

PLANNING JUSTIFICATION **REPORT**



141-149 MAIN STREET EAST, GRIMSBY

OUR FILE 14196BA

Date:

July 2020

Prepared for:

Losani Homes

Prepared by:

MacNaughton Hermsen Britton Clarkson Planning Limited (MHBC)

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- A. Pre-consultation Agreement
- B. Draft Official Plan Amendment
- C. Draft Zoning By-law Amendment
- D. Parking Study

1.0 INTRODUCTION

MHBC has been retained by Losani Homes (“the Owner”) to provide advice related to the redevelopment of the property municipally known as 141-149 Main Street East in the Town of Grimsby. In order to permit the development of the subject lands, amendments to the Town of Grimsby Official Plan and Zoning By-law are required.

The subject lands are located at the northwest corner of Main Street East and Wentworth Drive, west of Nelles Road North. They comprise an area of 0.888 ha (2.19 acres) and are presently developed with a florist and garden centre. The subject lands feature two buildings, originally constructed as single-detached dwellings and repurposed for the garden centre use, as well as greenhouses and surface parking.

The proposal includes the redevelopment of the subject lands with a seven-storey mixed-use building comprised of flexible commercial space on the ground floor and 215 residential units. The building is oriented towards Main Street East with a generous courtyard at the front of the building. Parking is proposed as underground and surface parking spaces.

Implementation of the proposed development requires approval of Official Plan and Zoning By-law Amendments. This Planning Report supports the required applications and assesses the proposal in the context of the applicable planning framework. In support of the applications, this planning report includes:

- An introduction and general description of the subject lands, surrounding uses and existing conditions, to provide an understanding of the locational and policy context;
- An overview of the proposed development;
- A description of the overall land use planning and design elements of the proposed development;
- A description of the proposed Official Plan and Zoning By-law Amendments;
- A review of existing policy framework in relation to the proposed development and assessment of consistency with the Provincial Policy Statement and conformity with the Growth Plan, Niagara Region Official Plan and Town of Grimsby Official Plan;
- Consideration and integration of recommendations and from the supporting studies and reports.

MHBC has been responsible for the overall coordination of the applications. All required reports have been prepared and submitted concurrently with the planning applications. A pre-consultation meeting was held in May 2019. The Pre-consultation Agreement is attached as **Appendix A**.

2.0 CONTEXT

The subject lands are located within the eastern part of the Town of Grimsby, approximately 1.5 kilometers east of downtown Grimsby and 600 metres south of the Queen Elizabeth Highway. The location of the subject lands is shown on **Figure 1**.

The subject lands are comprised of four separate lots and are municipally known as 141-149 Main Street East. They are located on the northwest corner of Main Street East and Wentworth Drive with an area approximately 0.888 hectares and 120 metres of frontage on Main Street East and 53 metres of frontage on Wentworth Drive. The subject lands are presently occupied by Coles Garden Centre and Florist. The subject lands presently contain two buildings, associated with the existing business; extensive greenhouses; outdoor storage, sales and display; and surface parking.

The subject lands include two properties which are listed (non-designated) on the Town of Grimsby Municipal Heritage. These properties are located at 141 Main Street and 147 Main Street. Each contains a building originally constructed as single-detached dwellings but presently used for the garden centre and florist business operating on the subject lands.

The surrounding area is characterized by a range of residential and non-residential uses, including commercial uses along Main Street East and residential uses to the north. The surrounding context is described in detail below and illustrated on **Figure 2** to this report:

- NORTH:** North of the subject lands, between the subject lands and the Queen Elizabeth Highway are residential uses, including multiple residential uses immediately north of the subject lands and single-detached dwellings further north.
- EAST:** East of the subject lands is a commercial plaza, known as Orchardview Village Square. This plaza is occupied by offices, retail uses and restaurants. Further east is the West Lincoln Memorial Hospital, low-density residential uses and a park.
- SOUTH:** A range of commercial uses are located on the south side of Main Street East, including a restaurant, dental office, retail uses, and a financial institution. Further south are low-density residential uses.
- WEST:** Immediately east of the subject lands is a vacant lot and a lot containing a single-detached dwelling which are proposed to be developed as a five-storey mixed-use development. Further west, along Main Street West are residential uses and institutional uses including an elementary school, park and a church.

The subject lands are well-connected to the existing provincial, regional and local road network.

- The Queen Elizabeth Highway, a provincial highway, is located approximately 600 metres north of the subject lands.

- The subject lands are located on Main Street East, which classified as a Regional Arterial Road. They are also proximate to other regional arterial roads, including South Service Road approximately 600 metres north of the subject lands and Mountain Street (Highway 12) approximately 1.5 kilometers to the east.
- Nelles Road, to the east of the subject lands, is identified as a local collector road.

The Town of Grimsby does not currently have a public transit network, however the Town does have access to transit services that provide transportation options to locations outside of the Town of Grimsby, including GO Transit, which provides hourly bus service, with future GO train service planned. The GO bus station is located approximately five kilometers east of the subject lands on Casablanca Boulevard. The Region, Town and neighbouring municipalities are also investigating a pilot project for an on-demand public transit system.

With respect to active transit, the Town of Grimsby and Region of Niagara have a well-developed active-transportation network, with a number of trails for hiking and cycling. Main Street East is identified as a bike route and is presently developed with sidewalks on both sides.

In summary, the subject lands are well located in a mixed-use area which features a range of residential and commercial uses. The subject lands are well connected to the provincial and regional road network and existing and planned active transit infrastructure.

2.1 Existing Planning Controls

The following provides an overview of the regional and local planning controls that apply to the subject lands:

Niagara Region Official Plan:

The subject lands are located within the Urban Area Boundary and are designated Built-up Area

Town of Grimsby Official Plan:

The subject lands are designated *Neighbourhood Commercial Area* by the Town of Grimsby Official Plan. This designation permits a variety of commercial uses. Residential uses are not permitted.

Zoning By-law:

The subject lands are zoned Neighbourhood Commercial (NC) with site specific exceptions 19, 126 and 167. This zone permits a range of commercial and retail uses, as well as residential dwellings above the first floor.

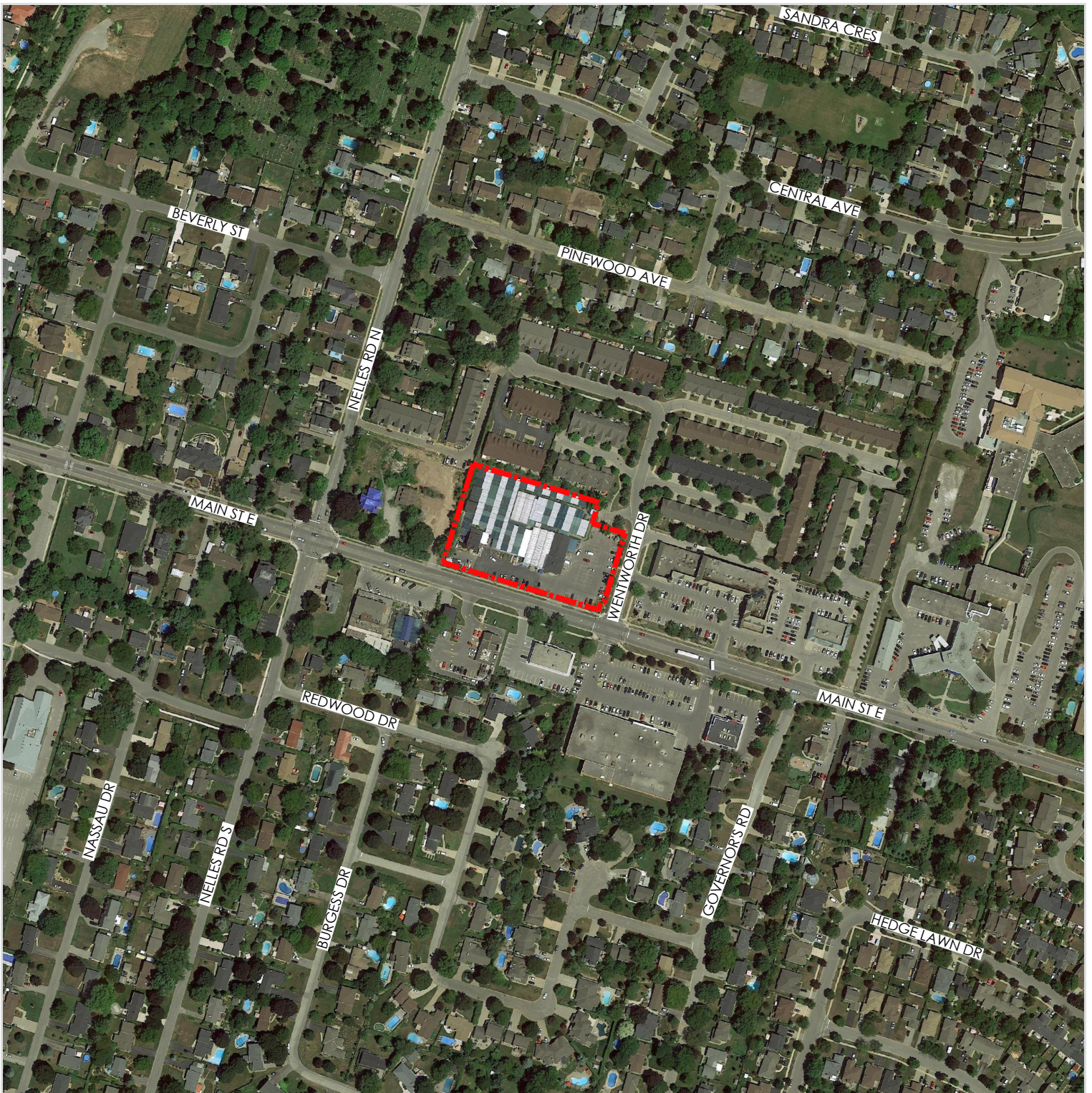



Figure 1:
Location Map

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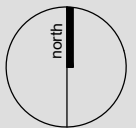
 Subject Lands

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141-149 Main St E
City of Grimsby
Niagara Region









Google Satellite Imagery

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Figure 2: Context Plan

141-149 Main St E
City of Grimsby
Niagara Region

-  Subject Lands
-  500m Radius (5 Min. Walk)
-  Medium Density Residential
-  Park/ Open Space
-  Commercial Use
-  Institutional Use
-  Bike Routes
-  Bruce Trail

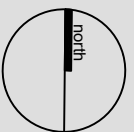
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 • Google Satellite Imagery

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K14196BA-COLES GRIMSBYRPTCONTEXT_PLAN.DWG



3.0 PROPOSAL

The proposal contemplates the redevelopment of the subject lands with a mixed-use development. The proposal includes one, seven-storey building with 215 units, and flexible commercial space on the ground floor. To facilitate the proposed development, the removal of the existing buildings on the subject lands is required.

The proposed development is illustrated on the concept plan included as **Figure 3** to this Report and is described as follows:

- One mixed use building, ranging in height from six to seven storeys, oriented towards Main Street East.
- Flexible commercial space on the ground floor of the existing building.
- 215 residential dwelling units, comprised of one- and two- bedroom units.
- Vehicular access from Wentworth Drive north of the proposed building. The existing two accesses from Main Street East will be closed.
- Access to the underground parking garage, garbage, loading, drop-off areas oriented to the rear of the building.
- A total of 254 parking spaces, comprised of 225 underground and 29 surface parking space.
- Outdoor amenity area located to the rear of the building at the northwest corner of the site.
- Indoor and rooftop amenity space on the first and seventh floor, comprising a total area of 975 square metres (10,504 square feet)
- A landscaped courtyard area between the building and Main Street East.
- A network of sidewalk and walkway connections providing pedestrian access through the site and to the municipal sidewalk network.

With respect to servicing, the proposed water servicing for the site consists of connecting water services to the existing watermain on Main Street East. The proposed development will be serviced by a private sanitary service that will be connected to the existing sanitary sewer on Main Street East. A private storm sewer system connected to existing storm sewers is proposed for stormwater management.

The overall vision for the redevelopment of the subject lands is to ensure a high quality, contemporary mixed-use development which will contribute positively to the Main Street East streetscape. The proposed development has been thoughtfully designed to be compatible with surrounding development and respect the existing and emerging and built-form and character of Main Street East. The incorporation of commercial space represents a modern form of development that offers a flexible space for a range of commercial uses that could serve the daily needs of future residents.

FIGURE 3a - CONCEPT PLAN



OUTDOOR AMENITY AREA

♿ ♿ ♿ ♿

COVERED BIKE SPACES

RAMP DOWN

7TH FLOOR AMENITY & MECHANICAL PENTHOUSE

CONDO
7 STOREYS
215 UNITS

MAIN STREET EAST

WENTWORTH DRIVE

NO.	ISSUED	DATE
1	CLIENT REVIEW	12.04.2019
2	CLIENT REVIEW	03.14.2019
3	CLIENT REVIEW	03.20.2019
4	CLIENT REVIEW	08.27.2019
5	CLIENT REVIEW	12.05.2019
6	CLIENT REVIEW / CITY SUBMISSION	22.05.2020

FIGURE 3b - CONCEPT PLAN

SITE STATISTICS - OPTION No. 1			
DESCRIPTION	AREA (SM)	AREA (SF)	PERCENTAGE
BUILDING FOOTPRINT			
BUILDING B	3438.09 m ²	37007 ft ²	39.9%
	3438.09 m ²	37007 ft ²	39.9%
HARD LANDSCAPE			
SIDEWALK	907.07 m ²	9764 ft ²	10.5%
ASPHALT	1654.07 m ²	17804 ft ²	19.2%
CURB	77.13 m ²	830 ft ²	0.9%
	2638.28 m ²	28398 ft ²	30.6%
SOFT LANDSCAPE			
LANDSCAPE	2535.66 m ²	27294 ft ²	29.4%
	2535.66 m ²	27294 ft ²	29.4%
TOTAL SITE AREA	8879.68 m ²	95580 ft ²	100.0%
OVERALL SITE	8879.68 m ²	95580 ft ²	100.0%

PARKING CHART - REQUIRED			
Residential	Number of Units	Parking Rate	Required
Apartment	215	1.25	8,879.68 m ²
Visitor	215	0.25	39.4%
Residential Total	323 (322.5)		
Commercial			
Commercial	GFA	Parking Rate	Required
Commercial Total	126.44m2	1/28m2 GFA	4.5 (5)
Total	328		

PARKING CHART - PROPOSED			
Use	Units / GFA	Parking Rate	Spaces
Residential Units	215	1.0 / Unit	215
Visitor	215	0.15 / Unit	32.25
Commercial Unit	126.44 m2	1/28m2 GFA	5
Total	252 (252.25Rounded)		

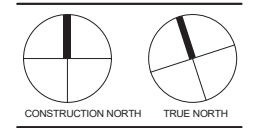
PROPOSED ZONING NC		
Regulation	Required	Provided
Minimum lot area	2,000 m ²	8,879.68 m ²
Maximum lot coverage	30%	39.4%
Minimum lot frontage	30 m	120.027 m
Front yard (Wentworth Dr)	3 m	6 m
Minimum exterior side yard (Main St E)	3 m	3 m
Minimum interior side yard	4.5 m	6 m
Minimum rear yard	12m where parking is in a rear yard	11.68 m
Maximum building height	8.5 m	23.622m 7 storeys
Minimum Bicycle Parking Required	0.3 spaces per unit (66 spaces)	66
Minimum Centreline Setback (Main St E)	13 m plus front yard setback	16.761 m

PARKING SCHEDULE		
TYPE	DESCRIPTION	COUNT
T/O GROUND FLOOR		
ACCESSIBLE PARKING	4.5m x 5.75m	4
TYPICAL PARKING SPACES	2750mm X 5750mm	37
T/O BASEMENT		
ACCESSIBLE PARKING	4.5m x 5.75m	9
TYPICAL PARKING SPACES	2750mm X 5750mm	216
		266

BIKE PARKING SCHEDULE		
TYPE	DESCRIPTION	COUNT
T/O GROUND FLOOR		
BIKE PARKING	0.8m x 1.8m	16
T/O BASEMENT		
BIKE PARKING	0.8m x 1.8m	49
		65

FSR	
BUILDING AREA	= 19261 m ²
SITE AREA	= 8879.68 m ²
19261 / 8879	= 2.17

THIS SITE PLAN IS BASED UPON AND MUST BE READ IN CONJUNCTION WITH THE REGISTERED PLAN. CHAMBERLAIN ARCHITECT SERVICES LIMITED ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY, OR COMPLETENESS OF THE DATA SUPPLIED AND SUCH DATA IS NOT INCLUDED UNDER SEALS OF CERTIFICATION IF ANY. DO NOT SCALE DRAWINGS. USE ONLY DRAWINGS MARKED "ISSUED FOR CONSTRUCTION". VERIFY CONFIGURATIONS AND DIMENSIONS ON SITE BEFORE BEGINNING WORK. NOTIFY ARCHITECT IMMEDIATELY OF ANY ERRORS, OMISSIONS OR DISCREPANCIES. CHAMBERLAIN ARCHITECT SERVICES LIMITED AND CHAMBERLAIN CONSTRUCTION SERVICES LIMITED HAVE SIMILAR OWNERSHIP. CHAMBERLAIN ARCHITECT SERVICES LIMITED HAS COPYRIGHT. CONSTRUCTING A SUBSTANTIALLY SIMILAR BUILDING WITHOUT PERMISSION MAY INFRINGE THE COPYRIGHT OWNER'S RIGHTS. MAKING MINOR CHANGES TO PLANS DOES NOT NECESSARILY AVOID COPYRIGHT INFRINGEMENT. INNOCENT INFRINGEMENT IS NOT A DEFENSE TO COPYRIGHT INFRINGEMENT. © 2020



GRIMBSY CONDOS

147 MAIN STREET EAST,
GRIMBSY, ON L3M 1P2

SHEET NAME

SITE PLAN

START DATE 11.30.2018

DRAWN BY CMC / ME / DM

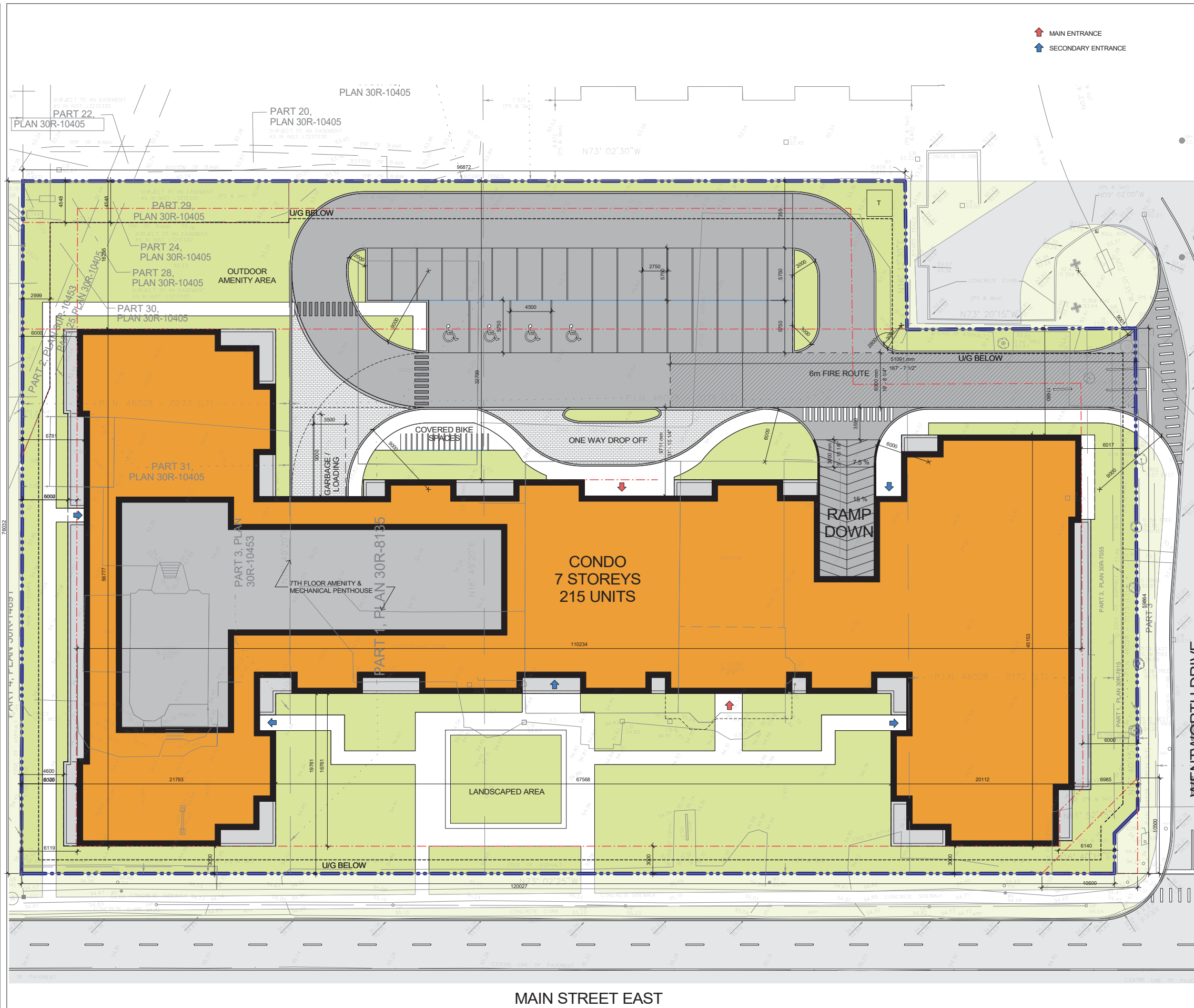
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SCALE As indicated

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A001



↑ MAIN ENTRANCE
↓ SECONDARY ENTRANCE

MAIN STREET EAST

1 Site Plan
A001 1:200

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4.0 PROPOSED OFFICIAL PLAN AMENDMENT

The Town of Grimsby Official Plan was approved by the Ontario Municipal Board on May 12, 2012. The subject lands are designated *Neighbourhood Commercial Area* on Schedule B2 – Land Use. The Neighbourhood Commercial Area designation permits a variety of commercial uses, however it does not permit residential uses. The current land use designation is illustrated on **Figure 4**.

