

# PARKING STUDY

OFFICIAL PLAN AMENDMENT, ZONING BY-LAW AMENDMENT & PLAN OF  
SUBDIVISION



## Fifth Wheel Redevelopment

398 North Service Road  
Town of Grimsby

Date:  
August, 2018

Prepared for:  
Losani Homes

Prepared by: **MacNaughton Hermsen Britton Clarkson Planning Limited (MHBC)**

Our File 141961

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# 1.0 Introduction

MHBC Planning Limited has been retained by Losani Homes to prepare a Parking Study in support of reduced parking on the lands municipally known as 398 North Service Road in the Town of Grimsby.

The subject lands comprise an area of 7.195 hectares in size and are located on a former Fifth Wheel Truck Stop generally south of Lake Ontario, north of the QEW North Service Road, and east of the Casablanca Boulevard overpass/ interchange. The subject lands are currently vacant and are one of the last remaining undeveloped lands along the Lake Ontario Shoreline between Grimsby and Toronto.

The subject lands are proposed to be developed with a range and mix of land uses and housing types that include 1,247 apartment dwelling units, 38 townhouse units in seven (7) blocks, 10 back-to-back townhouse units and 5,334 m<sup>2</sup> of retail and office gross floor area. The development of the subject lands will also provide parkland to the Town with a total area of 2.074 hectares including waterfront trail connections and shoreline naturalization.

The purpose of this Parking Utilization Study is to support a reduced parking rate for the proposed development and provide an overview of existing and future transit, active transportation infrastructure, council decisions and transportation demand management measures on-site that support a reduced parking rate as comparable to the Zoning By-law 14-45 required rates for the proposed land uses.

## 1.1 Site Description and Surrounding Area

The site is located in the northern portion of Grimsby, on the north side of North Service Road, just east of the interchange of the Queen Elizabeth Way (QEW) and Casablanca Boulevard, as shown on **Figure 1**. The site previously contained the Fifth Wheel truck stop. The subject property is located along the shore of Lake Ontario, and is adjacent to the Casablanca Blvd and Queen Elizabeth Way interchange and will be in close proximity to the proposed GO Station.

Surrounding land uses include the following:

**WEST:** There are single family dwellings located to the west, as well as the Water Treatment Plant. A portion of lands to the West are proposed to be developed for residential uses.


**NORTH:** To the north of the subject site is Lake Ontario.

**EAST:** To the east of the subject property is the Casablanca Blvd. and Queen Elizabeth Way interchange. To the northeast is Casablanca Beach and the Grimsby Waterfront Trail. Further east, beyond the interchange, there is a mix of midrise residential development and commercial development.



**Figure 1  
Location Map**

**LEGEND**

 Subject Lands

**DATE:** August, 2018

**SCALE:** 1:10,000

**FILE:** 14196I

**DRAWN:** JB



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**362 & 398 North Service Rd**  
Town of Grimsby  
Niagara Region

**MHBC** PLANNING  
URBAN DESIGN  
& LANDSCAPE  
ARCHITECTURE  
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**SOUTH:** To the south is the Queen Elizabeth Way, provincial highway. Across the highway, there is a commercial development which contains a Rona, a Real Canadian Superstore and an Esso gas station. To the southwest, there is also commercial development including a highway style service station with restaurant uses, a Goodlife fitness centre and several automobile sales centres. There is a GO bus station and a park and ride facility also located to the southwest.

The existing GO bus station provides service for Route 12 which travels between St. Catharine’s and Burlington and offers connections to the Lakeshore West Line in Burlington with service to Union Station and beyond. The proposed GO train station is planned to be located in this location when GO train service is extended to Niagara, which is currently planned for 2021.

## 1.2 Proposed Development

The proposed development will include a total of 1,295 residential units, in various forms, including townhouses, stacked townhouses, stacked back-to-back townhouses and apartment dwellings. Apartment dwelling units will offer a range of unit types and sizes of one and two bedroom units.



A view of the proposed development from the western side of the Lake Ontario Shoreline

### Proposed Uses

The following table provides a breakdown of proposed residential unit types:

Unit Type	Number of Buildings	Number of Units
Mixed Use/ Apartment Buildings	6	1,247 units

Townhouse Units	7 Blocks	38 units
Back-to-Back Units	1 Block	10 units
TOTAL		1,295 units

There are six mixed-use apartment buildings proposed for the subject site, with commercial opportunities along the ground floor of each building, as detailed below:

	Residential Units	Commercial GFA
Building A / B	477 units	8,142 square feet/ 756 square metres
Building C / D	356 units	20,054 square feet/ 1863 square metres
Building E	148 units	14,568 square feet/ 1353 square metres
Building F	266 units	14,652 square feet/ 1361 square metres
TOTAL (Apartment units)/ floor area	1,247 units	57,416 square feet/ 5,334 square metres

A total of 1,247 apartment units are proposed, as well as 57,416 ft<sup>2</sup> (5,334 m<sup>2</sup>) leasable commercial floor area. Commercial units are proposed to be located on the ground floor of the proposed mixed use buildings with frontage on North Service Road. A portion of this space (40%) is proposed to be mezzanine located above the first storey.

### Density

The proposed development provides for a density of 180 units per hectare and 504 people and jobs per hectare. These calculations are detailed in the following table:

Area and Density Calculations	
Total Residential Units	1,295 units
Total Site Area (ha)	7.195
Total Commercial Area (m <sup>2</sup> )	5,334.12 (57,416 sq. ft.)
Residential Density Calculation (units per hectare)	180
Residential Density Calculation (gross floor area / lot area)	1.88
People and Jobs per Hectare	504

The subject site proposes a high density intensification opportunity located within the Winston / Casablanca node and within the Built-Up area of the settlement area. A detailed discussion addressing the Winston Road Secondary Plan, including a concept plan of the proposed development, is included in the Planning Justification Report, prepared by MHBC Planning.

### Parks and Trails

The proposed development will provide 2.074 hectares of parkland to the Town of Grimsby, and a trail will be constructed through this area to provide space for pedestrians, foster social interaction and facilitate

active transportation. The proposed trail and park lands will be public accessible and connect to the broader network of shoreline trails both east and west of the subject lands.

## Access

There are four vehicular access points proposed for the subject site via North Service Road. **Figure 2** provides a conceptual site plan of the proposed development and is to be read in conjunction with the following overview of site access:

- A right-in, right-out only access at the eastern edge of the site in front of Building F;
- A full access central to the site at Winston Road between Building D and Building E;
- A right-in, right-out only access further west, between Building B and Building C;
- A full access at the western edge of the site at Winston Road.

Pedestrian and cycling accesses will be provided via these four accesses onto North Service Road as well as from the proposed Waterfront trail network connections through the site and into and out of the site, as detailed in the Trails Plan prepared by MHBC Planning. Sidewalks will be provided along roads throughout the development.

