



**The Corporation of the City of St. Catharines
CITY COUNCIL AGENDA**

**Twenty-Second Meeting, Regular, November 3, 2014
City Hall, Council Chambers at 6:30 p.m.**

Deputy Mayor Dawn Dodge takes the Chair and opens the meeting

Page

- 1. Invocation**
- 2. Opening Remarks, Deputy Mayor Dodge**
- 3. Presentations**
- 4. Adoption of the Agendas**
- 5. Declarations of Interest**
- 6. Public Meetings Pursuant to Planning Act (Commencing at 7:30 p.m.)**

3 - 17

6.1 Application for Draft Plan of Subdivision Approval for 388 Ontario Street; Owner/Applicant PBG Properties Inc. (Anthony Continelli)

18 - 88

6.2 Proposed New City of St. Catharines Community Improvement Plan ([The 2015CIP](#))

- 7. Adoption of the Minutes (Council and General Committee)**

7.1 Twentieth Meeting of Council, [October 6, 2014](#)

7.2 Twentieth Meeting of General Committee, [October 6, 2014](#)

7.3 Twenty-First Special Meeting of Council, Wednesday [October 22, 2014](#)

- 8. Delegations**

8.1 Tim Luey, Manager of Finance and Administration and Graham Morrison, Manager of Transportation, St. Catharines Transit Commission; Re: New Transit App

8.2 Bruce Bellows, Policy Planner, City of St. Catharines; Re: Proposed New City of St. Catharines Community Improvement Plan ([The 2015CIP](#)) (See Council Agenda, Public Meetings, Item 6.2, [Report PDS-301-2014](#))

- 9. Call for Notices of Motion**

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10. Motions

11. Resolve into General Committee

12. Motion Arising from In-Camera Session

13. Motion to Ratify Forthwith Recommendations

14. By-laws

89 - 90

14.1 Reading of the By-laws

15. Agencies, Boards, Committee Reports

15.1 Committee Minutes to Receive:

- Arena Partners; [August 11, 2014](#) and [September 10, 2014](#)
- Green Committee; [September 10, 2014](#)
- Mayor's Advisory Committee on Accessibility; [June 25, 2014](#)
- Community Sustainability Committee; [September 24, 2014](#)
- Urban Forestry Advisory Committee, [September 11, 2014](#)

16. Adjournment



CITY OF
ST. CATHARINES

Corporate Report

Report from Planning and Development Services, Planning Services

Date of Report: October 14, 2014

Date of Meeting: November 3, 2014

Report Number: PDS-304-2014

File: 60.46.366 V3

Subject: Application for Draft Plan of Subdivision Approval; Address: 388 Ontario Street; Owner / Applicant: PBG Properties Inc. (Anthony Continelli)

Recommendation

That Council grant draft plan of subdivision approval after the Public Meeting scheduled for November 3, 2014, for the lands described as Part of Lot 21, Concession 4, known municipally as 388 Ontario Street, as outlined in Appendix 1, subject to the conditions of draft plan of subdivision approval, outlined in Appendix 2 of this report; and

That townhouse Blocks 7-12, as identified in Appendix '1', be exempted from site plan control; and

That the Notice of Decision required by the Planning Act, R.S.O. 1990, c.P 13, as amended, be processed by staff; and

That after notice of Council's decision has been given, the City Clerk be authorized to endorse the plan as "draft approved" on the day after the appeal period has expired, in accordance with the Planning Act, provided that no appeals have been lodged; and

That upon expiration of the appeal period, staff be directed to forward any appeals to the Ontario Municipal Board for consideration and final decision; and further

That the Clerk be directed to make necessary notifications. FORTHWITH

Summary

Staff is recommending approval of a draft plan of subdivision to create a residential development comprised of one (1) single detached dwelling, ten (10) semi-detached dwelling units, and thirty-one (31) townhouse dwelling units. All units are proposed to front onto a new public road, which will be accessed via Ventura Drive. Draft plan of subdivision approval was previously granted by Council, but the approval lapsed.

Background

The proposed draft plan of subdivision is a re-submission of a previous application for draft plan of subdivision. The previous draft plan approval for this site lapsed on July 31, 2012. Once a draft approval lapses, the Planning Act requires that a new application be

submitted for review and approval. The re-submission is similar to the previously approved subdivision with some revisions to the mix of unit types and lot sizes to achieve conformity with the City's new zoning by-law.

Report

Location and Site Description

The site is located in the Central Planning District. The lands are located between Ontario Street (to the west) and Ventura Drive (to the east); immediately north of an unopened road allowance (Vincent Drive) extending from Ontario Street through to Ventura Drive.

The site is irregular in shape. The lands are 1.68 hectares (4.15 acres) in size, with frontage on the unopened road allowance. A location map is attached as Appendix 3.

The lands are currently vacant. Surrounding lands are currently used as follows:

- North: Commercial / Industrial uses along Scott Street West
- South: Commercial (large format), Residential (single detached, semi-detached, and townhouse dwellings)
- East: Residential (single detached, semi-detached, and townhouse dwellings)
- West: Commercial (Automotive Dealership)

Official Plan Designation

The Garden City Plan designates the lands as Neighborhood Residential which is intended to permit a broad range of residential uses. Schedule E4 provides additional direction for the Central Planning District and designates the subject lands as Medium Density Residential (Appendix 4) permitting residential development in the form of detached, semi-detached, duplex, townhouse, triplex and apartment dwellings at a density range between 25 and 99 dwellings per hectare of land. The proposal is consistent with the policies of the Garden City Plan. Compliance with the Plan is addressed in greater detail in the Planning Analysis section of this report.

Zoning

By-law 2013-287 zones the lands as Medium Density Residential (R3) which permits single detached dwellings, semi-detached dwellings, townhouse dwellings and apartment buildings. The proposal complies with all provisions of the By-law, with the exception of two of the proposed semi-detached lots (Lot 1 and Lot 4). These two lots are slightly large and will require a minor variance.

Proposed Development

The proposed draft plan of subdivision (Appendix 1) will create one (1) lot for single detached dwellings, five (5) lots for semi-detached dwellings, and six (6) blocks for townhouse dwellings. The proposed semi-detached and townhouse lots will generally range from 6.7 to 9.6 metres (22-31 feet) in width, which will facilitate a variety of building forms. The proposal also includes the creation one new public street which is accessed by way of a currently unopened municipal road allowance (Vincent Drive) that runs between Ontario Street and Ventura Drive.

Circulation Comments

This application was circulated to all appropriate departments and agencies for their comments and requirements. No objections were received and the following comments were offered.

Niagara Region

The subject lands are located within the Urban Area Boundary for the City of St. Catharines and within a Built-up Area under Amendment 2-2009 (Niagara 2031/conformity amendment). A full range of residential, commercial, and industrial uses are permitted. The development provides a range of housing types and makes efficient use of existing infrastructure.

In light of the property's location adjacent to commercial and industrial uses, and in accordance with Ministry of the Environment (MOE) guidelines, the Region requests a study to assess for noise and air quality impacts prepared by a qualified professional to determine the impact, if any, of the surrounding commercial and industrial land uses, the potential for noise and air quality impacts associated with the uses, and the type of mitigation (if any) required.

A Phase 1 Environmental Site Assessment (ESA) was conducted by CERTI Environmental Consultants (August 22, 2008) as required by the previous draft approval. Based on this study's lack of discussion relating to the previous uses of car storage and pesticide use on the lands, the Region has requested an updated ESA as a condition of approval to specifically investigate any impacts from these former uses.

Development Section of Planning and Development Services

The road allowance width was increased from 18.29 metres to 20.0 metres. An easement must also be obtained in order to loop the proposed new watermain.

Recreation and Community Services

As a condition of approval, 5% of the value of the subject lands shall be required in lieu of parkland dedication. Additionally, the Owner will be required to submit a Streetscape Plan that identifies the location of boulevard trees and a Tree Preservation and Protection Plan prepared by an arborist certified by the International Society of Arboriculture. RCS has also requested that fencing be addressed in the subdivision agreement.

Fire Services

All buildings that are greater than 150m from the intersection of Ventura Drive and Garfield Lane are to be sprinklered, or alternatively an emergency access route is to be provided.

Urban Design

The plan was modified to include a road reserve which provides the opportunity to connect to Scott Street should that opportunity present itself in the future.

As a condition of Draft Plan approval, a Streetscape Plan shall be prepared for both the unopened road allowance upgrade to a full street and the new street within the subdivision which identifies the location of all sidewalks, boulevard trees, light

standards, and utility boxes, to the satisfaction of the City. The street design should also accommodate on-street parking. Boulevard trees along both sides of the new street and the unopened road allowance are required. Concrete sidewalks along the both sides of the unopened road allowance and the new street are required.

Other Comments

The Traffic Division of Transportation and Environmental Services, and Hydro One both advised that they have no concerns or objections.

Public Open House

A public open house was hosted by Planning and Development Services on May 16, 2013 to present the applicant's proposal and provide an opportunity for questions and information sharing. The applicant and two members of the public were in attendance. Attendees requested that a wood fence be installed along the north boundary of the subdivision. In the past, individuals from the housing development to the east have jumped the chain link fence into the storage area for the businesses. This concern is further address in the Planning Analysis Section of the Report.

Planning Analysis

Provincial Policy

The subject property is within a settlement area as described in the 2014 Provincial Policy Statement and is designated as a built up area in the Places to Grow Plan for the Greater Golden Horseshoe. These documents contain policies that direct major growth and development to settlement areas, encourage the development of complete communities, support intensification, and require the provision of an appropriate range of housing types and densities. The proposed development provides a mix of housing types, and provides for intensification within a built up area. The proposal complies with Provincial policy.

Regional Official Plan

The subject lands are within the City's Urban Area defined by the Regional Official Plan and within a Built-up Area under Amendment 2-2009. A full range of residential, commercial, and industrial uses are permitted. The proposal complies with the Regional Official Plan.

Official Plan

The Garden City Plan designates the site as Neighbourhood Residential. Schedule E4 provides additional direction for the Central Planning District and designates the land as Medium Density Residential, which permits a mix of dwelling types at a general density of 25 to 99 units per hectare with building heights generally not exceeding 20 metres. A residential density of 25.1 units per hectare is proposed. The proposed development complies with the Official Plan.

Zoning By-law

The subject lands are zoned Medium Density Residential (R3) in By-law 2013-283. The proposed development complies with all provisions of the by-law, with the exception of the proposed single-detached lot (Lot 3), which is slightly larger than the permitted maximum lot area. As such, a minor variance is required to allow an increase in the maximum permitted lot area from 370 square metres to 399 square metres. This requirement is included as a condition of draft plan approval.

Draft Plan of Subdivision

Section 50.1(24) of the Planning Act guides staff in assessing applications for Draft Plan of Subdivision through thirteen criteria. These criteria address matters such as whether the subdivision is premature or in the public interest, whether the subdivision conforms to the official plan and adjacent plans of subdivision, the suitability of the lands, and the design and adequacy of proposed streets, lots and services. In this respect, staff is satisfied that the proposal satisfies these criteria, subject to the conditions of approval outlined in Appendix 2.

The City's site plan control by-law would require that a site plan agreement be registered for the six proposed townhouse blocks, in addition to the subdivision agreement. In this instance, staff recommend that these townhouse blocks be exempt from site plan control as key design considerations including site servicing, grading, sidewalks and street trees will be adequately addressed through the subdivision agreement.

Open House Comments

With regard to the comments expressed at the Open House, the following is offered.

Comment: Given the commercial / industrial use to the north, a wood fence should be installed along the north boundary of the subdivision. In the past, individuals from the housing development to the east have jumped the chain link fence into the storage area for the businesses.

Response: Fencing requirements for a wood board fence along the northern limit of the subdivision have been included as a condition of draft approval (Appendix 2).

Public Notice

In accordance with established procedures, notices for the public meeting have been circulated.

Second Planning Opinion Advisory

Should Council consider not supporting the Staff Recommendation, Council is advised to defer its decision until such time as a second planning opinion from an outside consultant can be obtained. In the event the second planning opinion is supported by Council, and Council makes a decision based on that second planning opinion, and if and when the matter should be heard before the Ontario Municipal Board, then the planner who has provided the second opinion shall be retained for the purpose of a hearing before the Ontario Municipal Board.

Financial Implications

Following completion of the subdivision, the City will assume the new public streets and the extended services within. The streets will require ongoing maintenance and operational expenditures, including snow clearing, lighting and occasional resurfacing.

Conclusion

In summary, the proposed Draft Plan of Subdivision is consistent with the Garden City Plan policies for the Medium Density Residential designation. Staff is satisfied that the conditions of draft plan of subdivision approval are appropriate for the successful development of this proposal.

Notification

It is in order to advise PBG Properties Inc., c/o Anthony Continelli, P.O. Box 30087, RPO Ridley Square, 275 Fourth Avenue, St. Catharines, ON, L2S 4A1.

Submitted by:

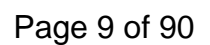
Judy Pihach, MCIP, RPP
Manager of Planning Services

Prepared by:

Scott Ritchie
Urban Design Planner

Approved by:

James N. Riddell, MPL, MCIP, RPP
Director of Planning and Development Services



Conditions of Draft Plan Approval

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Conditions of Draft Approval File No. 60.46.393 Vol. 3

General Approval

1. That this approval applies to the Draft Plan of Subdivision being Part of Lot 21, Concession 4, Formerly in the Geographic Township of Grantham, City of St. Catharines, known municipally as 388 Ontario Street, prepared by William A. Mascoe Surveying Ltd., October 1, 2014, showing one (1) single detached lot (Lot 3), five (5) semi-detached lots (Lot 1, 2, 4-6), and six (6) street townhouse blocks (Block 7-12).

Subdivision Agreement

2. That the owner enter into one or more agreements with the City of St. Catharines agreeing to satisfy all requirements, financial or otherwise, as the City of St. Catharines may consider necessary, including the provision of municipal services, roads, sidewalks on both sides of the street, landscaping, grading, drainage, fencing, and all other matters pertaining to the development of the site.

(City of St. Catharines)

Registration of Subdivision Agreement

3. That the subdivision agreement between the owner and the City of St. Catharines be registered by the municipality against the lands to which it applies as provided for under the Planning Act.

(City of St. Catharines)

Additional Lands

4. That the owner enter into a servicing agreement with the City of St. Catharines to install services within lands outside of the subdivision.

(City of St. Catharines)

5. That conditions 18, 19, and 20 relating to boulevard trees, sidewalks, and streetscape plans, shall also apply to additional lands being the unopened road allowance, which provides public road access to the subdivision.

(City of St. Catharines)

Easements

6. That all easements required for water, sanitary sewers, utilities and drainage purposes be granted by the owner to the appropriate authority.

(City of St. Catharines)

Servicing Design

7. That the sanitary sewer designed to service this development, as well as any proposed downstream sewer improvement, be submitted to the Niagara Region Public Works Department, Development Services Division for review and approval. A Ministry of the Environment Environmental Compliance Approval will be required under the Transfer of Review Program.

(Region of Niagara)

8. That the owner provide a letter of credit and enter into a legal agreement with the Region for the water and wastewater portion of the Regional Development Charges within 12 months of Draft Plan Approval, unless evidence of a complete Ministry of the Environment application for servicing has been received by the Region within this time.

(Region of Niagara)

Stormwater

9. That prior to approval of the final plan or any on-site grading, the Owner shall submit a detailed stormwater management plan for the subdivision and the following plans designed and sealed by a qualified professional engineer in accordance with the Ministry of the Environment documents entitled Stormwater Management Planning and Design Manual, March 2003 and Stormwater Quality Guidelines for New Development, May 1991, or their successors to the Niagara Peninsula Conservation Authority for review and approval, with a copy provided to the Niagara Region Public Works Department, Development Services Division:
 - a) Detailed lot grading, servicing and drainage plans, noting both existing and proposed grades and the means whereby overland flows will be accommodated across the site; and,
 - b) Detailed erosion and sedimentation control plans.

Note: The Regional Municipality of Niagara will request the Niagara Peninsula Conservation Authority to review the above information on the Region's behalf and to submit comments to the Niagara Region Public Works Department, Development Services Division regarding the approval of these plans and the subsequent clearance of related conditions by the Development Services Division. Please also note that NPCA's fee for review of stormwater management plans is in addition to the Regional Municipality of Niagara's final clearance fee.

(Region of Niagara)

10. That the subdivision agreement between the Owner and the City of St. Catharines contain provisions whereby the Owner agrees to implement the approved plan(s) required in accordance with Condition 9.

(Region of Niagara)

11. That the storm drainage system designed to service this development be submitted to the Niagara Region Public Works Department, Development Services Division for review and approval under the Transfer of Review Program. A Ministry of the Environment Environmental Compliance Approval will be required. Any storm water management scheme or new storm outlet will require the direct approval of the Ministry of the Environment (Toronto office).

(Region of Niagara)

Studies

12. That prior to approval of the final plan, the owner shall submit to the Regional Public Works Development, Development Services Division for review and approval a noise impact and air quality study to determine the nature of the surrounding industrial uses, the potential for noise and odour impact associated with the industrial uses, and recommended mitigation measures (if any) required to meet the applicable Ministry of the Environment guidelines. **Note:** A peer review of this study, at the owner's expense, may be required.

(Region of Niagara)

13. That the subdivision agreement between the owner and the City of St. Catharines contain provisions whereby the owner agrees to implement the approved mitigation measures recommended by the noise and air quality study referred to in Condition 12 above.

(Region of Niagara)

14. That prior to final approval, the Owner shall submit to the Niagara Region Public Works Department, Development Services Division and the City of St. Catharines an update to the Phase 1 Environmental Site Assessment to address the former car storage and the potential for contamination from agricultural pesticides. If contamination above provincial guidelines is found, a Record of Site Condition, or other acceptable documentation, shall be required for submission to the Ministry of Environment

(Region of Niagara)

15. That prior to approval of the final plan, the owner shall submit to Recreation and Community Services for review and approval a Tree Preservation and Protection Plan prepared by an arborist certified by the International Society of Arboriculture.

(City of St. Catharines)

16. That the subdivision agreement between the owner and the City of St. Catharines contain provisions whereby the owner agrees to implement the approved Tree Preservation and Protection Plan.

(City of St. Catharines)

5% for Parks

17. That the Owner pay an amount equal to 5% of the appraised value of the subject lands in lieu of parkland dedication in accordance with the Planning Act and that the owner submit a report prepared by a qualified real estate appraiser to establish this amount.

(City of St. Catharines)

Boulevard Trees

18. That a clause be included in the Subdivision Agreement requiring boulevard tree planting along both sides of the new street and the unopened road allowance to the satisfaction of the Recreation and Community Services. Securities will be required to cover the cost of the proposed plantings.