The proposed Official Plan Amendment seeks to maintain the *Neighbourhood Commercial Area* designation of the subject lands and include site specific policies to permit residential uses. Site specific regulations related to the form of the proposed development are proposed to be addressed through the associated Zoning By-law Amendment.

A draft Official Plan Amendment is included as **Appendix B** of this Report.

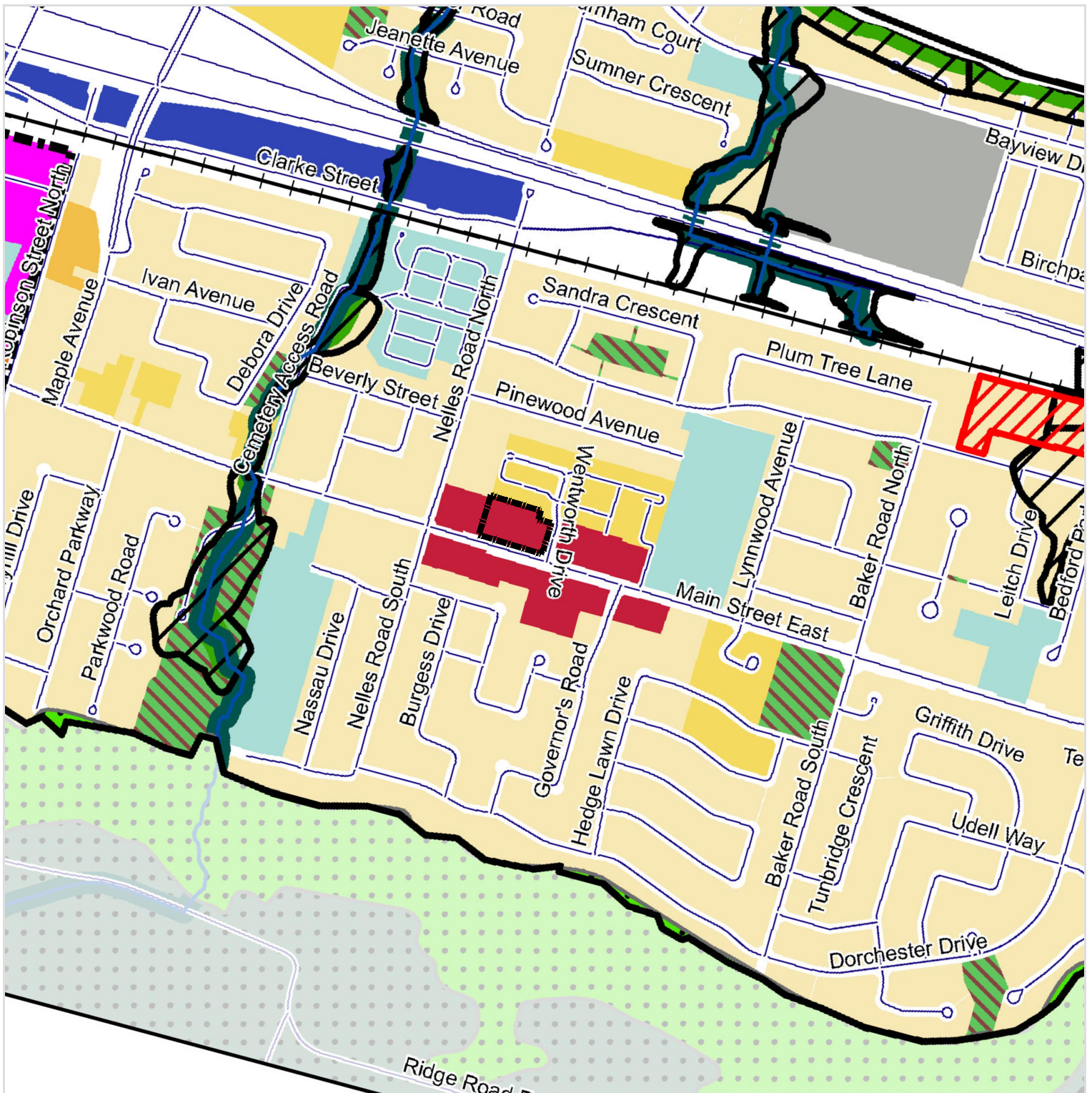


Figure 4:
**Town of Grimsby
 Official Plan:
 Schedule B-2-
 Land Use- Urban
 Settlement Area (East)**

141-149 Main St E
 City of Grimsby
 Niagara Region

LEGEND

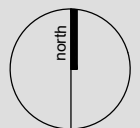
	Subject Lands
	Urban Settlement Area Boundary
	Downtown District Boundary
	Streams
	Roads
	Low Density Residential Area
	Medium Density Residential Area
	High Density Residential Area
	Residential / Mixed Use Area
	Parks and Open Space
	Commercial Core - Main Street
	Commercial Core - Intensification
	Commercial Core - Transition
	Neighbourhood Commercial Area
	Marine Commercial Area
	Service Commercial Area
	Employment Area
	Institutional Area
	Utility Area
	Agricultural Area
	Rural Area
	Specialty Crop Area - Tender Fruit and Grape Lands
	Environmental Protection Area
	Environmental Conservation Area
	Hazard Land Area (Ont. Reg. 155/06)
	Escarpment Natural Area
	Escarpment Protection Area

DATE: May, 2020

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DRAWN: GC



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5.0 PROPOSED ZONING BY-LAW AMENDMENT

The Town of Grimsby Zoning By-law 14-45 was passed in May 2014 and implements the Official Plan. The subject lands are zoned Neighbourhood Commercial (“NC”) with site specific exceptions 19 and 126 (**Figure 5**). The NC zone permits a broad range of commercial uses as well as dwelling units above the second storey.

The proposed zoning by-law amendment will implement the Official Plan Amendment by maintaining the current Neighbourhood Commercial zoning and will also establish appropriate site specific regulations for the subject lands, including permitting dwelling units on the ground floor. The proposed zoning is illustrated on **Figure 6** to this Report and a draft Zoning By-law is enclosed as **Appendix C. Table 1** below provides an analysis of the proposed development against the NC zone and identifies the site specific regulations required.

TABLE 1. ZONING ANALYSIS (NC)			
Regulation	Required	Provided	Compliance
Minimum lot area	2,000 m ²	8,879.68 m ²	Yes
Maximum lot coverage	30%	39.4%	No
Minimum lot frontage	30 m	120 m	Yes
Minimum front yard (Wentworth Dr)	3 m	6 m	Yes
Minimum exterior side yard (Main St E)	3 m	3 m	Yes
Minimum interior side yard	4.5 m	6 m	Yes
Minimum rear yard	7.5m, except where parking is provided in a rear yard, minimum shall be 12m	11.68m where no parking is provided 37.8m where parking is provided	Yes
Maximum building height	8.5 m	23.6 m 7 storeys	No
Minimum residential parking	1.25 space per dwelling plus 0.25 visitor spaces per unit (323 spaces)	1 space per unit plus 0.15 visitor spaces per unit (248 spaces)	No
Minimum commercial parking	1/28m ² GFA (6 spaces)	1/28m ² GFA (6 spaces)	Yes
Minimum accessible parking	1 accessible space per 20 parking spaces (13)	13	Yes

Minimum Bicycle Parking Required	0.3 spaces per unit (65 spaces)	66	Yes
Minimum centreline setback (Main St E)	13 m plus front yard setback (16m)	16.8 m	Yes

Based on the foregoing, the proposed Zoning By-law Amendment is required to permit the proposed development and establish appropriate regulatory standards. The requested regulatory standards identified on **Table 1** are summarized below:

- Include dwelling unit as a permitted use, whereas dwelling units at or above the second storey are permitted.
- Permit a maximum building height of 24 metres and 7 storeys, whereas a maximum building height of 8.5 metres is permitted.
- Permit a maximum lot coverage of 40%, whereas a maximum lot coverage of 30% is permitted.
- Permit a minimum parking rate of 1.0 resident parking spaces per unit; whereas a minimum parking rate of 1.25 resident parking spaces per unit
- Permit a minimum 0.15 visitor parking spaces per unit; whereas 0.25 visitor parking spaces per unit are required.
- Permit a minimum parking rate of 1.0 live/work parking spaces per unit.

A rationale for the site specific zoning requests is set out at **Section 8** of this Report

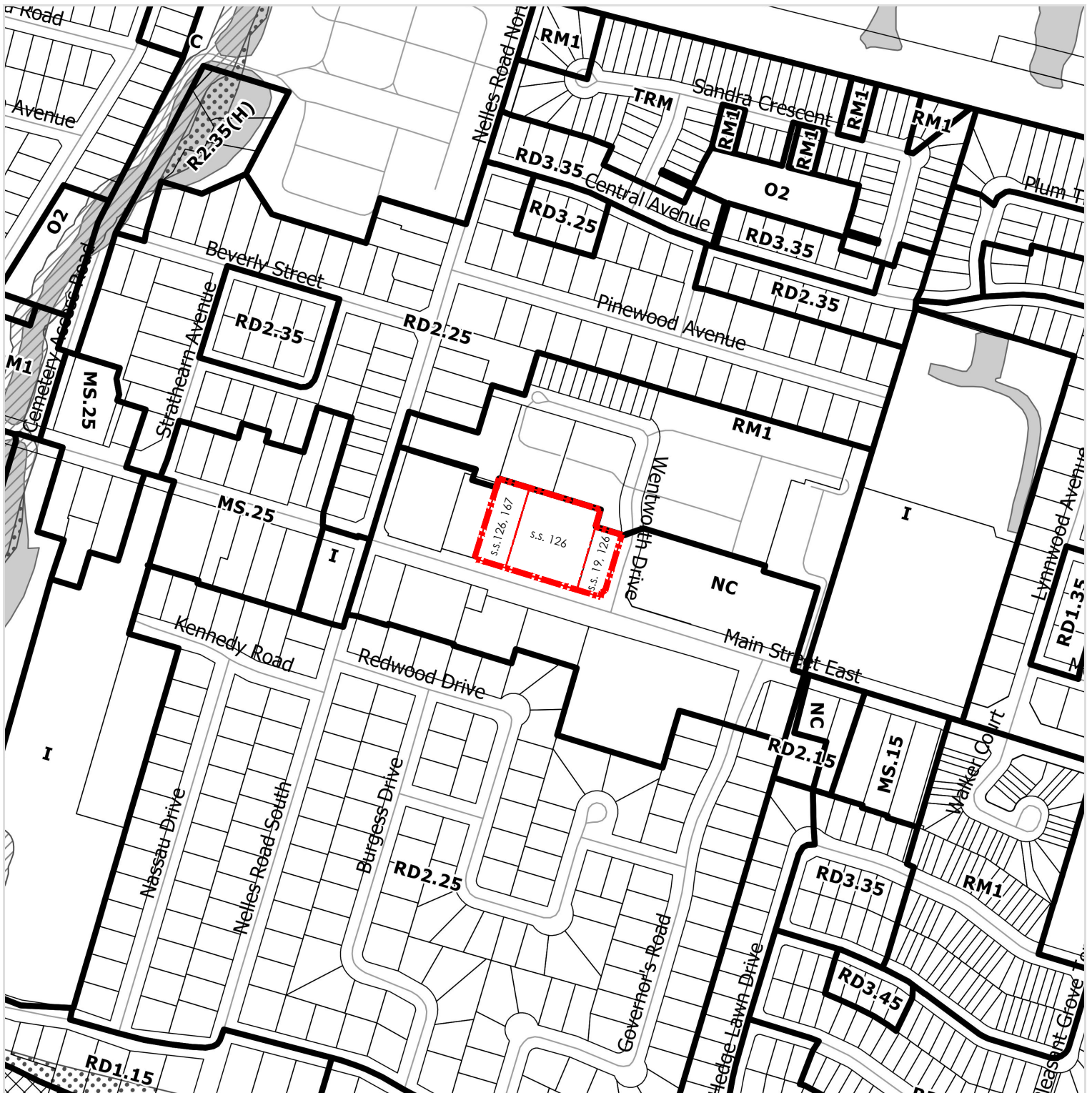



Figure 5:
**Town of Grimsby
 Zoning By-law No.
 14-45**

LEGEND

 Subject Lands

- RD2- Residential Detached 2 Zone
- RD3- Residential Detached 3 Zone
- MS- Main Street Zone
- RM1- Residential Multiple 1 Zone
- TRM- Transitional Residential Multiple Zone
- NC- Neighbourhood Commercial Zone
- O2- Public Open Space Zone

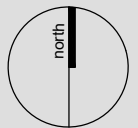
s.s.- Site specific exception applies

DATE: May, 2020

SCALE: NTS

FILE: 14196BA

DRAWN: GC



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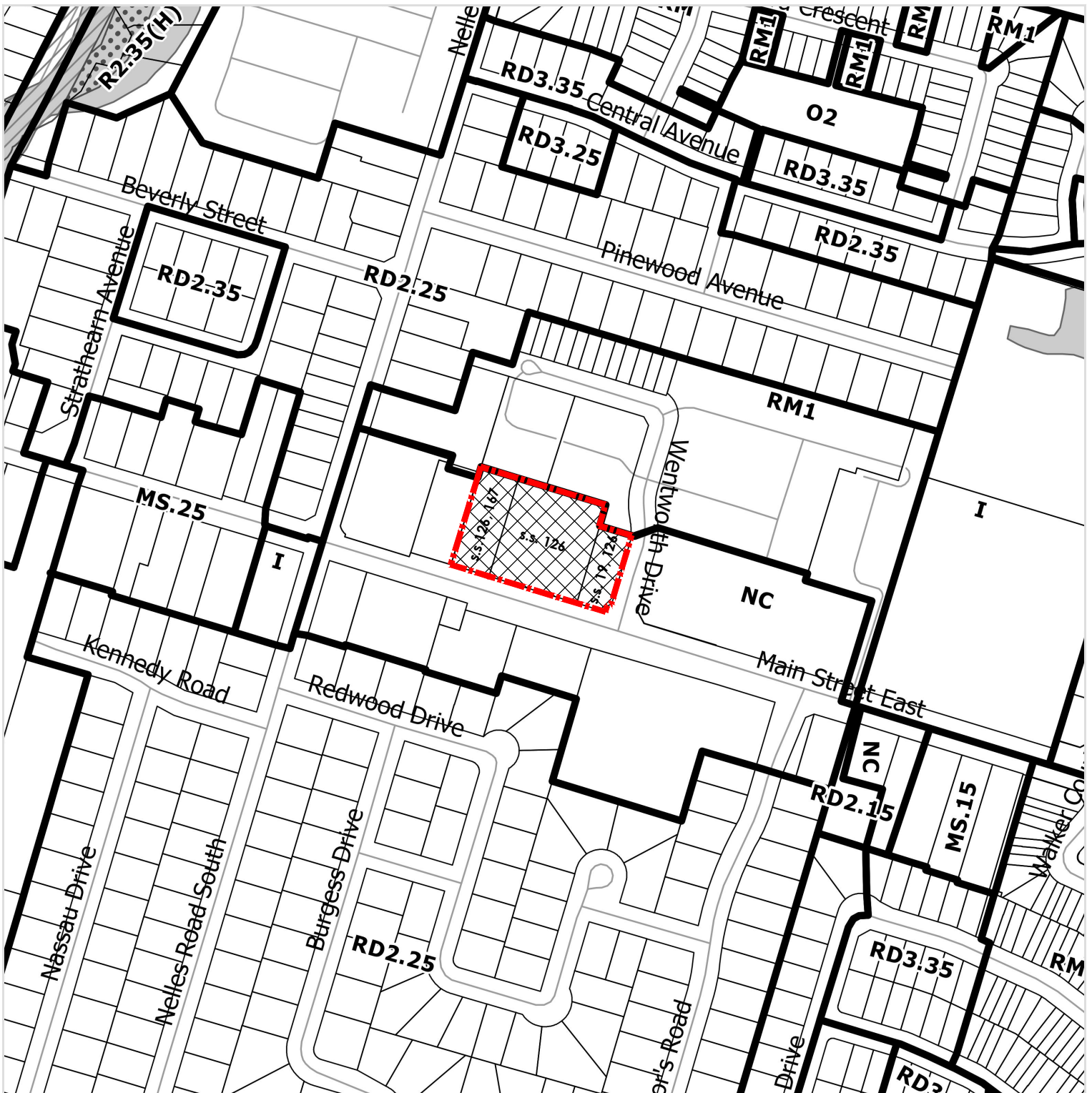


Figure 6:
**Zoning By-law
 Amendment**

LEGEND



Lands to be re-zoned from Neighbourhood Commercial Zone (NC *with site specific exceptions) to (NC.XX)

- RD2- Residential Detached 2 Zone
- RD3- Residential Detached 3 Zone
- MS- Main Street Zone
- RM1- Residential Multiple 1 Zone
- TRM- Transitional Residential Multiple Zone
- NC- Neighbourhood Commercial Zone
- O2- Public Open Space Zone

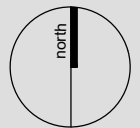
s.s.- Site specific exception applies

DATE: May, 2020

SCALE: NTS

FILE: 14196BA

DRAWN: GC



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6.0 PUBLIC CONSULTATION STRATEGY

The Planning Act (specifically O. Reg 544/06, amended by O. Reg. 178/16) requires that applicants submit a proposed strategy for consulting with the public with respect to an application as part of the 'complete' application requirements. This section summarizes the proposed Public Consultation Strategy.

The public consultation process for the proposed Official Plan and Zoning By-law Amendment applications is anticipated to follow the Planning Act statutory requirements. The following points of public consultation are proposed and generally reflect the Town's process:

- An informal Public Meeting / Neighbourhood Meeting to introduce the project and obtain initial public and agency comments. Responses to the comments, as required, will be provided to the Town staff and coordination with Town staff will occur before the Public Meeting.
- A Public Meeting at which time public input will be considered. Notice of the meeting shall be given to every owner of land within 120 metres of the subject land, and by posting a notice in a place that is clearly visible from a public street.
- Direct written responses to comments raised through the public consultation process will be provided to Town Staff for their review and consideration in the preparation of a Staff Report.
- Preparation of a Town Staff Report, with the Report to be available to the public in advance of Council's consideration of the applications. It is understood that Town Staff will post information on the Town's website for public review. This will include the Town Staff Report and may also include technical studies and reports prepared in support of the applications.
- A Council Meeting, at which time the Town Staff Report, all available information, and public input will be considered in Council's final decision.

The consultation strategy proposed will provide members of the public with opportunities to review understand and comment on the proposed Official Plan and Zoning By-law Amendment applications. The consultation strategy will be coordinated with Town Staff and additional opportunities for consultation will be considered and may be warranted based on the input received.

7.0 POLICY ANALYSIS

The following is a review of the land use policy framework related to the subject site, and how the proposal has met or will meet policy considerations.

7.1 Provincial Policy Statement (2020)

The Provincial Policy Statement (2020) (the “PPS”) applies to planning decisions made on or after May 1, 2020. As a result, the 2020 PPS is applicable to the proposed development.

The PPS outlines policy for Ontario’s long term prosperity, economic health, and social well-being. These directives depend on the efficient use of land and development patterns that support strong, sustainable, and resilient communities that protect the environment and public health and safety, and facilitate economic growth. One of the key considerations of the PPS is that planning decisions “shall be consistent with” the Policy Statement. The following is an analysis of the proposal development in the context of the policies in the PPS.