## Parking

The proposed development will accommodate the majority of parking underground. Some parking is proposed to be surface parking, primarily to serve as visitor parking and commercial parking.

Parking for the townhouse units is proposed to be within garages and driveways, and parking for the back-to-back units is intended to be surface parking located on the east and west side of the building.

Parking is also proposed near the intersection of Winston Road and North Service Road to provide parking for the waterfront trail and park space. As the lands on the front portion of the site are owned by the Ministry of Transportation, these parking spaces cannot be counted towards zoning by-law requirements, however it is anticipated that they will be used for shared commercial and visitor parking, as well as parking for waterfront trail users.

## Summary of Zoning By-law Amendment Application

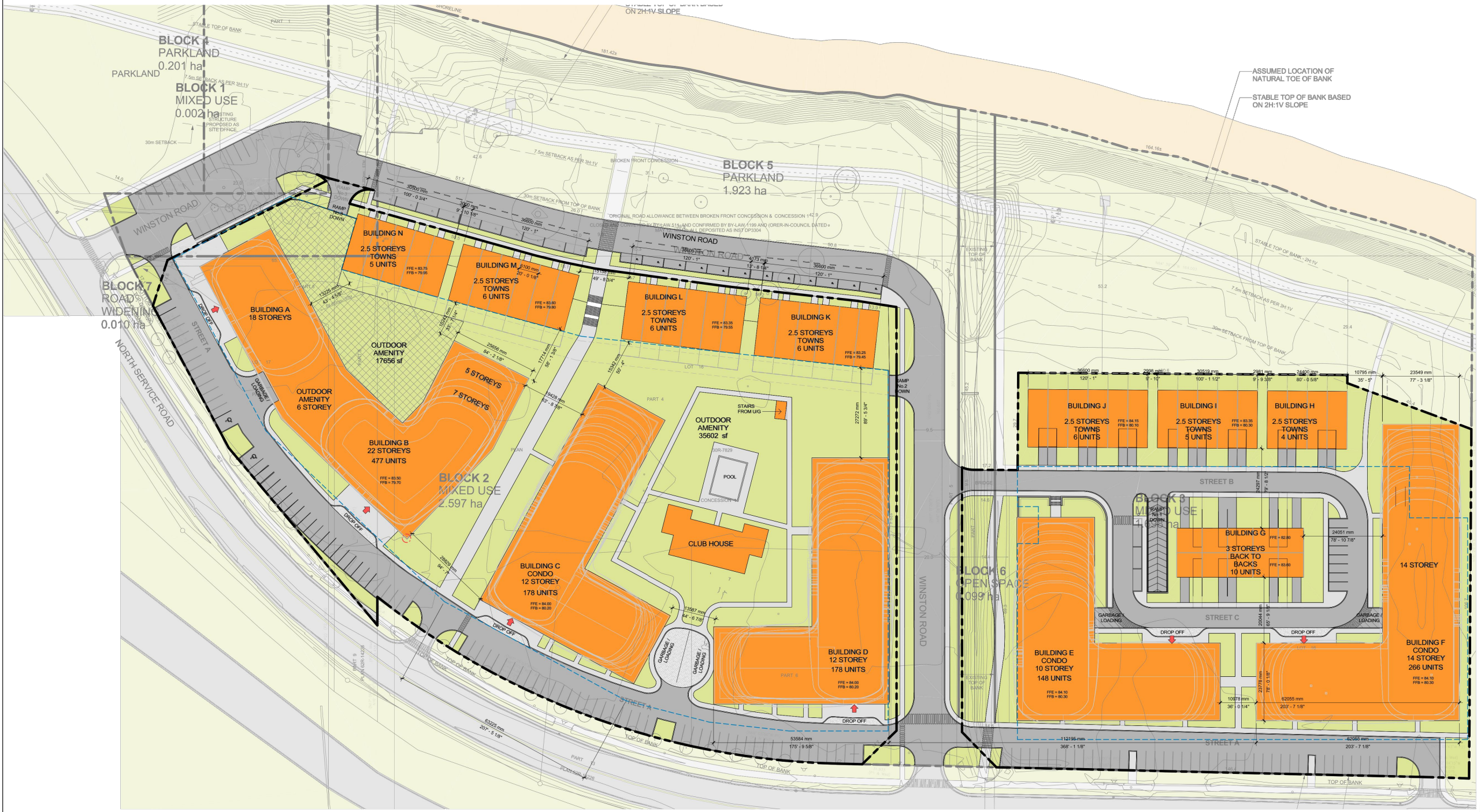
To permit the proposed mixed use development the subject property will require a Zoning By-law Amendment.

The applicant is requesting to amend the current zoning by-law 14-45, which zones the site Neighbourhood Development, Public Open Space 1, Environmental Protection Overlay and Hazard Overlay to a Mixed Use High Density Residential (MHD) zone to permit the proposed range of units, and mix of uses and Public Open Space 2.

The amendment also proposes a modification to the Hazard Land Area and a modification to the Environmental Protection Area (supported by the Environmental Impact Study). A Section 37 bonusing agreement is also proposed to permit a maximum height of 22 storeys, whereas the maximum permitted height is 12 storeys.

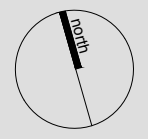
# Figure 2 Site Plan

**362 & 398 North Service Rd**  
Town of Grimsby  
Niagara Region



Source: Site Plan prepared by Chamberlain Architect Services Limited, May 31, 2018

**Date:** June 1, 2018  
**Scale:** N.T.S  
**File:** 141961  
**Drawn:** JB



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# 2.0 Parking Requirements

## 2.1 Required Parking Supply

As identified in **Section 1.2**, and further detailed in the Planning Justification Report, the subject lands are proposed to be developed with a range and mix of land uses and housing types at a medium to high density. Town of Grimsby Zoning By-law 14-45 provides regulations for off-street parking requirements for both residential and non-residential land uses. The required parking supply is 2,134 spaces and is detailed in the table below:

Resident Parking	# of units / Gross Floor Area (m <sup>2</sup> )	Zoning By-law 14-45 Rate (spaces per unit or GFA)	Required Parking Supply (spaces)
Apartment	1,247	1.25	1,559
Townhouse	38	1.5	57
Back-to-Back Townhouse	10	1.5	15
Resident Total	-	-	1,631
<b>Visitor Parking</b>	-	-	-
Apartment	1,247	0.25	312
Retail	5,334 m <sup>2</sup>	1 space per 28 m <sup>2</sup>	191
Barrier-free Accessible		1 space per every 20 required parking spaces	104
<b>Total Parking Required</b>	<b>2,134</b>		

## 2.2 Proposed Parking Supply

The following table provides the proposed parking supply for the subject lands.