(City of St. Catharines)

Sidewalks

19. That a clause be included in the subdivision agreement requiring the owner to install concrete sidewalks along both sides of the unopened road allowance and the both sides of the new street, to the satisfaction of the City.

(City of St. Catharines)

Streetscape Plan

20. That a clause be included in the subdivision agreement requiring the owner to prepare, to the satisfaction of the Director of Planning and Development Services, a Streetscape Plan. This Plan shall include, but may not be limited to, the location of all roadways, driveways, sidewalks, boulevard trees, street trees, fencing along the northern boundary of the subdivision, hydrants, on street parking, street lights, utility boxes, hydro transformers, telephone pedestals and cable television pedestals.

(City of St. Catharines)

Dedication of Lands

21. That the proposed streets be dedicated as public road with a minimum width of 20.0m and named to the satisfaction of the City of St. Catharines.

(City of St. Catharines)

Waste Collection

22. That in order to provide for curb-side collection of waste the owner shall comply with any applicable Regional policies.

(Region of Niagara)

Fencing

23. That a 1.8m wood board fence be installed along the northerly boundary of the subdivision.

(City of St. Catharines)

Subdivision Design

24. That the final design of the internal public rights-of-way including on street parking, lighting, turnaround area, road width, parking restrictions, among other matters be to the satisfaction of the Director of Planning and Development Services.

(City of St. Catharines)

Utilities

Bell Canada

25. The subdivision agreement shall include a clause requiring that the owner shall be required to enter into an agreement (letter of understanding) with Bell Canada complying with any underground service conditions imposed by the municipality, and if no such conditions are imposed, that owner shall advise the municipality of the arrangements for such servicing.

(Bell Canada)

Horizon Utilities

26. The subdivision agreement shall include a clause requiring the owner / developer shall retain an Electrical Consulting Engineer and Contractor to design and install the entire electrical distribution system including City Owned street lighting. The

owner of the lands will be required to enter into a Residential Servicing Agreement in which it outlines matters including the financial management required by Horizon.
(Horizon Utilities)

Sprinklering

27. That the subdivision agreement include a requirement that all dwelling units beyond 150 metres of the intersection of Garfield Lane include sprinkler systems, or alternatively an emergency access is to be provided, to the satisfaction of the Fire Chief.

(City of St. Catharines)

Administration

28. That if final approval is not given within three years of the approval date, and no extension has been granted, draft approval shall lapse. If the owner wishes to request an extension to the draft approval period, a written explanation with reasons why the extension is required must be received by the City prior to the lapsing date. An updated review and revisions to the conditions of approval may be necessary at that time.

(City of St. Catharines)

Zoning

29. That zoning by-law (By-law 2013-283) be amended to reflect the proposed subdivision design and unit layout depicted in Appendix 1.

(City of St. Catharines)

Prior to granting approval to the final plan, the City of St. Catharines, Planning and Development Services Department will require written notification from the following agencies that their respective conditions have been met satisfactorily:

The City of St. Catharines for conditions: 2, 3, 4, 5, 15, 16, 17, 18, 19, 20, 21, 23, 24, 27, 28, 29

The Niagara Region conditions: 7, 8, 9, 10, 11, 12, 13, 14, 22

Bell Canada for condition: 25

Horizon Utilities for condition: 26

Location Map

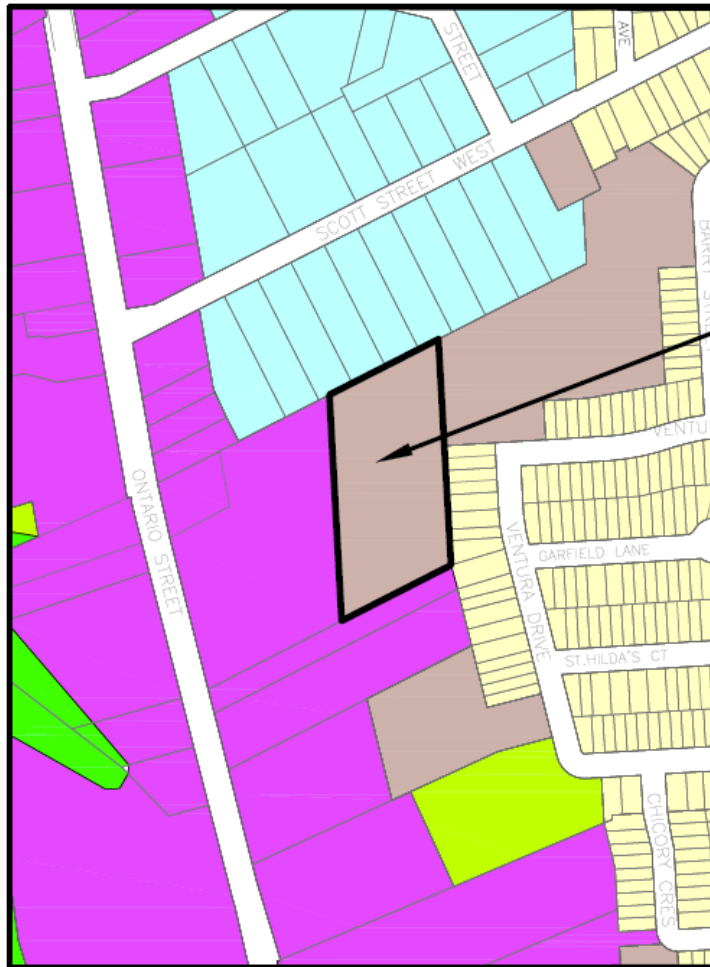
3



SUBJECT LANDS KNOWN AS
388 ONTARIO STREET
FILE: 60.46.366 VOL 3

Garden City Plan Designation

4



SUBJECT LANDS

*Official Plan
Land Use Designations*

- AGRICULTURAL
- BUSINESS COMMERCIAL EMPLOYMENT
- COMMERCIAL ARTERIAL
- COMMERCIAL COMMUNITY
- COMMERCIAL MAJOR
- EMPLOYMENT GENERAL
- HIGH DENSITY RESIDENTIAL
- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- MIXED USES
- NATURAL AREAS
- PARKS OPEN SPACE
- SPECIAL STUDY AREA
- DISTRICT BOUNDARIES

Zoning By-law

5



Subject Lands

Zoning By-Law 2013-283
Zones

- R1 Low Density Residential
- Suburban Neighbourhood
- R2 Low Density Residential
- Traditional Neighbourhood
- R3 Medium Density Residential
- C3 Arterial Commercial
- E1 Business Commercial Employment
- G1 Conservation / Natural Area
- G2 Minor Green Space



CITY OF
ST. CATHARINES

Corporate Report

Report from Planning and Development Services, Planning Services

Date of Report: October 10, 2014

Date of Meeting: November 3, 2014

Report Number: PDS-301-2014

File: 60.32.99

Subject: Proposed new City of St. Catharines Community Improvement Plan (the 2015CIP)

Recommendation

That after the Public Meeting scheduled for November 3, 2014, Council approve the designation of the whole of the municipal Urban Area as a Community Improvement Project Area as identified on Appendix 1; and

That Council authorize a by-law to adopt the new St. Catharines Community Improvement Plan (2015CIP), attached as Appendix 5;

That By-law 2004-277 'A By-law to authorize delegation of certain matters to staff' be amended to delegate approval authority to the Director of Planning and Development Services, or designate, for Program No. 3 (the Residential and Office Conversion Program) and Program No. 4 (the Building Façade Program) as set out in Part B of the Community Improvement Plan (2015CIP) and to establish implementation guidelines for 2015CIP; and

Further, that the City Solicitor be directed to prepare the necessary by-laws.
FORTHWITH

Summary

The City has had a Community Improvement Plan (CIP) in place since 2004. It offers financial incentive programs to stimulate private sector investment for projects supporting municipal community renewal objectives and strategies. With the Plan set to expire at the end of 2014, Council, in 2013, directed that a review of the Plan be undertaken.

As a result of this review, a new Plan (the 2015CIP) has been prepared and is recommended for approval. The new 2015CIP provides a much more streamlined, concise, certain, systematic and transparent set of Plan programs. The 2015CIP supports municipal objectives for community renewal, and enables the efficient and effective delivery of programs in a financially sustainable manner.

Background

Provincial legislation allows municipalities to designate, by by-law, a Community Improvement Project Area(s) (CIPA), and to establish therein, a CIP. The CIP may offer financial incentive programs to the private sector, in the form of grants and tax cancellation, to support public strategies for community renewal.

The City has had a CIP in place since 2004. It applies to 6 designated CIPA's located within the municipal Urban Area, and offers 6 financial incentive programs intended to stimulate private sector redevelopment, remediation, reuse and rehabilitation of lands and buildings.

The current Plan is seen as a great success in stimulating and assisting private sector investment towards community renewal of the built environment.

However, with the number of programs available, the extensive number of applications received, and the lack of a priority based evaluation and approvals system, sustaining current CIP programs has increasingly become a financial challenge for the City.

With the CIP set to expire at the end of 2014, Council directed that a review be undertaken to evaluate the effectiveness and efficiency of current programs, and to provide recommendations for a renewed Plan going forward.

As a result of the recommendations of this review, a new CIP (2015CIP) has been prepared and is recommended for approval, effective January, 2015. The new 2015CIP is attached as Appendix 5.

Compared to the current CIP, the 2015CIP establishes a much more streamlined, condensed, concise and transparent set of plan objectives, programs, process, eligibility requirements, project evaluation criteria, and introduces a priority based approvals system for some of the programs.

The 2015CIP offers a condensed set of four programs carried over from the current CIP.

The programs are similar, and are focused on stimulating and assisting private sector investment for redevelopment and remediation of lands and buildings, conversion of underutilized building space for new residential and office uses, and building façade improvements.

With only slight modifications, the funding for grant and financial assistance offered under these programs is the same as that in the current CIP.

The municipal Urban Area is now being recommended as a Community Improvement Project Area (the Urban Area CIPA) as set out on Appendix 1.

Unlike the current CIP, the 2015CIP offers certain programs to all properties within the Urban Area. However, the new Plan introduces a competitive application process and a project evaluation weighting system directed towards priority approval for certain types of projects, and within certain priority neighbourhoods.

Five of the six existing CIPA's established under the current Plan are maintained in the 2015CIP as priority neighbourhoods for project approvals. Lands at 583 Welland Avenue, an existing CIPA in the current Plan, has not been carried over as a priority area in the 2015CIP as it has already benefitted from CIP programs for remediation and redevelopment.

The 2015CIP also adds a new priority neighbourhood for approval - the Ontario Street/Carlton Avenue node where the former General Motors plant is located. These lands offer significant opportunity for community renewal

Properties located within Intensification Areas, as set out in the Official Plan (Garden City Plan), are also given priority for approval.

Priority neighbourhoods and Intensification areas are set out on Appendix 2.

Projects under certain programs are given higher priority for approval, such as redevelopment projects that involve remediation, projects on larger properties, and projects located in priority neighbourhoods.

Program eligibility requirements have been strengthened, and project evaluation criteria clarified and expanded to better reflect a more comprehensive set of municipal policy initiatives towards urban design initiatives, sustainability, provision of affordable housing, accessibility, and heritage preservation and conservation.

The reduction in the number of programs, enhanced eligibility and evaluation criteria, and a weighted priority approvals system enables a more efficient, transparent and effective delivery of 2015CIP programs, better accountability for program budget allocations, financial sustainability, and allows for greater prioritization of project approvals in keeping with the overall intent of municipal community improvement policies and Official Plan policies.

Report

Legislative Authority

The legislative authority given municipalities to establish Community Improvement Plans (CIP) and provide financial incentives is established under Section 28 of the Planning Act and Section 365.1 of the Municipal Act.

Section 28 of the Planning Act allows municipalities, where community improvement policies are set out in the local Official Plan, to designate by by-law, a Community Improvement Project Area (CIPA), and to establish for the CIPA, a Community

Improvement Plan (CIP). The CIP may offer financial incentive programs to the private sector, in the form of grants, to support the achievement of Official Plan goals and objectives for community improvement.

Section 365.1 of the Municipal Act provides that, where a CIPA is in place and a CIP is in effect pursuant to Section 28 of the Planning Act, the CIP may also provide a tax cancellation program specific to brownfield remediation.

Official Plan (the Garden City Plan)

The City's Official Plan (the Garden City Plan), Part D, Section 7.4 and Part F, Section 16.14 sets out community improvement policies identifying goals and objectives for community renewal, and criteria for establishing CIPA's and a CIP.

A major emphasis of these policies is directed towards stimulating private sector redevelopment, reuse, rehabilitation and remediation of lands and buildings in an efficient and effective manner.

Review of current CIP

The City's current CIP was originally adopted in 2004 to establish community improvement programs for three CIPA's (Downtown, Queenston, and Hartzel Road/Merritton). In the next eight years the Plan was amended several times to add new CIPA's and modify programs.

In total, the Plan has expanded to include a total of six financial incentive programs applying to six CIPA's (Downtown, Queenston, Hartzel Road/Merritton, 583 Welland Avenue, Oakdale-Moffatt, and Western Hill).

The current Plan offers a grant program and a tax cancellation program to stimulate private sector redevelopment and remediation of lands and buildings; a grant program for each of residential construction projects and residential conversion projects, a façade improvement grant program, and a municipal application and permit fees refund program. As per Council direction, the application and permit fees refund program is currently being phased out.

With the current CIP set to expire at the end of 2014, Council directed that a review of the CIP be undertaken to evaluate the effectiveness and efficiency of Plan programs, and to recommend a renewed program going forward.

An interdepartmental City project team was established to undertake this review, and involved extensive consultation with relevant City Committees, the Region of Niagara, the development community and other stakeholder groups, Business Improvement Associations, the Greater Niagara Chamber of Commerce, and the Development Process Review Committee.

The existing CIP is seen as a great success in stimulating private sector investment, redevelopment and rehabilitation of underutilized sites. Despite these successes, the

Plan programs have increasingly become a financial challenge for the City as a result of the number of grant programs available, the volume of applications received, and the lack of a priority based evaluation system for project approval.

The central theme of the review was the need to strengthen the relationship and harmonization between the CIP and Council approved policies, plans and directives, including the Garden City Plan (GCP), the City's Sustainability Strategy and the report 'Open for Business: Toward an Investment Oriented City Hall' released by the Development Process Review Committee in 2008.

Other considerations for change emerged during the review, including:

- priority programming be given for brownfield remediation recognizing the extensive costs related to remediation;
- maintain priority for investment in existing CIPA's, but at the same time recognize and support potential beneficial opportunities outside these areas by expanding the CIPA to apply to the whole of the Urban Area;
- provide clear, objective criteria for project evaluation, and establish a competitive application process to establish a consistent and transparent priority ranking system for project approval;
- provide efficient and effective Plan process and program delivery;
- include impact on property assessment and tax classification change as evaluation criteria in assessing financial risk/reward of project approval;
- priority programming be given to the Urban Growth Centre to support achievement of established residential and employment density targets, as set out in the Garden City Plan, and provide private sector investment stimulus to support consistency with public infrastructure investment, improvements and policy;
- broaden project evaluation criteria to include components such as urban design, sustainability, accessibility and job creation;
- reduce the number of grant programs available to best establish and prioritize Plan objectives and goals, and to assist in establishing consistent and relevant budget allocation to fund programs.

In August, 2013, City Council adopted the recommendations of the CIP Review team and directed staff to prepare a new CIP based on the review findings and recommendations for renewing the current CIP.

Proposed New 2015CIP

The new 2015CIP embraces the aforementioned considerations for Plan renewal.

Compared to the current CIP, the 2015CIP establishes a much more streamlined, condensed, concise and transparent set of objectives, plan programs and process requirements.

Four of the six programs in the current CIP have been carried over into the 2015CIP. With only slight modifications, the grant limits and financial incentives offered under the 2015CIP programs are the same as those established in the current Plan.

Eligibility Requirements and Evaluation Criteria

The new 2015CIP introduces a clear, consistent and transparent set of program eligibility requirements and criteria for evaluating projects, and establishes a competitive application process and weighting system to prioritize project approvals and program budget allocations.

Project evaluation criteria has been expanded to better reflect a more comprehensive set of municipal policy initiatives with respect to land development approvals, such as urban design initiatives, sustainability, provision of affordable housing, accessibility, and heritage preservation and conservation.

The reduction in the number of programs, enhanced eligibility and evaluation criteria, and a weighted priority approvals system enables a more efficient, transparent and effective delivery of Plan programs, better accountability for program budget allocations, financial sustainability, and allows for greater prioritization of project approvals in keeping with the overall intent of municipal community improvement policies.

2015CIP Programs

The new 2015CIP offers four financial incentive programs to eligible properties within the Urban Area CIPA: three grant programs and one tax cancellation program.

These programs have been carried over from the current CIP, with certain revisions.

The intent of the programs are the same: to stimulate and assist private sector redevelopment, remediation, reuse and rehabilitation projects that create increased property assessment resulting in increased property taxes, and that support community renewal, growth management, and urban design policies established in the GCP.

Two of the programs in the current CIP have not been carried over into the 2015CIP: the Residential Construction grant program, and the Municipal Application and Permit Fees Refund program which is in the process of being phased out at the direction of Council.

The programs included in the 2015CIP are as follows:

- Program 1 - Tax Increment Finance Program (TIF)

This program is available to all properties within the Urban Area CIPA. However, priority approval is given to certain projects, and within priority neighbourhoods and intensification areas.

The program offers a financial incentive, in the form of a grant, to assist private sector redevelopment projects, and redevelopment projects involving remediation (brownfields). Brownfields properties are those that are underdeveloped or previously developed that are contaminated, and are usually, but not exclusively, former industrial or commercial properties that are underutilized, derelict or vacant.

The grant is intended to offset a portion of redevelopment and remediation costs incurred, and is the same grant amount provided under the current CIP.

It is intended to help create new development that increases the property tax assessment and results in increased property taxes.

For redevelopment projects, the grant may be up to 45% of the increase in property tax assessment resulting from project completion, not to exceed eligible redevelopment costs, and may be provided up to a maximum 10 year period.

For redevelopment projects involving remediation (brownfield projects), the grant covers redevelopment and remediation costs up to 80% of the increase in property tax assessment resulting from the project completion.

The increased grant for brownfield redevelopment is in recognition of the significant costs associated with remediation.

- Program 2 - Brownfield Tax Assistance Program (BTA)

Pursuant to Section 365.1 of the Municipal Act, this program provides cancellation of up to 100% of property taxes in order to offset a portion of eligible costs of remediation. The tax cancellation may extend for up to a maximum period of 3 years, and is not to exceed eligible remediation costs.

This program is the same as in the current CIP, and only applies to properties in priority neighbourhoods.