7.1.1 Settlement Areas

Policy 1.1.3.1 of the PPS states that Settlement Areas shall be the focus for growth and development. Settlement areas are urban areas and rural settlement areas within a municipality that are built-up areas where development is concentrated and which have a mix of land uses or lands which have been designated in an official plan for development of the long term planning horizon (25 years). The subject lands are located within the Town of Grimsby, within the Built-up Area and are designated for development. Accordingly, the subject lands are located within a settlement area.

Land use patterns within settlement areas shall be based on a density and mix of uses which: efficiently use land and resources; are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion; minimize negative impacts to air quality and climate change, and promote energy efficiency; prepare for the impacts of a changing climate; support active transportation; are transit-supportive, where transit is planned, exists or may be developed; and, are freight supportive (Policy 1.1.3.2).

Further, policy 1.1.3.4 provides that appropriate development standards should be promoted which facilitate intensification and redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

The PPS defines intensification as:

the development of a property, site or area at a higher density than currently exists through:

- a) *redevelopment, including the reuse of brownfield sites;*

- b) *the development of vacant and/or underutilized lots within previously developed areas;*
- c) *infill development; and;*
- d) *the expansion or conversion of existing buildings.*

The proposed development will result in the redevelopment and intensification of lands within the built-up area. The proposed development is a mixed-use development that provides residential dwelling units and flexible commercial uses. The proposed form of development represents a compact built form, and an efficient use of land, infrastructure and public service facilities. Matters related to public health and safety have been considered in the design of the proposed development.

7.1.2 **Housing**

Policy 1.4.3 of the PPS states that planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:

- Establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households and which aligns with housing and homelessness plans.
- Permitting and facilitating: all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements; and all types of residential intensification and redevelopment
- Directing the development of new housing to locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
- Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;
- Requiring transit-supportive development and prioritizing intensification in proximity to transit, including corridors and stations; and,
- Establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

The proposed development represents a compact form of development which will utilize existing infrastructure. The proposed development contains multiple residential uses will contribute to the range and mix of housing types offered in the Town of Grimsby.

The proposed redevelopment will result in the redevelopment of lands within a built-up area where infrastructure and public services are available as well as where active transportation exist. At present, the Town of Grimsby does not have public transit service. However, the proposed development would provide support for any future public transit given the mix of uses and density proposed as well as the location of the subject lands on location on a Regional arterial road.

7.1.3 Public Spaces, Recreation, Parks, Trails and Open Space

Policy 1.5.1 of the PPS states that healthy, active communities should be promoted by: planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity

The proposed development includes sidewalk and driveway networks from the proposed development to existing infrastructure and also incorporates a new sidewalk on Wentworth Drive. Internally, the proposed development contains outdoor recreational space for residents. Main Street East and Wentworth Drive will both be improved as a result of the orientation to the building to the street and the planned walkway connections from the building entrances to the street.

7.1.4 Infrastructure

As per policy 1.6.6.2 of the PPS, municipal sewage services and municipal water services are the preferred form of servicing for settlement areas. The Functional Servicing and Stormwater Management Report prepared in support of the proposed development assesses the feasibility of servicing the subject lands. The findings of the report state that the proposed development can be adequately serviced through connections to existing water and sanitary services.

Policy 1.6.7 of the PPS provides that transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods and are appropriate to address projected needs. Land use patterns, density and mix of uses should be promoted that minimize the length of vehicle trips and support current and future use of transit and active transportation.

The proposed development has pedestrian and vehicular access to Wentworth Drive as well as pedestrian access to the existing sidewalk on Main Street East. A new sidewalk along Wentworth Drive is proposed to be incorporated. The proposed redevelopment contains sidewalks through the site in order to incorporate pedestrian connectivity to the existing sidewalk network.

7.1.5 Cultural Heritage and Archaeology

Policy 2.6.1-2.6.2 of the PPS provides that significant built heritage resources shall be conserved and that development and site alteration shall not be permitted on lands containing archaeological resources unless significant archaeological resources have been conserved.

The PPS defines conserved as:

"means the identification, protection, management and use of built heritage resources, cultural heritage landscapes and archaeological resources in a manner that ensures their cultural heritage value or interest is retained. This may be achieved by the implementation of recommendations set out in a conservation plan, archaeological assessment, and/or heritage impact assessment that has been approved, accepted or adopted by the relevant planning authority and/or decision-maker. Mitigative measures and/or alternative development approaches can be included in these plans and assessments."

The subject lands include two properties which are listed (non-designated) on the Town of Grimsby Municipal Heritage Register as per Section 27 of the *Ontario Heritage Act*. These properties are located at 141 Main Street and 147 Main Street. The proposed development includes the removal of the existing buildings in order to facilitate the proposed redevelopment. A Heritage Impact Assessment (HIA) was undertaken for the subject lands to evaluate the proposed development in terms of potential impacts to cultural heritage resources and provide mitigation recommendations.

The HIA concluded that the impact of the removal of both buildings would be considered moderate, rather than major as the two buildings are not considered early or rare and both buildings have lost a degree of their heritage integrity. The removal of both buildings is not anticipated to have a significant impact on the surrounding context as the built fabric of Main Street East (east of Nelles Road) within the Neighbourhood Commercial area has evolved over time and is now dominated with surface parking and commercial buildings. A number of mitigation measures are recommended to ensure appropriate commemoration.

A Stage I and II Archaeological Assessment was prepared in support of the proposed development. No archaeological resources were encountered. No further archaeological assessment of the area was recommended.

Summary

Based on the above, the proposed Official Plan Amendment and Zoning By-law Amendment is consistent with the policies of the Provincial Policy Statement.

7.2 Growth Plan for the Greater Golden Horseshoe

The 2019 A Place to Grow – Growth Plan for the Greater Golden Horseshoe ('A Place to Grow') came into effect on July 1, 2019. This Plan is the framework for implementing the Provincial Government's initiative to plan for growth and development in a way that supports the economic prosperity, protects the environment, and helps communities achieve a high quality of life.

Policy 1.2.1 of A Place to Grow sets out the guiding principles of the Plan. These principles include: supporting the achievement of complete communities that are designed to support healthy and active living and meet the needs of daily living; prioritizing intensification and higher densities to make efficient use of land and infrastructure and support transit viability; supporting a range and mix of housing options; improving the integration of land use planning with planning and investment in infrastructure and public service facilities and providing for different approaches to manage growth that recognize the diversity of communities in the Greater Golden Horseshoe.

7.2.1 Built-up Area

The subject lands are located within the Built-up Area, as delineated in the Niagara Region Official Plan. In accordance with policy 2.2.2 of A Place to Grow, a minimum of 50 percent of all residential development occurring annually within Niagara Region will be within the Built-up Area. It is noted,

that this intensification target will apply following the Region's next municipal comprehensive review (currently underway). Until the next municipal comprehensive review is approved and in effect, the annual minimum intensification target of 40%, set out in Niagara Region Official Plan applies, discussed at **Section 7.4** of this report.

In accordance with Policy 2.2.2.3, municipalities are required to develop a strategy to achieve the minimum intensification target and intensification throughout the built-up area, which will: encourage intensification generally, throughout the built-up area; ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities; and, be implemented through official plan policies and designations zoning and other supporting documents.

Complete communities are defined as:

places such as mixed-use neighbourhoods or other areas within cities, towns, and settlement areas that offer and support opportunities for people of all ages and abilities to conveniently access most of the necessities for daily living, including an appropriate mix of jobs, local stores, and services, a full range of housing, transportation options and public service facilities. Complete communities are age-friendly and may take different shapes and forms appropriate to their contexts.

The subject lands are located within the delineated built-up area. The proposed development will result intensification, through the redevelopment of an existing property at a density higher than currently exists. The subject lands are appropriately located for multiple-residential development as they are located in mixed use area that currently has a range of uses that includes a number of necessities for daily living, including local stores and services, jobs and public service facilities. The redevelopment will further support the achievement of complete communities through the introduction of multiple residential dwelling units as well as providing additional opportunities for non-residential uses which will support the needs of future residents of the proposed development and residents of the surrounding area. A range of transportation opportunities are available as the subject lands are located along a Regional Arterial Road which features existing sidewalks and is also identified as a bike route.

7.2.2 Housing

Section 2.2.6 of the Growth Plan provides policies to support the achievement of complete communities. Specifically, Section 2.2.6.2 states that municipalities will support the development of complete communities by: planning to accommodate forecasted growth to the horizon of this Plan; planning to achieve the minimum intensification target and density targets; considering the range and mix of housing options and densities of the existing housing stock; and, planning to diversify the overall housing stock across the municipality.

The proposed redevelopment will assist the Niagara Region and the Town of Grimsby in achieving the minimum intensification target set out in Growth Plan through the redevelopment of the subject lands with a mixed use development. The proposed multiple residential component of the development supports to the surrounding area as a complete community though contributing to the range and mix of housing options in the Town and adds diversity to the overall housing stock.

The proposed development also provides opportunities for a variety of jobs and services through the addition commercial space on the ground floor.

The proposed development has been designed to maintain compatibility with the surrounding built neighbourhood, existing residential development to the north, the proposed mixed-use development to the west and the existing commercial uses to the east and south. The proposed development will make use of and support existing transportation options, and active transit, and non-residential uses located within the community.

7.2.3 Cultural Heritage Resources

Section 4.1 of A Place to grow recognizes that accommodating growth can put pressure on cultural heritage resources and that it is necessary to plan in a way that protects and maximizes the benefits of these resources. Section 4.2.7 requires that cultural heritage resources will be conserved in order to foster a sense of place and benefit communities. The term “conserved” has the same definition in A Place to Grow as is contained in the PPS.

The proposed development includes the removal of the existing buildings on the subject lands. As discussed in greater detail at Section 7.1.5, a Heritage Impact Assessment (“HIA”) has been undertaken for the proposed development which concluded that the removal of both buildings would have moderate, rather than major, impact. Both buildings have lot heritage integrity though their adaptive reuse and the removal of the buildings is not anticipated to have a significant impact on the surrounding context. A number of mitigation measures are recommended to commemorate the buildings and the Cole’s Florist establishment.

In addition, as noted, a Stage I and II Archaeological Assessment has also been prepared for the subject lands. The study conclusions state that no archaeological resources were encountered and no further archaeological assessment is warranted.

Summary

Based on the above, it is concluded that the proposed Official Plan and Zoning By-law Amendments conform to the policies of the A Place to Grow.

7.3 Greenbelt Plan, 2017

The Greenbelt Plan was prepared and approved under the Greenbelt Act, 2005 and took effect on December 16, 2004. An amendment to the Greenbelt Plan took effect on July 1, 2017. The subject lands are located within Towns/Villages by Schedule 1 and Map 111 of the Greenbelt Plan. Towns/Villages form part of Settlement Areas within the Greenbelt.

Section 3.4 of the Greenbelt Plan contains policies related to settlement areas. Settlement Areas include Towns/Villages and Hamlets. Towns/Villages have the largest concentrations of population, employment and development within the Protected Countryside and tend to be the central settlement areas for their municipality. Most have full municipal water and sewer services and are the focus of development and related economic and social activity.

Section 3.4.3 of the Greenbelt Plan provides specific policies for Towns and Villages within the Protected Countryside and specifies that Towns/Villages are subject to the policies of the Growth Plan and applicable Official Plan and are not subject to the policies of the Greenbelt Plan, save and except for limited specific policies that do not apply to the proposed redevelopment.

7.4 Region of Niagara Official Plan, 2014

The Niagara Region Official Plan (the “Regional Official Plan”) is the long-range planning document to guide the physical, economic and social development of Niagara Region.

7.4.1 *Built-up Area*

The subject lands are located within the Built-up Area on Schedule A of the Regional Official Plan (**Figure 7**). Policy 4.G.8.1 provides that Built-up Areas are lands located within Urban Areas which have been identified by the Ministry of Infrastructure. Built-up Areas will be the focus of residential and employment intensification and redevelopment within the Region over the long term.

Policy 4.C.1.1 of the Region Official Plan promotes general intensification. Intensification includes all forms of development within the Built-up Area. Policy 4.C.2.1 requires each municipality within Niagara Region to develop and implement a strategy and policies for promoting intensification and achieving the intensification targets set out in the Regional Official Plan. Local Official Plans are required to: incorporate the built-boundary as the basis for the Built-up Area; generally encourage intensification throughout the Built-up Area; and, identify specific intensification areas to support the achievement of the intensification targets.

The Regional Intensification Target set out at Policy 4.C.3.1 is a minimum of 40% of all residential development occurring annually within Niagara Region will occur within the Built-up Area of Niagara’s communities. Policy 4.C.4.2 requires that local municipalities will develop their own residential intensification targets and strategies, which may equal or exceed the minimum standards set out in the Regional Official Plan. The residential intensification target for the Town of Grimsby set out in the Regional Official Plan is 80%. The housing and population forecast for the Town of Grimsby to 2031 is set out on Table 4-1 of the Regional Official Plan within total households forecast to 11,400 and total population forecast to 30, 582.

The proposed development is located within the Town of Grimsby Built-up Area. It will contribute to intensification within the Built-up Area and the achievement of the minimum intensification target for the Region of Niagara of 40% and the specific residential intensification target of 80% for the Town of Grimsby. It will also providing multiple residential units that will contribute to the overall housing and population forecast for the Town. The subject lands are not located within an identified Intensification Area, by Town of Grimsby Official Plan, however they do contribute to the overall objective of the Regional Official Plan to encourage intensification throughout the Built-up Area.

It is noted that the intensification target for Region set out in the Regional Official Plan is less than required by A Place to Grow, 2019. However, a Place to Grow states that the Regional intensification

target will continue to apply until following the next municipal comprehensive review. The Region is currently undertaking an Official Plan Review, but, at the time of writing, the current Regional Official Plan remains in force.

7.4.2 *Housing*

Section 11 of the Official Plan provides policies related to housing. Policy 11.A.1 – 11.A.3 provides that the Region encourages the provision of a variety of housing types within urban communities to serve a variety of people as they age through their life cycle and encourages housing which allows people to work from home and in proximity to work. The Region encourages the development of attractive, well designed residential development that:

- Provides for active transportation within neighbourhoods with connections to adjacent residential and commercial areas, parks and schools.
- De-emphasizes garages, especially in the front yard.
- Emphasizes the entrance and points of access to neighbourhoods.
- Is accessible to all persons.
- Incorporates the principles of sustainability in building design.
- Provides functional design solutions for such services as waste collection and recycling.
- Provides an attractive, interconnected and active transportation friendly streetscape.
- Contributes to a sense of safety within the public realm.
- Balances the need for private and public space.
- Creates or enhances an aesthetically pleasing and functional neighbourhood.
- Encourages a variety of connections based on transportation mode between land uses based on diverse transportation modes, allowing people to move freely between the places where they live, work and play.

The proposed development has been designed to address these policies. The proposed redevelopment is a mixed use building which includes residential and commercial uses. The proposed development will provide diversity to the range of uses within the surrounding area and the Town of Grimsby. The subject lands are proximate to a range of uses which encourages active transportation and will allow some residents to live close to some employment opportunities.

The proposed redevelopment has been designed with connections to existing active transportation infrastructure and includes a new sidewalk on Wentworth Street. The building has been designed to provide for an attractive streetscape through the design of a visually interesting building oriented towards Main Street East with the main entrance facing the street. It will contribute to the sense of safety on the public street by placing commercial uses and residential units with large windows, close to the street. Surface parking and vehicular access are oriented to the rear of the building to minimize the impact on the street.

A complete Urban Design Analysis is contained in the Urban Design Brief, prepared in support of the proposed development. The Urban Design Brief includes an analysis of the Region's Model Urban Design Guidelines.

7.4.3 *Cultural Heritage*

Policy 10.C.2.1 of the Regional Official Plan provides policies regarding built heritage resources, and archaeological resources.

With respect to built heritage, Policy 10.C.2.1.1 - Policy 10.C.2.1.5 requires that significant built heritage resources shall be conserved and encourages local municipalities to develop policies to protect and conserve locally significant built heritage resources and to utilize its authority under the Ontario Heritage Act to designate individual properties. Where development is proposed on or adjacent to a significant built heritage resource, a heritage impact assessment will be required. The findings of the assessment shall include recommendations for design alternatives and satisfactory measures to mitigate any negative impacts on identified significant heritage resources.

As previously noted the subject lands includes two properties which are listed (non-designated) on the Town of Grimsby Municipal Heritage. These properties are located at 141 Main Street and 147 Main Street and were originally constructed as single-detached dwellings but presently used for the garden centre and florist business operating on the subject lands.

A Heritage Impact Assessment has been prepared in support of the proposed redevelopment. The findings of the assessment that removal of the buildings is not anticipated to have a significant impact on the surrounding context as the built fabric of Main Street East, east of Nelles Road, has evolved over time and is now dominated with surface parking adjacent to the street and contemporary strip malls and commercial/retail buildings. Removal of the existing building is considered to have a moderate, rather than major impact, as the two buildings are not considered early, rare or unique and have lost a degree of heritage integrity as a result of their adaptive re-use. A number of mitigation measures are recommended.

In addition a Stage I and II Archaeological Assessment has been prepared in support of the proposed development, as required by Policy 10.C.2.1.11 of the Regional Official Plan. The Archaeological Assessment found no archaeological resources and recommended no further assessment of the study area.

7.4.4 *Infrastructure*

Policies related to infrastructure are provided at Chapter 8 of the Regional Official Plan. Policy 8.B.9 states that municipal sewage services and water services are the required form of servicing for development in Urban Areas. Policy 8.B.13 states that local municipalities are encouraged to implement and support innovative stormwater management plans and strategies as part of redevelopment and intensification.

The proposed servicing strategy for the subject lands is detailed in the Preliminary Functional Servicing and Stormwater Management Report, prepared in support of this application. The findings of this report set out that water and sanitary services for the proposed development can be accommodated by connections to existing services in Main Street East. With respect to stormwater management, it is proposed to service the site with a private storm sewer system connected to existing storm sewers in Wentworth Drive and to the northwest of the site.

7.4.5 *Transportation*

Main Street East is designated as a Regional Road on Schedule E1 of the Regional Official Plan and is identified as forming part of the Strategic Cycling Network on Schedule E2 of the Regional Official Plan (**Figures 8-9**). The Strategic Cycling Network is identified by Niagara Region's Transportation Master Plan.

The proposed development will result in a mixed-use development adjacent to a Regional Road. The existing driveway accesses from Main Street East will be closed and vehicular access for the proposed development will be from a local road (Wentworth Drive). The proposed access arrangements will ensure that the proposed development does not disrupt traffic flow along Main Street.

The proposed development includes a number of walkways through the site and a new sidewalk along Wentworth Drive, thereby allowing for safe and efficient access to existing transportation networks, including on-road cycling.

Finally, in accordance with Policy 9.A, the proposed development will result in residential units within a mixed-use area. The proposed development is located such that future residents would have a variety of destinations that could be visited without relying on single-occupancy vehicles, in accordance with the Regional Official Plan objective to reduce single-occupant vehicle trips by enhancing opportunities for residents, workers and visitors to walk, cycle, take transit and carpool. Further, opportunities for commercial uses to serve future residents are provided for through the inclusion of commercial uses in the proposed development.

7.4.6 *Summary*

Based on the foregoing, the proposed development conforms to the Region of Niagara Official Plan.