Resident Parking	# of units / Gross Floor Area (m <sup>2</sup> )	Proposed Parking Rate	Proposed Parking Supply (spaces)
Apartment	1,247	1.0	1,247
Townhouse	38	2.0	76
Back-to-Back Townhouse	10	2.0	20
<b>Resident Total</b>			<b>1,343</b>
<b>Visitor Parking</b>	-	-	-
Apartment	1,247	0.25	312
<b>Retail</b>	5,334 m <sup>2</sup>	1 space per 28.2 m <sup>2</sup>	190
<b>Barrier-free Accessible Parking</b>	-	1 space per every 20 spaces	88
<b>Total Parking Supply</b>		<b>1,845</b>	
<b>Proposed Total Parking Reduction</b>		<b>14%<sup>1</sup></b>	

<sup>1</sup>Effective reduction for apartment residential units of 20% (=1,247/ 1,559)

Overall, the proposed development seeks a total reduction of 289 spaces. Under the current Zoning By-law, parking is to be provided at a rate of 1.25 spaces per unit and 0.25 visitor spaces per unit for an effective rate of 1.5 spaces per unit. The parking proposed would reduce the required rate to 1.0 resident spaces per apartment unit and maintain the visitor rate of 0.25 spaces per unit for an effective rate of 1.25 spaces per unit. This translates to a total parking supply for apartment dwellings of 1,247 spaces whereas 1,559 spaces would otherwise be required (20% reduction).

## 2.3 Required Bicycle Parking

In combination with the waterfront trail connections, active transportation will be promoted on site through the provision of covered bicycle parking at the Zoning By-law rate of 0.30 spaces per apartment unit for a total of 375 spaces. Bicycle parking spaces are to be designed in accordance with the Go Transit Station Area Secondary Plan. Although the subject lands do not fall within the secondary plan area, its policies provide a general guidance as the best practices in bike parking facility design.

Bicycle Parking	# of apartment units	Zoning By-law 14-45 Rate (spaces per unit)	Required Parking Supply (spaces)
Apartment	1,247	0.30	375

# 3.0 **Parking Utilization Study**

## 3.1 **Town of Grimsby Official Plan Intensification Policies**

Policy 2.4.6 (g) of the Town of Grimsby Official Plan provides that: *“To facilitate intensification, the Town may offer other development incentives such as:*

- a) Reduced parkland dedication requirements;*
- b) Reduced parking standards;*
- c) Reduced development charges; and,*
- d) Pre-zoning by the Town”*

The proposed development facilitates intensification within the Casablanca/ Winston Road Mixed Use corridor and a reduction in the required off-street parking spaces is justified in that:

- The proposed development will provide 190 shared parking spaces on Ministry of Transportation lands (as demonstrated in Sections 3.2 and 3.7 of this study, the peak periods for retail and residential visitor parking occur at inverse times of day);
- The proposed development will provide 375 bicycle parking spaces both secured and streetscape hoop style to support the use of active transportation;
- The Fifth Wheel lands will provide connections to a future continuous waterfront pedestrian and active mode trail running east and west of the subject lands along the Lake Ontario Shoreline;
- Street-fronting retail is proposed to front onto the North Service Road and Winston Road, improving the walkability of the neighbourhood and connecting the side to future Casablanca Boulevard improvements;
- The proposed retail is neighbourhood-oriented and is intended to serve the needs of the immediate community first and intended to meet the day-to-day needs of the residents living on site to minimize off-site auto trips;
- The Fifth Wheel Lands are located within a 400 metre walkshed of the Town’s proposed public transit network detailed in Section 3.6 of this report;
- The Fifth Wheel lands are located within less than 900 metres from the future GO Station proposed at southwest intersection of South Service Road and Casablanca Boulevard;
- The current Zoning parking requirements for the area do not take into account future active transportation improvements proposed for Casablanca Boulevard that include pedestrian-scaled streetscaping and bike lanes;

- As part of the development of the Fifth Wheel lands, a number of Transportation Demand Management Strategies are proposed to alleviate parking demand and reduce the requirement for auto ownership and automobile based trips (detailed in Section 4.1).

Together, the above-referenced site design measures, planned transit and active transportation infrastructure, future Town and Provincial infrastructure improvements and TDM measures meet the requirements for the Town to consider reduced parking for the Fifth Wheel lands under Section 2.4.6 (g) of the Grimsby Official Plan.

## 3.2 Winston Road Secondary Plan

The subject lands are located within the Winston Road Secondary Plan policy area and designated as Major Intensification Area as per Schedule A of the Grimsby Official Plan. Section 11.3.2.3 provides the Town’s Urban Design policies for parking and loading areas within the Winston Road Neighbourhood Secondary Plan. Parking areas will conform to the design policies of the Winston Road Secondary Plan (refer to Planning Justification Report and Urban Design Brief).

## 3.3 Zoning By-law Section 5.17

Zoning By-law Section 5.17 provides that the required parking in the Mixed Use High Density Residential Zone may be shared provided that the minimum number of parking spaces required for a lot is determined using the following methodology:

- 1) The minimum number of parking spaces required for each use is calculated using the applicable requirements of Section 5.1 and the parking occupancy rate as set out below.

<b>Land Use</b>	<b>Parking Occupancy Rate</b>		
	<b>AM</b>	<b>PM</b>	<b>Eve</b>
<i>Apartment building</i>	80%	80%	100%
<i>Apartment building – visitor parking</i>	0%	35%	100%
<i>Restaurant</i>	20%	60%	100%
<i>Personal service shop</i>	40%	100%	70%
<i>Retail store</i>	40%	100%	90%
<i>Offices</i>	100%	95%	15%

- 2) The minimum number of parking spaces required for each parking period is the total of the parking spaces required for all uses during that parking period
- 3) The minimum number of parking spaces required for the lot is equal to the largest number of parking spaces required for any period

Applying this methodology to the required parking calculated for the proposed development, this translates to the following number of spaces used for each use in the three given time periods outlined in the table below. Townhome units are not proposed to share parking areas with commercial units and therefore were excluded from the calculation.

Required Parking	AM	PM	Evening
Apartment Building	1,247	1,247	1,559
Apartment Building – visitor	0	109	312
Retail store	76	191	171
<b>Total</b>	1,323 <sup>1</sup>	1,547 <sup>1</sup>	<b>2,043<sup>1</sup></b>

<sup>1</sup>townhome units excluded from calculation.

According to the findings of the table above, the peak demand period occurs during the evening with a total combined demand for parking of 2,043 spaces. This represents a 1% reduction in the required parking spaces for apartment dwellings under Zoning By-law Section 5.17, excluding townhome units.

Based on the distribution of parking demand for the three periods above, shared parking for visitors and retail uses can be justified as visitor parking typically peaks during the evening to overnight period, while commercial parking peaks during the mid-day and afternoon periods (detailed in **Section 3.6**), this spread of peaks provides opportunities to occupy otherwise underutilized spaces.