- Program 3 – Residential/Office Conversion Program (ROC)

This program is available for properties located in the Downtown priority neighbourhood and within the Urban Growth Centre (identified on Appendix 3). It provides a grant to offset a portion of eligible costs incurred for conversion,

upgrade or rehabilitation of underutilized building space for new residential apartment dwelling units or office space for new tenants.

It provides City grants for up to \$2,000 per residential unit created, up to a maximum of \$20,000 for residential projects, and not to exceed 15% of eligible costs.

For office projects, the grant provides up to \$2,000 per 28 sq. m. (300 sq.ft.) of project building space, up to a maximum area of 280 sq.m. (3000 sq.ft.) and \$20,000 per project, and not to exceed 30% of eligible costs.

These grant amounts are the same as provided under the current CIP.

The Region of Niagara also offers a matching grant for residential conversion projects under their SNIP program.

- **Program 4 - Façade Improvement Program (FIP)**

This program provides a grant to offset eligible costs incurred for building façade improvements. This program is offered to properties located on certain streets within the Downtown priority neighbourhood and in the immediate vicinity along a portion of Queenston Street and St. Paul Street West (identified on Appendix 4).

This program is similar to that in the current CIP, except that the type of facades eligible for the program has been expanded, and the amount of the grant available for each project increased.

Facades eligible for grants under the current CIP have been carried over. These include street facing facades, and rear facades of buildings located on the east side of St. Paul Street between Westchester Avenue and Carlisle Street. The 2015CIP expands eligibility to include facades directly adjacent to and facing public spaces, and both street facing facades on a corner lot.

The 2015CIP increases the amount of the City grant available for a façade improvement from \$5,000 to \$10,000 per façade project, and from a maximum of \$10,000 to 20,000 per property, not to exceed more than 15% of eligible costs.

The Region of Niagara also offers a matching grant for façade improvements under their SNIP program, although not all façade types eligible under the 2015CIP may be eligible under SNIP.

Urban Area CIPA

Unlike the current CIP, and in keeping with the direction of the review, the 2015CIP establishes the whole of the municipal Urban Area as a CIPA (the Urban Area CIPA), and offers certain programs to all properties within this area. The Urban Area CIPA is identified on Appendix 1.

Priority Evaluation

Although certain programs are available to all properties within the Urban Area CIPA, not all properties or projects may satisfy program criteria and qualify for approval.

The new Plan establishes eligibility and evaluation criteria, and for certain programs, a competitive application process that is weighted towards giving priority approval for properties located in certain neighbourhoods, and also for certain types of projects.

Priority Neighbourhoods

In keeping with the Council approved recommendations of the CIP review, the 2015CIP maintains priority approval for properties located within existing CIPA's created under the current Plan, with the exception of 583 Welland Avenue. Existing CIPA's carried forward in the 2015CIP for priority approval locations include the Downtown, Queenston, Hartzel Road / Merritton, Oakdale – Moffatt, and Western Hill.

The 2015CIP also adds a new project area for priority approval at the Ontario Street/Carlton Street node, where the former General Motors plant is located.

These priority approval areas are defined as Priority Neighbourhoods in the new Plan, and identified on Appendix 2.

583 Welland Avenue has not been carried forward as a priority area in the new CIP. This was a site specific CIPA established in 2004 to assist in the remediation and redevelopment of a 4 hectare (10 acre) former industrial site for future residential purposes. Remediation has now been completed and a plan of subdivision for future residential development has been registered for the site. This project is one of the successes of the CIP, and no longer warrants priority assistance.

The Ontario Street / Carlton Street node is included as a Priority Neighbourhood. This former General Motors plant and surrounding properties represent significant redevelopment and reuse opportunities for employment re-generation currently, and in the future, other potential uses subject to necessary planning studies and Council approvals for a change in land use permissions.

The rationale for establishing each of the Priority Neighbourhoods is as follows:

- **Downtown**

The Downtown is the cultural and economic hub of the City. As set out in the GCP, it is intended to support the highest concentration and mix of uses in the municipality, and acts as a catalyst area for supportive public and private sector investment in lands, buildings, infrastructure, and public realm initiatives.

The Provincial Places to Grow Plan, as well as the GCP, designates most of the Downtown as an Urban Growth Centre, and sets out minimum residential and employment density targets to be achieved in this area.

The existing built environment has significant potential for small and medium scale redevelopment and reuse opportunities, and both interior and exterior building rehabilitation.

There are a number of large vacant and underutilized properties with significant potential for redevelopment, including the former Hotel Dieu hospital site.

- **Queenston**

Queenston Street is the major arterial road through this area. It forms part of a major gateway into the municipality with direct connection to the Downtown Core. It is a designated Regional bike route and, on the Niagara Wine route. It is one of the City's older traditional mixed use corridors.

The segment of Queenston Street within the Priority Neighbourhood is dominated by the former St.Catharines General Hospital site. This 5.5 hectare (14 acre) site is vacant after hospital services were relocated to the new NHS Hospital on Fourth Avenue. The property represents significant residential and mixed use redevelopment and reuse opportunities. With the hospital relocation, other uses have also moved away from this neighbourhood, increasing vacant and underutilized building stock in the area.

Queenston Street and surrounding residential neighbourhoods are generally characterized by older, fatigued building stock, with a disjointed and weary street presence, and contains many redevelopment and rehabilitation opportunities.

Policies established in the GCP support a greater mixed use environment along the Queenston Street corridor for medium density residential uses together with street oriented local neighbourhood commercial uses.

This corridor can also benefit from enhanced building facades to facilitate and strengthen attractive and cohesive gateway amenities and a vibrant street presence.

This neighbourhood also contains one of the older industrial districts in the City which is occupied by a number of vacant and underutilized properties and abandoned buildings. Existing building stock is generally old and outdated for today's employment needs, standards, and emerging new uses.

This area would benefit from investment stimulus for property reuse, rehabilitation and renewal to generate increased economic activities, intensification and diversity of employment.

- **Hartzel Road / Merritton**

The Hartzel Road / Merritton area is in transition. A number of large and small industrial users have left the area, such as the Domtar Steam Plant, Paper Mill, and Hayes-Dana. This provides significant opportunities for remediation,

redevelopment and reuse of now abandoned lands and buildings for residential, commercial and other uses.

The Hartzel Road - Merritt Street corridor has a number of vacant store fronts, lower order commercial uses, auto related uses, and many car dealerships which are no longer permitted in the City's Zoning By-law. There has been little demand for higher order commercial uses.

The corridor has a disjointed streetscape, varying building setbacks, and many space expansive parking lots and access points onto the road. Much of the existing building stock is dated and in need of rejuvenation.

Policies established in the GCP support a greater mix of uses along the corridor for medium density residential and street oriented local neighbourhood commercial uses.

Together with public investment in the road corridor and other services, there are significant redevelopment opportunities along the corridor to be a catalyst for community renewal.

- **Oakdale- Moffatt**

Benefiting from existing CIP programs, there have been a number of residential development projects completed or initiated in this area over the past decade.

However, there still remain a number of vacant and underutilized residential properties, and remnant industrial and commercial properties, interspersed within the otherwise stable residential community.

This area can benefit from continued investment stimulus to generate residential development opportunities and replace incompatible land uses.

This neighbourhood is a transition area between the Hartzel Road corridor and the old Welland Canal located adjacent to Oakdale Avenue and Moffatt Street. The Old Canal, and associated valley lands containing the Merritt Trail, is a significant natural and cultural heritage connection and linkage through the City.

Much of the existing building stock in this area, together with the Oakdale Avenue streetscape, is fatigued and need of rejuvenation. Public/private investment strategies supporting redevelopment and rejuvenation will serve to increase the attractiveness, accessibility and interest in this rich cultural amenity.

- **Western Hill**

The Western Hill neighbourhood is one of the oldest in the municipality. St. Paul Street West and Pelham Road are major gateways into the municipality with direct connection to the Downtown Core, via the Burgoyne Bridge.

The Burgoyne Bridge is one of only four road crossings of the 12 Mile Creek in the municipality. It is a significant structural landmark and road connection in the City, and major public investment has recently been made to replace the aging bridge.

The City's only train station is also located within the Western Hill neighbourhood.

Only a few vacant properties remain within the area, and although there are many stable residential neighbourhoods, a significant component of existing building stock is older and fatigued, and offers a number of redevelopment, reuse and rehabilitation opportunities.

The most significant of these opportunities exist along St. Paul Street West, Pelham Road, in the vicinity of the Burgoyne Bridge where the two roads converge, and at the City's existing train station.

St. Paul Street West is characterized by a mix of underutilized and older commercial and industrial properties interspersed with low density residential uses. GCP policies support an evolution along this corridor towards a greater mix of medium density residential and street oriented local neighbourhood commercial uses.

Pelham Road has been in a state of flux over the years, with ad hoc commercial developments interspersed with residential development. The GCP supports a more stable residential environment along this street, and there exists a number opportunities for residential redevelopment and reuse of buildings.

Both these corridors are also characterized by older and fatigued building stock, and can benefit from enhanced building facades to facilitate and strengthen attractive and cohesive gateway amenities.

The vicinity of the Burgoyne Bridge is characterized by a mix of lower order commercial uses, auto related uses, and non-descript residential uses along St. Paul Street West and at the intersection of Pelham Road. The GCP policies support a more cohesive mixed use environment in this area, providing medium and higher density residential opportunities together with local street oriented neighbourhood commercial uses. This area can also benefit from enhanced streetscape and facade improvements to strengthen the attractiveness and amenity of this area as a direct connection into the Downtown.

The train station is a key physical as well as visual connection to the municipality. The station and immediately surrounding lands are underutilized and in a relative state of disrepair and decline, and should be a priority area for redevelopment, rehabilitation and rejuvenation.

The GCP designates the train station and immediate vicinity as a Major Transit Station consistent with the Provincial Places to Grow Plan. This area is the City's primary rail terminus, and is intended to provide facilities for Provincial GO service, other regional, provincial, national and international rail service, and connections to the City's transit system. The GCP designates the area for transit supportive medium and higher density residential uses together with an appropriate range and mix of commercial, employment and other uses to accommodate both residents and the travelling public

- **Ontario / Carlton Node**

The Ontario-Carlton node has been included as a new Priority Neighbourhood in recognition of the potential for community renewal on the former General Motors lands, and immediately surrounding properties.

The General Motors plant was closed at the end of 2012, and the existing factory buildings located on both the east and west side of Ontario Street are currently vacant and unoccupied. At approximately 20 hectares (50 acres), this industrial site provides significant employment regeneration and reuse opportunities. It also represents the potential for the largest brownfield remediation project in the City for redevelopment opportunities, subject to necessary planning studies and approvals for a change in land use permissions.

The lands to the south of the General Motors lands are characterized by a mix of smaller commercial properties, and lower to medium density housing types. Building stock is generally older and fatigued. Redevelopment of this area may contribute to enhanced building stock, better cohesion and integration of uses, reduction of space expansive parking areas, and a reduction in the number of access points onto Ontario Street.

The north side of Carlton Street includes a small isolated residential enclave with a mix of housing types. A number of underutilized commercial properties, and an industrial property, are located to the periphery along Ontario Street and Carlton Street. Characterized by older building stock, most properties are generally well kept. However, certain properties may benefit from redevelopment, rehabilitation or reuse, and the overall enhancement of the Ontario-Carlton node should not be considered in isolation of the lands north of Carlton Street.

Intensification Areas

Priority approval is also given for properties located within Intensification Areas as set out in the GCP, and identified on Appendix 2 of this report. The GCP policies encourage medium and higher density residential and mixed use redevelopment, reuse and rehabilitation within these areas in support of community renewal.

Priority Projects

Redevelopment and Remediation – The TIF program offers grants for remediation and/or redevelopment projects and is available to all properties in the Urban Area CIPA.

However, this program is based on a competitive application process and a weighting points system to rank projects for priority approval. This ranking system is weighted towards priority approval for redevelopment projects that involve brownfield remediation, on larger properties, and where located within Priority Neighbourhoods and Intensification Areas (Appendix 2).

Subject to available program funding, applications receiving the highest ranking will be recommended for approval by Council.

Residential/Office Conversion - The ROC program for residential and office space conversion is only offered to eligible properties within the Downtown Priority Neighbourhood within the boundaries of the Urban Growth Centre (Appendix 3). Although not based on a competitive application process, minimum eligibility requirements and evaluation criteria has been articulated to ensure program objectives are achieved.

It is recommended that qualifying projects be considered for approval by the Director of Planning and Development Services, rather than Council. Delegation of approval authority to the Director will enhance program efficiency and delivery within Council approved budget amounts. Applicants who are not satisfied with the Director's decision may appeal to Council for reconsideration.

Façade Improvements - The FIP grant program for building façade improvement projects is only available to eligible properties located on certain streets within the Downtown Priority Neighbourhood and immediate vicinity. Eligible properties and building facades under this program have been clarified, and evaluation criteria established whereby projects must meet a certain threshold of urban design principles to be considered for approval. The applicable street segments to which this program applies are set out on Schedule D to Appendix 1 of this report.

Similar to the ROC program, it is recommended that qualifying projects be considered for approval by the Director of Planning and Development Services, rather than Council. Delegation of approval authority to the Director will enhance program efficiency and delivery within Council approved budget amounts. Applicants who are not satisfied with the Director's decision may appeal to Council for reconsideration.

Tax Cancellation – The BTA program is specific to remediation of lands, and only on properties located within Priority Neighbourhoods (Appendix 2), subject to meeting certain minimum eligibility requirements. Qualifying projects will be recommended for approval by City Council.

Implementation Guidelines

The current CIP provides little direction with respect to application requirements and the approvals process, often resulting in inconsistent processing of applications and cumbersome delays in fulfilling program approvals.

The new 2015CIP will be accompanied by a set of clear and concise guidelines (2015CIP Guidelines) to assist in the implementation of Plan programs. The guidelines function as an administrative guide, and will contain application forms, set out detailed eligibility requirements for submission of complete applications, the application and approvals process, process timing, and general conditions for approval and agreement contents.

The intent of the 2015CIP Guidelines is to provide a clear, concise and understandable explanation of the 2015CIP programs so that applicants are fully informed and of the City and applicant obligations under the 2015CIP. Since they are administrative in nature, Council approval will not be required.

The Guidelines will be in place at the same time the 2015CIP is launched.

Program Funding

One of the concerns that prompted the CIP review was maintaining financial sustainability of Plan programs.

While some of the Plan programs require relatively short term financial commitments on the part of the municipality, such as the ROC and FIP programs, other programs represent long term financial commitments – up to 10 years after the commencement of grant payments for the TIF program and 3 years for the BTA program.

With the long term nature of funding certain Plan programs, and the lack of a priority based approval system in the current CIP, project approvals and commitments have not always been in sync with previous annual budget allocations made for the CIP.

The introduction of a competitive application process and priority approval system in the 2015CIP will serve to clarify, harmonize and integrate future project approval recommendations, and financing commitments, with future annual budget allocations, and support a financially sustainable CIP going forward.

Since the inception of the CIP in 2004, a total of 150 grants have been approved for financial incentives by the municipality, and resulting in a total municipal budget commitment of about \$13,875,000. With the long term nature of certain programs, not all commitments have yet to be satisfied. A total of \$5,300,000 has been expended to date, and by the end of 2014, the municipality will require an additional \$8,575,000 to satisfy all existing commitments made under the current CIP over the next 10 years.

On July 7, 2014, Council approved \$1,200,000 as a 2015 budget guidance amount for the CIP - \$1,000,000 to satisfy existing commitments made under the current CIP, and \$200,000 for future project approvals under the new 2015CIP.

Similar budget allocations must be made over the next several years, albeit on a diminishing sliding scale, to satisfy existing commitments made under the current CIP.

In total, the necessary budget allocation over the next 10 years to satisfy the balance of commitments under the current Plan is \$8,575,000.

City Council may terminate CIP programs at any time, or not assign budget allocations to programs. With future budget allocations necessary to satisfy commitments already made under the current CIP, and if future budget allocations are similar to that proposed for 2015, the budget remaining to fund project approvals under the new Plan will be limited for a number of years.

Future municipal budgets should not only consider funding allocations to satisfy existing commitments under the current Plan, but also appropriate allocations to support relevant, effective and available CIP programs going forward.

Current CIP Project Approvals

The current CIP is in effect until the end of 2014. As per Council direction, applications under the current CIP could be made up to April 30, 2014. The current Plan will continue to apply to project approvals granted prior to December 31, 2014.

Public Open House

Planning and Development Services staff hosted a public open house on October 8, 2014 to present the draft new 2015CIP. The open house was attended by 10 persons, and the Plan was well received. To date, no formal written comments have been received with respect to the proposed new 2015CIP.

Response to Specific Council Directions

In August, 2013 Council approved the recommendations of the CIP Review team to prepare a new CIP, and in addition, directed that the new CIP address the following:

- i) options for providing accessibility requirements for entry ways under the Façade Improvement Program; and.
- ii) concerns expressed by Mr. DiFruscio with respect to certainty of Plan programs, eligibility and application requirements, process and timing.

Accessibility

Given the aging demographic of the City's population, accessible buildings are increasingly important. The 2015CIP promotes accessibility in a number of Plan programs. The provision for improved accessibility is one of the evaluation criteria in considering project approvals under the Façade Improvement Program (FIP), and is included as an eligible expense under both the FIP and the UGCI program with respect to residential and office space conversion projects. Accessibility improvements are also included as criteria in the weighting system to evaluate priority approval for redevelopment projects under the TIF program.

Certainty

The current CIP has been modified several times over the past 10 years, and over time, has resulted in a cumbersome, convoluted and somewhat incoherent document. The

current CIP is not easy to decipher, on the part of municipal staff and the public, with respect to program details, eligibility requirements, application requirements, processing, timing and conditions of approvals.

The 2015CIP establishes a much more concise, systematic and transparent set of Plan programs. It provides much greater expectancy with respect to eligibility and application requirements, and introduces clear, consistent and transparent project evaluation criteria. The accompanying Implementation Guidelines sets out detailed process, timing, and conditions of approval providing much greater certainty in the manner in which programs are administered and delivered.

Port Dalhousie

On September 8, 2014, members of the Port Dalhousie Business Association (PDBA) and the Port Dalhousie Renaissance Committee (RC) made a presentation to Council recommending 9 key actions to be undertaken in support of Port Dalhousie revitalization. One of the recommendations was to ensure adequate budget is made available to support Community Improvement Plan incentives, and that revitalization of the commercial core could be accelerated if adequate funding of existing incentive programs was available to help property owners restore their properties.

Council received the presentation and directed that the above considerations with respect to CIP incentives be included in a comprehensive report addressing all 9 recommendations of the PDBA and RC, and that this report come forward for the next term of Council.