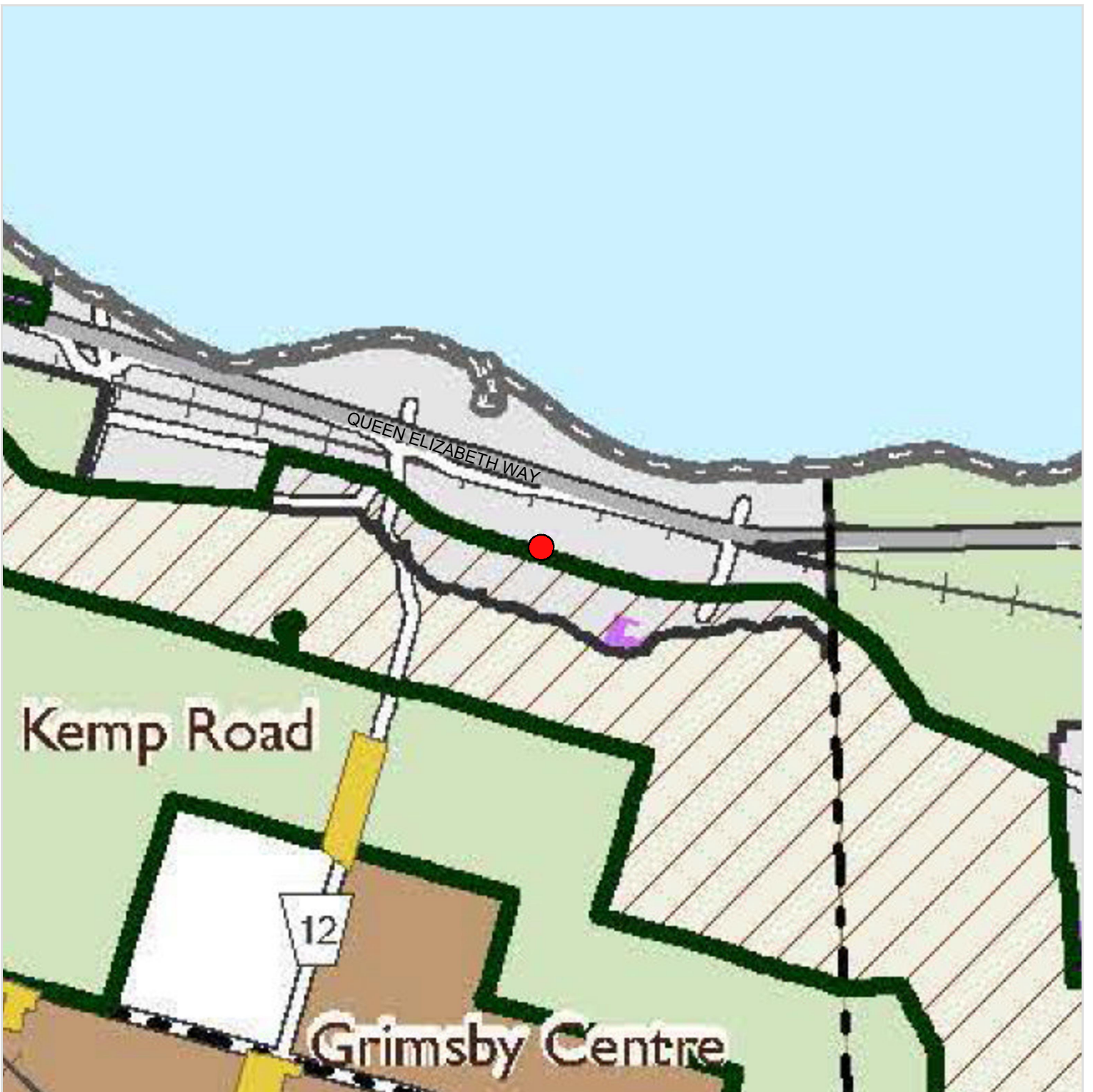





















Figure 7:
**Niagara Region
 Official Plan:
 Schedule A- Regional
 Structure**

141-149 Main St E
 City of Grimsby
 Niagara Region

LEGEND

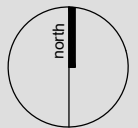
 Subject Lands	 INTERNATIONAL CROSSING
 URBAN AREA BOUNDARY	 PORT
 BUILT-UP AREA	 NIAGARA REGION
 DESIGNATED GREENFIELD AREA	 MUNICIPAL BOUNDARY
 DOWNTOWN ST. CATHARINES URBAN GROWTH CENTRE	 PROVINCIAL ROAD
 NIAGARA ESCARPMENT PLAN (NEP) AREA	 REGIONAL ROAD
 GREENBELT PLAN AREA	 RAILWAY
 PROTECTED COUNTRYSIDE	
 DISTRICT PLAN	
 HAMLET (as adopted by Regional Council and subject to approval by the Minister under Section 26 of the Planning Act)	
 GOOD GENERAL AGRICULTURE AREA	
 RURAL AREA	

DATE: May, 2020

SCALE: 1:50,000

FILE: 14196BA

DRAWN: GC



K:14196BA- COLES GRIMSBYRPTNIAGARAREG_OP_SCHEDULE_A.DWG

MHBC PLANNING
 URBAN DESIGN
 & LANDSCAPE
 ARCHITECTURE

200-540 BINGEMANS CENTRE DR. KITCHENER, ON, N2B 3X9
 P: 519.576.3650 F: 519.576.0121 | WWW.MHBCPLAN.COM



Figure 8:
**Niagara Region
 Official Plan:
 Schedule E1-
 Transportation
 Infrastructure**

141-149 Main St E
 City of Grimsby
 Niagara Region

LEGEND

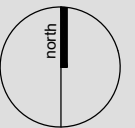
- Subject Lands
- HIGHER ORDER TRANSIT STATION
- PLANNED HIGHER ORDER TRANSIT STATION
- PROPOSED HIGHER ORDER TRANSIT STATION
- AIRPORT
- PORT
- PORT ROBINSON FERRY
- RAILWAY (ACTIVE)
- RAILWAY (INACTIVE)
- INTERNATIONAL CROSSING
- NIAGARA REGION
- MUNICIPAL BOUNDARY
- PROVINCIAL ROAD
- REGIONAL ROAD
- NIAGARA PARKS COMMISSION
- WELLAND CANAL
- URBAN AREA

DATE: May, 2020

SCALE: 1:50,000

FILE: 14196BA

DRAWN: GC



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Figure 9:
**Niagara Region
 Official Plan:
 Schedule E2-
 Strategic Cycling
 Network**

141-149 Main St E
 City of Grimsby
 Niagara Region

LEGEND

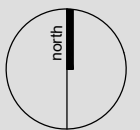
- Subject Lands
- STRATEGIC CYCLING NETWORK
- F PORT ROBINSON FERRY CROSSING
- INTERNATIONAL CROSSING
- URBAN AREA
- NIAGARA REGION
- MUNICIPAL BOUNDARY
- PROVINCIAL ROAD
- REGIONAL ROAD
- LOCAL ROAD

DATE: May, 2020

SCALE: 1:50,000

FILE: 14196BA

DRAWN: GC



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7.5 Town of Grimsby Official Plan, 2009

The Town of Grimsby Official Plan was adopted by Grimsby Town Council in 2009 and approved by the Ontario Municipal Board in May 2012. The general purpose of the Official Plan is to provide goals, objectives and policies, which will guide decision making by Council on land use matters.

The subject lands are located within the Built Boundary of the Urban Settlement Area on Map A of the Official Plan (**Figure 10**). They are presently designated *Neighbourhood Commercial* (**Figure 4**). The proposed Official Plan Amendment seeks to establish site specific policies to permit the proposed development, as described at **Section 4** of this Report and detailed in **Appendix B**.

7.5.1 Intensification

The subject lands are located within the Built Boundary of the Urban Settlement Area on Map A of the Official Plan. Section 2.3.2 of the Official Plan provides that the Urban Settlement Area is the primary focus of, and location for urban growth within the Town of Grimsby. It is intended to provide for a broad range of housing opportunities, commercial facilities and services, recreation, culture, government facilities and services and employment opportunities. Per Section 2.3.2.4, development within the Built Boundary contributes to the intensification target for the Town of Grimsby.

In accordance with the intensification target established through the Regional Official Plan, Section 2.4.4 provides that the Town of Grimsby shall target for approximately 80 percent of new dwelling units to be provided through intensification, after 2015.

Section 2.4.6 of the Official Plan sets out the intensification strategy for the Town. The proposed development addresses the Town's intensification strategy as follows:

- The proposal will result in the redevelopment of the subject lands with a mixed use development, including multiple residential and commercial uses. The proposed development has a significantly greater density than the existing commercial use in terms of gross floor area.
- The subject lands are not located within a stable residential neighbourhood.
- The proposed development has been designed to be compatible with the adjacent residential neighbourhood and will be subject to site plan approval to ensure compatibility measures are incorporated in the final building design. A greater analysis of compatibility is contained at **Section 7.5.3** of this report.
- The redevelopment proposes a reduced parking rate to facilitate intensification. Please refer to the Parking Study, contained at **Appendix D** for details.
- Adequate infrastructure and public service facilities exist to serve the proposed development.

Accordingly, the proposed development will result in intensification within the Built Boundary and contribute to the Town's intensification target.

Section 2.5.1 of the Official Plan provides that the Town shall encourage the provision of housing that includes a variety of dwelling units in terms of density, tenure, unit size and price. Section 2.5.4 requires that the Town shall permit and facilitate all forms of residential intensification.

The proposed redevelopment represents intensification within the Built Boundary. The residential component of the proposed development represents a high density built form is intended to be of condominium tenure. The commercial component of the proposed development provides opportunities for a range of flexible commercial uses which will contribute to the supply of commercial space within the Town. The proposed development will contribute the range of housing types and tenure options in the Town of Grimsby.

7.5.2 *Land Use*

As described at **Section 4** of this Report, the proposed Official Plan Amendment seeks to establish a site specific Official Plan policy to permit the apartment buildings.

Section 3.6.1.1 – 3.6.1.2 of the Official Plan provides that, within the Neighbourhood Commercial Area designation, permitted uses shall include: grocery stores, retail stores servicing the local neighbourhood, studios, personal services, pharmacies, banks, coffee shops as well as institutions, recreation, medical clinics, offices and places of worship. Neighbourhood Commercial Areas are intended to serve the day-to day shopping needs of the surrounding residents as well as the weekly needs for groceries, personal care products and services and are not intended to usurp the function or range of uses provided by the Downtown.

The proposed development satisfies the planned function of the existing Neighbourhood Commercial Area land use designation. The proposed mixed-use development includes commercial space within the ground floor of the proposed building. The commercial space is intended to accommodate neighbourhood servicing commercial uses retail stores, studios, personal services, medical clinics and offices which serve the needs of residents and provide additional commercial space in the community for a range of uses.

The Neighbourhood Commercial Area policies of the Official Plan, set out at Section 3.6.1.3 require that:

- Neighbourhood Commercial designations shall be situated on sites in the range of three to six hectares;
- Neighbourhood Commercial designations should be integrated into the street network of the neighbourhood and not separated from it. They should also be located in highly visible and accessible locations to the residents of the neighbourhood they are serving.
- Adequate on-site parking and appropriate landscape and screening treatment of the parking areas shall be provided
- All development within this designation shall be subject to Site Plan Approval
- Loading docks will be screened and oriented away from residential areas
- Adequate setbacks, fencing and landscape screening shall be provided abutting residential development
- Lighting shall be oriented away from residential areas and have minimal impact on existing and new residential uses as demonstrated through an illumination study

The proposed development addresses the Neighbourhood Commercial policies of the Official Plan. The subject lands are located in a highly visible and accessible location and will introduce new residential units that will support area amenities. The proposed development has been designed

to be integrated into the street network with the building situated close to Main Street and Wentworth Drive and the commercial space oriented toward Main Street East. It is noted that the subject lands are less than three hectares in size, but are part of a larger Neighbourhood Commercial area.

The majority of parking is accommodated through underground parking with some surface parking at the rear. Opportunities for landscaping and screening surrounding the parking lot and to abutting residential development have been provided on the concept plan, with details to be determined through the site plan stage.

7.5.3 *Compatibility*

Compatibility with surrounding development, including residential development to the north and development along Main Street has been a key consideration in the design of the proposed redevelopment. Although the proposed development is a mixed-use development on lands designated Neighbourhood Commercial, the proposal has been analyzed in the context of the Design Policies and Criteria for new development in residential neighbourhoods set out at Section 3.4.7, given that it is adjacent to a residential neighbourhood and includes residential units. This analysis, combined with the findings of the Urban Design Brief are intended to ensure compatibility considerations are have been addressed.

General Built Form

Section 3.4.7.2 of the Official Plan provides General Built Form policies. The proposed development addresses these policies as follows:

- The proposed development will not result in undue adverse impacts on adjacent properties particularly in regard to adequate privacy conditions for residential buildings and their outdoor amenity areas. The building is oriented towards Main Street and Wentworth Drive and the majority of the building is setback more than 30 metres from the rear yards of the residential uses to the north of the subject lands, with the exception of the western component of the proposed building, which is setback 16.25 metres from the rear yard. An amenity area is located between this portion of the building and the rear yards of existing dwellings.
- The concept plan has been designed to include opportunities for landscaping and fencing in the rear yard to address privacy of the existing adjacent residential uses. Details related to landscaping and fencing will be determined at the detailed design stage.
- The main building entrance is clearly visible and faces Main Street. Walkway connections to all building entrances have been incorporated in the concept plan. The grading plan illustrates minimum changes in grade across the site.
- The proposed development will not result in disruptions to traffic flow on Main Street East as the proposed development will be accessed by a new entrance from Wentworth Drive (a local road). The proposed development will result in the closure of the two existing accesses to Main Street. This represents an improvement to the function of Main Street.
- To enhance the quality and safety of the Main Street streetscape and reduce the impact of surface parking areas, the majority of the proposed parking for the development is located underground with limited surface parking to the rear of the building. No parking will be

visible from Main Street and surface parking can be screened from view from Wentworth Drive through appropriate landscaping and fencing determined at the site plan stage.

Section 3.4.7.3 provides policies with regarding the location of buildings with respect to roads, open space, natural hazards and natural heritage. The subject lands are not located proximate to any open space, natural hazards and natural heritage. With respect to the location of the proposed building and public roads, the proposed building is parallel to Main Street and to Wentworth Drive and spans the entire frontage of Main Street, thereby providing continuity and enclosure along the street. Rather than one continuous street-edge along Main Street, the building has been designed in a manner in which the central portion is recessed from Main Street thereby providing landscape opportunities and variety along the streetscape.

The proposed building has been designed to be visually interesting and represents a significant contribution to the surrounding urban fabric. Commercial uses and residential units with large windows are proposed facing Main Street East, which will improve the streetscape and maintain an active streetscape. The proposed built form allows for extensive landscaping opportunities along Main Street which will further enhance the streetscape.

Section 3.4.7.4 provides policies regarding compatibility criteria for stable residential neighbourhoods. The proposed development is adjacent to and not within a stable residential neighbourhood and therefore a number of these policies do not directly apply to the proposed development. The proposed development represents an appropriate location of redevelopment and intensification, given its location on a Regional arterial road, adjacent to medium density residential uses. Compatibility considerations have been incorporated into the design including providing generous setbacks to adjacent residential uses and opportunities for landscaping and screening of parking.

Finally, Section 3.4.7.8 provides development criteria for apartment buildings. The proposed development addresses these criteria as follows:

- The proposed development is oriented to face Main Street and Wentworth Drive. A minimum setback of three metres has been proposed for the east and west portions of the building. The central portion of the building is further set back to allow for the incorporation of a central landscaped courtyard.
- The main building entrance is oriented to face Main Street.
- The majority of parking is proposed as underground parking. The driveway access, surface parking spaces, entrance to the parking garage, garbage pick-up, loading area and drop-off spaces are all located to the rear of the building. No parking or service areas are located in front of the building.
- Rooftop mechanical equipment is proposed to be screened with complementary material.
- Medium Density Residential uses are located to the rear of the subject lands. The proposed building has a maximum height of seven storeys but is adequately setback from the rear lot line. The majority of the development is setback more than 30 metres from the medium density residential uses. The western most component of the proposed building (approximately 20 metres) is setback 16.25 metres from the rear lot line. Outdoor amenity area is proposed between this portion of the building and the rear lot line which will allow for appropriate screening and buffering to the adjacent uses.

- A Shadow Study has been prepared in support of the proposed development and demonstrates limited adjacent residential uses. A detailed review of the Shadow Study is contained in the Urban Design Brief. Generally, the shadow impacts are considered to be acceptable.
- A number of perspectives of the building have been included with the proposed applications. These have been incorporated in the Urban Design Brief with accompanying analysis.
- Supporting studies identified through the preconsultation process have been prepared in support of the proposed Official Plan Amendment and Zoning By-law Amendment.

Based on the foregoing, the proposed development is considered to be appropriate for the redevelopment of the subject lands. The proposed development represents the intensification of an underutilized site that will enhance the built-form character along Main Street East. The proposed development has been designed to be compatible with adjacent residential medium density residential development to the north and emerging development to the west. Generous setbacks between the proposed building and the adjacent uses have proposed. Further details are considered in the Urban Design Brief. Further details are considered in the Urban Design Brief filed in support of these applications.

7.5.4 *Infrastructure and Transportation*

SERVICING

Sections 5.1.1 and section 5.2.1 of the Official Plan requires that all new development, within the Urban Settlement Area boundary, be connected to the water system and sewage system, as a condition of approval.

The proposed servicing strategy for the subject lands is detailed in the Preliminary Functional Servicing and Stormwater Management Report, prepared in support of this application. The findings of this report set out that water and sanitary services for the proposed development can be accommodated by connections to existing services in Main Street East. The proposed water and sanitary services will be designed and constructed according to the Town of Grimsby standards.

With respect to stormwater management, Section 5.3.1 requires that a stormwater management plan be prepared in support of a development application. With respect to stormwater management, it is proposed to service the site with a private storm sewer system connected to existing storm sewers in Wentworth Drive and to the northwest of the site. The storm sewer system will be designed and constructed according to the Town of Grimsby standards.

TRANSPORTATION

Main Street East is designated as an Arterial Road by the Region of Niagara Official Plan and Schedule C of the Official Plan (**Figure 11**). Section 5.4.3.3 of the Official Plan provides that consideration shall be given to reducing the number of driveways along Regional arterial roads.

Wentworth Drive is designated as a Local Road by Schedule C of the Official Plan. Section 5.4.6.4 provides that local roads are intended to provide access to abutting properties and to discourage through traffic.

The proposed development will result in the closure of the existing two driveway accesses from Main Street East to the subject lands. Vehicular access will be from Wentworth Drive. The proposed access configuration supports the transportation policies of the Official Plan by accommodating access through a local road. Further, the proposed access will ensure that the proposed development does not disrupt traffic flow on Main Street. The intersection of Main Street East and Wentworth Drive is a signalized which will ensure safe and controlled access to Main Street East.

Although sidewalks are only required on one side of local roads, a sidewalk along the western side of Wentworth Drive is proposed in order to ensure safe pedestrian access from the development to Main Street East.

A continuous pedestrian and bicycle trail system is identified on Schedule C of the Official Plan. In accordance with the Regional Official Plan, Main Street East is identified as a Bike Route. Section 5.6.3.2 provides that the Town shall require development and redevelopment proposals to facilitate pedestrian and cycling opportunities and to accommodate pedestrian and cycling connections.

The proposed development has been designed with walkways and trails throughout the site connecting to the sidewalks along Main Street and the associated bike route. Bicycle parking is proposed as covered bicycle parking spaces at grade for the proposed commercial uses and residential visitors and as residential bicycle parking spaces in the underground parking garage.

7.5.5 Cultural Heritage and Archaeology

Section 8.1 of the Official Plan provides that the Town shall encourage the preservation of buildings and sites having historical and/or architectural value or interest and significant cultural heritage landscapes. Section 8.18 provides that development may be permitted on a protected heritage property where the proposed development has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.

A Heritage Impact Assessment has been prepared in support of the proposed development. The proposed development includes the removal of the existing buildings located at 141 Main Street East and 147 Main Street East which are listed (non-designated) on the Town of Grimsby Heritage Register. The HIA determined that impact of removal of these buildings is considered to be moderate, rather than major, as the two buildings are not considered early, rare, or unique examples of their architectural style. Further, in terms of contextual impact, the removal of both buildings is identified as a moderate, rather than a major, as the built fabric of Main Street East (east of Nelles Road) does not include a concentration of cultural heritage resources similar to that which exists west of Nelles Road. Instead, the immediate context of the subject lands has evolved over time and is now dominated with surface parking adjacent to the street and contemporary strip malls and commercial/retail buildings

The HIA includes a number of mitigation measures to ensure that the heritage attributes will be conserved following their demolition. These mitigation measures are intended to ensure that the story of Cole's Florist Ltd. over time remains part of the history of Grimsby

Section 8.20-8.21 provides that the Town in consultation with the Region may require an archaeological assessment for development on lands containing archaeological resources or areas of archaeological potential. A Stage I and II Archaeological Assessment was prepared and concluded that no archaeological resources were encountered in the study area and no further assessment is required. The proposed development is clear of any archaeological concern.

7.5.1 *Summary*

Based on the foregoing, the proposed development conforms to the intent of the Town of Grimsby Official Plan through intensification within the build-up area in a manner that is compatible with the existing neighbourhood. The intent of the Neighbourhood Commercial designation is maintained through the incorporation of commercial uses at-grade, intended to serve the immediate neighbourhood and future residents. The proposed residential units will allow for the efficient redevelopment of the subject lands while assisting the Town in achieving its intensification target. The proposed development has been designed to be compatible with surrounding uses and will result in a significant contribution to the Main Street East streetscape.

