartment Building, Public: means a building divided vertically and horizontally, or horizontally into five or more dwelling units each with its own entrance either separately or from a common vestibule, stairway or hallway, that has been erected, owned and/or is maintained by a public agency or non-profit charitable organization; or, is made available to rent over the long-term at a rent that is no greater than 50 per cent of the Average Market Rate (AMR).

4. That this by-law shall come into force and take effect on the day that it is passed by Council, subject to the provisions of the *Planning Act*.

5. The City Clerk is hereby authorized and directed to proceed with the giving notice of the passing of this by-law, in accordance with the Planning Act.

Enacted and passed this [numbered day] day of [month], [year].

William C. Steele
Mayor

Charlotte Madden
City Clerk

DRAFT

The Corporation of the City of Port Colborne

By-law No. _____

Being a by-law to adopt, ratify and confirm the proceedings of the Council of The Corporation of the City of Port Colborne at its Statutory Public Meeting of October 7, 2025

Whereas Section 5(1) of the *Municipal Act, 2001*, provides that the powers of a municipality shall be exercised by its council; and

Whereas Section 5(3) of the *Municipal Act, 2001*, provides that a municipal power, including a municipality's capacity rights, powers and privileges under section 9, shall be exercised by by-law unless the municipality is specifically authorized to do otherwise; and

Whereas it is deemed expedient that the proceedings of the Council of The Corporation of the City of Port Colborne be confirmed and adopted by by-law;

Now therefore the Council of The Corporation of the City of Port Colborne enacts as follows:

1. Every action of the Council of The Corporation of the City of Port Colborne taken at its Statutory Public Meeting of October 7, 2025, upon which a vote was taken and passed whether a resolution, recommendations, adoption by reference, or other means, is hereby enacted as a by-law of the City to take effect upon the passing hereof.
2. That where no individual by-law has been or is passed with respect to the taking of any action authorized in or with respect to the exercise of any powers by the Council, then this by-law is deemed for all purposes to be the by-law required for such authorization or exercise of any powers.
3. That the Mayor and Clerk are authorized to execute any documents required on behalf of the City and affix the corporate seal of the City and the Mayor and Clerk, and such other persons as the action directs, are authorized and directed to take the necessary steps to implement the action.
4. That the Clerk is authorized to affect any minor modifications, corrections, or omissions, solely of an administrative, numerical, grammatical, semantical, or descriptive nature to this by-law or its schedules after the passage of this by-law.

Enacted and passed this 7th day of October, 2025.

William C. Steele
Mayor

Charlotte Madden
City Clerk