Although Section 5.17 of the Zoning By-law is effective in determining potential for shared parking spaces, it only provides three time of day periods and excludes the overnight period where, according to the Institute of Transportation Engineers Trip Generation Manual 4<sup>th</sup> Edition, parking demand for retail is less than 5% of the provided space (ITE Land code 822).

### 3.4 Other Approved Applications with Parking Reductions

Recent Council decisions on comparable development applications also provide a proxy as to the anticipated demand for parking and acceptable levels of parking supply in the Town of Grimsby.

#### 10 Windward Drive (Rosebay Construction Inc)

10 Windward Drive is located west of the QEW and Casablanca Boulevard interchange, north of the QEW and south of North Service Road. An application for Zoning By-law Amendment was approved for 10 Windward Drive in January 2017 to permit the development of a proposed 233-unit apartment and townhouse condominium development with a commercial component of 866 m<sup>2</sup>, and a total tower height of 67.15 m. The site, zoned Mixed Use High Density (MHD), was previously zoned Neighbourhood Development (ND).

A site plan was recommended for approval by staff on April 10, 2018. 10 Windward Drive is proposed to provide a total of 363 parking spaces, whereas 379 parking spaces would otherwise be required. This represents a 4% reduction.

## Aqua Zul (Homes by Desantis)

Aqua Zul is located at the southwest corner of Winston Road and Casablanca Drive and north of the QEW. Aqua Zul is designated as Mixed Use – High Density, as comparable to the Fifth Wheel Lands, and required Official Plan and Zoning By-law Amendments. As of February, 2018 Aqua Zul is pending approval. Aqua Zul will improve currently vacant lands with 340 apartment units, located in a multiple residential block with towers of six and ten stories in height and 5,500 m<sup>2</sup> of office space.

As part of the Zoning By-law Amendment, the applicant Homes by Desantis has requested an effective reduction of 7% from the required 705 parking spaces ( = 654/705), the 77 proposed standard shared parking spaces were included in this calculation. However, the 25 parking spaces proposed for the Aqua Zul MTO lands were not included in the Aqua Zul percentage reduction calculation above to provide comparability between the Aqua Zul approved parking supply and the Fifth Wheel lands proposed parking supply.

As evidenced by the above comparable examples of 10 Windward Drive and Aqua Zul, a parking reduction of 14% is reasonable for the Fifth Wheel lands. It is important to note that Aqua Zul received support for an effective reduction of 7% (excluding MTO Lands setback parking). As comparable to Aqua Zul, the redevelopment of the Fifth Wheel Lands will provide surface level parking on MTO lands. The Fifth Wheel redevelopment will contain a total of 190 spaces within MTO lands (an additional 10.3% of the parking provided) while Aqua Zul has only provided 25 spaces (an additional 3.8% of the parking provided) according to the Planning and Development Committee Minutes dated June 13, 2017.

## 3.5 Future Regional Transit Improvements

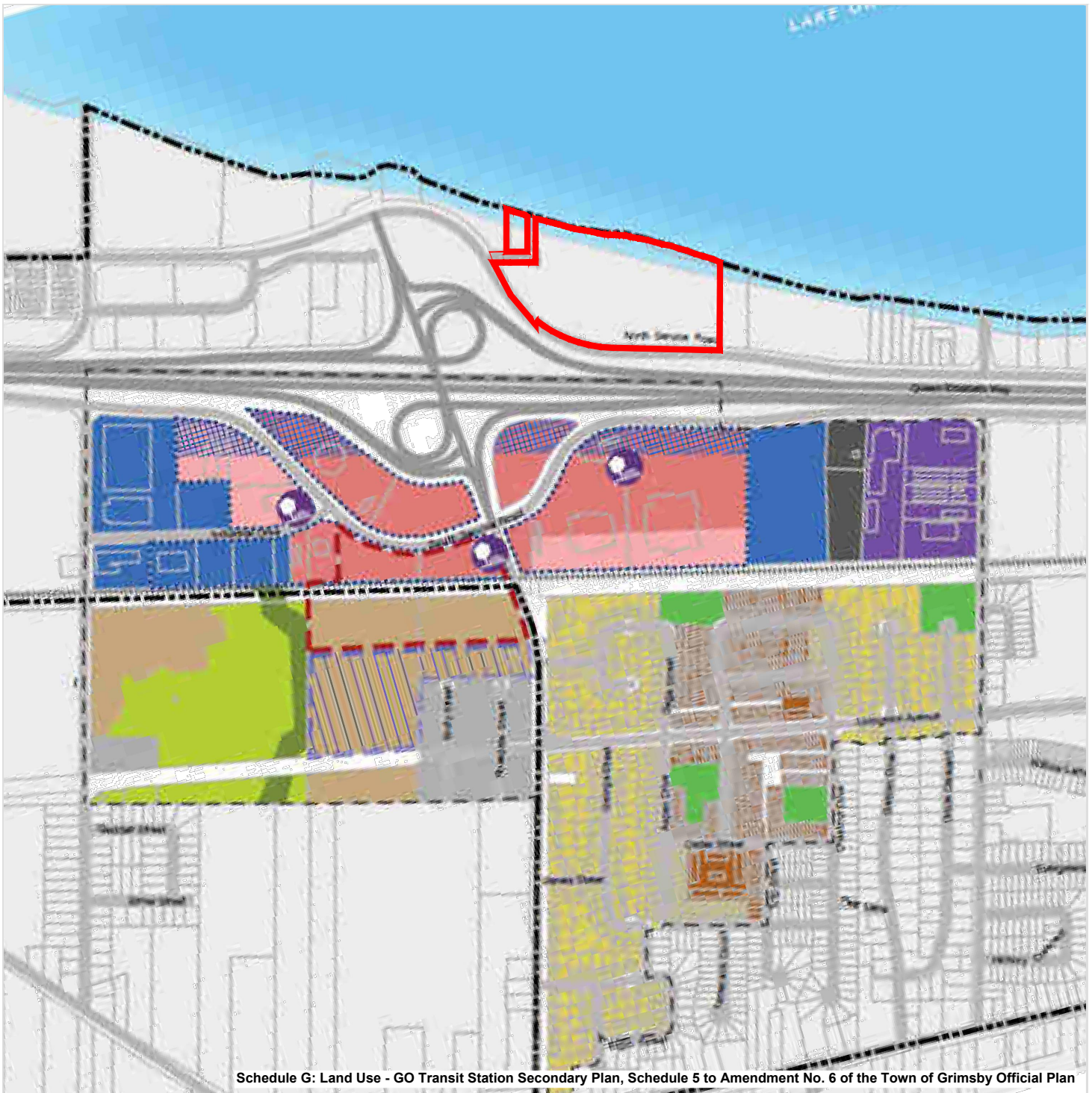
The Town of Grimsby Zoning By-law was last updated in 2014. While the Town of Grimsby's Zoning By-law provides a basis for evaluating parking requirements across the municipality, localized transit projects have the potential to shift modal choice and increase residents' mobility options, despite current zoning requirements. The current and planned Regional Transit initiatives present in Grimsby include the following:

- GO Transit Station planned for the lands southwest of the QEW and Casablanca Boulevard interchange (expected 2021); and,
- Fixed route inter-municipal transit service in Niagara Region between Grimsby and St. Catherine's (2019-2023)

### GO Transit Station (expected 2021)

A GO Transit Station is planned for the lands located west of Casablanca Boulevard, south of South Service Road and north of the existing rail tracks (**Figure 3**). According to the Grimsby GO Transit Secondary Plan, Grimsby has been selected as one of four municipalities within the Region of Niagara to better connect Niagara to the Greater Golden Horseshoe. Currently, Grimsby is located on the Lakeshore West GO Line and is serviced by a single station in its downtown.