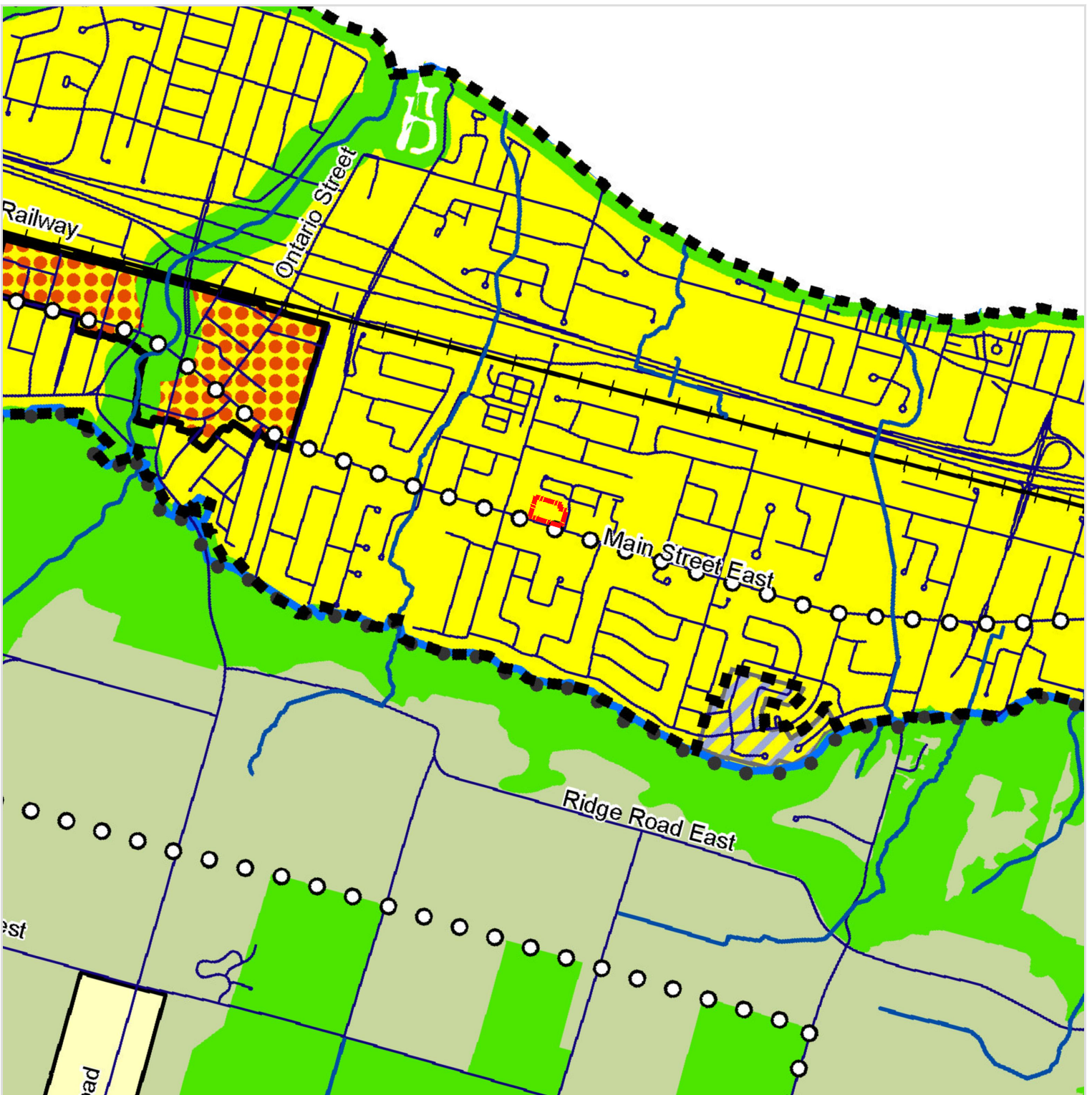



Figure 10:
**Town of Grimsby
 Official Plan:
 Schedule A-
 Municipal Structure**

141-149 Main St E
 City of Grimsby
 Niagara Region

LEGEND

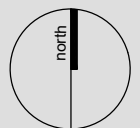
-  Subject Lands
-  Municipal Boundary
-  Urban Settlement Area Boundary
-  Built Boundary
-  Downtown District Boundary
-  Greenbelt Plan Area - Protected Countryside
-  Niagara Escarpment Plan Area
-  Urban Settlement Area
-  Major Intensification Area
-  Designated Greenfield Area
-  Hamlets
-  Natural Heritage System
-  Countryside

DATE: May, 2020

SCALE: 1:20,000

FILE: 14196BA

DRAWN: GC



K:14196BA-COLES GRIMSBYRPTGRIMSBY_OP_SCHEDULE_ADWG

MHBC PLANNING
 URBAN DESIGN
 & LANDSCAPE
 ARCHITECTURE

200-540 BINGEMANS CENTRE DR. KITCHENER, ON, N2B 3X9
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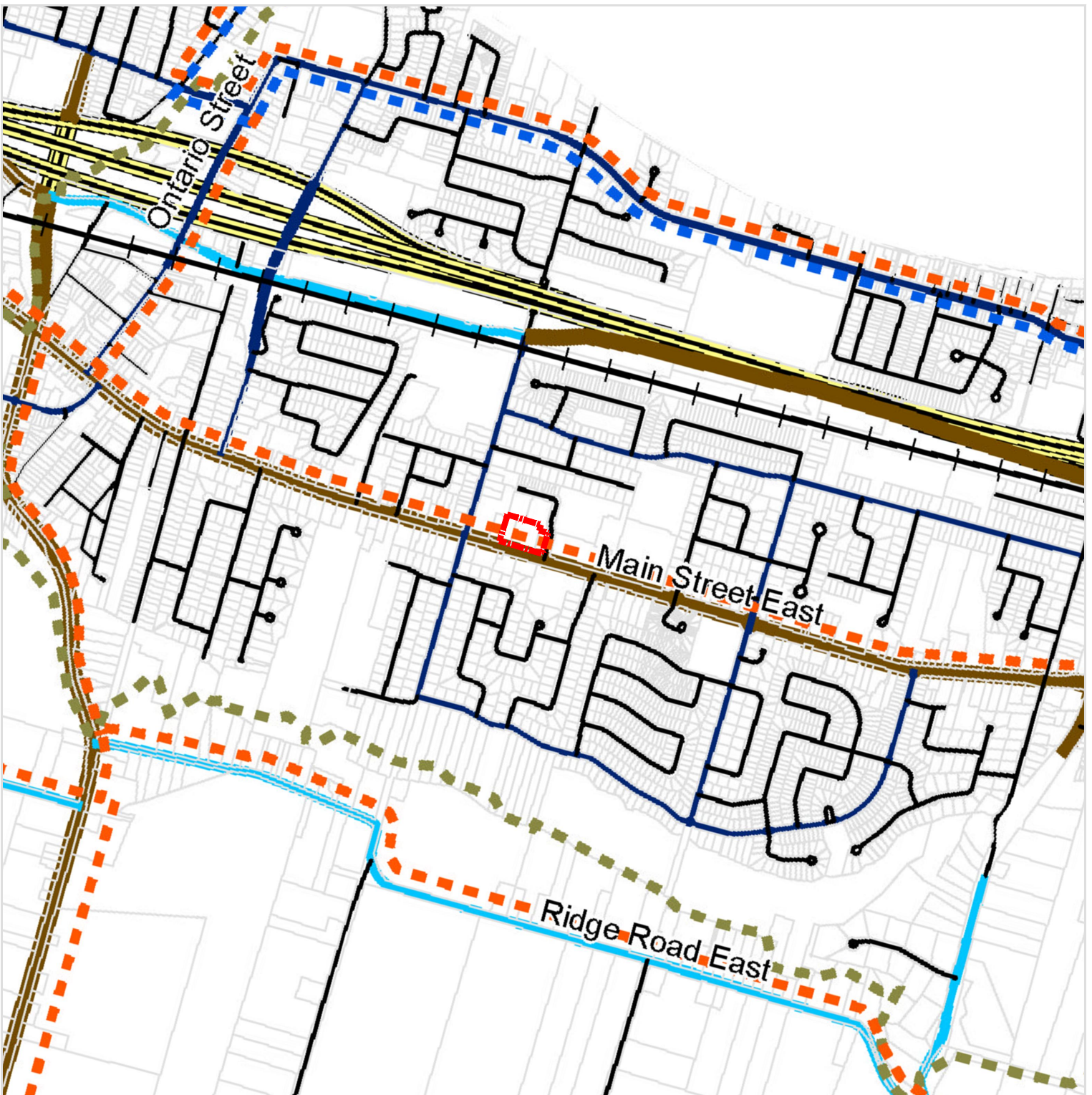


Figure 11:
**Town of Grimsby
 Official Plan:
 Schedule C-
 Transportation &
 Trails**

141-149 Main St E
 City of Grimsby
 Niagara Region

LEGEND

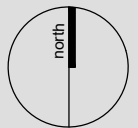
- Subject Lands
- Municipal Boundary
- CN Railway
- Bike Routes
- Bruce Trail
- Waterfront Trail
- Multi Use Trail
- Regional Arterial
- Town Arterial
- Collector Road
- Local Road
- Road Extensions

DATE: May, 2020

SCALE: 1:15,000

FILE: 14196BA

DRAWN: GC



K:14196BA-COLES GRIMSBYRPTGRIMSBY_OP_SCHEDULE_C.DWG

MHBC PLANNING
 URBAN DESIGN
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8.0 TOWN OF GRIMSBY

ZONING BY-LAW

As set out at Section 5.0 of this Report, the subject lands are currently zoned Neighbourhood Commercial (NC) by the Town of Grimsby Zoning By-law.

An amendment to the Zoning By-law is required to implement the proposed Official Plan Amendment and permit the proposed development. The proposed zoning by-law amendment maintains the NC zone and seeks to establish the following site specific regulations for the subject lands including:

- Include dwelling unit as a permitted use, whereas dwelling units at or above the second storey are permitted.
- Permit a maximum building height of 24 metres and 7 storeys, whereas a maximum building height of 8.5 metres is permitted.
- Permit a maximum lot coverage of 40%, whereas a maximum lot coverage of 30% is permitted.
- Permit a minimum parking rate of 1.0 resident parking spaces per unit; whereas a minimum parking rate of 1.25 resident parking spaces per unit;
- Permit a minimum 0.15 visitor parking spaces per unit; whereas 0.25 visitor parking spaces per unit are required; and,
- Permit a minimum parking rate of 1.0 live/work parking spaces per unit.

The proposed zoning is illustrated on **Figure 6** to this Report and a draft Zoning By-law is enclosed as **Appendix C**. The following provides a rationale for each of the proposed site specific regulations.

DWELLING UNIT ON GROUND FLOOR

Presently, the NC zone permits dwelling units, subject to a qualification (Q1) which provides that dwelling units are only permitted at or above the second storey. The proposed zoning by-law amendment seeks to remove the qualification such that dwelling units are also permitted on the ground floor. The incorporation of dwelling units on the ground floor allows for the efficient use of the subject lands and the ability to maximize the redevelopment potential of the site.

The proposal contemplates the redevelopment of the subject lands with a mixed use development that includes residential and commercial uses on the ground floor. The subject lands represent an optimal location for redevelopment and intensification of the subject lands with a higher density development as they are: located on a Regional arterial road; large enough to accommodate adequate setbacks and opportunities for buffering to the adjacent residential uses to the rear; are proximate to a range of non-residential uses; and are within a block that is transitioning to a more dense form of development, including the property immediately to the west.

The intent of the Neighbourhood Commercial zone will be maintained through the proposed zoning by-law amendment through the provision of 170.57 square metres (1,836 square feet) of commercial space at grade. This commercial space is intended to be occupied by retail/commercial uses that will serve future residents of the proposed building as well as residents of the surrounding neighbourhood.

MAXIMUM BUILDING HEIGHT

The proposed zoning by-law amendment seeks a maximum building height of 24 metres and seven storeys. The Official Plan does not identify a maximum building height.

The maximum building height of seven storeys, only applies to the portion of the building proposed as the mechanical penthouse and rooftop amenity area. The majority of the building will have a maximum height of six, storeys and approximately 19.5 metres.

The proposed building height is consistent with the range of building heights being contemplated in the area, including the proposed five storey building to the west. The proposed development represents an appropriate location of additional building height as it is located within a mixed-use area on a Regional Arterial road. It is adjacent to medium density residential uses to the north which provide a transition in building height to the low-rise residential buildings to the north.

A Shadow Study has been prepared in support of the proposed development, which demonstrates that the shadow impacts resulting from the proposed development are considered to be acceptable. The shadow impacts are summarized as follows:

- **March / September**- shadows are primarily contained within the property. Between 3 and 5 pm there will be minimal shadows on the properties closest to the proposed development.
- **June** – shadows are primarily contained within the site, with the exception of the early morning (7-9am) shadows on the adjacent lot to the west. Limited late afternoon/early evening shadows will occur on Wentworth Drive and evening shadows will occur on the parking lot of the adjacent commercial property. No impact on the residential dwellings to the north will occur.
- **December** – the closest residential buildings will experience shadows during the December period. However, it is likely that the residential amenity areas of the residential units already experience shadows from the adjacent fencing. Further, shadow impacts in December are typically considered more acceptable given the outdoor amenity areas are not used as frequently.

The Shadow Study and a detailed analysis are contained in the Urban Design Brief.

Further, the Official Plan does not identify a maximum building height. The proposed height assists in achieving the overarching goals of the Official Plan in providing for intensification throughout the built-up area.

LOT COVERAGE

The proposed zoning by-law amendment seeks a maximum lot coverage of 40%, whereas a maximum lot coverage of 30% is required.

The maximum lot coverage of 40% requested allows for the efficient redevelopment of the subject lands. The subject lands are a large parcel of land which, despite the reduction to the lot coverage, provide ample opportunities for at-grade outdoor amenity, landscaping, on-site connectivity and efficient stormwater management.

A generous landscaped courtyard has been planned between the building and Main Street East. This setback provides opportunities for ample landscaping and tree planting, which will enhance the Main Street East streetscape. An outdoor amenity area is proposed at the northwest corner of the subject lands with further opportunities for outdoor amenity are proposed as rooftop amenity space. The proposed rooftop amenity space is connected to indoor amenity space on the seventh floor of the building which will increase the usability and function of this outdoor space.

Finally, a Functional Servicing and Stormwater Management report has been prepared in support of the proposed development. Stormwater management is proposed as a private storm sewer system. It is proposed to maintain the existing split drainage condition and drain approximately one half of the site to the existing storm sewers on Wentworth Drive and the other half to the existing storm sewer easement to the northwest. Controlled-flow roof drains are proposed to provide supplementary rooftop stormwater control and storage and underground storage vaults are proposed to be incorporated into the underground parking garage to provide adequate stormwater storage during storm events. Effective stormwater management for the subject lands is achievable with the reduced lot coverage proposed.

PARKING REDUCTION

A Parking Study is included as **Appendix D** to this report. This parking study provides a detailed analysis and justification for the reduced parking requirements proposed. The reduced parking requirement is supported based on the following:

- The proposed development includes 66 bicycle parking comprised of 16 covered surface spaces and 50 spaces in the underground parking garage. The provision of sufficient bicycle parking spaces will support the use of active transportation for both future residents of the building, residential visitors and visitors to the commercial uses.
- The subject lands are located in a mixed use area which will allow future residents opportunities to walk or cycle to a range of destinations including commercial, retail, institutional and recreational uses thereby reducing reliance on single occupancy vehicles. Non-residential uses proximate to the subject lands include:
 - Pharmacy / Food store
 - Financial uses
 - Hospital and Medical Offices
 - Parks
 - Nelles Public School
 - Restaurants
 - Personal service uses
 - Miscellaneous retail uses
- Some on-street parking is available on Wentworth Drive which may provide additional opportunities for residential visitor parking.
- The subject lands are located adjacent to a bike route, as indicated in the Region of Niagara Official Plan and Town of Grimsby Official Plan. Should bike lanes be integrated along Main Street East as future road improvements occur, residents will have convenient access to cycling infrastructure.
- The proposed development includes a network of on-site pathways to Main Street and Wentworth Drive which will facilitate walking and cycling by providing efficient connections to the road and sidewalk network.

- The proposed development is designed as a compact urban form at a transit-supportive density. The proposed development will provide support for future transit options in the City and Region as they emerge. In addition, future residents will benefit from planned transit services.

To further support the proposed parking reduction, the following TDM Measures have been incorporated in the proposed development, including:

- Safe and efficient walkway connections;
- Adequate bicycle storage for residents and visitors, including covered bicycle storage at grade and bicycle storage in the parking garage;
- Proximity of non-residential uses;

In addition, the following TDM Measures are recommended to be considered through the site plan process and post-construction:

- Improved pedestrian amenities on site, including benches, lighting and weather protection at primary and secondary building entrances ;
- Provision of local area maps with walking/cycling access routes and key destination to future residents;
- Extending weather protection across the drop-off area to encourage carpooling and ride sharing;
- Secure bicycle storage in the underground parking garage in the form of bike lockers, controlled access to bike parking areas and/or indoor bicycle storage rooms; and
- Unbundled parking to maximize parking utilization and discourage vehicular ownership.

Based on the findings of the Parking Study, as summarized above, proposed parking reduction is considered to be appropriate as it will provide adequate parking for the proposed development and facilitate the intensification and redevelopment of the subject lands.

PARKING RATE FOR LIVE-WORK UNIT

A parking rate of 1.0 spaces per unit has been proposed for potential live/work uses that may occupy the commercial component of the proposed development. A residential parking rate is considered to be appropriate as the residential and commercial/retail use of the unit is intended to be shared by the resident. The retail/commercial space of a live-work unit is not intended to be rented out to another user.

In the event that the 'work' component of the live/work unit generates visitors, parking can be accommodated through sharing the residential visitor parking spaces. Generally, visitors to the live/work use will be attending the use during the weekday, daytime hours, whereas residential visitors are anticipated to attend the site on evenings and weekend. As a result, there is no conflict anticipated with visitors of the live/work unit or the dwelling units.

9.0 REVIEW OF TECHNICAL REPORTS

9.1 Preliminary Functional Servicing and Stormwater Management

S. Llewellyn & Associates Limited was retained to provide engineering services for the proposed redevelopment. The Preliminary Functional Servicing and Stormwater Management Report provides detailed information on the proposed stormwater management and functional servicing scheme for the development. The conclusions and recommendations of the report provide that:

- The proposed development can be graded and serviced in accordance with the preliminary Grading & Erosion Control Plan and Preliminary Site Servicing Plan;
- Water and sanitary services for the proposed development can be accommodated by connections to existing services in Main Street East. The proposed water and sanitary services will be designed and constructed according to the Town of Grimsby standards.
- Stormwater management is proposed as a private storm sewer system. It is proposed to maintain the existing split drainage condition and drain approximately one half of the site to the existing storm sewers on Wentworth Drive and the other half to the existing storm sewer easement to the northwest.
- Ten controlled-flow roof drains are proposed to provide supplementary rooftop stormwater control and storage;
- Underground storage vaults are proposed to be incorporated into the underground parking garage to provide adequate stormwater storage during storm event
- The proposed development has been designed to achieve a Level 1 “Enhanced” (80% TSS removal, 90% average annual runoff treatment) level of water quality protection. To achieve this criteria, discharge from the proposed site at each outlet will be subject to treatment via a oil/grit separator.
- An oil and grit separator is proposed at the east and west outlets to provide effective stormwater quality control.
- Erosion and sediment controls are proposed.

Based on the foregoing, the proposed development can be adequately serviced through the extension of municipal services. Stormwater management can be appropriately managed on-site.

9.2 Preliminary Environmental Noise Assessment

S. Llewellyn & Associates Limited was retained to complete a Preliminary Environmental Noise Assessment for the proposed development. The purpose of the study is to evaluate the traffic noise impact on the subject property from forecasted traffic volumes from Main Street East, with a projection date of 20 years (to 2040). This study also includes recommendations for further analysis and potential noise control measures to meet the Ministry of the Environment Conservation and Parks (MECP) guidelines, while satisfying the planning requirements of the Town of Grimsby. The Conclusions and Recommendations contained in the report provide that:

- Indoor noise levels for some of the units exceed the MECP guidelines and modifications to the forced air, or approved heating system, are required to accommodate the future installation or include the required installation central air conditioning.
- Calculated indoor noise levels dictate the requirement for the use of warning clauses to notify future owners/tenants that noise levels exceed the MECP guidelines for indoor living areas.
- Noise levels calculated at the 7th floor indoor amenity area do not exceed the MECP guidelines and no requirements or conditions are warranted.
- Noise levels at the proposed rooftop outdoor amenity area do not exceed MECP guidelines and no further requirements or conditions are warranted.
- The analysis of building components and use of special building components for some units is required to ensure indoor noise levels are achieved.