The current CIP does not provide financial incentives for Port Dalhousie. The new 2015CIP does provide financial incentives for redevelopment projects in Port Dalhousie under the TIF program. However, the ranking system to evaluate proposals under this program is weighted towards priority approval for projects in other areas of the City.

The application of CIP incentives for Port Dalhousie will be addressed as part of the comprehensive report to be brought forward for the next term of Council.

Financial Implications

Council may choose to terminate CIP programs at any time, or not approve budget allocation for Plan programs. Financial commitments to fund the 2015CIP are at the discretion of City Council and subject to Council approval of future municipal budget allocations.

Conclusion

The 2015CIP provides a clear, concise, consistent and transparent set of financial incentives to enhance public/private partnerships directed towards achieving municipal strategies for community renewal goals, objectives and strategies. The Plan is priority based, concentrating on certain projects and certain neighbourhoods, to best support achievement of municipal community improvement goals and objectives, and to enable the most effective and efficient delivery of Plan programs in a financially sustainable manner.

Prepared by:

Bruce Bellows, Policy Planner

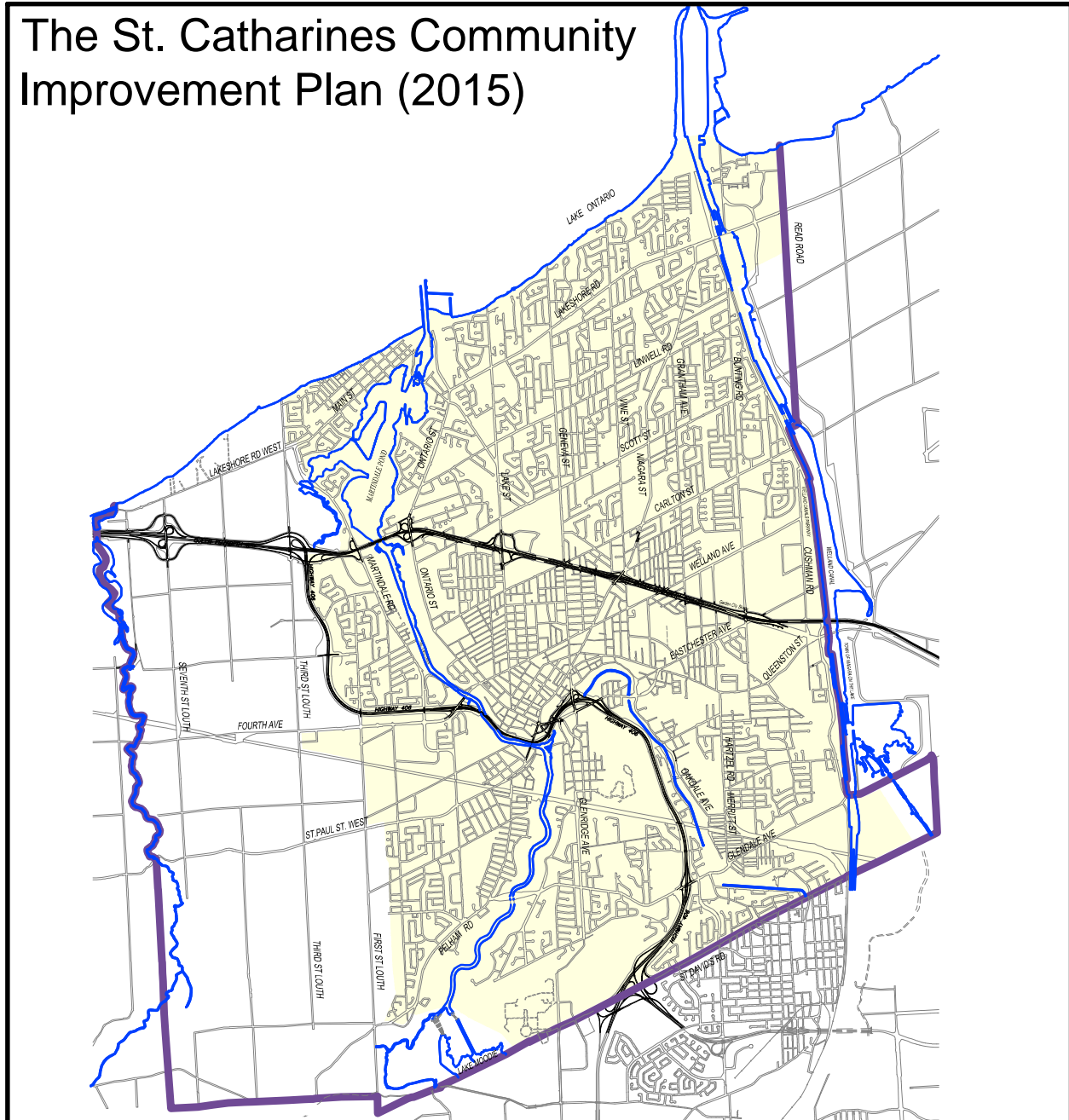
Submitted by:

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Manager of Planning Services

Approved by:

James N. Riddell, MPL, MCIP, RPP
Director of Planning and Development Services

The St. Catharines Community Improvement Plan (2015)



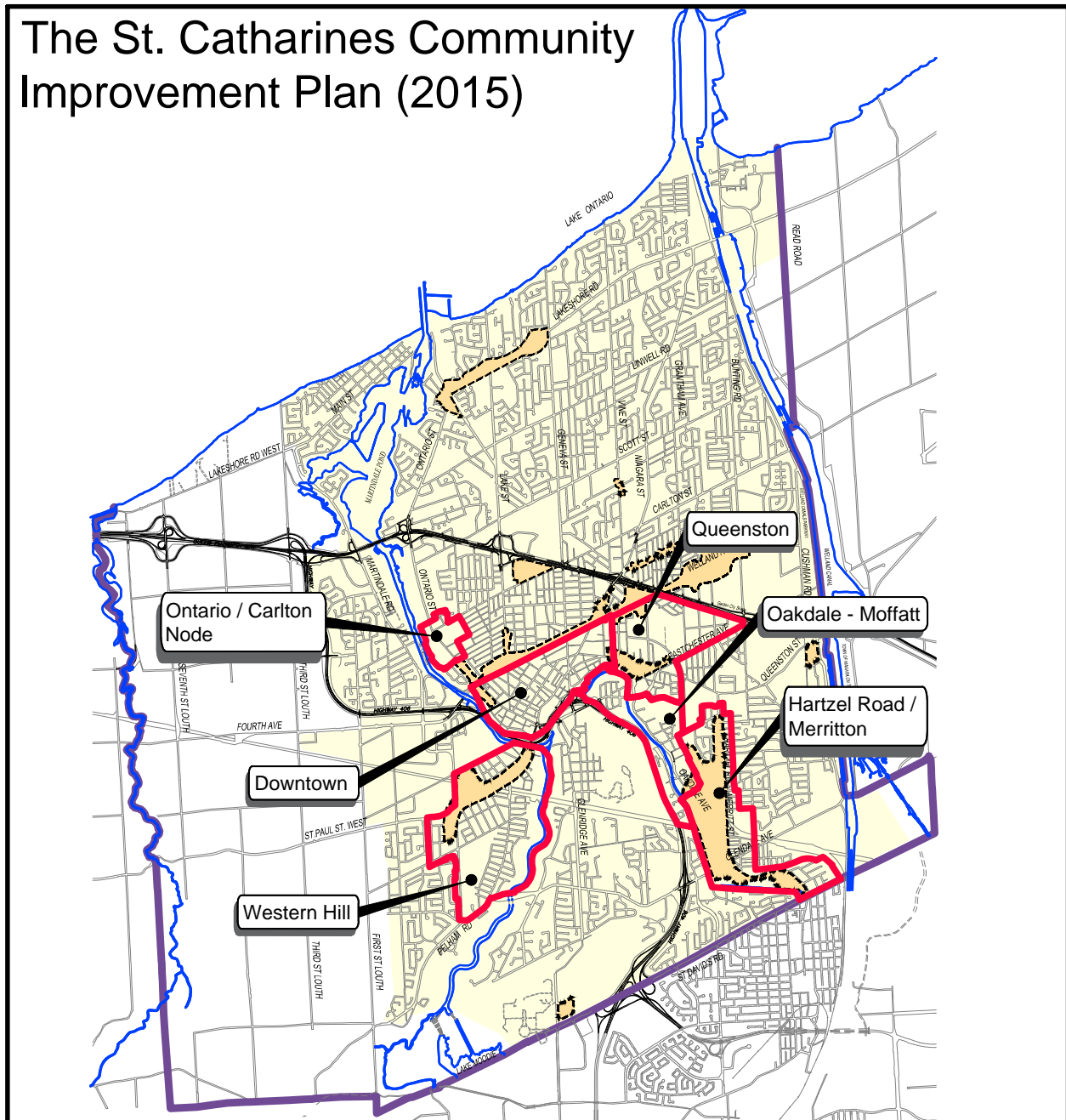
Community Improvement Plan (2015)

- Urban Area Community Improvement Project Area (Urban Area CIPA)
- Municipal Boundary





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The St. Catharines Community Improvement Plan (2015)



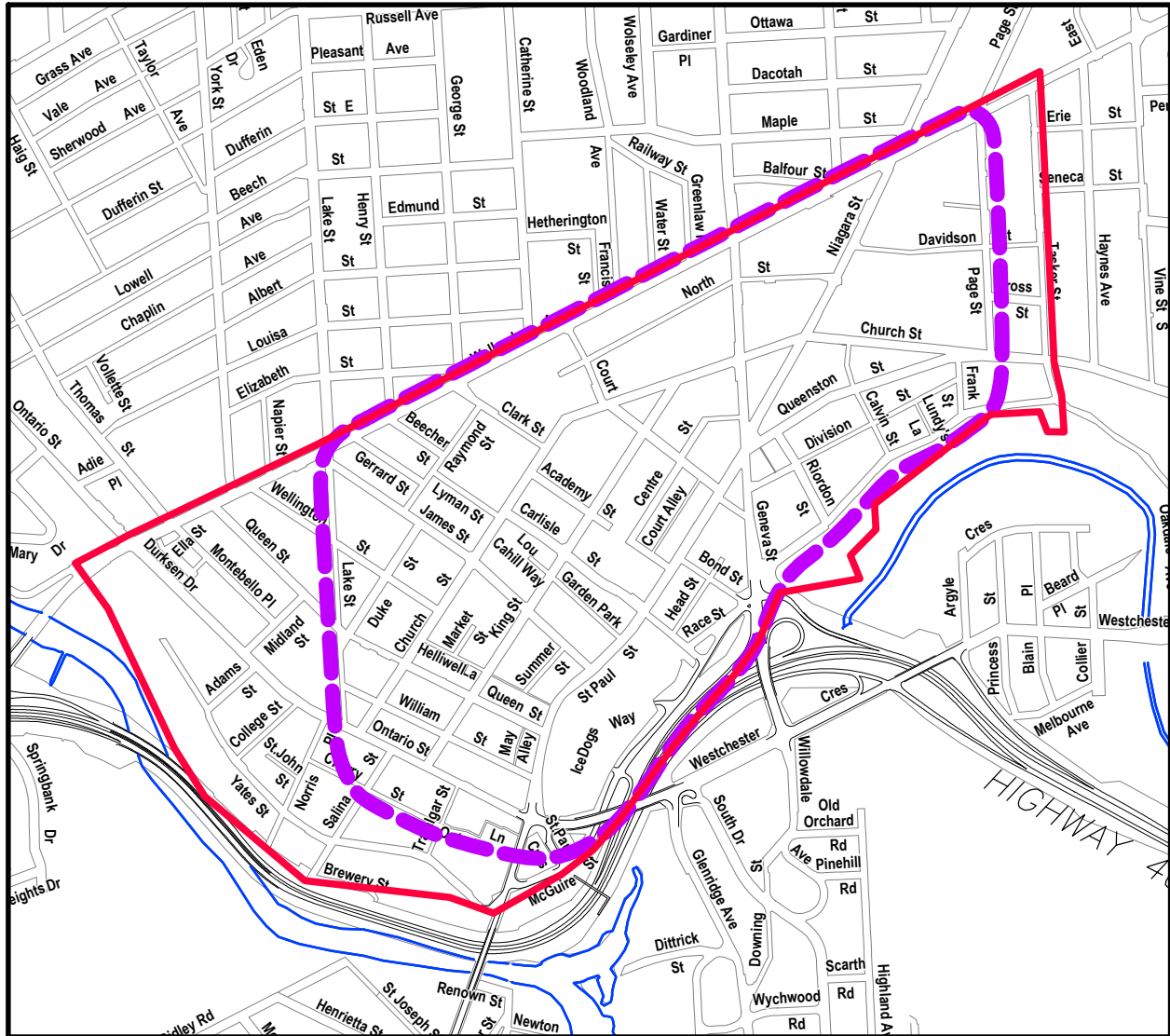
Community Improvement Plan (2015)

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|---|---|---|-----------------------|
|  | Urban Area Community Improvement Project Area (Urban Area CIPA) |  | Intensification Areas |
|  | Priority Neighbourhoods |  | Municipal Boundary |
| Downtown
Queenston
Hartzel Road / Merritton | | Oakdale - Moffatt
Western Hill
Ontario / Carlton Node | |

City of St. Catharines
Planning and Development Services



The St. Catharines Community Improvement Plan (2015)



Community Improvement Plan (2015)



Urban Growth Centre

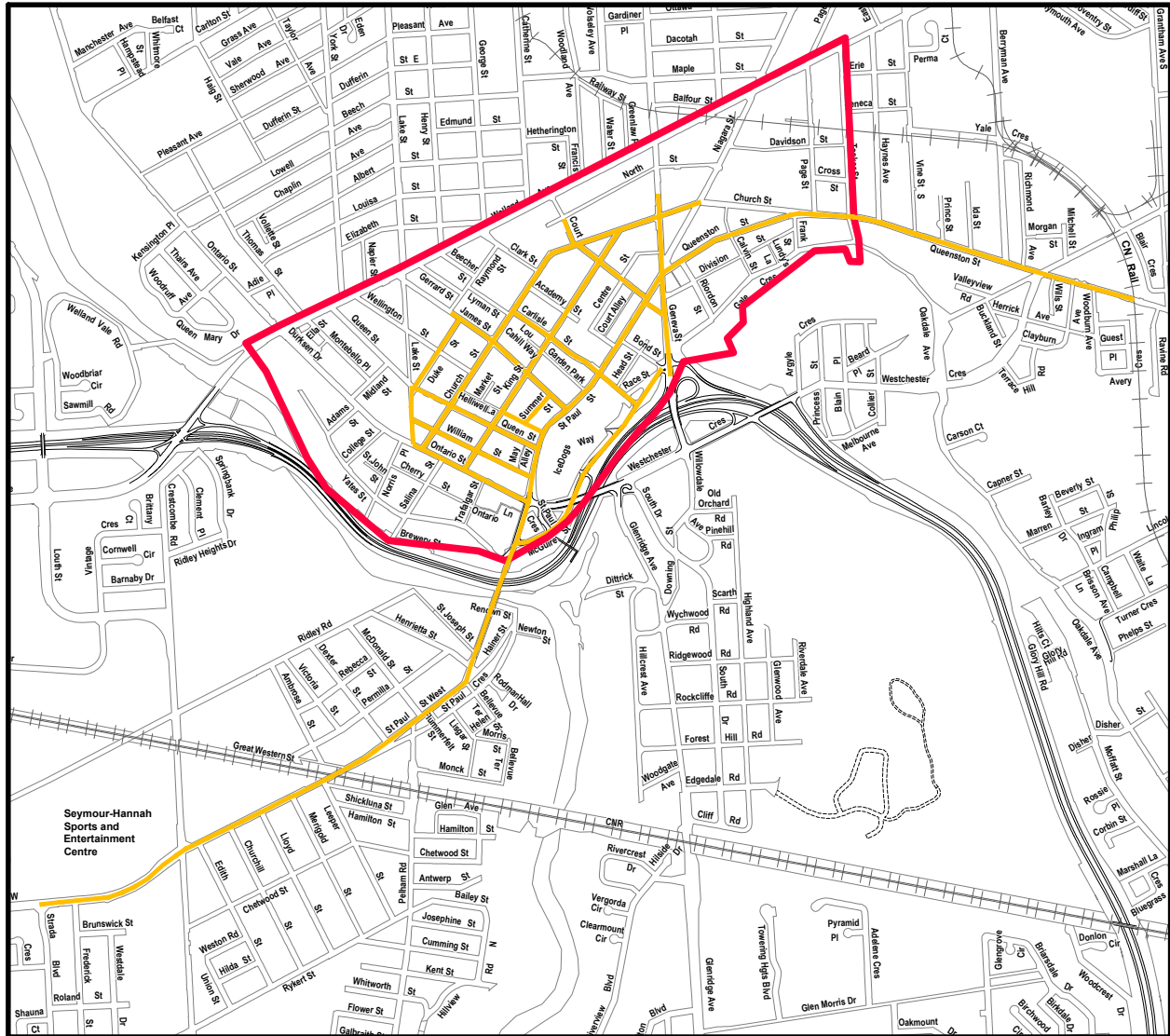


Downtown Priority Neighbourhood

City of St. Catharines
Planning and Development Services



The St. Catharines Community Improvement Plan (2015)



Community Improvement Plan (2015)

- Street Segments to which Properties Located thereon are Eligible for the Facade Improvement Program (FIP)
- Downtown Priority Neighbourhood

CITY OF ST. CATHARINES

COMMUNITY IMPROVEMENT PLAN **(2015)**

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PART A: INTRODUCTION

The 2015 St.Catharines Community Improvement Plan, herein referred to as the 2015CIP, is a set of financial incentive programs offered by the municipality to property owners to assist in achieving public strategies toward community and neighbourhood renewal.

More specifically, the 2015CIP offers grant and tax cancellation programs to eligible properties to support private sector *redevelopment*, reuse and rehabilitation of lands and buildings, and *remediation* of *brownfield lots*.

Legislative Authority

The legislative authority given to municipalities to provide grants and tax cancellation is established under Section 28 of the Planning Act and Section 365.1 of the Municipal Act.

Section 28 of the Planning Act allows municipalities, where community improvement policies are set out in the local Official Plan, to designate by by-law, a Community Improvement Project Area (CIPA), and to establish for the CIPA, a Community Improvement Plan (CIP). The CIP may set out financial incentive programs, in the form of grants, to support the achievement of Official Plan goals and objectives for community improvement.

Section 365.1 of the Municipal Act provides that, where a CIPA is in place and a CIP is in effect pursuant to Section 28 of the Planning Act, the CIP may also provide a tax cancellation program specific to *brownfield remediation*.