As part of Metrolinx's ongoing improvements of the Lakeshore West GO Line, the agency expects to provide all day two-way 30 minute or better GO Service between Niagara Falls and Toronto by the year 2023. This service will provide over 60 km of Regional Express Rail (RER) between the anchor stations in Hamilton (Confederation GO Station) and Niagara Falls.



Schedule G: Land Use - GO Transit Station Secondary Plan, Schedule 5 to Amendment No. 6 of the Town of Grimsby Official Plan

### Figure 3 GO Transit Station Area Secondary Plan

362 & 398 North Service Rd  
Town of Grimsby  
Niagara Region

#### LEGEND

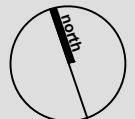
- Subject Lands
- Low Density Residential
- Medium Density Residential
- Mixed Use - Medium Density
- Mixed Use - High Density
- Employment - Office
- Employment - General Industrial
- Rural Area
- Agriculture - Specialty Crop Area
- Utility Area
- Environmental Protection Area
- Environmental Conservation Area
- Parks and Open Space
- Employment Overlay
- Potential New Public Space
- Transit Station Area
- Future Transit Station Area
- Special Policy Area 1
- Secondary Plan Limits
- Urban Area Boundary

DATE: August, 2018

SCALE: 1:10,000

FILE: 14196I

DRAWN: JB



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**MHBC** PLANNING  
URBAN DESIGN  
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Although the subject lands do not fall within the Secondary Plan area, they are just outside of it north of the QEW. The Secondary Plan policies still provide both the Town and Region's overall direction as to the future development of the Town, towards a more compact, transit and active transportation focused community, including the Fifth Wheel lands. The proposed GO Transit Station and Secondary Plan Area, located within 900 metres of the subject lands have the potential to reduce the demand for parking and vehicle ownership on the Fifth Wheel lands in that:

- The proposed location is less than 900 metres from the extent of the Fifth Wheel lands, following future Casablanca Boulevard streetscape improvements in 2021, this is well within a 12-minute walk, enabling higher-order transit as a safe and reliable modal option;
- The proposed GO Station will provide 30-minute all day two-way GO Service between the Winston Road area and the major employment centres of Niagara Falls, Hamilton and the GTA to the east, reducing the need for future residents to commute by private auto as identified with GO Stations in other area jurisdictions such as Burlington and Hamilton;
- The proposed GO Transit Station will have off-board fare collection (PRESTO Card) and be oriented towards the Service Road streetscape to incentive transit use:
  - Users boarding in Grimsby transferring to certain municipal transit services such as Mississauga (MiWay) and Toronto (TTC) will receive up to 50% fare reductions at their time of transfer, reducing the perceived user-cost of transit and incentivizing transit use over private auto to these jurisdictions
- According to the Secondary Plan, the GO Station will provide riders with and a range of bike storage options including temporary hoops, secured lockers and covered hoops;
- The GO Transit parking lot will follow Metrolinx's typical "mobility-hub" design contained in the *Mobility Hub Guidelines* (2011) and incentive sustainable travel choices and reduced parking demand by:
  - Locating car share and carpool parking spaces closest to the platform for registered vehicles;
  - Locating electric vehicle and compact car parking spaces in close proximity to the station entrance;
  - Locating bike parking within the station platform area; and,
  - Fronting primary station entrances on the street for safe pedestrian access;

### Fixed Route Inter-Municipal Transit Service

Fixed Route Inter-municipal transit service was proposed in 2016 to operate in the Region of Niagara. In January 2017, Dillon Consulting was retained by the Region to prepare a report outlining the service delivery and governance strategy for Inter-municipal transit in Niagara Region between the years 2019 and 2023. Service is proposed to be provided to Grimsby through GO Bus expansions. The Inter-municipal Transit Service is expected to connect the urban centres of the twelve lower-tier municipalities in the Region.

Although the specific route alignment is not finalized, the proposed Fixed Route Inter-municipal transit service has the potential to reduce the demand for parking in that:



- It will provide residents and visitors to the site with a reliable connection to the other urban centres in the Region and an affordable, viable alternative to private auto; and,
- It will have an integrated fare structure with GO Transit service to provide connections to the GO RER and bus network.

### 3.6 Future Local Transit Improvements

The Town of Grimsby retained Dillon Consulting in 2016 to prepare an investigation report into the feasibility of providing a transit service in the Town. In November 2017, Council voted to include a Transit Pilot project as part of the future Capital Budget projects with implementation set for 2019. Although the route of the Pilot project is unclear, the proposed alignments provided in the Dillon Report are outlined in **Figure 4**.

The proposed Route 2, identified in **Figure 4** above in red, would run along North Service and Winston Roads and provide a connection to the Casablanca GO Station south of the QEW. Route 1 is identified in blue and Route 3 in pink. A transfer point between the three routes is provided at the Casablanca GO Station. The brown overlay represents a 400 metre pedestrian walkshed.

As identified above, the Fifth Wheel lands are well within a 400 metre walkshed of the proposed transit alignment. The proposed transit Pilot project routes for the Town of Grimsby provide further justification for reduced parking on the subject lands in that:

- The proposed Route 2 (Red) is well within a 400 metre typical pedestrian walk shed of the Fifth Wheel Lands providing safe and reliable pedestrian access to transit and therefore reducing the demand for private automobiles; and,
- The proposed retail units are street-fronting onto North Service and Winston Roads. Street-fronting retail is transit supportive in that it provides building entrances in proximity to bus stops thereby reducing the demand for retail patrons arriving by private auto.