9.3 Transportation Impact Study

Paradigm Transportation Solutions Limited (Paradigm) was retained to prepare a Traffic Impact Study ("TIS") for the proposed development. The main findings and conclusions of this study are as follows:

- Under existing conditions, Intersections analyzed in the TIS, are operating at acceptable levels of service and are within capacity;
- Under background traffic conditions, Intersections analyzed in the TIS, are forecast to operate at acceptable levels of service and within capacity;
- Under total traffic conditions, Intersections analyzed in the TIS and the proposed driveway, are forecast to operate at acceptable levels of service and within capacity;
- The proposed development is estimated to generate approximately 73 new trips in the AM peak hour and 93 trips in the PM peak hour;
- The site design does not indicate any safety concerns for the circulation of vehicles and is expected to operate acceptably;
- The location of the new site driveway connection provides sufficient, unobstructed visibility to the north and south along Wentworth Drive;
- Transportation Demand Management measures can assist in further mitigating the site's transportation and parking impact on the adjacent road network. TDM measures to encourage and support walking and cycling are recommended to be incorporated.

Based on the findings of the TIS, the following recommendations were made:

- Upon redevelopment of the subject lands, the Region remove the existing eastbound left-turn lane on Main Street East, at the Tim Horton's restaurant as it will no longer be required;
- The internal drop-off loop should be signed to function as one-way, eastbound.
- The following TDM strategies should be considered to further mitigate the development's transportation and parking impact:
 - Walking – pedestrian amenities at primary and secondary building entrances should be considered. The on-site pedestrian realm should be designed to provide a safe and attractive environment for residents and visitors. Walking routes through the at-grade parking area should be defined;
 - Carpool/rideshare – providing a weather protected waiting area within the drop-off loop should be considered.

Based on the findings and conclusions contained in the TIS, it is concluded that the proposed development and area intersections can operate acceptably. There are no safety concerns associated with the proposed development or the surrounding road network. Incorporation of TDM measures through the detailed design process are recommended.

9.4 Urban Design Brief

MHBC Planning was retained to prepare an Urban Design Brief for the proposed development. The purpose of this report is to illustrate how the proposed development has met design directive and represents good urban design. The findings and conclusions of the Urban Design Brief provide that the proposed development represents significant investment in Grimsby and will create new residential units in a landmark development, all of which contribute positively to the neighbourhood. The proposed development will:

- Capitalize on the existing location of the subject lands within the Built-up Area along a Regional Road.
- Provide for intensification that is sensitive to the surrounding context.
- Results in a pedestrian friendly development that supports active transportation and potential future transit services, thereby minimizing future residents' reliance on the automobile.
- Introduces unique and interesting architecture to emphasize the development as a 'landmark' within Grimsby.
- Creates strong, visually appealing street edges.
- Defines the Main Street edge by incorporating high quality architectural detailing, contemporary design and landscaping.

The Urban Design Brief includes the conclusion that the proposed redevelopment is appropriate for this location and will contribute positively to the character and built form of the broader neighbourhood.

9.5 Heritage Impact Assessment

MHBC was retained to undertake a Heritage Impact Assessment (HIA) for the subject lands. This HIA is required as both 141 Main Street East and 147 Main Street East are listed (non-designated) on the Town of Grimsby Heritage Register. The purpose of the HIA is to evaluate the proposed development in terms of potential impacts to cultural heritage resources and provide mitigation recommendations, where necessary.

The findings of the HIA include the following:

- The HIA demonstrated that the buildings located at 141 and 147 Main Street East are of cultural heritage value or interest for their historical/associative value with the Cole's Florist Ltd. establishment.
- The demolition of both buildings located at 141 Main Street East and 147 Main Street East would be considered moderate, rather than major, as the two buildings are not considered early or rare representations of their architectural styles. .
- Both buildings have lost a degree of their heritage integrity as a result of their adaptive re-use, particularly with the removal of the original front entrance of the building at 147 Main Street East.
- The removal of both buildings is not anticipated to have a significant impact on the surrounding context as the built fabric of Main Street East (east of Nelles Road) within the Neighbourhood Commercial area has evolved over time and is now dominated with surface parking and commercial buildings.

Both structures are primarily of cultural heritage value or interest for their historical associations with the Cole's Florist Ltd. establishment after they were purchased in 1986 and 1995 as the second location of the the Cole's. establishment. The demolition of the buildings would require mitigation recommendations to ensure that the story of Cole's over time remains part of the history of Grimsby. The following mitigation measures are recommended in support of the proposed demolition of the buildings:

- Submission of a Documentation and Salvage Report for both buildings in order to identify materials which may be re-used instead of being deposited as landfill. This report would also document the buildings at the interior and exterior with photographs in order to supplement the historic record;
- The submission of a Commemoration Plan in order to demonstrate how the story of Cole's Florist Ltd. will be interpreted on-site in lieu of the proposed development. The Commemoration Plan should provide direction on the following:
 - Interpretation of the site, including the story of Cole's Florist Ltd. through the 19th and 20th century at its original and second location with an interpretive panel or plaque;
 - How the proposed landscaped courtyard adjacent to the street could be used for interpretive and commemorative purposes;
 - Options for commemorative built features, such as those which interpret the Florist/Greenhouse use of the site and how it can be interpreted through built features such as a new greenhouse structure pergolas, flower beds, etc.;

- Incorporating the story of the Cole's Florist Ltd. establishment into any naming of the site or entrance feature, address signage, etc.; and
- Incorporate historical images of the Cole's Logo into new addressing signage.

9.6 Stage I and II Archaeological Assessment

AMICK Consultants Limited was engaged by the proponent to undertake a Stage 1-2 Archaeological Assessment for the subject lands. The entirety of the study area was subject to property inspection and photographic documentation concurrently with the Stage 2 Property Assessment. As a result of the Stage 2 Property Assessment of the study area, no archaeological resources were encountered.

The following recommendations / conclusions are contained in the report:

- *No further archaeological assessment of the study area is warranted;*
- *The Provincial interest in archaeological resources with respect to the proposed undertaking has been addressed;*
- *The proposed undertaking is clear of any archaeological concern.*

9.7 Phase I and II Environmental Site Assessment

Soil-Mat Engineers & Consultants Ltd. Were retained to undertake a Phase Two ESA. The Phase Two ESA included the advancement of 14 boreholes to facilitate the collection and submission of select soil and groundwater samples. Based on field observations and analytical test results, the following was observed:

- Exceedances for select metal parameters (cadmium, zinc, lead) were noted at five borehole locations, in the upper approximately 0.8 metres below the ground surface. These exceedances were not fully delineated and additional delineation activities are warranted.
- Exceedances for electrical conductivity and/or sodium adsorption ratio were noted at five borehole locations, in the upper approximately 1.5 metres below the ground surface. Under current regulations, these contaminants are deemed not to be exceeded if it has been determined that the elevated level is a result of a substance applied to surfaces for the safety of vehicular or pedestrian traffic.
- The remaining soil samples all meet the applicable site condition standards for the select tested contaminants of potential concern.
- The test results for the ground water samples are below the applicable standards.

10.0 SUMMARY & CONCLUSIONS

The purpose of this Planning Report was to evaluate the proposed Official Plan Amendment and Zoning By-law Amendment applications for the subject lands in the context of existing land use policies and regulations. The analysis contained in this report demonstrates that the proposal represent good planning.

- I. The proposed redevelopment is consistent with the Provincial Policy Statement;
- II. The proposed redevelopment conforms to the Growth Plan for the Greater Golden Horseshoe and represents intensification in the Built-Up Area;
- III. The proposed redevelopment conforms to the Region of Niagara Official Plan and will contribute to the Regional Intensification Target of 40% for the Region, and the specific Intensification Target of 80% for the Town.
- IV. The proposed redevelopment conforms to the intent of the Town of Grimsby Official Plan through intensification within the build-up area in a manner that is compatible with the existing neighbourhood.
- V. The intent of the Neighbourhood Commercial designation is maintained through the incorporation of commercial uses at-grade, intended to serve the immediate neighbourhood and future residents. The proposed residential units will allow for the efficient redevelopment of the subject lands while assisting the Town in achieving its intensification target.
- VI. The proposed development can be adequately serviced through connections to existing municipal infrastructure.
- VII. Stormwater management can be accommodated on site with connections to existing municipal storm sewers.

Based on the forgoing, the proposed Official Plan Amendment and Zoning By-law Amendment applications should be accepted for processing and deemed complete.



Dave Aston, MSc, MCIP, RPP
Vice-President



Emily Elliott, BES, MCIP, RPP
Associate

Appendix A

PRE-CONSULTATION AGREEMENT



TOWN OF GRIMSBY

Planning Application

Pre-consultation Agreement

Applicant: Losani Homes

Site Location: 141-149 Main Street East

Proposal: Apartment buildings

Official Plan Amendment	<input checked="" type="checkbox"/>	Plan of Subdivision	<input type="checkbox"/>
Zoning By-law Amendment	<input checked="" type="checkbox"/>	Plan of Condominium	<input type="checkbox"/>

Important: This form will be completed with Planning Services staff at a pre-consultation meeting and will form part of a complete application. This agreement is based on the plans that were submitted for the pre-consultation meeting. If there are substantive changes to the plans at any time, the Planning Department reserves the right to deem this agreement null and void and an additional agreement may be necessary. All reports, documents and drawings must be submitted in paper and digital form (i.e. PDF) form. Please refer to application forms for standard submissions requirements i.e. Draft Zoning By-law, concept plan, etc.

	Drawings and Reports	Required?	No. of copies	Notes
a)	A planning rationale report which evaluates the proposal against the relevant goals, objectives, policies and general purpose and intent of this Plan, the Niagara Region Policy Plan, the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe and the Greenbelt Plan where applicable	<input checked="" type="checkbox"/>	5	
b)	An environmental impact study as per Section 9.18 of the Official Plan	<input checked="" type="checkbox"/>		
c)	A transportation study	<input checked="" type="checkbox"/>	5	TOR to be provided by Town Staff
d)	A shadow study	<input checked="" type="checkbox"/>	5	TOR to be provided by Town Staff
e)	A Stage 1 archaeological assessment or in the case of a Plan of Subdivision or site plan approval, a Stage 2 archaeological assessment as per Section 8.21 of the Official Plan	<input checked="" type="checkbox"/>	5	Stage 1
f)	A municipal water and wastewater servicing study	<input checked="" type="checkbox"/>	5	FSR



TOWN OF GRIMSBY

Planning Application Pre-consultation Agreement

	Drawings and Reports	Required?	No. of copies	Notes
g)	A stormwater management plan and sediment and erosion control plan as per Section 5.3 of the Official Plan	<input checked="" type="checkbox"/>	5	Site Plan stage
h)	A natural hazard study as per Section 3.2.12 of the Official Plan	<input checked="" type="checkbox"/>		
i)	A geotechnical study including slope stability as per Sections 3.2.6 and 3.6.4.3 of the Official Plan	<input checked="" type="checkbox"/>		
j)	A hydrogeology study as per Section 4.2.2 of the Official Plan	<input checked="" type="checkbox"/>		
k)	A shoreline study	<input checked="" type="checkbox"/>		
l)	A natural heritage evaluation and hydrological evaluation	<input checked="" type="checkbox"/>		
m)	An agricultural assessment including a Minimum Distance Separation (MDS) analysis as per Section 3.3.3.9 of the Official Plan	<input checked="" type="checkbox"/>		
n)	A Phase I and Phase II environmental site assessment and Record of Site Condition as applicable	<input checked="" type="checkbox"/>	5	RSC
o)	A noise impact study as per Section 6.2 of the Official Plan	<input checked="" type="checkbox"/>	5	Functional noise
p)	A vibration study as per Section 6.3 of the Official Plan	<input checked="" type="checkbox"/>		
q)	An illumination study	<input checked="" type="checkbox"/>		
r)	A trails plan	<input checked="" type="checkbox"/>		
s)	A parking study	<input checked="" type="checkbox"/>	5	TOIR to be provided by Town Staff
t)	A tree preservation plan inventory and prevention study/arboursit report	<input checked="" type="checkbox"/>	5	
u)	A retail market impact study as described in Sections 3.6.1.10, 3.6.3.3 and 3.6.3.6, of the Official Plan	<input checked="" type="checkbox"/>		



TOWN OF GRIMSBY

Planning Application Pre-consultation Agreement

	Drawings and Reports	Required?	No. of copies	Notes
v)	An urban design brief which assesses the compliance with the urban design policies of this Plan and any applicable urban design guidelines of the Town or Region	<input checked="" type="checkbox"/>	5	TDR to be provided by Town Staff
w)	An extractive industrial site development plan and rehabilitation plan as per Section 3.11.7 of the Official Plan	<input type="checkbox"/>		
x)	Cultural Heritage Resource Assessment Report	<input checked="" type="checkbox"/>	5	TDR to be provided by Town Staff
y)	Heritage Conservation Plan	<input checked="" type="checkbox"/>	5	
z)	Circulation to Heritage Advisory Committee for buildings fronting onto Main Street, adjacent to listed and designated properties.	<input checked="" type="checkbox"/>		
aa)	Streetscape Elevations illustrating adjacent buildings and landscapes for high profile locations	<input checked="" type="checkbox"/>	5	
ab)	Full coloured renderings to be provided at the time of submission - revised colour renderings to be provided at time of consideration of report by committee	<input checked="" type="checkbox"/>	5	
ac)	Fire route plan (separate from all other plans) showing: a) designated principle entrance; b) hydrant locations; c) signs; and d) fire department connection and fire alarm annunciator location.	<input checked="" type="checkbox"/>	5	
ad)	Other <u>Commercial Land Needs Assessment</u>	<input checked="" type="checkbox"/>	5	TDR to be provided by Town Staff / TBC by Town Staff.
ae)	Other _____	<input type="checkbox"/>		
af)	Digital copies of all plans and studies sent to planning@grimsby.ca via https://share.grimsby.ca/	<input checked="" type="checkbox"/>		



TOWN OF GRIMSBY

Planning Application Pre-consultation Agreement

	Drawings and Reports	Required?	No. of copies	Notes
ag)	Peer review required for: i) Landscape/Tree Preservation <input type="checkbox"/> ii) Urban Design Brief <input checked="" type="checkbox"/> iii) Heritage <input checked="" type="checkbox"/> iv) Retail Market Impact <input type="checkbox"/> v) Storm Water Management <input type="checkbox"/> vi) Other <u>Commercial Land Needs Assessment</u> <input checked="" type="checkbox"/> vii) Other _____ <input type="checkbox"/>			
	**Peer Review Fees in accordance with Section 9.12.2 of the Official Plan are to be paid for by the applicant through a fees agreement Note: at the discretion of Town staff, additional peer review may be required at the applicant's expense upon review of the application submission.			
ah)	SketchUp model of proposed development (.skp format)	<input type="checkbox"/>		

REGIONAL OFFICIAL PLAN

1. Conformity with Regional Official Plan land use designation?

Yes No

If "No", has an application been made to amend the Regional Official Plan?

Yes No



TOWN OF GRIMSBY

Planning Application Pre-consultation Agreement

TOWN OF GRIMSBY OFFICIAL PLAN

2. Existing Grimsby Official Plan land use designation: Neighbourhood Commercial

Conformity with the Town's Official Plan land use designation?

Yes No

3. If "No" what is the nature of the amendment needed?

To permit residential

4. Existing Grimsby Official Plan Overlay Designations:

TOWN OF GRIMSBY ZONING BY-LAW

5. Existing Zoning Category: Neighbourhood Commercial (NC)

Conformity with the Town's Zoning By-law?

Yes No

6. If "No" what is the proposed zoning? site specific zoning
- potential mixed use zone - TBC by applicant



TOWN OF GRIMSBY

Planning Application Pre-consultation Agreement

7. Eligible for Section 37 Agreement/Community Benefits?

Yes No

Note: If eligible for a Section 37 Agreement/Community Benefit (increased height/density above what is permitted by the Town's Zoning By-law) the Town's Section 37 process will come into effect.

APPLICATION PROCESSING

8. Related File No.: _____

9. Additional agencies to be contacted: _____

10. Applicable External Agency Fees:

a) Regional Municipality of Niagara:

Yes No

Amount: OPA \$5075 ZBA \$1270
Urban Design \$600 SWM \$610

b) Niagara Peninsula Conservation Authority:

Yes No

Amount: _____

NOTE: ALL FEES ARE CURRENT AS OF THE DATE OF THIS PRE-CONSULTATION AND ARE SUBJECT TO CHANGE. REQUIRED FEES WILL BE DETERMINED BASED ON THE DATE APPLICATION(S) ARE DEEMED COMPLETE BY PLANNING DEPARTMENT STAFF. APPLICANTS SHOULD CONTACT PLANNING DEPARTMENT STAFF TO CONFIRM FEES PRIOR TO SUBMITTING ANY APPLICATION(S).



TOWN OF GRIMSBY

Planning Application

Pre-consultation Agreement

Important Notes:

- a) The purpose of this agreement is to identify the information required to commence processing a complete application as set out in the *Planning Act*. Pre-consultation does not imply or suggest any decision whatsoever on the part of Town staff or the Corporation of the Town of Grimsby to either support or refuse the application.
- b) This agreement expires 90 days from the date of signing or at the discretion of the Director of Planning.
- c) In the event that this Pre-consultation Agreement expires prior to the application being accepted by the Town, another agreement may be required.
- d) An application submitted without the information identified in this Pre-consultation Agreement will not be considered a complete application. If a site walk is required, the application will not be considered complete until it has taken place.
- e) All reports, documents and drawings must be submitted in paper and digital (i.e. PDF) form.
- f) Acknowledgement of Public Information:

The applicant acknowledges that the Town considers the application forms and all supporting materials, including studies and drawings, filed with any application to be public information, and to form part of the public record. By filing an application, the applicant consents to the Town photocopying, posting on the Internet and/or releasing the application and any supporting materials either for its own use in processing the application or at the request of a third party, without further notification to or permission from the applicant. The applicant also hereby states that it has authority to bind its consultants to the terms of this acknowledgement.

- g) Additional studies may be required during the processing of an application, depending on the issues identified and information required, as the application proceeds through the planning review process.
- h) Applicants are advised that the removal of trees prior to a decision being made is strongly discouraged by the Town.

Is a site walk required as a second part of the pre-consultation meeting?

Yes No

If "Yes", the site walk is scheduled for (date & time): _____



TOWN OF GRIMSBY

Planning Application Pre-consultation Agreement

Janice Hogg
Town Planning Staff

[Signature]
Planning Staff (Signature)

May 16/19
Date

Lindsay Earl
Regional Planning Staff
(If Required)

[Signature]
Regional Staff (Signature)

May 16/19
Date

Conservation Authority Staff
(If Required)

Conservation Authority Staff
(If Required)

Date

Proponent Signatures:

By signing this agreement, I acknowledge that, subject to any appeals, the drawings, reports and other requirements indicated in the above table must be submitted along with a completed application form, any information or materials prescribed by statute, the required planning application fees and this executed Pre-consultation agreement to be considered complete. In addition, I have read, understood, and agreed to the "Notes" listed above.

Agent
(I have the authority to
bind the owner)

[Signature]
Agent (Signature)

May 16/19
Date

Owner

[Signature]
Owner (Signature)

Date



TOWN OF GRIMSBY

Planning Application Pre-consultation Agreement

APPENDIX A: NOTES

Notes from departments/agencies on the submitted concept plan. These notes should be addressed in the submitted application(s):

Daylighting triangle (4.5 x 4.5) to be provided at site plan stage
Waste collection - private
Entrance + Exit permits
Services (utility) to be underground
Potential widening on Wentworth Drive - TBC by Public Works

Pre-Consultation Meeting Request Form

Updated: January 2019

Please fill out the following form to arrange a pre-consultation meeting with Town Staff. Pre-consultation meetings are held on the first and third Thursday afternoons of every month, on a first come, first serve basis and are held at the Town Hall.

Once filled and returned, Town staff will schedule the meeting date and circulate to the Niagara Peninsula Conservation Authority, Region of Niagara, Building Department and Public Works Departments, as well as other applicable agencies. Pre-consultation Meetings are required prior to submission of the following Planning Applications: Subdivision, Condominium, Site Plan, Zoning Bylaw Amendments and sometimes for Minor Variances and Severances.