Official Plan (the Garden City Plan)

The City's Official Plan (the Garden City Plan), Part D, Section 7.4 and Part F, Section 16.14 sets out community improvement policies identifying goals and objectives for community renewal, and criteria for establishing CIPA's and a CIP

Community improvement policies set out in the Garden City Plan (GCP) are attached as Appendix 1. A major emphasis of these policies is directed towards stimulating *redevelopment*, reuse, rehabilitation and *remediation* of lands and buildings.

Council Approval

On xxxxxxxxx, xx, 2014, City Council passed By-law **xxxx-xxx** to designate the whole of the municipal Urban Area as a CIPA, and at the same time, adopted By-law **xxxx-xxx** to approve the 2015CIP to apply therein.

The 2015CIP offers three (3) grant programs, and a tax cancellation program, to support and stimulate private sector investment for *redevelopment*, reuse and rehabilitation of lands and buildings, and *brownfield remediation*.

St. Catharines Community Improvement Plan (2015)

The 2015CIP applies to the whole of the Urban Area. However, not all lots within this area are eligible for all programs offered, and not all projects may qualify for approval.

BACKGROUND

The new 2015CIP replaces the City's former CIP, which expired at the end of 2014. It is the result of an extensive review of the former CIP initiated by the municipality in 2013.

Review of former CIP

The City's former CIP was originally adopted in 2004 to establish community improvement policies for three CIPA's (Downtown, Queenston, and Hartzel Road/Merritton). In the next eight years the Plan was amended several times to add new CIPA's and modify Plan programs.

In total, the Plan expanded to include a total of six financial incentive programs applying to six CIPA's (Downtown, Queenston, Hartzel Road/Merritton, 583 Welland Avenue, Oakdale-Moffatt, and Western Hill). It included a grant program and a tax cancellation program specific to *redevelopment* and *remediation* of lands and buildings, a grant program for each of residential construction projects and residential conversion projects, a façade improvement grant program, and a municipal application and permit fees refund program.

With the Plan set to expire at the end of 2014, Council, in 2013, directed that a review of the CIP be undertaken to evaluate the effectiveness of Plan programs, and to recommend a renewed Plan going forward.

An interdepartmental City project team was established to undertake this review, and involved extensive consultation with relevant City Committees, the Region of Niagara, the development community and other stakeholder groups, Business Improvement Associations, the Greater Niagara Chamber of Commerce, and the Development Process Review Committee.

The existing Plan is seen as a great success in stimulating private sector investment for the *redevelopment*, *remediation*, rehabilitation and reuse of lots. Despite these successes, the Plan programs were increasingly becoming a financial challenge for the City as a result of the number of grant programs available, the volume of applications received, and the lack of a priority based evaluation system for project approval.

The central theme of the review was the need to strengthen the relationship and harmonization between the CIP and Council approved policies, plans and directives, including the Garden City Plan (GCP), the City's Sustainability Strategy, and the report 'Open for Business: Toward an Investment Oriented City Hall' released by the Development Process Review Committee in 2008.

Other considerations for change emerged during the review, including:

St. Catharines Community Improvement Plan (2015)

- priority programming be given for *brownfield remediation* recognizing the extensive costs related to *remediation*;
- maintain priority for investment in existing CIPA's, but at the same time recognize and support potential beneficial opportunities outside these areas by expanding the CIPA to apply to the whole of the Urban Area;
- provide clear, objective criteria for project evaluation, and establish a competitive application process to establish a consistent and transparent priority ranking system for project approval;
- provide efficient and effective Plan process and program delivery;
- include impact on property assessment and tax classification change as evaluation criteria in assessing financial risk/reward of project approval;
- priority programming be given to the Urban Growth Centre to support achievement of established residential and employment density targets, as set out in the Garden City Plan, and provide private sector investment stimulus to be consistent with public infrastructure investment, improvements and policy;
- broaden project evaluation criteria to include components such as urban design, sustainability, accessibility and job creation;
- reduce the number of grant programs available to best establish and prioritize Plan objectives and goals, and to assist in establishing consistent and relevant budget allocation to fund programs.

In August, 2013, City Council adopted the recommendations of the project team and directed staff to prepare a new CIP based on the review findings and recommendations for renewing the former CIP.

New 2015CIP

The new 2015CIP embraces many of the aforementioned considerations for Plan renewal, as follows:

Plan Programs

The 2015CIP reduces the number of programs available from the former CIP. The 2015CIP offers three grant programs and one tax cancellation program. These programs have been carried over from the current CIP, with certain revisions.

The intent of the programs are the same - to stimulate and assist private sector *redevelopment*, *remediation*, reuse and rehabilitation projects that create increased property assessment resulting in increased property taxes, and that support community renewal, growth management, and urban design policies established in the GCP.

St. Catharines Community Improvement Plan (2015)

The reduction in the number of programs will enable better accountability for program budget allocations, and allow for greater prioritization of project approvals in keeping with the overall intent of municipal community improvement policies.

Urban Area CIPA

Unlike the former CIP, and in keeping with the direction of the review, the 2015CIP establishes the whole of the municipal Urban Area as a CIPA, herein referred to as the Urban Area CIPA, and as set out on Schedule A to this Plan.

Evaluation Criteria

The 2015 CIP introduces a competitive application process and a points based ranking system for certain programs in order to better clarify program objectives, provide clarity of evaluation criteria, and to establish a more transparent and consistent evaluation process to support recommendations for project approvals.

Evaluation criteria has been expanded to better reflect a more comprehensive set of municipal policy initiatives, including priority location, lot size, fiscal impact, enhanced urban design, sustainability, provision for affordable housing, accessibility, and heritage restoration and preservation.

Priority Evaluation

Although certain programs may be available to all lots within the Urban Area CIPA, not all lots or projects may satisfy program eligibility or evaluation criteria and qualify for approval.

Eligibility and evaluation criteria are weighted towards giving priority approval for lots located in certain neighbourhoods, and also for certain types of projects.

- Priority Neighbourhoods

In keeping with the recommendations of the CIP review, the 2015CIP maintains priority approval for lots located within existing CIPA's created under the former Plan, with the exception of 583 Welland Avenue. Existing CIPA's carried forward in the 2015CIP for priority approval include the Downtown, Queenston, Hartzel Road / Merritton, Oakdale-Moffatt, and Western Hill neighbourhoods.

In addition to the five former CIPA's, the 2015CIP also adds a new project area for priority approval at the Ontario Street/Carlton Street node, where the former General Motors plant is located.

The six priority approval areas are defined as Priority Neighbourhoods in the 2015CIP, and identified on Schedule A. The exact boundaries of each area are more clearly set out on Schedules B1 to B6.

583 Welland Avenue has not been carried forward as a priority area in the new CIP. This was a site specific CIPA established in 2004 to assist in the *remediation* and *redevelopment* of a 4 hectare (10 acre) former industrial property for future residential purposes. *Remediation* has now been completed and a plan of subdivision for future residential development has been registered for the property. This project is one of the successes of the CIP, but no longer warrants priority assistance.

The Ontario Street/Carlton Street node is included as a Priority Neighbourhood. The former General Motors plant and surrounding properties represent significant *redevelopment* and reuse opportunities for employment re-generation, as well as other potential uses subject to necessary planning studies and Council approvals for a change in land use permissions.

The six Priority Neighbourhoods established in the 2015CIP are in keeping with the City's community improvement goals and objectives, and are summarized as follows:

i) Downtown (Schedule B1)

The Downtown is the cultural and economic hub of the City. As set out in the GCP, it is intended to support the highest concentration and mix of uses in the municipality, and a catalyst area for supportive public and private sector investment in lands, buildings, infrastructure, and public realm initiatives.

The Provincial Places to Grow Plan, as well as the GCP, designates most of the Downtown as an Urban Growth Centre, and sets out minimum residential and employment density targets to be achieved in this area.

The existing built environment has significant potential for small and medium scale *redevelopment* and reuse opportunities, and both interior and exterior building rehabilitation.

There are a number of large vacant and underutilized lots with significant potential for *redevelopment*, including the former Hotel Dieu hospital property and a number of former industrial lots located east of Geneva Street.

ii) Queenston (Schedule B2)

Queenston Street is the major arterial road through this area. It forms part of a major gateway into the municipality with direct connection to the Downtown Core, is a designated Regional bike route and on the Niagara Wine route, and is one of the City's older traditional mixed use corridors.

The segment of Queenston Street within the Priority Neighbourhood is dominated by the former St.Catharines General Hospital property. This

5.5 hectare (14 acres) property is now vacant after hospital services were relocated to the new NHS Hospital on Fourth Avenue. The property represents significant residential and mixed use *redevelopment* and reuse opportunities. With the hospital relocation, other uses have also moved off the street, increasing vacant and underutilized building stock in the area..

Queenston Street and surrounding residential neighbourhoods are generally characterized by older, fatigued building stock, with a disjointed and weary street presence, and contains many *redevelopment* and rehabilitation opportunities.

Policies established in the GCP support a greater mixed use environment along the Queenston Street corridor for medium density residential uses together with street oriented local neighbourhood commercial uses.

This corridor can also benefit from enhanced building facades to facilitate and strengthen attractive and cohesive gateway amenities and a vibrant street presence.

This neighbourhood also contains one of the older industrial districts in the City, and now characterized by a number of vacant and underutilized lots and abandoned buildings. Existing building stock is generally old and outdated for today's employment needs, standards, and emerging new uses. This area may benefit from investment stimulus for property reuse, rehabilitation and renewal to generate increased economic activities, intensification, diversity of employment and jobs.

iii) Hartzel Road / Merritton (Schedule B3)

The Hartzel Road / Merritton area is in transition. A number of large and small industrial users have left the area, such as the Domtar Steam Plant, Paper Mill, and Hayes-Dana. This provides significant opportunities for *remediation*, *redevelopment* and reuse of now abandoned lands and buildings for residential, commercial and other uses.

The Hartzel Road - Merritt Street corridor has a number of vacant store fronts, lower order commercial uses, auto related uses, and many car dealerships which are no longer permitted in the City's Zoning By-law. There has been little demand for higher order commercial uses.

The corridor has a disjointed streetscape, varying building setbacks, and many space expansive parking *lots* and access points onto the road. Much of the existing building stock is dated and in need of rejuvenation.

Policies established in the GCP support a greater mix of uses along the corridor for medium density residential and street oriented local neighbourhood commercial uses.

Together with public investment in the road corridor and other services, there are significant *redevelopment* opportunities along the corridor to be a catalyst for community renewal.

iv) Oakdale- Moffatt (Schedule B4)

Benefiting from existing CIP programs, there have been a number of residential development projects completed or initiated in this area over the past decade.

However, there still remain a number of vacant and underutilized residential lots , and remnant industrial and commercial lots, interspersed within the otherwise stable residential community.

This area can benefit from continued investment stimulus to generate residential development opportunities and replace incompatible land uses.

This neighbourhood is a transition area between the Hartzel Road corridor and the old Welland Canal located adjacent to Oakdale Avenue and Moffatt Street. The Old Canal, and associated valley lands containing the Merritt Trail, is a significant natural and cultural heritage connection and linkage through the City.

Much of the existing building stock in this area, together with the Oakdale Avenue streetscape, is fatigued and in need of rejuvenation. Public/private investment strategies supporting *redevelopment* and rejuvenation will serve to increase the attractiveness, accessibility and interest in this rich cultural amenity.

v) Western Hill (Schedule B5)

The Western Hill neighbourhood is one of the oldest in the municipality. Two of the primary roads in this area, St. Paul Street West and Pelham Road, are major gateways into the municipality with direct connection to the Downtown Core, via the Burgoyne Bridge.

The Burgoyne Bridge is one of only four road crossings of the 12 Mile Creek in the municipality. It is a significant structural landmark and road connection in the City, and major public investment has recently been made to replace the aging bridge.

The City's only train station is also located within the Western Hill neighbourhood

Only a few vacant lots remain within the area, and although there are many stable residential neighbourhoods, a significant component of

existing building stock is older and fatigued, and offers a number of *redevelopment*, reuse and rehabilitation opportunities.

The most significant of these opportunities exist along St. Paul Street West, Pelham Road, in the vicinity of the Burgoyne Bridge where the two roads converge, and at the City's existing train station.

St. Paul Street West is characterized by a mix of underutilized and older commercial and industrial lots interspersed with low density residential uses. GCP policies support an evolution along this corridor towards a greater mix of medium density residential and street oriented local neighbourhood commercial uses.

The corridor is also characterized by older and fatigued building stock, and can benefit from enhanced building facades to facilitate and strengthen attractive and cohesive gateway amenities.

Pelham Road has been in a state of flux over the years, with ad hoc commercial developments interspersed with residential development. The GCP supports a more stable residential environment along this street, and there exists a number opportunities for residential *redevelopment* and reuse of buildings.

The vicinity of the Burgoyne Bridge is characterized by a mix of lower order commercial uses, auto related uses, and non-descript residential uses along St. Paul Street West and at the intersection of Pelham Road. The GCP policies support a more cohesive mixed use environment in this area, providing medium and higher density residential opportunities together with local street oriented neighbourhood commercial uses. This area can also benefit from enhanced streetscape and facade improvements to strengthen the attractiveness and amenity of this area as a direct connection into the Downtown.

The train station is a key physical as well as visual connection to the municipality. The station and immediately surrounding lands are underutilized and in a relative state of disrepair and decline, and should be a priority area for *redevelopment*, rehabilitation and rejuvenation.

The GCP designates the train station and immediate vicinity as a Major Transit Station consistent with the Provincial Places to Grow Plan. This area is the City's primary rail terminus, and is intended to provide facilities for Provincial GO service, other regional, provincial, national and international rail service, and connections to the City's transit system. The Plan designates the area for transit supportive medium and higher density residential uses together with an appropriate range and mix of commercial, employment and other uses to accommodate both residents and the travelling public

vi) Ontario / Carlton Node (Schedule B6)

The Ontario-Carlton neighbourhood has been included as a Priority Neighbourhood in recognition of the potential for community renewal on the former General Motors lands, and immediately surrounding properties.

The General Motors plant was closed at the end of 2012, and the existing factory buildings located on both the east and west side of Ontario Street are currently vacant and unoccupied. At approximately 20 hectares (50 acres), this industrial property provides significant employment regeneration and reuse opportunities. It also represents the potential for the largest *brownfield remediation* project in the City for *redevelopment* opportunities, subject to necessary planning studies and approvals for a change in land use permissions.

The lands to the south of the General Motors lands are characterized by a mix of smaller commercial lots, and lower to medium density housing types. Building stock is generally older and fatigued. *Redevelopment* of this area may contribute to enhanced building stock, better cohesion and integration of uses, and reduction of space expansive parking areas and the number of access points onto Ontario Street.

The north side of Carlton Street includes a small isolated residential enclave with a mix of housing types. A number of underutilized commercial *lots*, and an industrial property, are located to the periphery along Ontario Street and Carlton Street. Characterized by older building stock, most properties are generally well kept. However, certain properties may benefit from *redevelopment*, rehabilitation or reuse, and the overall enhancement of the Ontario/Carlton node should not be considered in isolation of the lands north of Carlton Street.

- Intensification Areas

Properties located within Intensification Areas, as set out in the GCP, and identified on Schedule A of this Plan, are also given priority for approval under certain CIP programs.

These areas are intended to support future *redevelopment* opportunities for medium and higher density housing, together with a mix of neighbourhood oriented small scale commercial, institutional, recreational and employment uses.

They are primarily located along major street corridors already exhibiting a transition towards a mixed use environment, and where community renewal opportunities exist to support *redevelopment* for medium and higher density housing.

Implementation Guidelines

The former CIP provided little direction with respect to application requirements and the approvals process, often resulting in inconsistent processing of applications and cumbersome delays in fulfilling program approvals.

The 2015CIP will be accompanied by a set of clear and concise Implementation Guidelines. The Guidelines function as an administrative guide, and will contain application forms, set out detailed requirements for submission of a complete application, the application and approvals process, process timing, and general conditions of approval and agreement contents.

PART B: PROGRAMS

The 2015CIP offers three (3) grant programs and one (1) tax cancellation program to eligible property owners for private sector *redevelopment*, reuse, and rehabilitation of lands and buildings, and *brownfield remediation*.

Although the 2015CIP applies to all properties within the municipal Urban Area (Urban Area CIPA), not all properties or projects may be eligible or qualify for approval

The programs available under the 2015CIP are as follows:

1. TAX INCREMENT FINANCE PROGRAM (TIF)**A) Purpose**

Pursuant to Section 28 of the Planning Act, this program is meant to stimulate investment by the private sector that may not otherwise take place. It provides for a financial incentive to property owners, in the form of a grant, to offset a portion of the cost of Redevelopment projects and Brownfield Remediation Redevelopment projects.

It is intended to help create new development that increases the property tax assessment and results in increased property taxes.

Eligible projects must be for *redevelopment* of underutilized *lots* for conversion and / or intensification for residential, commercial, mixed use or employment uses which comply with the use and density permissions established in the City's Official Plan (the GCP) and Zoning By-law 2013-283, or as may be amended.

B) Program Description

i) Only the property owner or an authorized agent can apply for a grant under the TIF program, and only the property owner making the application will receive the grant.

ii) Grant

a) Redevelopment Projects can receive an annual grant up to 45 % of the increase in property tax assessment (the *tax increment*) resulting from a *redevelopment* project. The grant shall not exceed eligible *redevelopment* costs incurred (Section 1.E i) below), and may be provided up to a maximum time period of 10 years.

- b) Brownfield Remediation Redevelopment Projects can receive an annual grant up to 80 % of the increase in property tax assessment (the tax *increment*) resulting from a *redevelopment* project involving *remediation*. This grant shall not exceed eligible *redevelopment* and *remediation* costs incurred (Section 1.E ii) below), and may be provided up to a maximum time period of 10 years.

To be eligible for this grant, a Phase II Environmental Site Assessment must have been completed on the property at the cost of the applicant; and

that a Record of Site Condition (RSC) for the property cannot be filed on the Brownfields Environmental Site Registry because it does not meet certain Environmental Protection Act standards; and

the project must involve redeveloping the *lot* for a more sensitive use (e.g. industrial to residential), or for intensification of existing industrial *lots* resulting in significant employment generation.

.c) Non Retroactive

With the exception of a Phase II Environmental Site Assessment, this program is not offered retroactively for any *remediation* and/or *redevelopment* activities undertaken, or costs incurred, prior to the successful applicant formally entering into a TIF agreement with the City, and the passing of a TIF by-law by City Council to authorize the grant.

If the applicant is also applying for tax cancellation to offset eligible *remediation* costs under the Brownfield Tax Assistance Program (BTA) in Part B, Section 2, the applicable BTA agreement and by-law must also be executed prior to any *remediation* activities undertaken, or costs incurred.