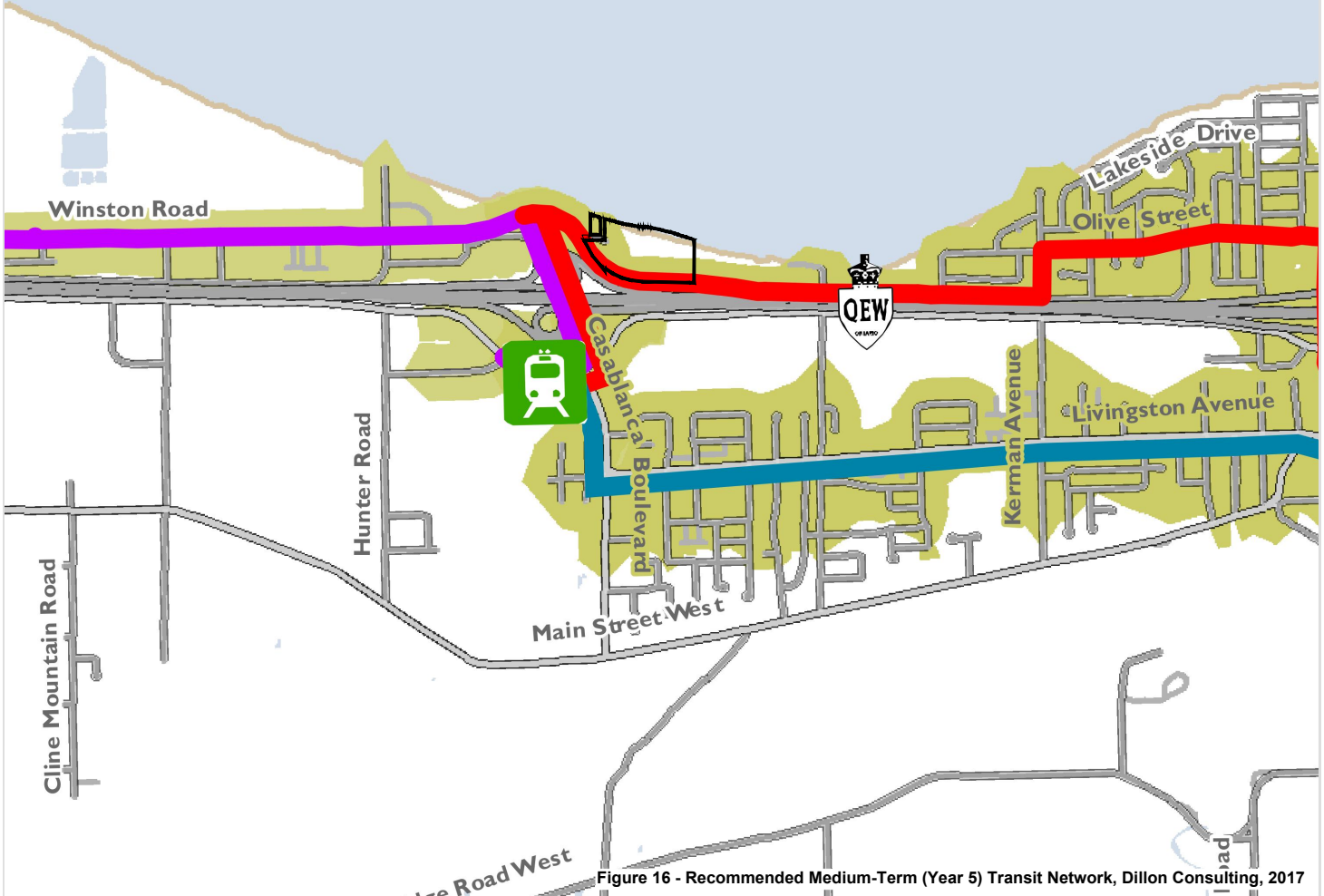








Figure 16 - Recommended Medium-Term (Year 5) Transit Network, Dillon Consulting, 2017

## Figure 4 Proposed Grimsby Transit Pilot Project Route

### LEGEND

-  Subject Lands
-  Proposed Route 1
-  Proposed Route 2
-  Proposed Route 3
-  400m Walking Distance
-  GO Station

DATE: August, 2018

SCALE: 1:25,000

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362 & 398 North Service Rd  
Town of Grimsby  
Niagara Region

**MHBC** PLANNING  
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## 3.7 Active Transportation Network Improvements

### GO Transit Station Area Secondary Plan

On May 3, 2018 the Region of Niagara approved the Grimsby GO Transit Station Area Secondary Plan (Amendment No. 6 to the Town of Grimsby Official Plan). The Secondary Plan policies have now been inserted to the Town of Grimsby Official Plan and are now in force and effect. Chapter 5.0 contains the urban design and public realm policies of the Secondary Plan Area. Although the site is not located within the Secondary Plan Area, the Secondary plan still provides the Town and Region's direction towards promoting compact, transit and active transportation supported development, including the Fifth Wheel lands.

Policy 5.1.2 provides for streetscape improvements within the Secondary Plan area, major streetscape improvements are proposed for Casablanca Boulevard and include:

- Completion of sidewalk networks on both sides of the street
- Tree planning and improved pedestrian lighting;
- Street furniture and pedestrian refuge islands at key locations; and pedestrian refuge islands; and,
- Burying hydro lines in key areas.

Minor streetscape improvements are proposed under Policy 5.1.2 of the Secondary Plan area for North Service Road and Winston Road and include:

- Completion of sidewalks on both sides of the street;
- Tree planting on both sides of the street; and,
- Bike lanes.

Together these streetscape improvements proposed for the road network in the Secondary Plan area provide further justification for the reduction in the number of required parking spaces as the improved public realm will incentivize active transportation use over private auto in particular for intra-neighbourhood trips and origin-destination trips to and from the GO Station.

Policy 12.4.9 of the GO Transit Station Area Secondary Plan identifies that "the Town may allow for the reduction in the number of required parking spaces where bicycle parking spaces are provided". Although the site does not fall within the Secondary Plan Area, the design of bike parking facilities is intended to support active transportation to and from the GO Transit Station area and future activity centres within the Secondary Plan.

A total of 375 covered bicycle storage spaces are provided as part of the development of the subject lands, these spaces are intended to be shared between residents and retail tenants. The future GO Station is proposed to provide secured bicycle parking according to the Secondary Plan. Together, this provides cyclists with origin-destination covered and secured bicycle storage, incentivizing active transportation as a preferred modal choice for trips between the Fifth Wheel lands, the GO Station and other future activity centres within the Secondary Plan area.

### Casablanca Boulevard and Go Station Access Municipal Class Environmental Assessment (EA)

A Municipal Class EA is currently underway by the Town of Grimsby to improve key transportation routes in the vicinity of the proposed GO Station set to open in 2021. Casablanca Boulevard is one of the current routes under evaluation for streetscaping improvements with construction set for 2019 that include:

- The provision of bike lanes and sidewalks on both sides of the street;
- Increase safety for pedestrians and cyclists crossing the QEW and interchanges; and,
- Reduce the pedestrian and cyclist travel time between the GO Station and area neighbourhoods
- Grade separation of Casablanca Boulevard and the rail corridor.