Pre-Consultation Request Checklist

- Completed Form
- Fees (Refer to the checklist below for required fees)
- Plan(s) Submitted

Application Type & Fee Checklist (Each application type requires a fee as indicated below)

- Official Plan Amendment (Fee \$2,000.00)
- Zoning By-law Amendment (Fee \$1,5000.00)
- Minor Variance (No Fee Required)
- Severance (Consent) (No Fee Required)
- Draft Plan of Subdivision (Fee \$1,5000.00)
- Draft Plan of Condominium (Fee \$1,500.00)
- Site Plan (Fee \$1,5000.00)
- Niagara Escarpment Commission (NEC) (No Fee Required)

Please submit this completed form and any required attachments to:

NANCY SIMON Email: nsimon@grimsby.ca Telephone: 905-309-2019 Date Received:

A. Subject Property Information

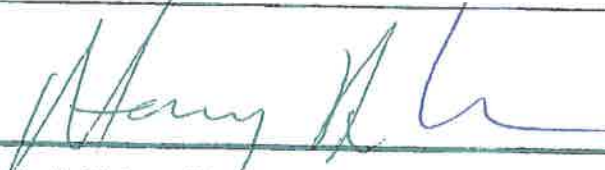
Street Address: 141-149 Main Street East Unit No. Lot/Con:
Municipality: Grimsby Postal Code: L3M 1P2 Plan Number:
Roll Number: 261502001618500, 261502001618300 & 261502001618200 Land Area:

B. Applicant

Applicant Is: Owner or Authorized Agent of Owner
Last Name: Aston First Name: Dave Corporation or Partnership: MHBC Planning
Street Address: 540 Bingham Centre Drive, Suite 200 Unit No. Lot/Con:
Municipality: Kitchener Postal Code: N2B 3X9 Province: Ontario
Telephone Number: 519-573-3650 Cell Number: Email: daston@mhbcpplan.com

C. Owner (If different from applicant)

Last Name: DeVries First Name: Harry Corporation or Partnership:
Street Address: 147 Main St E Unit No. Lot/Con:
Municipality: Grimsby Postal Code: L3M 4G5 Province: Ontario
Telephone Number: 905-945-2219 Cell Number: Email:



Information submitted in this form will be circulated to various outside agencies and departments prior to the scheduled pre-consultation meeting. If you have any concerns about the information provided please contact Nancy Simon by email at nsimon@grimsby.ca or by phone at 905-309-2019.

D. Description of Proposal – use reverse side if there is not enough space

Proposal to develop the subject lands with a 6-storey, mixed use development, with medical / office uses at grade and residential above.

One level of underground parking and associated surface parking is also proposed. Please refer to proposed concept plan submitted with this application.

E. Required Sketch

Please attach a draft sketch of the proposal when submitting this form.

Proposed concept plan enclosed with this application

F. Declaration of Applicant

I, Stephanie MINTSCH, certify that the information provided on this document is true to the best of my knowledge and that this information can be shared with various agencies and departments as part of the planning review process.

Date: March, 26, 2019

Signature: [Signature]

SECTION G OF THE APPLICATION IS TO BE COMPLETED BY A TOWN PLANNING STAFF FOR ALL PLANNING APPLICATIONS

G. Property Information

Please check fill out the following checklist in its entirety.

- | | |
|--|---|
| <input checked="" type="checkbox"/> Frontage on a regional road | <input checked="" type="checkbox"/> Heritage considerations (check all that apply): |
| <input type="checkbox"/> Within NPCA screening layer | <input type="checkbox"/> Designated heritage property |
| <input type="checkbox"/> Within NEC plan or development control area | <input type="checkbox"/> Listed heritage property |
| <input type="checkbox"/> Within MTO permit area | <input checked="" type="checkbox"/> Adjacent to a designated and/or listed heritage property(s) |
| <input type="checkbox"/> Abutting a railway | <input type="checkbox"/> Within a cultural heritage landscape |
| <input type="checkbox"/> Utility impact | <input type="checkbox"/> Property subject of zoning amendment within the past 2 years (minor variance not permitted without Council resolution) |
| <input type="checkbox"/> Consent outside urban settlement boundary | |
| <input type="checkbox"/> Other (specify): _____ | |

Date Received: _____

Meeting Scheduled For: _____

Meeting Location: _____

Information submitted in this form will be circulated to various outside agencies and departments prior to the scheduled pre-consultation meeting. If you have any concerns about the information provided please contact Nancy Simon by email at nsimon@grimsby.ca or by phone at 905-309-2019.

Appendix B

DRAFT OFFICIAL PLAN AMENDMENT

AMENDMENT NO. X
TO THE OFFICIAL PLAN
OF THE TOWN OF GRIMSBY

INITIATED BY
Losani Homes

TABLE OF CONTENTS

PART I: THE CERTIFICATION

Certification Page
Adopting By-law of the Town of Grimsby

PART II: THE PREAMBLE

1. Title
2. Purpose of the Amendment
3. Location of the Amendment
4. Basis of the Amendment

PART III: THE AMENDMENT

1. The Amendment

PART I: THE CERTIFICATION

“The enacting portion attesting to the official status of
the document”

PART I: THE CERTIFICATION

AMENDMENT NO. ____
TO THE OFFICIAL PLAN
OF THE TOWN OF GRIMSBY

Amendment No. ____ to the Official Plan of the Town of Grimsby constituting the following text and accompanying map, was prepared by MHBC Planning and was adopted by the Council of the Town of Grimsby by By-law No. XX-XXX in accordance with Section 17 of the Planning Act, R.S.O. 1990, c P. 13 on this ____ day of _____, 2020.

Mayor

Clerk

The Corporation of the Town of Grimsby

By-law No. __ - ____

A By-law to amend the Official Plan of the Town of Grimsby
(Official Plan Amendment No. ____ 141-149 Main Street East)

Whereas the Council of The Corporation of the Town of Grimsby, in accordance with the provisions of Section 17 of the Planning Act, RSO 1990, c P. 13, hereby enacts as follows:

1. Official Plan Amendment No. __ - ____ to permit a mid-rise, mixed-use residential and commercial building, is hereby adopted.
2. Official Plan Amendment No. __ - ____ to permit Neighbourhood Commercial designation on a site with a minimum lot area of 0.8 hectares, is hereby adopted.

Read a first time this __ day of _____, 2020.

Read a second and third time and finally passed this __ day of _____, 2020.

Mayor

Clerk

PART II: THE PREAMBLE

“An introduction to the Amendment and a summary of
its background and basis”

The Preamble does not constitute part of the Amendment.

PART II: THE PREAMBLE

1. TITILE

This Amendment shall be known as:

Amendment No. ____
to the Official Plan
of the Town of Grimsby

2. PURPOSE OF THIS AMENDMENT

The purpose and effect of this Amendment is to modify the existing Neighbourhood Commercial designation in the Official Plan to permit a mixed-use residential and commercial building on lands with minimum lot area of 0.8 hectares.

3. LOCATION OF THIS AMENDMENT

Amendment No. ____ applies to the lands on the north side of Main Street East and the west side of Wentworth Drive, municipally referred to as 141-149 Main Street East, as illustrated on Schedule "A" to this amendment.

4. BASIS OF THIS AMENDMENT

The subject lands are designated '*Built-up Area*' by the Region of Niagara Official Plan. They are designated '*Neighbourhood Commercial*' on Schedule B and B-1 of the Town of Grimsby Official Plan. The proposed amendment would modify the Neighbourhood Commercial designation for the subject lands to allow for a mixed-use residential and commercial development on a site with an area of 0.8 hectares. The detailed basis of the amendment is set out in the Planning Justification Report, prepared by MHBC Planning.

PART III: THE AMENDMENT

“The operative part of this document which amends the original Official Plan.””

1. THE AMENDMENT

1. The Official Plan of the Town of Grimsby is hereby amended by adding the following site specific policy to Section 3.6.1.

“The following additional uses shall be permitted on the lands municipally known as 141-149 Main Street East:

i) dwelling units”

2. The Official Plan of the Town of Grimsby is hereby amended by adding the following site specific policy to Section 3.6.1.3

“The lot area for the neighbourhood Commercial designation shall be a minimum of 0.8 hectares for the lands municipally known as 141-149 Main Street East”

This site-specific Amendment was approved by Town of Grimsby Council on ____ day of ____, 2020”.

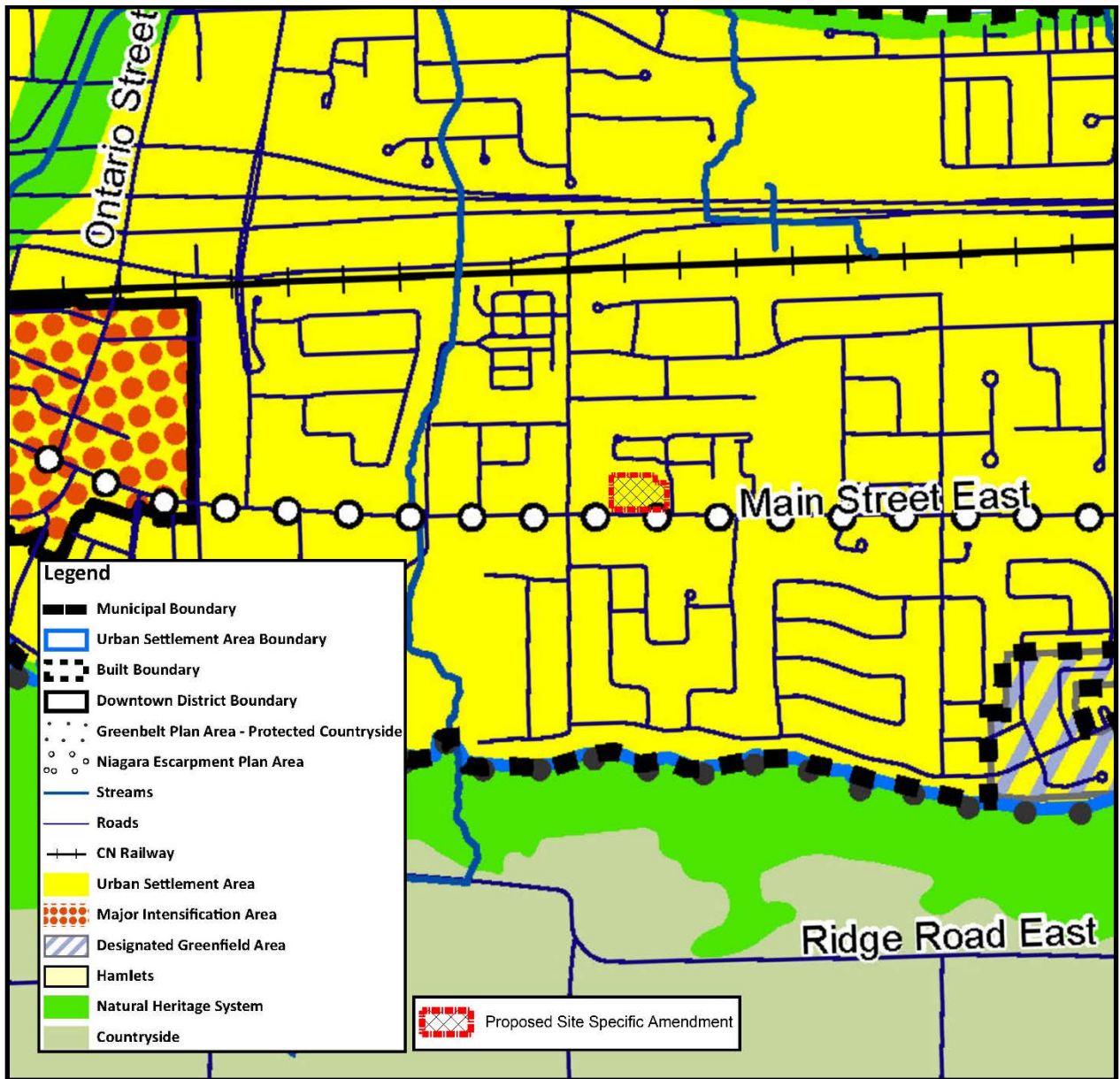
2. IMPLEMENTATION AND INTERPRETATION

The implementation and interpretation of this amendment shall be in accordance with the policies of the Town of Grimsby Official Plan.

3. SCHEDULE OF THIS AMENDMENT

Schedule “A” of this amendment illustrates the location of this amendment.

SCHEDULE A TO OFFICIAL PLAN AMENDMENT NO. X



Appendix C

DRAFT ZONING BY-LAW AMENDMENT

DRAFT BY-LAW

The Corporation of the Town of Grimsby

By-law No. 20-XX

A By-law to Amend By-law 14-45, As Amended

(141-149 Main Street East)

Whereas the Council of The Corporation of the Town of Grimsby deems it expedient to amend By-law 14-45, as amended;

Therefore, the Council of the Corporation of the Town of Grimsby enacts the following:

1. THAT Schedule 13B of By-law 14-45, as amended, is hereby further amended by adding the Site Specific Exception number XXX to the lands identified on Schedule "A" to this By-law as the Subject Lands.
2. Section 9, Table 18: Permitted Use, Lot, Building and Structure Exceptions of By-law 14-45, as amended, is hereby further amended by adding the row identified on Table "A" to this By-law.
3. Notwithstanding Table 3: Parking Requirements, contained within Section 3 of By-law 14-45 and Section 5.17, the following parking rates shall be provided:
 - a. Parking is to be provided at the following rates:
 - 1.0 parking space per apartment dwelling unit;
 - 0.15 visitor parking spaces per apartment dwelling unit; and,
 - 1.0 parking space per live/work unit.

Read a first time this ____ day of _____, 2020

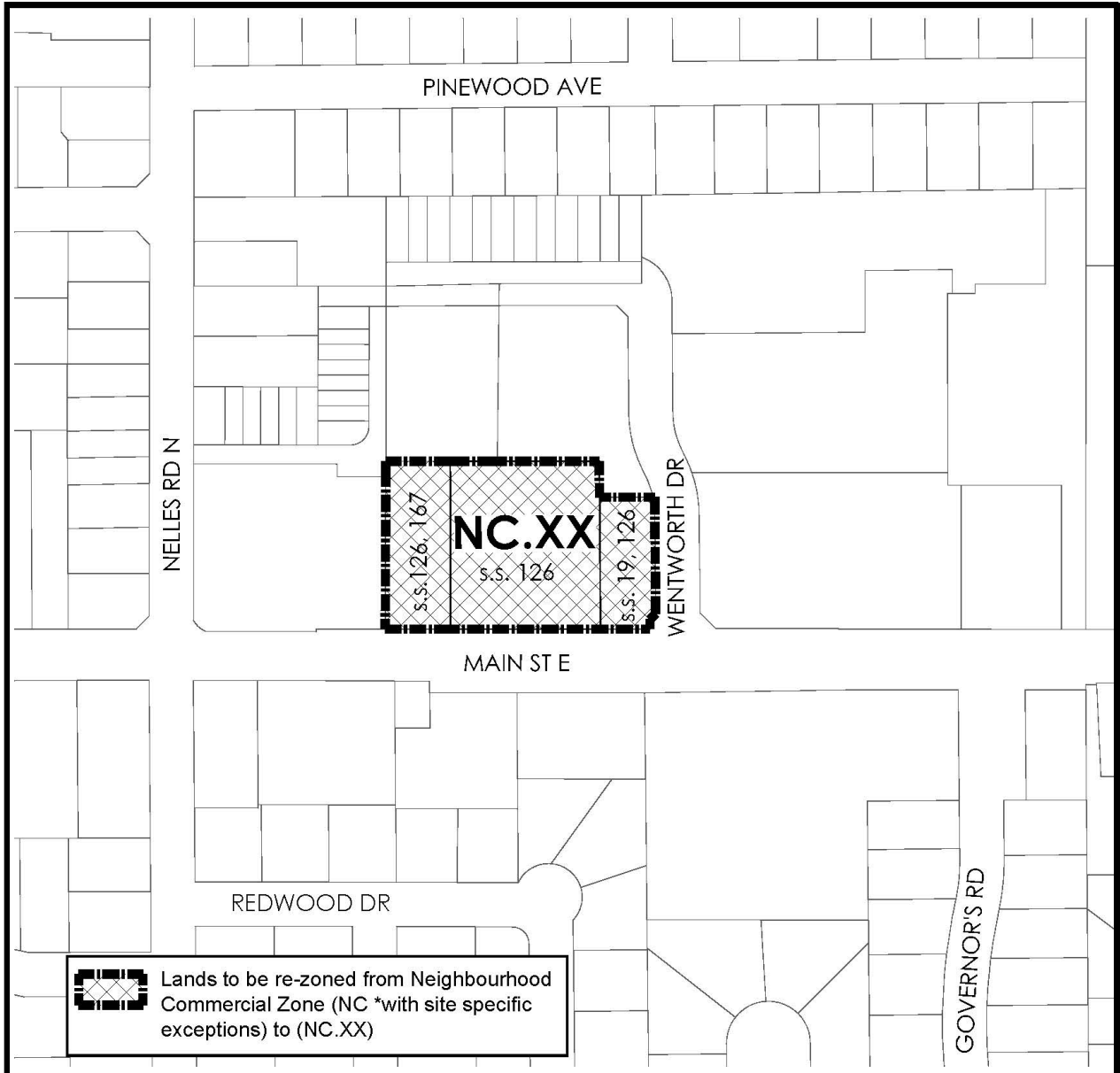
Read a third time and finally passed this ___ day of _____, 2020

Jeff Jordan, Mayor

Sarah Kim, Clerk

Table "A"

Site Specific	By-law #	Address	Zone	Additional Permitted Uses	Description of Special Provision Lot, Building and Structure Exceptions
XX	---	141-149 Main St. E.	NC	<ul style="list-style-type: none">• Dwelling Unit• Live/work units	<ul style="list-style-type: none">• A maximum building height of 24 metres and 7 storeys• A maximum lot coverage of 40%



THIS IS SCHEDULE "A" TO BY-LAW NO. 20-XX
 PASSED THIS ___ DAY OF _____, 2020

 MAYOR

 CLERK

THE CORPORATION OF THE TOWN OF GRIMSBY

SCALE
 NOT TO SCALE

FILE NUMBER

PAGE ___ OF ___

Appendix D

PARKING STUDY

PARKING STUDY



141-149 MAIN STREET EAST, GRIMSBY

OUR FILE 14196BA

Date:

June 2020

Prepared for:

Losani Homes

Prepared by:

MacNaughton Hermsen Britton Clarkson Planning Limited (MHBC)

540 Bingemans Centre Drive

Kitchener ON, N2M 2M7

T: 519 756 3650

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1.0 INTRODUCTION

MHBC Planning has been retained by Losani Himes to prepare a Parking Study in support of the proposed redevelopment of the subject lands.

The subject lands are located at the northwest corner of Main Street East and Wentworth Drive, west of Nelles Road North. They comprise an area of 0.888 ha (2.19 acres) and are presently developed with Cole's florist and garden centre. The subject lands feature two buildings, originally constructed as single-detached dwellings and repurposed for the garden centre use, as well as greenhouses and surface parking.

The proposal includes the redevelopment of the subject lands with a seven-storey mixed-use building comprised of commercial and residential units. Parking for the redevelopment is proposed as a combination of underground and surface parking spaces.

To permit the proposed mixed-use redevelopment, Official Plan and Zoning By-law Amendments are required. The proposed Official Plan Amendment seeks to maintain the *Neighbourhood Commercial Area* designation of the subject lands and provide additional site specific policies to permit residential uses. The proposed zoning by-law amendment will implement the Official Plan Amendment by maintaining the current Neighbourhood Commercial ("NC") zoning and will establish appropriate site specific regulations for the subject lands. As part of the proposed zoning by-law amendment, a reduction to the required parking rate is proposed.

The purpose of the Parking Study is to support a reduction to the required parking rates for the proposed development. This study includes an overview of the proposed development, an analysis of the policy framework, consideration of existing and planned transit and active transportation options and an overview of transportation demand management measures.

2.0 PROPOSED DEVELOPMENT

The proposal contemplates the redevelopment of the subject lands with a multiple residential development. The proposal includes one, seven-storey condominium building residential units and flexible commercial space on the ground floor. The preliminary Site Plan is included as **Figure 1** to this Study.

LAND USE

The proposed mixed-use redevelopment includes a total of 215 one and two-bedroom units as well as 170.57 square metres (1,836 square feet) of commercial space.

The proposed commercial space is located on the ground floor within the area of the existing single detached dwelling on the eastern portion of the subject lands. The commercial space is intended as flexible space that could be used for a variety of commercial uses, including: retail stores, studios, personal services, coffee shops, medical clinics, offices or live/work units. Residential units are proposed on the ground floor and upper levels of the proposed development.

ACCESS

The subject lands are presently accessed by two existing driveways from Main Street East. These accesses are proposed to be closed with a new driveway from Wentworth Drive to the rear of the proposed building. The proposed access is a two way internal laneway that includes access to the underground parking garage, drop-off space adjacent to the rear entrance to the building, garbage and loading areas and provides circulation for surface parking areas.