- d) *Remediation* and / or *redevelopment* must be completed first prior to the applicant receiving any grant payment for the recovery of eligible costs.

Successful applicants are responsible for the entire cost of the *remediation* and/or *redevelopment*, and must continue to pay in full all property taxes (City, Niagara Region and Provincial education portion).

Once the project is completed to the satisfaction of the municipality and in compliance with the TIF agreement, the

applicant may then request in writing the commencement of the annual grant payment.

The grant payment shall be equal to the approved tax *increment*, or the eligible *remediation* and/or *redevelopment* costs, whichever is the less, up to a maximum period of 10 years.

- e) Prior to request for commencement of the grant payment, one full year of property taxes must be paid on the lot based on the increased property tax assessment resulting from the project.

For Redevelopment projects, the commencement of the grant payment must be executed by the applicant within three (3) years of the execution of the TIF agreement,

For Brownfield Redevelopment Remediation projects, the commencement of the grant payment must be executed by the applicant within five (5) years of the execution of the TIF agreement.

- f) No grant will be provided if the project does not generate an increase in property tax assessment.

C) **Eligible Properties**

This program is available to all properties located within the municipal Urban Area CIPA. However, projects considered for approval under this program will be evaluated based on a Competitive Application Process and a Valuation Ranking System as set out in Section D below.

The Valuation Ranking System gives priority to projects located in Priority Neighbourhoods and Intensification areas.

The Urban Area CIPA, Priority Neighbourhoods, and Intensification Areas are set out in Schedule A.

D) **Evaluation Criteria – (Competitive Application Process and Valuation Ranking System)**

There will be a limited number of intake dates per year in which applications for this program will be received by the municipality. These intake dates will be posted on the City's web page (www.stcatharines.ca).

Subject to satisfaction of complete application requirements, projects will then be evaluated based on a valuation ranking system to determine priority for recommendation of approval.

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At a minimum, proposals must comply with the use and density permissions established in the GCP and Zoning By-law 2013-283, or as may be amended.

The valuation ranking system is weighted towards priority approval for *redevelopment* projects involving *brownfield remediation*, and sets out a number of weighted criteria in which to evaluate proposals, including location, lot size, net financial benefit, density generation, urban design, sustainability, accessibility, and heritage restoration and preservation.

Projects achieving the most points will be given priority for recommendation of Council approval.

Proposals must achieve a minimum of 28 points to be eligible for consideration of Council approval.

The valuation ranking system is as follows:

VALUATION RANKING SYSTEM	Weight (points)
1. Redevelopment Projects	20
2. Redevelopment Projects involving Remediation	
- estimated cost of <i>remediation</i> in relation to other projects:	
- highest	30
- 2 nd highest	25
- 3 rd highest	20
3. Lot Size	
- 1 hectare or less	2
- greater than 1 hectare	4
4. Project Location	
- within the Downtown Priority Neighbourhood	15
- within other Priority Neighbourhoods	10
- within an Intensification Area outside a Priority Neighbourhood	5
5. Financial Impact	
- net benefit on weighted assessment in relation to other projects	
- highest	5
- 2 nd highest	3
- 3 rd highest	1
6. Density Generation (people and/or jobs per hectare) in relation to other projects	
- highest	10
- 2 nd highest	6
- 3 rd highest	3
7. Value Added	
- urban design features (façade, landscaping, public realm, etc)	2.5
- sustainability (LEEDS, energy efficiency, etc.)	2.5
- accessibility (universal access, barrier free) in accordance with Facility Accessibility Design Standards (FADS)	2.5
- heritage restoration/preservation	2.5
** For criteria 1 to 6, points are awarded on an all or nothing basis. For criteria 7, points may be awarded on a sliding scale up to a maximum of 10. **	

E) Eligible Costs

i) Redevelopment Projects

Eligible costs for Redevelopment projects are as follows:

- a) removal of debris including abandoned infrastructure and general improvements for structural safety purposes to meet the minimum requirements of the Ontario Building Code;

- b) *lot* preparation, and construction/improvement or relocation of services, including water service, sanitary and storm sewers, roads, curbs, gutters, catchbasins, hydro, gas and communication services;
- c) demolition of buildings and structures, and removal and disposal of all materials and debris;
- d) capital expenditures for renovation of existing buildings to be retained and/or new building construction, including accessibility costs;
- e) streetscaping, landscaping improvements;
- f) construction of sound barriers, gas migration trenches;
- g) Municipal Property Assessment Corporation (MPAC) Assessment Estimate;
- h) legal fees, consulting fees, and financing costs as they relate to the preparation of complete application requirements and to eligible costs identified in a) to g) above.

ii) Brownfield Remediation Redevelopment Projects

Eligible costs for Brownfield Remediation Redevelopment projects include all those identified in Section E i) above, and the following:

- a) A Phase II Environmental Site Assessment, Site Specific Risk Assessment (SSAR), and Record of Site Condition;
- b) environmental *remediation* in accordance with Ministry of Environment regulations and standards;
- c) placing of clean fill and grading;
- d) interest charges related to the cost of financing the preparation of *remediation* studies and undertaking the *remediation*;
- e) insurance premium to guarantee *remediation* completion;
- f) removal of waste materials.

F) General Provisions**i) Calculation of *Tax Increment***

The increase in property tax assessment, or the '*municipal tax increment*', is calculated as follows:

“ the difference between the '*base rate*' (the municipal tax assessment of the lot prior to the *remediation* and/or *redevelopment* project) and the municipal tax assessment of the lot after re-evaluated by the Municipal Property Assessment Corporation (MPAC) following project completion or, at the *commencement year*, whichever is the earlier date.”

ii) City, Region, Provincial Participation and *Tax Increment* Portion of Grant**a) City**

Although the City administers this program on behalf of other levels of government, it can only approve a grant for the City portion of the property *tax increment*.

The grant referred to in the aforementioned is related only to the City portion of the property *tax increment*, and is subject to the successful applicant formally entering into a TIF agreement with the City, and the passing of a TIF by-law by City Council to authorize the grant.

b) Region

Under the Region of Niagara Smarter Niagara Incentive Program (SNIP), the Region may also provide a grant up to 45% for *redevelopment* projects, or 80 % for *brownfield remediation redevelopment* projects, of the increase in the Regional portion of property tax assessment (*tax increment*) resulting from the *remediation* and /or *redevelopment*, and not to exceed eligible costs.

The Regional portion of the grant is subject to approval by the Council of the Region of Niagara. Confirmation of Region of Niagara participation in the program, and any terms or conditions thereof, will be addressed in the TIF agreement.

c) Provincial

There is no grant available for the Provincial education portion of property tax assessment under this program.

iii) Participation in other 2015CIP Programs

- a) Projects approved under this program are eligible for the Brownfield Tax Assistance Program (BTA) set out in Part B, Section 2, and vice versa.
- b) Projects approved under this program are not eligible for the Residential/Office Conversion Program (ROC) set out in Part B, Section 3 or the Façade Improvement Program (FIP) in Part B, Section 4.

iv) Program Funding

The amount of each grant that may be awarded under this program is subject to City and Regional municipal budget allocation and monies available to fund the program.

2. BROWNFIELD TAX ASSISTANCE PROGRAM (BTA)

A) Purpose

This program provides tax assistance pursuant to Section 365.1 of the Municipal Act. Section 365.1 allows municipalities, where a CIPA is in place and a CIP is in effect pursuant to Section 28 of the Planning Act, to pass a by-law providing tax assistance to an eligible lot in the form of a freeze, or cancellation, of part or all of the taxes levied on that lot.

It is intended to encourage private sector *brownfield* rehabilitation for future *redevelopment* purposes by providing tax cancellation, for up to a maximum period of three (3) years, to offset eligible *remediation* costs incurred by the property owner.

B) Eligible Properties

This program is only available for proposed *brownfield remediation* projects on *lots* located within the boundaries of a Priority Neighbourhood, as set out on Schedule A of this Plan; and

where a Phase II Environmental Site Assessment has been conducted on the lot at the cost of the applicant; and

where a Record of Site Condition (RSC) for the lot cannot be filed on the Brownfields Environmental Site Registry because it does not meet certain Environmental Protection Act standards.

C) Program Description

- i) Only the property owner or authorized agent can apply for tax assistance under the BTA program, and only the property owner making the application will receive the tax assistance.

- ii) Grant

The entire cost of *remediation* is the responsibility of the property owner.

Successful applicants may receive up to 100 % property tax cancellation, or a portion thereof, to offset eligible *remediation* costs (Section 2.D below) for a maximum period of three (3) years. The amount of tax assistance provided shall not exceed eligible *remediation* costs.

- iii) With the exception of a Phase II Environmental Site Assessment, this program is not offered retroactively for any *remediation* activities undertaken, or costs incurred, prior to successful applicants formally entering into a BTA agreement with the City, and the passing of a BTA by-law by City Council to authorize the agreement.

The cancellation of property tax commences after execution of the BTA By-law and may continue through the *remediation* and *redevelopment* period of the project, up to a maximum period of three (3) years.

D) Eligible Remediation Costs

Eligible *remediation* costs under the BTA program are as follows:

- a) A Phase II Environmental Site Assessment, Site Specific Risk Assessment (SSAR), and Record of Site Condition;
- b) environmental *remediation* in accordance with Ministry of Environment regulations and standards;
- c) placing of clean fill and grading;
- d) interest charges related to the cost of financing the preparation of *remediation* studies and undertaking the *remediation*;
- e) insurance premium to guarantee *remediation* completion;
- f) removal of waste materials.

Note: eligible *remediation* costs identified above may vary from eligible costs under the Provincial Brownfields Financial Tax Incentive Program (BFTIP). See Section 2.E i) c) below for information related to the BFTIP

E) General Provisions

i) City, Region, and Provincial Participation and portion of Tax Assistance

The intent of this program is to provide up to 100% cancellation of property taxes (the City, Region, and Provincial education portion of property tax) for a period up to a maximum of three (3) years and not to exceed eligible *remediation* costs.

a) City

Although the City administers this program on behalf of other levels of government, it can only approve cancellation of the City portion of property tax.

The cancellation of the City portion of property tax is subject to the successful applicant formally entering into a BTA agreement with the City, and the passing of a BTA by-law by City Council to authorize the agreement.

b) Region

Under the Region of Niagara Smarter Niagara Incentive Program (SNIP), the Region may also provide cancellation of up to 100 % of the Regional portion of property tax, and not to exceed eligible *remediation* costs, subject to approval by the Council of the Region of Niagara.

Confirmation of Region of Niagara participation in the program, and any terms or conditions thereof, will be addressed in the BTA agreement.

c) Province

i) Cancellation of the Provincial education portion of property tax is subject to a separate application to the Minister of Finance for approval under the Provincial Brownfields Financial Tax Incentive Program (BFTIP).

The BFTIP provides for cancellation of the Provincial portion of property tax for *remediation* of eligible *brownfield lots*. The Province can cancel all, or a portion, of the education

property taxes of a lot for up to three (3) years, and not to exceed eligible *remediation* costs.

- ii) To access tax cancellation from the Province through the BFTIP, property owners must first have made a complete application to the City for municipal tax cancellation under the BTA program. The City, upon request from and on behalf of the property owner, will then make application to the Province for matching education property tax assistance under the BFTIP, and forward the draft BTA agreement and by-law to the Province for review and consideration.

Cancellation of the education portion of property tax is subject to Provincial approval of the BTA agreement and by-law, and which may be amended to incorporate Provincial conditions and terms of approval.

Eligibility requirements, eligible *remediation* costs, the amount of tax assistance, and the timing of and conditions that apply to the education property tax cancellation under the Provincial BFTIP may vary from municipal property tax assistance under the City's BTA program.

- iii) Property *remediation* may commence without prior Provincial approval for education tax cancellation, subject to the property owner formally entering into the BTA agreement with the City, and the passing of the BTA by-law by City Council to authorize the agreement.

If the BTA agreement and by-law is executed prior to Provincial approval, no education property tax cancellation will be forthcoming until such time as the agreement and by-law is approved by the Province, or a further agreement and by-law is executed and approved by the Province.

- iv) Notwithstanding Section 2.C iii), Provincial education tax cancellation may commence during or after completion of the *remediation* period, and may extend into the development phase of a project, up to a maximum time period of three (3) years.

- ii) The total combined tax cancellation that may be provided from the City, Region and the Province shall not exceed eligible *remediation* costs

iii) Participation in other 2015CIP Programs

Projects approved under this program are eligible for the TIF program as set out in Part B, Section 1, and vice versa.

iv) Program Funding

The amount of each grant that may be awarded under the BTA program is subject to City and Regional municipal budget allocation and monies available to fund the program.

3. RESIDENTIAL / OFFICE CONVERSION PROGRAM (ROC)

A) Purpose

Pursuant to Section 28 of the Planning Act, this program provides financial incentives to the private sector to convert, upgrade or rehabilitate vacant unoccupied building space for new residential apartment dwelling units or office use for new tenants.

The intent of this program is to promote small to medium scale *redevelopment* and rehabilitation projects that help support the achievement of residential and employment density targets for the Urban Growth Centre, as set out in the Garden City Plan.

B) Eligible Properties

This program is only available to *lots* located within the Urban Growth Centre, which is part of the Downtown Priority Neighborhood, and which are appropriately zoned to permit residential apartment dwelling units and/or office use.

The boundary of the Downtown Priority Neighbourhood and the Urban Growth Centre is set out on Schedule C to this Plan.

C) Program Description

i) Either a property owner or authorized agent may make application and receive a grant under the ROC program.

ii) Grant

a) Residential Conversion/Rehabilitation

i) Grants are available from the City to convert, upgrade or rehabilitate vacant or underutilized building space for new

residential apartment dwelling units. For the purposes of this program, apartment dwelling units do not include accessory apartments as defined in the City's Zoning By-law 2013-283.

Successful applicants are responsible for the entire cost of the conversion, upgrade or rehabilitation, and then will receive a grant from the City up to 15 % of eligible costs (Section 3.E below), to a maximum of \$ 2,000 per residential apartment dwelling unit.

- ii) The maximum City grant allowed for residential conversion, upgrade or rehabilitation is \$ 20,000 per project.
- iii) Successful applicants are also eligible for a matching grant through the Niagara Region Smarter Niagara Incentive Program (SNIP), but in no case will the combined total grant from the City and the Region exceed 15 % of eligible costs.,

b) Office Conversion/Rehabilitation

- i) Grants are available from the City to convert, upgrade or rehabilitate vacant or underutilized building space to create new office space to accommodate new and separate tenants. For the purposes of this program, 'office' is defined pursuant to Zoning By-law 2013-283 and does not include office as part of a home based business or office use that is secondary or incidental to a primary retail or service commercial use.

Successful applicants are responsible for the entire cost of the conversion, upgrade or rehabilitation, and then will receive a grant up to 30 % of eligible costs (Section 3.E below) to a maximum of \$ 2,000 per 28 square metres (300 sq.ft.) gross floor area (gfa) of building space.

A minimum 85 square metres (915 sq.ft.) gross floor area (gfa) of building space must be converted, upgraded or rehabilitated for office use.

- ii) The maximum City grant allowed for office space conversion, upgrade or rehabilitation is \$ 20,000 per project.
- iii) Matching grants for office conversion, upgrade or rehabilitation are not available under the Region of Niagara Smarter Niagara Incentive Program (SNIP).

D) Evaluation Criteria

Grants will be evaluated on a case by case basis, and will be based on the overall vision of the project, the overall improvement strategy for the building, consistency with the Downtown Urban Design Guidelines, and compliance with the City's GCP and Zoning By-law 2013-283.

E) Eligible Costs

Eligible costs under the ROC program are as follows:

- a) structural upgrades;
- b) replacement of doors, windows, skylights;
- c) permanent walls relocation/construction;
- d) fixtures and installation (lighting, kitchen, washrooms, security systems);
- e) HVAC systems;
- f) mechanical and electrical systems;
- g) plumbing;
- h) flooring;
- i) accessibility improvements (e.g. entrances, elevators, ramps) in accordance with Facility Accessibility Design Standards (FADS);
- j) provision of fire protection and suppression systems;
- k) technological upgrades (e.g. telecommunications);
- l) building insulation;
- m) equipment rentals for construction improvement;
- n) qualified contracted labour.

F) General Provisions

i) Non-Retroactive Program

This program is not offered retroactively for any conversion, upgrade or rehabilitation activities undertaken, or costs incurred, prior to applicants receiving formal grant approval.

ii) Maximum Grant Per Project

The maximum grant per project that is available from the City for a combined mixed use project to convert, upgrade or rehabilitate building space for residential apartment dwelling units and office space is \$ 40,000.

iii) Maximum Number of Applications Per Lot

Not more than one application per *lot* will be considered for approval within any 2 year period; and

in no case shall an application be considered for approval where the conversion, upgrade or rehabilitation is for the same building space, or part thereof, that was subject to a previous approval under this program.

iv) Approval Authority

The Director of Planning and Building Services, or designate, is the approval authority for City grants under this program.

In the case of dispute with the Director's decision, applicants may appeal to City Council for reconsideration.

v) Duration of Approval

To receive a grant, projects must be completed to the satisfaction of the municipality within 12 months of application approval.

vi) Program Funding

The total number of grants, and the amount of each grant awarded under this program is subject to municipal budget allocation and monies available to fund the program.

vii) Participation in other 2015CIP Programs

Projects approved under the TIF program in Part B, Section 1 are not eligible for funding under the ROC program or vice versa.

4. FAÇADE IMPROVEMENT PROGRAM (FIP)

A) Purpose

Pursuant to Section 28 of the Planning Act, this program provides grants for building façade improvements to stimulate neighbourhood renewal, and promote a more connected, interactive, animated, cultural, accessible, and attractive street presence and public realm.

The program is directed to the Downtown and immediate vicinity. An enhanced street presence and public realm is one of the key initiatives of GCP policies supporting Downtown rejuvenation and revitalization.

B) Eligible Properties

Properties eligible for this program are as follows:

- i) Properties located in the Downtown Priority Neighbourhood that are subject to the Downtown Urban Design Guidelines, and only on the following streets or street segments, and as set out on Schedule D of this Plan:
 - St. Paul Street, King Street, Church Street, Ontario Street, William Street, Queen Street, Lake Street, James Street, Carlisle Street, McGuire Street, Geneva Street, Queenston Street, Niagara Street, Court Street, Duke Street, Summer Street, and a portion of Helliwell Lane from St. Paul Street to King Street.
- ii) Properties located on:
 - Queenston Street from Geneva Street to the CN Rail line east of Eastchester Avenue; and St. Paul Street West from the Burgoyne Bridge to the Seymour Hannah complex, and as set out on Schedule D of this Plan.