The proposed Casablanca Boulevard improvements will reduce the demand for parking and private automobile use on site such that:

- Cycling and walking will be made safe and reliable transportation options into the future subject to the proposed improvements; and,
- Streetscaping improvements and grade separation will reduce the travel times for active mode users allowing walking and biking to and from the GO Station to better compete with automobile use.

### Waterfront Trail Expansion

As part of the parkland dedication requirements under the *Ontario Planning Act*, the Fifth Wheel lands will provide 2.074 hectares of waterfront parkland to the Town of Grimsby as well as a waterfront multi-use trail for pedestrians and cyclists. The trail is a crucial component of the Town's open space and trails network and will connect the Fifth Wheel Lands to other major developments both proposed and under construction along the waterfront including the Lake House Subdivision, 10 Windward Drive and Aqua Zul.

The waterfront trail provides further justification in reduction for parking on the Fifth Wheel lands as it will provide a safe and reliable active transportation connection between the site and other activity centres in the Winston Road area including the proposed commercial and office centre as part of the Aqua Blu and Aqua Zul developments.

## 3.8 Ministry of Transportation Lands Shared Surface Parking

The Fifth Wheel lands also contain a portion of lands that will continue to be held by the Ministry of Transportation (MTO). The lands along North Service Road on the front portion are owned by the MTO for future Highway improvements. Until then, the lands are proposed to be strategically incorporated into the overall site design as shared surface level parking for visitors and retail uses. A total of 190 parking spaces are proposed to be accommodated by the MTO lands in addition to the 1,845 proposed.

The MTO lands provide for potential to reduce the required on-site parking through shared parking between visitor and retail spaces in that:

- They accommodate the typical retail peak which occurs during mid-day and early evening periods according to the Institute of Transportation Engineers (ITE) Parking Generation Manual 4<sup>th</sup> Edition:

- The typical peak period for a shopping or specialty retail land use (ITE Land Use code 820) on a non-December, non-Friday Weekday is 11:00 a.m. - 3:00 p.m. and again from 6:00 p.m. -7:00 p.m.
- The demand for parking spaces between the hours of 9:00 p.m. and 6:00 a.m. ranges from 42% in the evening before store closes, approaching 5% into the overnight period until typical morning opening times (applied to the site this translates to 80/190 to as low as 10/190 during the overnight period as a conservative estimate);
- They accommodate the peak period for residential visitor parking which occurs typically during overnight periods between the hours of 12:00 a.m. and 5:00 a.m for high rise residential land uses, during the same time, demand for retail parking is at its lowest of zero to 5% (ITE Land Use code 222); and,
- Surface-level Accessible parking spaces can be accommodated on the MTO lands.

# 4.0 **Transportation Demand Management**

Although the Town of Grimsby's Official Plan does not contain specific policies related to Transportation Demand Management (TDM), the Region of Niagara's approved (October 2017) 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 (e.g., Internet access, telecommuting, virtual meetings, etc.); and,
- Providing active or transit-based alternatives to single-occupant car trips.

## 4.1 **Potential Transportation Demand Management Strategies**

The following outlines the potential Transportation Demand Management (TDM) strategies that respond to the Region's TDM contained in the Transportation Master Plan. The TDM strategy outlined below is recommended to apply to the subject lands in support of reduced parking.

### 4.1.1 **Unbundled parking**

Unbundled parking provides a disincentive for single-occupant vehicle ownership. Parking for the proposed development is recommended to be unbundled, or charged separately, from the cost of the unit. This practice will help maintain a reduced demand for parking on site as it allows the tenant, or user to understand the full-cost of their travel behavior and choices.

### 4.1.2 **Building orientation that supports transit service**

As previously identified in Section 3.6 of this report, the Grimsby public transit Pilot project is planned to commence in 2019. The subject lands are within a typical 400 metre pedestrian walkshed of Route 2. The proposed development will have retail units fronting onto North Service Road, with primary entrances oriented towards the street. Additionally, a sidewalk is proposed to run along the North Service Road

streetscape providing ease of access for transit users and pedestrians and reducing the demand for travel by private auto.

### **4.1.3 Access to Non-Residential Uses**

The subject lands are located within a future High Density Mixed Use Area in the Town of Grimsby and are less than 900 metres from the future Casablanca GO Station and are within walking distance to the Grimsby GO Transit Station Secondary Plan area.

Non-residential uses are also proposed on-site, including neighbourhood-oriented retail intended to serve the immediate needs of residents living on-site and 2.074 hectares of parkland on the Lake Ontario Shoreline. It is expected that this park, in combination with the proposed waterfront trail, will adequately serve the recreation needs of residents on site and reduce the need to travel to other parks in the Town.

Although several other properties in the Winston Road Secondary Plan area are not yet improved to their highest-and-best use, the lands in the Plan are designated Mixed use High Density residential in the Official Plan and should accommodate a range of housing, retail, office space and potentially institutional uses in the future. Additionally the recent Aqua Zul and Aqual Blu developments are to contain 5,500 m<sup>2</sup> of office space and further retail uses.

As previously identified in Section 3.5, the Fifth Wheel lands are within walking distance to the GO Station Secondary Plan area. The Secondary Plan designates the lands on the south side of the QEW and north of the rail tracks with a number of Mixed Use Medium and High density land use designations, including office and employment overlays. The Casablanca Boulevard streetscaping improvements proposed for 2019 will provide safe and reliable active transportation access to the employment and retail uses proposed within the Secondary Plan area.

### **4.1.4 Minimize distance between main building entrances and transit station/stops**

Primary building entrances are to be oriented towards the street and visible from the North Service Road and Winston Road streetscapes in order to minimize the access distance for users of the proposed 2019 Transit Pilot project with a route to run along North Service Road with potential planned transit stops adjacent to the subject lands. As an additional measure to encourage transit use, an internal site sidewalk network is proposed to minimize transit access for residents and visitors and to provide a safe and highly-visible walking connection for users arriving on-site.

### **4.1.5 Development integrated into the surrounding pedestrian and cycling network**

The development of the Fifth Wheel lands proposes several measures to integrate into the pedestrian and cycling network (refer to Figures appended to the Planning Justification Report and conceptual site plan) including:

- The construction of a waterfront multi-use trail to connect the Fifth Wheel lands to adjacent future mixed use developments;

- An internal site network of sidewalks, pathways and courtyard amenity spaces to reduce pedestrian and cyclist travel times and improve visibility of active mode users through natural surveillance;
- A designated bike route is proposed for North Service Road as per Schedule C of the Town's Official Plan; and,
- In the future bike lanes and sidewalks on both sides of the street will be implemented on Casablanca Boulevard to support the implementation of the GO Transit Station area Secondary Plan, the subject lands are well connected to Casablanca Boulevard through both the waterfront trail and future Winston Road improvements.