With respect to pedestrian access, the proposed development includes a network of new walkways through the subject lands connecting building entrances to municipal sidewalks and proposed vehicular and bicycle parking areas. In addition, the proposed development includes a new municipal sidewalk along Wentworth Drive.

VEHICULAR AND BICYCLE PARKING

Parking arrangements for the proposed development include a combination of surface and below grade parking. A total 254 parking spaces are proposed, including 29 surface parking spaces and 225 underground parking spaces. A total of 13 accessible parking spaces are proposed, including four accessible parking spaces at grade and nine accessible spaces in the underground parking structure.

The proposed development include 66 bicycle parking spaces comprised of 16 covered bicycle parking spaces at grade and 50 bicycle parking spaces in the underground parking garage.

OUTDOOR
AMENITY AREA

♿ ♿ ♿ ♿

COVERED BIKE SPACES

RAMP
DOWN

7TH FLOOR AMENITY &
MECHANICAL PENTHOUSE

CONDO
7 STOREYS
215 UNITS

WENTWORTH DRIVE

MAIN STREET EAST



3.0 PARKING REDUCTION

In order to permit the proposed development Official Plan and Zoning By-law amendments are required. The proposed applications are described in detail in the Planning Justification Report. The zoning by-law amendment includes a number of site specific exemptions, including a reduction to the parking requirements. The proposed zoning by-law amendment includes the following site specific parking exemptions:

- Permit a minimum parking rate of 1.0 resident parking spaces per unit; whereas a minimum parking rate of 1.25 resident parking spaces per unit
- Permit a minimum 0.15 visitor parking spaces per unit; whereas 0.25 visitor parking spaces per unit are required.
- Permit a minimum parking rate of 1.0 live/work parking spaces per unit;

3.1 Required Parking

The Zoning By-law provides parking regulations for off street parking for residential and nonresidential land uses at Section 5.1. The required parking supply is 330 spaces as detailed below:

PARKING REQUIREMENTS			
Residential	Number of Units	Parking Rate	Required
Apartment	215	1.25	269 (268.75)
Visitor	215	0.25	54 (53.75)
Residential Total	323 (322.5)		
Commercial / Employment	GFA	Parking Rate*	Required
Non-residential Total	170.57 m ²	1/28m ² GFA	7 (6.1)
TOTAL		330	

For residential uses, the zoning by-law required 1.25 resident and 0.25 visitor spaces per unit for an effective rate of 1.5 parking spaces per unit.

Consideration of shared parking arrangements for residential and commercial uses would result in a parking reduction of approximately six additional parking spaces based on the mixed use parking occupancy rates set out at Section 5.17 of the Zoning By-law. The shared parking ratio applies to the Mixed Use High Density Residential Zone, however demonstrates that they may be opportunities for shared parking between commercial/employment and residential uses.

3.2 Proposed Parking

The proposed redevelopment includes 254 parking spaces. This is 78 spaces less than required by the Zoning By-law. Parking is intended to be allocated as follows:

PROPOSED PARKING			
Use	Units/GFA	Rate	Spaces
Residential Units	215	1.0/ unit	215
Visitors	215	0.15/unit	32.25
Commercial/Employment	170.57m ²	1/28m ² GFA	6.1
TOTAL	254 (253.35 rounded)		

Overall, the proposed development seeks a reduction of 78 spaces from the parking required by the Zoning By-law. The proposed residential parking rate is 1 resident space and 0.15 visitor spaces per unit for an effective parking rate of 1.15 spaces per unit. This translates to a total parking supply for apartment dwellings of 254 spaces, whereas 323 are required. This represents a 25 percent reduction to the parking required by the Zoning By-law.

No change is proposed to the employment parking rates required by the Zoning By-law. For the purpose of this analysis, the parking rate for retail and office uses was applied. Should a different type of commercial uses occupy the proposed commercial unit, the appropriate parking rate would apply. Other commercial uses that do not have a parking rate specified in the zoning by-law required one space per 30 square metres of gross floor area and as such, would have a reduced parking requirement from that specified above.

3.3 Required Bicycle Parking

The Zoning By-law requires the provision of covered bicycle parking at a rate of 0.3 spaces per apartment unit at Section 5.18. This translates to a requirement of 65 covered bicycle parking spaces. The proposed redevelopment satisfies the minimum bicycle parking requirements of the Zoning By-law.

3.4 Accessible Parking

Accessible parking requirements are set out at Section 5.13 of the Zoning Bylaw. Accessible parking spaces are required at a rate of one space per 20 parking spaces, or part thereof. Accordingly, 13 accessible parking spaces are required for the proposed development. The proposed development includes 13 accessible parking spaces including four spaces on the ground floor and nine underground spaces.

4.0 ANALYSIS

The purpose of this section is to provide an overview of the policy framework to support the proposed parking reduction.

4.1 Intensification Policy Framework

In accordance with the intensification target established through the Regional Official Plan, Section 2.4.4 provides that the Town of Grimsby shall target for approximately 80 percent of new dwelling units to be provided through intensification, after 2015.

To achieve the intensification target, Section 2.4.6 of the Official Plan sets out the intensification strategy for the Town. Subsection g, provides that to facilitate intensification, the Town may offer development incentives, such as reduced parking standards.

The proposal represents redevelopment of an underutilized site in the Built-up Area intensification within the Built-up Area and will assist the Town in achieving the minimum intensification target. The proposed parking reduction will facilitate the proposed development through making efficient use of the subject lands with a redevelopment that represents a compact urban form. The following supports the proposed parking reduction:

- The proposed development will provide of 66 bicycle parking spaces both in the underground parking garage and as covered outdoor spaces, proximate to the building entrance. The provision of sufficient bicycle parking spaces will support the use of active transportation for both future residents of the building, residential visitors and visitors to the commercial uses.
- The proposed development includes a network of on-site pathways to Main Street and Wentworth Drive which will facilitate walking and cycling by providing efficient connections to the road and sidewalk network.
- The subject lands are located in a mixed use area which will allow future residents opportunities to walk or cycle to a range of destinations including commercial, retail, institutional and recreational uses thereby reducing reliance on single occupancy vehicles.
- The proposed development will result in an enhancement to the streetscape through high quality building design, removal of existing driveway entrances on Main Street East, the location of surface parking to the rear of the building and the provision of the majority of parking spaces for the proposed development as structured parking.
- Opportunities for some on-street parking are available on Wentworth Drive which provide additional opportunities for residential visitor parking.

Based on the foregoing, the proposed parking reduction will support the intensification of the subject lands and conforms to the policy direction to facilitate intensification by potential use of development incentives, such as reduced parking.

4.1 Active Transportation

Active Transportation can provide safe, affordable and efficient transportation opportunities for people while incorporating physical activity into their daily lives, supporting healthy communities. This section will describe how the proposed development has been designed to support active transportation.

CYCLING

The subject lands are located on Main Street East. Main Street East is a Regional Arterial Road and is identified as a part of the Niagara Region Strategic Cycling Network on Schedule E2 of the Niagara Region Official Plan and a Bike Route, but Schedule C of the Town of Grimsby Official Plan. The Town of Grimsby and Region of Niagara have an extensive inter-connected cycling network.

The Transportation Master Plan provides that the Region's identified Strategic Cycling Network is intended to address gaps and underserved areas to build a connected network in areas where it will most likely be used in the shorter term horizon. At present, there are no bike lanes along Main Street East. However, should these be integrated as road improvements occur, residents will have convenient access to cycling infrastructure that is integrated at a Regional level.

In addition, the proposed development has been designed with bicycle parking spaces for residents and visitors which will support cycling as a transportation choice. The proposed development includes a network of on-site pathways to Main Street and Wentworth Drive which will facilitate cycling by providing efficient connections to the road network.

WALKING

To encourage walking, the proposed development has been designed with internal walkways connecting all entrances to the sidewalk network. These pathways will provide efficient and convenient access to and from the site for residents and visitors. Consideration of pedestrian comfort and safety on these pathways will occur at the site plan stage.

The subject lands are ideally located to support walking and minimize the use of vehicles. The following uses that would be considered daily needs are within walking distance (500 metres) of the site:

- Pharmacy / Food store
- Financial uses
- Hospital and Medical Offices
- Parks
- Nelles Public School
- Restaurants
- Personal service uses
- Miscellaneous retail uses

In addition to the broad range of uses within 500 metres of the subject lands, the subject lands are also located approximately 1.5 kilometers east of Downtown Grimsby. Downtown Grimsby contains a broad range of commercial, retail, employment, service commercial and restaurant uses.

4.2 Public Transportation

Section 5.6.2 of the Official Plan provides policies regarding transit and provides that it is the intent of the Official Plan to explore opportunities for the provision of public transit, including opportunities for coordinated transit planned with adjacent municipalities.

Niagara Region is served by nine transit agencies operating on behalf of local, regional, provincial and federal governments, including Niagara Region Transit (“NRT”) which provides inter-municipal transit. At present, there is not local public transit service in Grimsby. A new GO transit station is planned for the lands southwest of the QEW and Casablanca.

NIAGARA REGION TRANSPORTATION MASTER PLAN

The Niagara Region Transportation Master Plan, October 2017, recommended that the Region strengthen core transit services and provide transit connections to all of its local municipalities through a combination of fixed-route and demand-responsive transit, using existing and emerging technologies to improve efficiency and cost-effectiveness, to support growing demand for inter-municipal travel and inter-regional transit services.

The Transportation Master Plan included a Conceptual Transit Network to illustrate how inter-municipal and inter-regional transit services could be deployed in response to this recommendation (**Figure 2**). The Conceptual Transit Network shows a fixed route inter-municipal transit network connecting Grimsby with other municipalities as well as improved inter-regional transit service to and from the GTHA GO (Grimsby to Niagara Falls). This plan is not intended to be a definitive route plan for new services.

It is the intention that as the public transit system evolves and land is built out with urban development and transit supportive land uses, the Region will move toward rapid transit.

NRT ONDEMAND PILOT PROJECT

The NRT OnDemand Pilot project is a project that will service west Niagara as part of NRT service enhancements. The intent of this project is to enable inter-municipal transit service throughout Grimsby, Lincoln, West Lincoln, Pehlam and Wainfleet. It will provide connections to the Region’s major transit hubs, including the St. Catharines and Welland bus terminals. It is a ride-share service that all residents to book trips using their smart phones with wait times of approximately 30-60 minutes.

This project has not yet commenced, however Regional Council has directed staff to engage with local municipalities to deploy pilot project. On-demand public transit solutions, developed in partnership with Niagara Region and neighbouring communities is identified in the Town of Grimsby 2020 Budget with funds allocated in the 2020, 2021 and 2022 budgets.

TRANSIT SUMMARY


The proposed redevelopment represents a compact urban form and transit supportive density. The subject lands are located along Main Street which is a Regional Arterial Road and an appropriate location for inter-municipal transit connections. The proposed redevelopment will provide support



Figure #:
**Niagara Region
 Transportation Master
 Plan- Map 4: Conceptual
 Transit Network**

141-149 Main St E
 City of Grimsby
 Niagara Region







LEGEND

 Subject Lands

Roads

-  Provincial Road
-  Regional Road
-  Other Road
-  Active Railway
-  Urban Area
-  Hamlet
-  Niagara Region
-  Municipal Boundary

Transit Concept

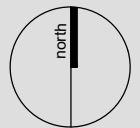
-  Existing Areas Served by Local Transit
-  Improve Fixed-route Transit
-  Improve Transit Connection
-  Introduce Demand Responsive Transit
-  Introduce Fixed-route Inter-municipal Transit
-  Improve Inter-regional Transit Service to and from the GTHA (GO)

DATE: May, 2020

SCALE: NTS

FILE: 14196BA

DRAWN: GC



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for transit programs through increased density proximate to planned transit. Future residents will benefit from emerging transit projects in the Region.

4.3 Transportation Demand Management

Transportation Demand Management (TDM) is a set of policies, programs, services and initiatives that aim to increase efficiency in the transportation network by changing how, how much, where, when and why people travel. The Region of Niagara Transportation Master Plan, provides that TDM aims to influence travel by:

- Providing more travel choices and options;
- Providing incentives to take transit, cycle, walk, or carpool for school and work travel;
- Providing disincentives to discourage single-occupant car trips, especially during peak commuting hours;
- Providing published information to educate commuters on their travel options (e.g., wayfinding, maps, real time information);
- Providing regulations aimed at limiting single-occupant car trips (e.g., parking regulations, land use policies, congestion pricing);
- Eliminating the need to make some trips (i.e. internet access, telecommuting, virtual meetings, etc); and,
- Providing active or transit-based alternatives to single-occupant car trips.

This section will provide a summary of the TDM Measures that have been incorporated in the proposed development as well as additional TDM Measures are recommended pre-and post-development.

The Traffic Impact Study (“TIS”), prepared by Paradigm Transportation Solutions Limited, includes a detailed analysis of appropriate, strategies and measures the proposed development. The intent of the proposed TDM measures is to highlight potential opportunities to reduce single occupancy vehicle traffic to and from the site and modify travel behavior as part of the redevelopment of the subject lands. This section incorporates the recommended TDM Measures from the TIS as well as additional measures.

4.3.1 *Planned TDM Measures*

The following summarizes the TDM Measures that are currently incorporated in the proposed development.

WALKING

The subject lands are located on Main Street East. The proposed development has been designed with connectivity to Main Street East through municipal sidewalk network and provision of an internal sidewalk system that includes delineated crosswalk markings and connection points between the internal networks.

CYCLING

The proposed development includes weather protected short-term bicycle parking spaces at-grade near the main building entrance. These bicycle parking spaces are anticipated to meet the immediate needs of residential visitors and visitors to the commercial uses on the subject lands.

Long-term bicycle parking spaces within the underground garage, close to staircases and elevators. These bicycle parking spaces are intended to serve the needs of residents.

ACCESS TO NON-RESIDENTIAL USES

The subject lands are located in a mixed-use area proximate to a range of non-residential uses which will serve the day-to-day needs of future residents and allow for some employment opportunities. Surrounding non-residential uses include, but are not limited to: a pharmacy, financial institutions, restaurants, a hospital, a school, offices and recreational uses. Further, downtown Grimsby is located approximately 1.5 metres to the west of the subject lands and is developed with a broad range of non-residential uses.

Non-residential uses are also proposed on-site, including flexible commercial space on the ground floor. This provides an opportunity for neighbourhood-oriented commercial uses intended to serve the immediate needs of residents living on site. Further, the adjacent property to the west is proposed as a mixed-use development which will further contribute to the range of non-residential uses in the vicinity.

Proximity of non-residential uses increases opportunities for non-vehicle trips to fulfil day-to-day shopping and recreational activities as well as providing some employment proximate to the proposed residential uses.

4.3.2 Potential TDM Measures

The following summarizes recommended TDM Measures that can be incorporated through the site plan stage or following construction.

IMPROVED PEDESTRIAN AMENITIES

Pedestrian amenities including benches, lighting and weather protection at primary and secondary building entrances are recommended to be incorporated through the site plan approval process. The pedestrian realm should be designed to be a safe and attractive environment for residents and visitors to the site. The development of a safe and comfortable pedestrian environment on-site will encourage walking.

In addition to providing pedestrian amenities on-site, consideration should be made, post-construction, to the provision of with local area maps with walking/cycling access routes and key destination to future residents.

CAROPOOLING AND RIDESHARING

Ridesharing/carpooling involves two or more people sharing a vehicle for a trip. This can result in savings for the driver and passenger as the costs of the journey can be split but also reduces the number of vehicle trips and parking demands.

The site plan includes a dedicated pick-up/ drop-off area adjacent to the entrance on the north side of the building. This area provides a visible location for passengers to walk for ridesharing services or a carpool pick-up. The preliminary site plan illustrates some weather protection from residential balconies on floors above this drop-off area. Consideration should be given incorporating some type of weather protection across the drop-off area to encourage carpooling and ride sharing.

SECURE BICYCLE STORAGE

Secure bicycle storage in the underground parking garage is recommended in the form of bike lockers, controlled access to bike parking areas, and/or indoor bicycle storage rooms. Secured bicycle parking provides an incentive for active transportation use as it deters theft, provides easily accessible storage space for bicycles and provides weather protection for bicycles.

UNBUNDLED PARKING

Unbundled parking provides a disincentive for single-occupancy vehicle ownership. It is a practice where parking spaces are rented or sold separately, rather than being automatically included with the rent or purchase price of a unit. This practice helps to maintain a reduced demand for parking on site as it allows the tenant to only purchase a parking space when needed. Parking spaces are not automatically allocated to units, thereby resulting in less demand for parking spaces and higher utilization of parking spaces. Through this practice, the purchaser of a parking space is also made more aware of the full-cost of their travel behavior.

4.3.3 TDM Summary

The TDM measures proposed to be incorporated in the development and recommended to be addressed through the site plan stage or post-construction are intended to reduce the parking demand for the development. The proposed TDM measures highlight potential opportunities to reduce single occupancy vehicle traffic to and from the site and modify travel behavior as part of the redevelopment of the subject lands.

4.4 Live/Work Unit

A site specific regulation is included that required live/work units to have a minimum parking rate of 1 space per unit. Should the commercial units be occupied by 'live/work' uses, parking would be required at the proposed rate. A residential parking rate is considered to be appropriate as the residential and commercial/retail use of the unit is intended to be shared by the resident. The retail/commercial space is not intended to be rented out to another user.

In the event that the 'work' component of the live/work unit generates visitors, parking can be accommodated through sharing the residential visitor parking spaces. Generally, visitors to the live/work use will be attending the use during the weekday, daytime hours, whereas residential visitors are anticipated to attend the site on evenings and weekend. As a result, there is no conflict anticipated with visitors of the live/work unit or the dwelling units

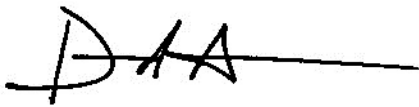
5.0 CONCLUSIONS AND RECOMMENDATIONS

Based on the foregoing, the proposed residential parking rate of 1.0 resident spaces per unit, 0.15 visitor parking spaces per unit and 1.0 spaces per live/work unit are recommended. The proposed parking rate is recommended for the following reasons:

- The proposal represents redevelopment of an underutilized site in the Built-up Area of the Town. The proposed parking reduction will facilitate the redevelopment through making efficient use of the subject lands with a redevelopment that represents a compact urban form.
- The proposed development includes 66 bicycle parking comprised of 15 covered surface spaces and 50 spaces in the underground parking garage. The provision of sufficient bicycle parking spaces will support the use of active transportation for both future residents of the building, residential visitors and visitors to the commercial uses.
- The subject lands are located in a mixed use area which will allow future residents opportunities to walk or cycle to a range of destinations including commercial, retail, institutional and recreational uses thereby reducing reliance on single occupancy vehicles.
- The proposed development includes a network of on-site pathways to Main Street and Wentworth Drive which will facilitate walking and cycling by providing efficient connections to the road and sidewalk network.
- The subject lands are located adjacent to a planned cycling network, as indicated in the Region of Niagara Official Plan and Town of Grimsby official Plan. Should bike lanes be integrated along Main Street East with future road improvements occur, residents will have convenient access to cycling infrastructure.
- Opportunities for some on-street parking are available on Wentworth Drive which may provide additional opportunities for residential visitor parking.
- The proposed development is designed as a compact urban form at a transit-supportive density. The proposed development will provide support for future transit options in the City and Region as they emerge. In addition, future residents will benefit from planned transit.
- TDM Measures that have been incorporated in the proposed development as well as additional TDM Measures are recommended pre-and post-development. The intent of these is to highlight potential opportunities to reduce single occupancy vehicle traffic to and from the site and modify travel behavior as part of the redevelopment of the subject lands.
- The following TDM Measures have been incorporated into the proposed development.
 - Proximity of non-residential uses
 - Safe and efficient walkway connections
 - Adequate bicycle storage for residents and visitors, including covered bicycle storage at grade and bicycle storage in the parking garage

- The following TDM Measures are recommended to be considered through the site plan process and post-construction:
 - Improved pedestrian amenities on site, including benches, lighting and weather protection at primary and secondary building entrances;
 - Provision of local area maps with walking/cycling access routes and key destination to future residents;
 - Consideration should be given to extending weather protection across the drop-off area to encourage carpooling and ride sharing;
 - Secure bicycle storage in the underground parking garage is recommended in the form of bike lockers, controlled access to bike parking areas and/or indoor bicycle storage rooms; and
 - Unbundled parking

Based on the findings of this Study, the proposed parking reduction is considered to be appropriate as it will provide adequate parking for the proposed development and facilitate the intensification and redevelopment of the subject lands.

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Dave Aston, MSc, MCIP, RPP
Vice-President

A handwritten signature in black ink, appearing to read 'E Elliott', written in a cursive style.

Emily Elliott, BES, MCIP, RPP
Associate