These street segments are part of significant gateway corridors providing direct connection and linkage into the Downtown from outside the municipality. Although not located within the Downtown Priority Neighbourhood, they are located within adjacent Priority Neighbourhoods which promote community renewal along these corridors.

C) Program Description

- i) Either a property owner or authorized agent may make application and receive a grant under the FIP program.

ii) Grant

- a) The successful applicant is responsible for the entire cost of the façade improvement, and then will receive a grant from the City up to 50 % of eligible costs (Section 4.F), to a maximum of \$10,000 per façade and \$ 20,000 per building.
- b) Successful applicants are also eligible for a matching grant through the Niagara Region Smarter Niagara Incentive Program (SNIP). However, not all eligible facades (Section 4.D) under the City grant program may be eligible under SNIP.

In no case will the combined total grant from the City and the Region exceed 50 % of eligible costs.

D) Eligible Facades

The grants offered by the City are for improvements to the following building façades:

- a) street-facing building facade that has ground floor commercial (office, retail, service commercial), indoor recreation or institutional uses;
- b) rear facade of a building that is located on the south side of St.Paul Street, between the Ontario Street / Westchester Crescent intersection and Carlisle Street;
- c) exterior side facade of a building where both the exterior side façade and the front façade has ground floor commercial (office, retail, service commercial), indoor recreation or institutional uses, and where the building is located on a corner *lot* of any of the streets identified in Section 4.B and as set out on Schedule D to this Plan;
- d) side yard building façades that are directly adjacent to and facing a public space, and where the building has a street-facing building facade that has ground floor commercial (office, retail, service commercial), indoor recreation or institutional uses.

E) Evaluation Criteria

Applications submitted must, at a minimum, be consistent with urban design guidelines, and comply with the City's GCP and Zoning By-law 2013-283.

Each project shall be evaluated based on the 10 criteria below, and shall satisfy at least 8 of these criteria to qualify for approval. Proposals to improve an eligible rear façade under Section 4.D b) will only need to satisfy 5 of these criteria.

The evaluation criteria are as follows:

- a) Comprehensiveness - Façade improvements should represent a holistic restoration and improvement strategy for the entire eligible façade, including entrances, ground floor, upper floors and rooflines.
- b) Entrances - Ground floor facades should include a prominent, well-defined pedestrian entrance for each ground floor use or lobby, which is oriented to the sidewalk.

Where new entrances are proposed, they shall be recessed from the sidewalk. Each principle entrance shall be flush with the sidewalk or ramped in order to minimize barriers for people with disabilities or mobility challenges in accordance with Facility Accessibility Design Standards (FADS).

- c) Ground floor - Ground floor facades should include an appropriately designed bulkhead panel; large clear glass display windows; glazed transoms, clear glazed or decorative door, and a cornice.
- d) Cultural Integrity - All original architectural elements should be retained and restored. This includes but is not limited to cornices, brickwork, window moldings, pilasters, bulkheads, parapets and other details. If a specific architectural element cannot be retained due to irreparable deterioration, replacement elements shall be compatible with the original to the greatest extent possible. Original architectural elements, including windows and doors, should not be covered, filled or obscured.
- e) Materials and Cladding - The façade should primarily be clad in brick or stone which is in a good state or repair or shall be restored. Unpainted brick or stone should not be painted or covered. Previously painted masonry may be repainted or stripped. Masonry and mortar that must be repaired or replaced should match the existing material in colour, style and texture as closely as possible. Façade and accent colours shall be selected that reflect and enhance place character.
- f) Ground Floor Windows - The surface area of the ground floor façade should be covered by at minimum percentage of clear glass windows in compliance with Zoning By-law 2013-283 and which provide views to active interior space or lobbies. To allow people to clearly see in and out, tinted or reflective glazing is not permitted. Use of security grills or bars over windows is also not permitted. While limited

traditional painted or decal window signs may be appropriate, signage and posters will generally be avoided.

- g) Upper Windows - Original upper storey window openings should be retained, along with the traditional configuration of window panes and sashes. This includes retention or existing round head windows. Where new windows are proposed, they should reflect the size and spacing of original windows and those of adjacent buildings. Original window sills, surrounds and shutters should be retained and restored where possible, or replaced with a compatible alternative. Any window box air conditioners and wall-mounted satellite dishes shall be removed.
- h) Compatibility and Proportions - Large walls should be broken down through vertical and horizontal articulation which reflects the characteristic proportions established by adjacent facades and other facades on the block, including typical widths and height, cornice heights, window and door composition, awning design, and rooflines. The composition of the façade should be consistent with the established rhythm and spacing of the surrounding facades.
- i) Signage - All signage is appropriately sized to compliment the character and proportions of the façade and the established character of the block. Signage is generally limited to a dedicated sign band above the ground floor or storefront and will compliment, not clutter the streetscape. Signage should not occupy more than 15% of the surface area of the façade nor cover or obscure any architectural elements.
- j) Streetscape Vibrancy - Facade improvements should include design elements that will improve the vibrancy and pedestrian experience of the streetscape. These elements include but are not limited to the provision of awnings, canopies, flower boxes, decorative lighting or art installations. Note that some of the elements may require additional approvals

F) Eligible Costs

- i) Eligible costs under this program are as follows
 - a) doors;
 - b) windows;
 - c) exterior paint;
 - d) stone;
 - e) brick;
 - f) restoration of surfaces;
 - g) accessibility improvements;
 - h) light fixtures;

- i) Awnings;
- j) Signage frame or backdrop;
- k) qualified contracted labour.

ii) Ineligible Costs

Ineligible costs under this program include the following:

- a) signs;
- b) spandrel panels;
- c) reflective or darkly tinted glass, any movable elements (e.g. planters, patio furniture);
- d) maintenance work;
- e) incidental costs;
- f) exterior cladding.

G) General Provisions

i) Non-Retroactive Program

This program is not offered retroactively for any façade improvements undertaken, or costs incurred, prior to applicants receiving formal grant approval.

ii) Approval Authority

The Director of Planning and Building Services, or designate, is the approval authority for City grants under this program.

In case of dispute with the Director's decision, applicants may appeal to City Council for reconsideration.

iii) Duration of Approval

To receive a grant, projects must be completed to the satisfaction of the municipality within 9 months of application approval.

iv) Maximum Number of Applications Per Lot

Not more than one FIP application per lot will be considered for approval within any 2 year period; and

In no case shall more than one application be made for improvements to the same façade, or parts thereof, which is subject to a previous FIP approval.

St. Catharines Community Improvement Plan (2015)

v) Participation in other 2015CIP Programs

Projects approved under this program are not eligible for funding under the TIF program in Part B, Section 1 or vice versa.

vi) Program Funding

The total number of grants, and the amount of each grant awarded under this program, is subject to municipal budget allocation and monies available at any one time to fund the program.

PART C: IMPLEMENTATION AND INTERPRETATION**I. Implementation Guidelines**

The implementation of this Plan will be through the information provided herein and as set out in the accompanying Implementation Guidelines.

The Guidelines set out detailed requirements for submission of a complete application, the application and approvals process, process timing, and general conditions of approval and agreement contents.

2. Administration of the Plan

The Plan will be administered by the Planning and Building Services Department in conjunction with Financial Management Services and Legal and Clerks Services..

3. Monitoring

Council will consider a comprehensive review of the 2015CIP every 5 years to determine the overall effectiveness and relevance of Plan programs, policies, procedures, process and funding, and any changes that may be required.

Monitoring of program participation and performance will be collected annually to provide the basis for decisions regarding program design and funding.

A set of performance metrics to monitor and measure Plan and program effectiveness will be set out in the Implementation Guidelines.

4. Changes to the CIP

- i) Minor changes to the 2015CIP will not require Council approval or amendment in accordance with the Planning Act provided the change(s) conform to the City's GCP, applicable Provincial legislation, and meet the intent and purpose of Plan programs.

These minor changes may include, but are not limited to:

- minor changes that arise as a result of amendments to legislation or the GCP;
- minor changes to application requirements, eligibility and evaluation criteria, and process.

- ii) Formal amendments to the CIP will be required in accordance with the Planning Act where substantive changes are made to the CIP. These changes may include:
 - changes to Community Improvement Project Areas and Priority CIPA Neighbourhoods;
 - addition of new objectives and or public/private investment strategies in response to completion of a Secondary Plan;
 - the addition of a financial program(s);
 - any change that may result in a financial impact to the City.
- iii) Council may remove Plan programs at any time without an amendment to the CIP

5. Definitions

The following definitions are italicized where they appear in the body of the Plan.

Base Rate: means the municipal tax assessment of a lot prior to the commencement of *remediation* and/or *redevelopment*.

Brownfield: means underdeveloped or previously developed *lots* that are contaminated, and are usually, but not exclusively, former industrial or commercial *lots* that may be underutilized, derelict or vacant.

Commencement Year: means the taxation year elected as the year for commencement of grant payments.

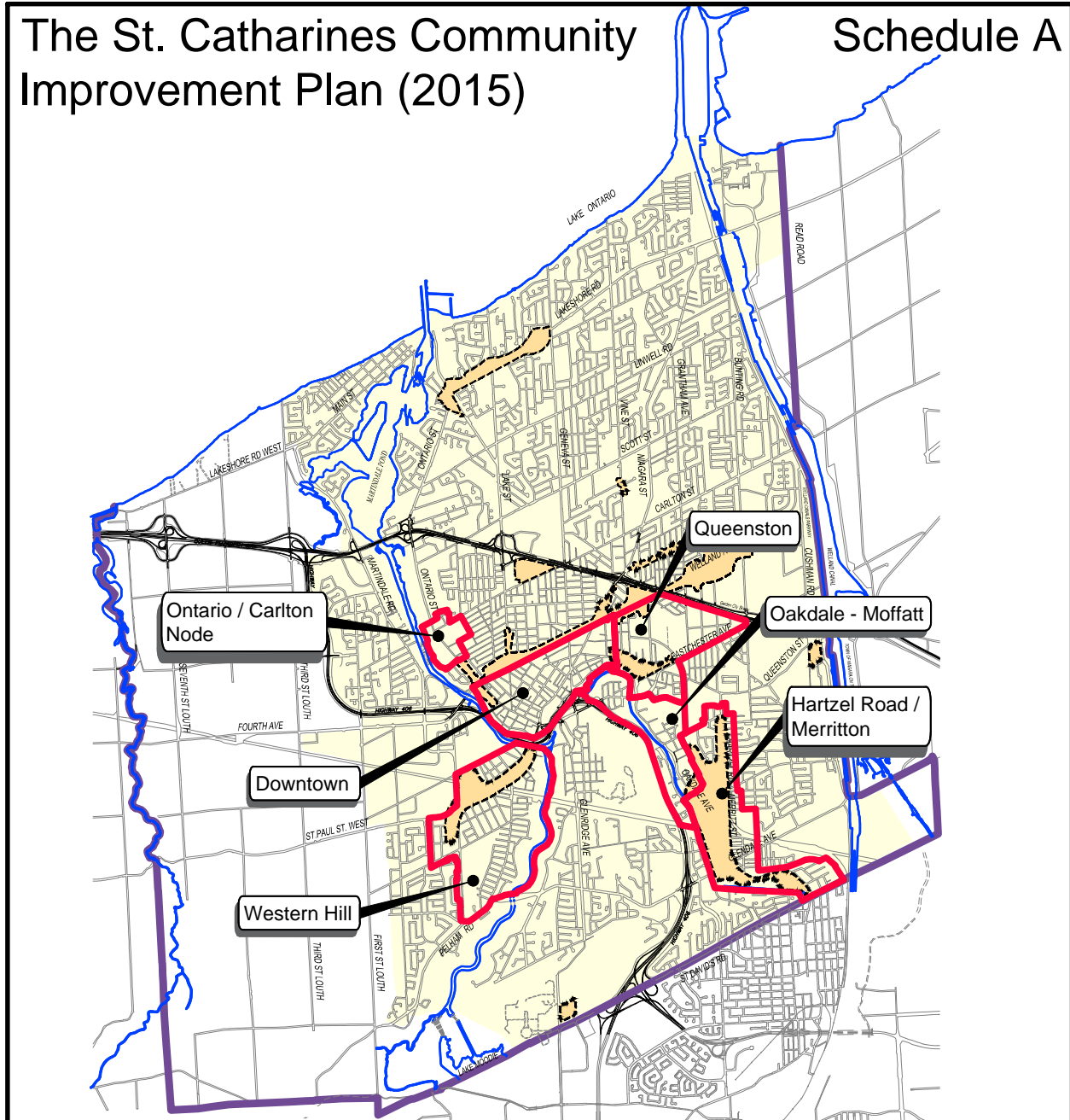
Lot: means a contiguous parcel of land under one ownership.

Redevelopment: means the creation of new units, uses or *lots* on previously developed land, including *brownfield lots*.

Remediation: means any action taken to reduce the concentration of contaminants on, in or under a lot to permit a Record Of Site Condition to be filed in the Environmental Site Registry under Section 168.4 of the Environmental Protection Act

Tax Increment: means the difference between the *Base Rate* and the municipal tax assessment of the *lot* after re-evaluated by the Municipal Property Assessment Corporation (MPAC) following project completion or, at the *commencement* year, whichever is the earlier date.

The St. Catharines Community Improvement Plan (2015) Schedule A



Community Improvement Plan (2015)

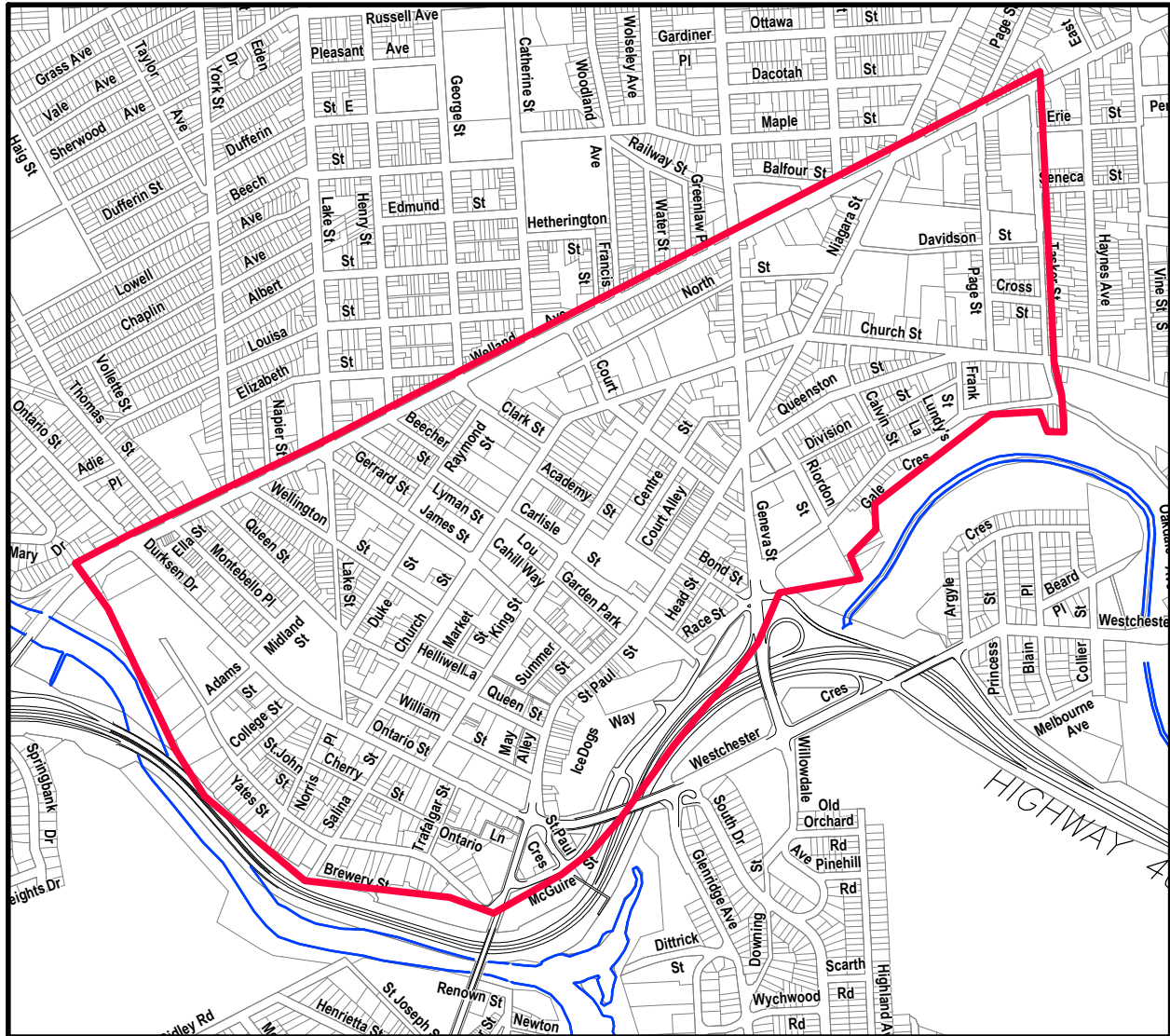
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|--|---|
| Urban Area Community Improvement Project Area (Urban Area CIPA) | Intensification Areas |
| Priority Neighbourhoods | Municipal Boundary |
| Downtown | Oakdale - Moffatt |
| Queenston | Western Hill |
| Hartzel Road / Merritton | Ontario / Carlton Node |

City of St. Catharines
Planning and Development Services



The St. Catharines Community Improvement Plan (2015)

Schedule B1



Community Improvement Plan (2015)