#### **4.1.6 Secure Bike Storage**

Secure bicycle storage will be provided on-site for residents. This includes a 375-space, covered bicycle parking storage area designed in accordance with the Town's Official Plan and Zoning By-law. It is anticipated that this will primarily serve as longer term storage of bikes for residents.

Secured bicycle parking is recommended to be provided in one or all of the following forms: bike lockers, controlled access bike parking areas, and indoor bicycle storage rooms. Secured bicycle parking provides a strong incentive for active transportation use, and thereby reduced parking is justified in that:

- It deters theft;
- It locates bicycles generally at ground-level and not in the residential towers above to ensure bikes are as accessible as possible; and,
- As part of the design of the GO Transit Station, secured bicycle storage will be provided according to the Secondary Plan, this will provide cyclists with secure bicycle storage at both the origin and destination points of trips to and from the proposed GO Station.

#### **4.1.7 Provision of Outdoor Bike Parking Spaces**

It is recommended that outdoor bicycle parking be provided along the waterfront trail and within the proposed amenity spaces of the development. Outdoor bike parking is primarily designed to meet the immediate and short term needs of visitors and retail patrons.

Outdoor bicycle parking is also recommended to be implemented on the North Service Road frontage in an area of high visibility as both North Service Road and Casablanca Boulevard are proposed to accommodate bike lanes in the future. Outdoor bicycle parking incentives active transportation as a convenient option as it can be located closer to building entrances as compared to vehicle parking spaces, thereby reducing the demand for parking and private auto-use.



# 5.0

## Conclusions and Recommendations

In support of a total reduction in the required parking supply of 14%, the following points summarize the key findings of this Parking Utilization Study:

- The subject lands are located on the former Fifth Wheel truck stop lands bound by the Lake Ontario Shoreline to the north, the water treatment plant to the east, north service road to the south, and the QEW at Casablanca Boulevard Interchange to the west;
- The proposed development is summarized as follows:
  - 1,247 apartment dwelling units;
  - 38 townhouse units in seven (7) blocks;
  - 10 back-to-back townhouse units (one block); and,
  - 5,334 m<sup>2</sup> of retail.
- The total number of required off-street vehicle parking spaces as per the Town of Grimsby Zoning By-law is 2,134;
- The total number of proposed vehicle parking spaces is 1,845 (14% reduction total; effective 20% reduction for apartment residential units to provide resident parking at a rate of 1.0 spaces/ unit, whereas 1.25 spaces per unit is required);
- Bicycle parking is to be provided at the Zoning By-law rate of 0.3 spaces per residential unit for a total of 375 spaces;
- The Fifth Wheel lands represent an intensification opportunity of an underutilized parcel on the Town's waterfront. Section 2.4.6 (g) of the Town's Official Plan provides that to facilitate intensification, the Town may offer development incentives that include reduced parking standards;
- The proposed TDM recommendations, study of future transit and active transportation infrastructure and waterfront trail network outlined in this report meet the requirements of Official Plan Section 2.4.6 (g) for the Town to consider reduced parking for the Fifth Wheel lands;
- Section 5.17 of the Zoning By-law would permit as-of-right up to a 1% reduction in the required apartment dwelling parking for a total of 2,043 spaces, excluding townhomes (a reduction of 19 spaces);
- The proposed parking reductions for other approved developments within the Mixed Use High Density land use designations are summarized as follows:
  - 10 Windward Drive: 4% reduction approved; and,
  - Aqua Zul: 7% reduction approved (plus 25 spaces provided on MTO Lands).
- Future Regional Transit improvements provide further justification for reduced parking not currently contemplated by the in-force and-effect Zoning By-law:

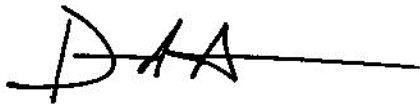
- GO Transit (Metrolinx) anticipates the opening of the Casablanca GO Station in 2021;
  - Two-way all day 30-minute or better GO Service will be provided on this lakeshore West Line extension by the year 2023; and,
  - Inter-municipal transit service is proposed to operate between the urban centres of Niagara Region's twelve municipalities.
- In terms of local transit improvements that provide justification for reduced parking, two local bus routes are proposed to operate in the Town of Grimsby, both running generally east-west. The Fifth Wheel lands are located within the 400 metre pedestrian walkshed of Bus Route 2.
  - Active transportation network improvements surrounding the subject lands provide further justification for reduced parking. Future active transportation improvements include:
    - 2.074 ha of parkland on the Lake Ontario Shoreline connecting the Fifth Wheel lands to other high density and mixed use residential developments in the Winston Road Secondary Plan area;
    - The future implementation of bike lanes on both Casablanca Boulevard and North Service Road according to the GO Transit Station Area Secondary Plan and Municipal Class EA;
    - The future implementation of sidewalks on both sides of the street on Casablanca Boulevard, and other pedestrian-scaled lighting and landscaping improvements proposed as part of the Municipal Class EA
  - Shared parking between uses provides further justification for reduced parking and will be detailed at the site plan review stage;
  - Shared parking is proposed within the site's internal parking for retail and visitors and is also proposed for the 190 parking spaces at-grade that will be provided on the Ministry of Transportation lands along the North Service Road held for future highway improvements,
  - If the MTO setback lands are included in the calculation, the proposed parking supply is 2,035 spaces (an effective reduction of 5% of the 2,134 spaces required).
  - Shared parking is justified both internal to the site and on the MTO lands as the typical time of day demand distributions peaks during inverse periods according to the ITE Trip Generation Manual 4<sup>th</sup> Edition:
    - The peak demand period for retail is typically during the mid-day and early evening; and,
    - The peak demand period for residential parking in high-rise buildings occurs during the overnight period.
  - Recommended transportation Demand Management measures are summarized as follows:
    - Unbundled parking;
    - Locating neighbourhood-oriented retail on site to meet the immediate day-to-day needs of residents;
    - Building orientation towards the street that supports future transit service;
    - Access to non-residential uses both within the subject lands and within future developments in the Winston Road area;
    - Minimize distance between main building entrances and transit stations and stops;
    - Development integrated into the surrounding pedestrian and cyclist network;

- Secured bicycle storage; and,
- Outdoor bicycle parking.

Between the future local and regional transit network improvements, the anticipated parking time-of-day demand distribution of retail and residential parking peaking at inverse times (retail in the mid-day and early evening and residential parking in the overnight), the 190 spaces provided on the MTO lands, 375 secured bike parking spaces, Casablanca Boulevard streetscaping improvements and proposed TDM strategy, a reduction in the required parking of 14% represents good planning and meets Policy 2.4.6 (g) of the Official Plan development incentives for reduced parking consideration.

Respectfully submitted,

**MHBC**

A handwritten signature in black ink, appearing to read 'DAA', followed by a long horizontal line extending to the right.

David W. Aston, MSc., MCIP, RPP  
Partner

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

Stephanie Mirtitsch, BES  
Planner