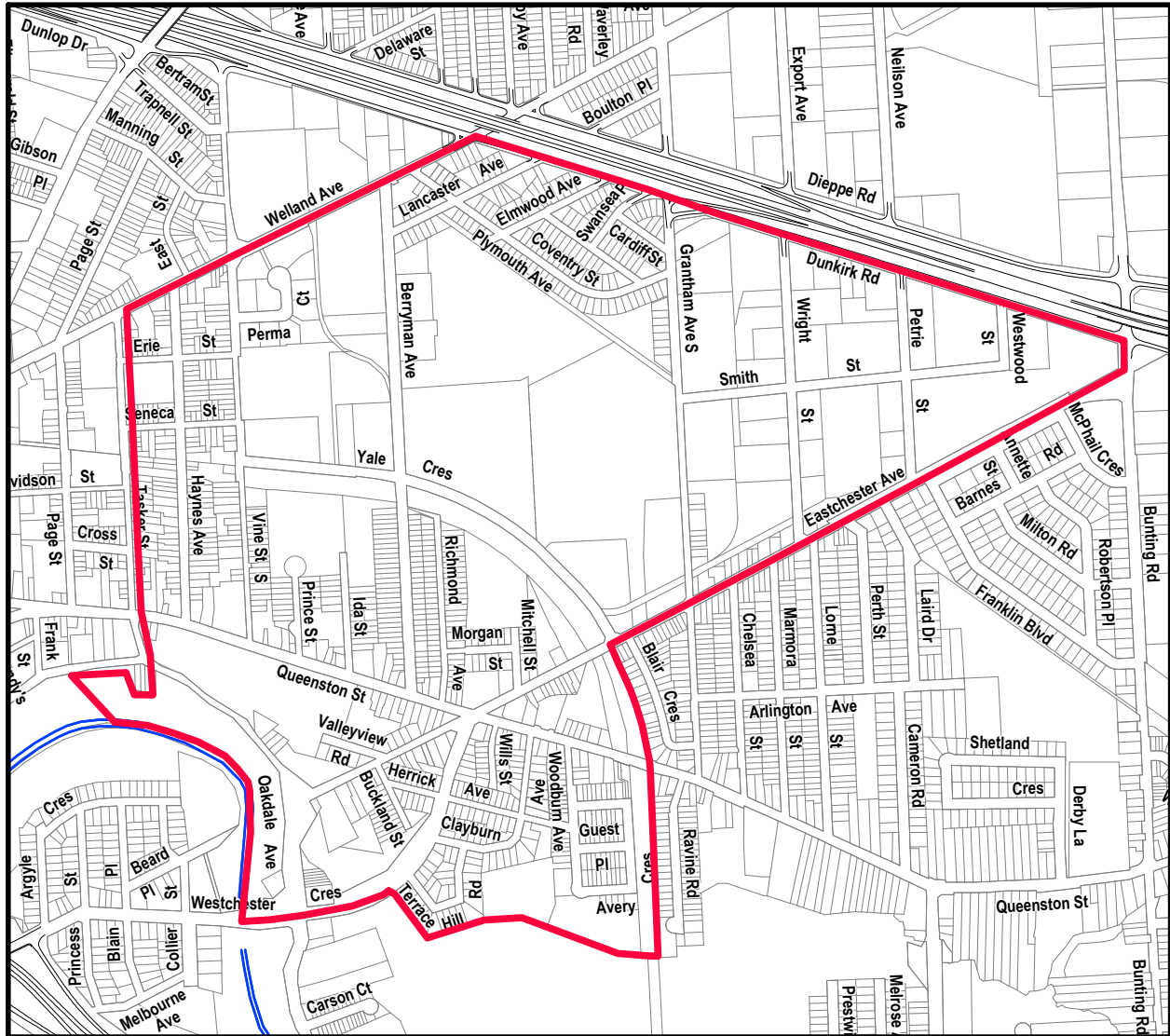
Downtown Priority Neighbourhood

City of St. Catharines
Planning and Development Services



The St. Catharines Community Improvement Plan (2015)

Schedule B2



Community Improvement Plan (2015)

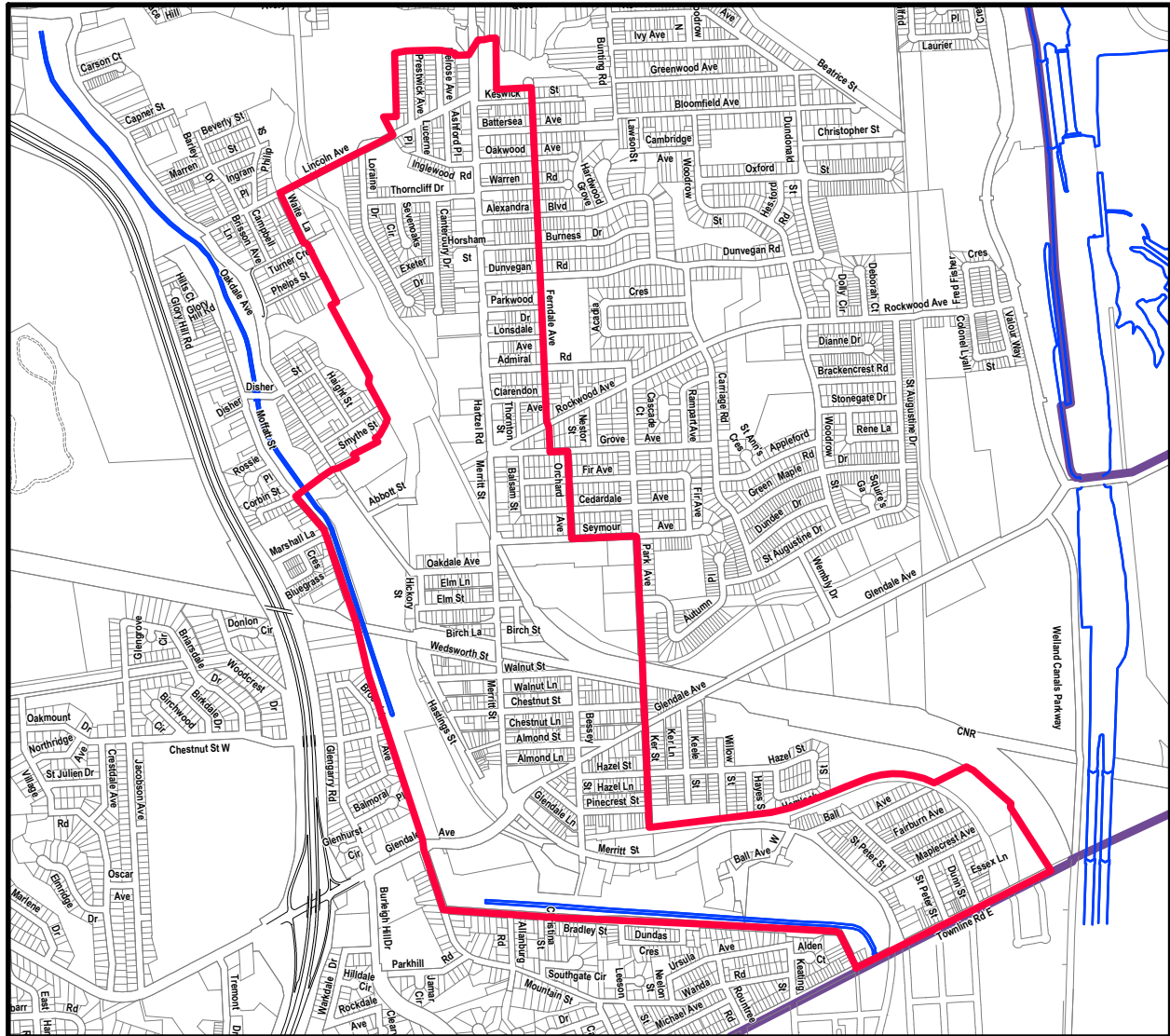
Queenston Priority Neighbourhood

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The St. Catharines Community Improvement Plan (2015)

Schedule B3



Community Improvement Plan (2015)

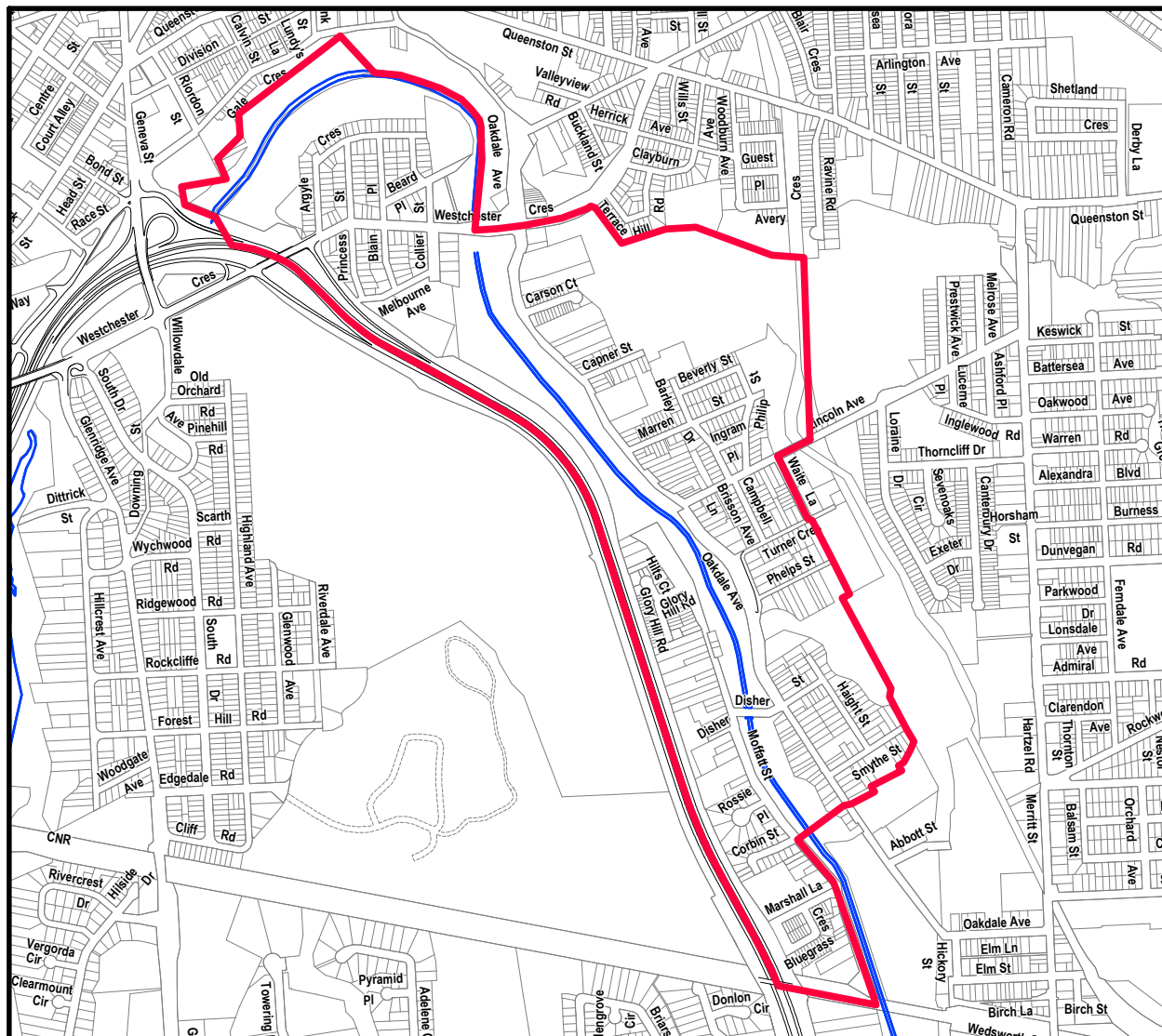
Hartzel Road / Merrittton Priority Neighbourhood

City of St. Catharines
Planning and Development Services



The St. Catharines Community Improvement Plan (2015)

Schedule B4



Community Improvement Plan (2015)

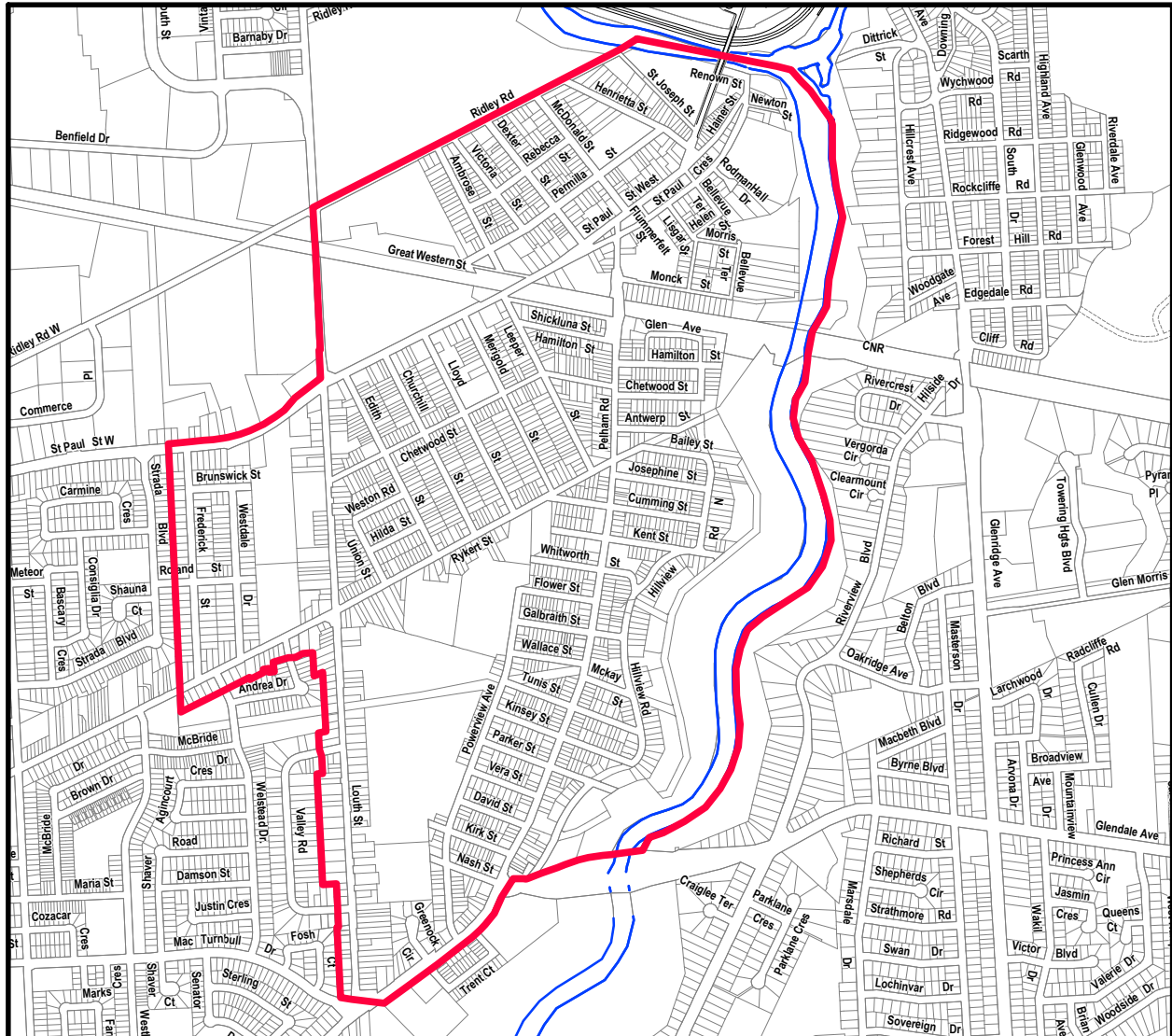
Oakdale - Moffatt Priority Neighbourhood

City of St. Catharines
Planning and Development Services



The St. Catharines Community Improvement Plan (2015)

Schedule B5



Community Improvement Plan (2015)

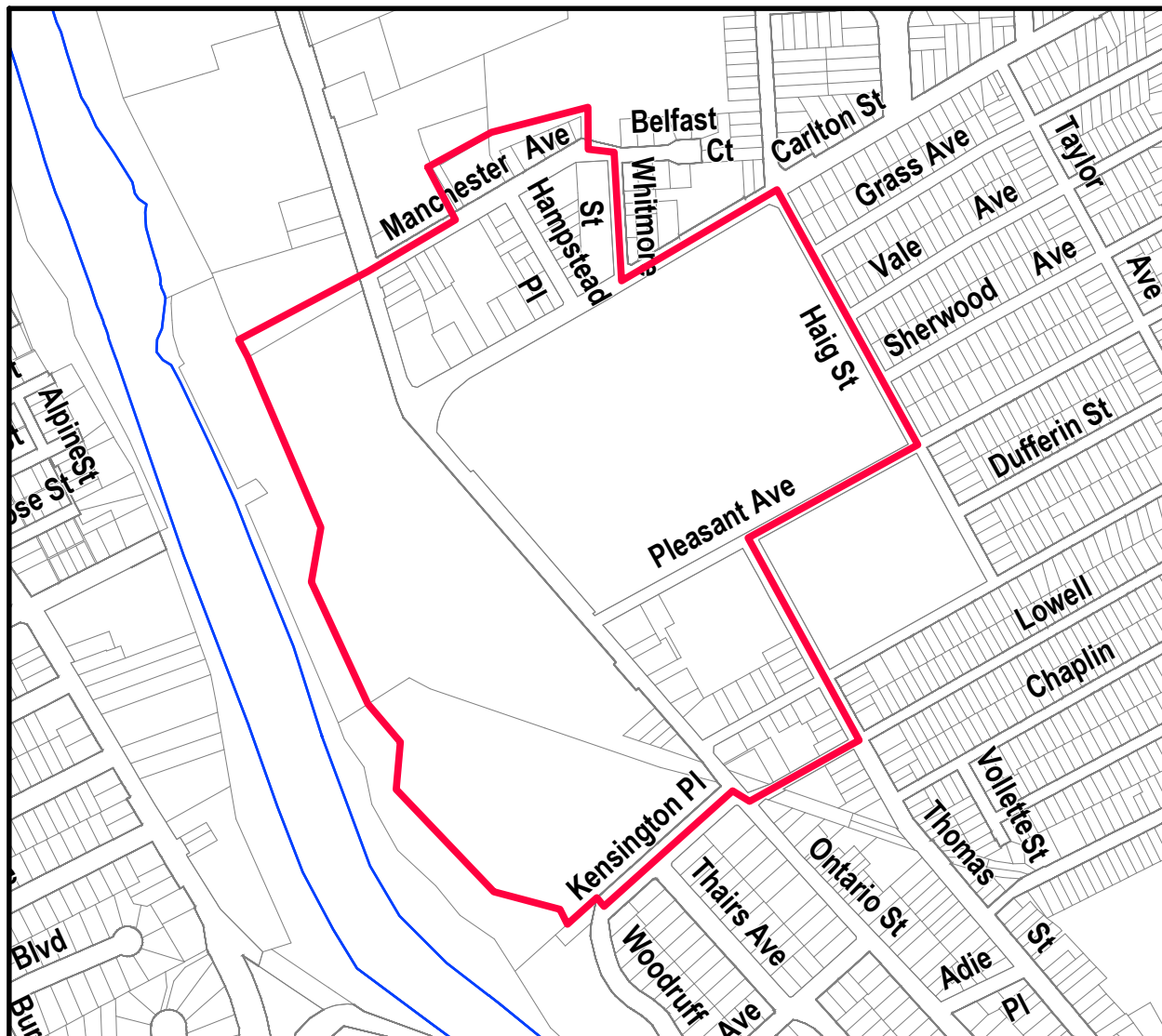
Western Hill Priority Neighbourhood

City of St. Catharines
Planning and Development Services



The St. Catharines Community Improvement Plan (2015)

Schedule B6



Community Improvement Plan (2015)

Ontario / Carlton Node Priority Neighbourhood

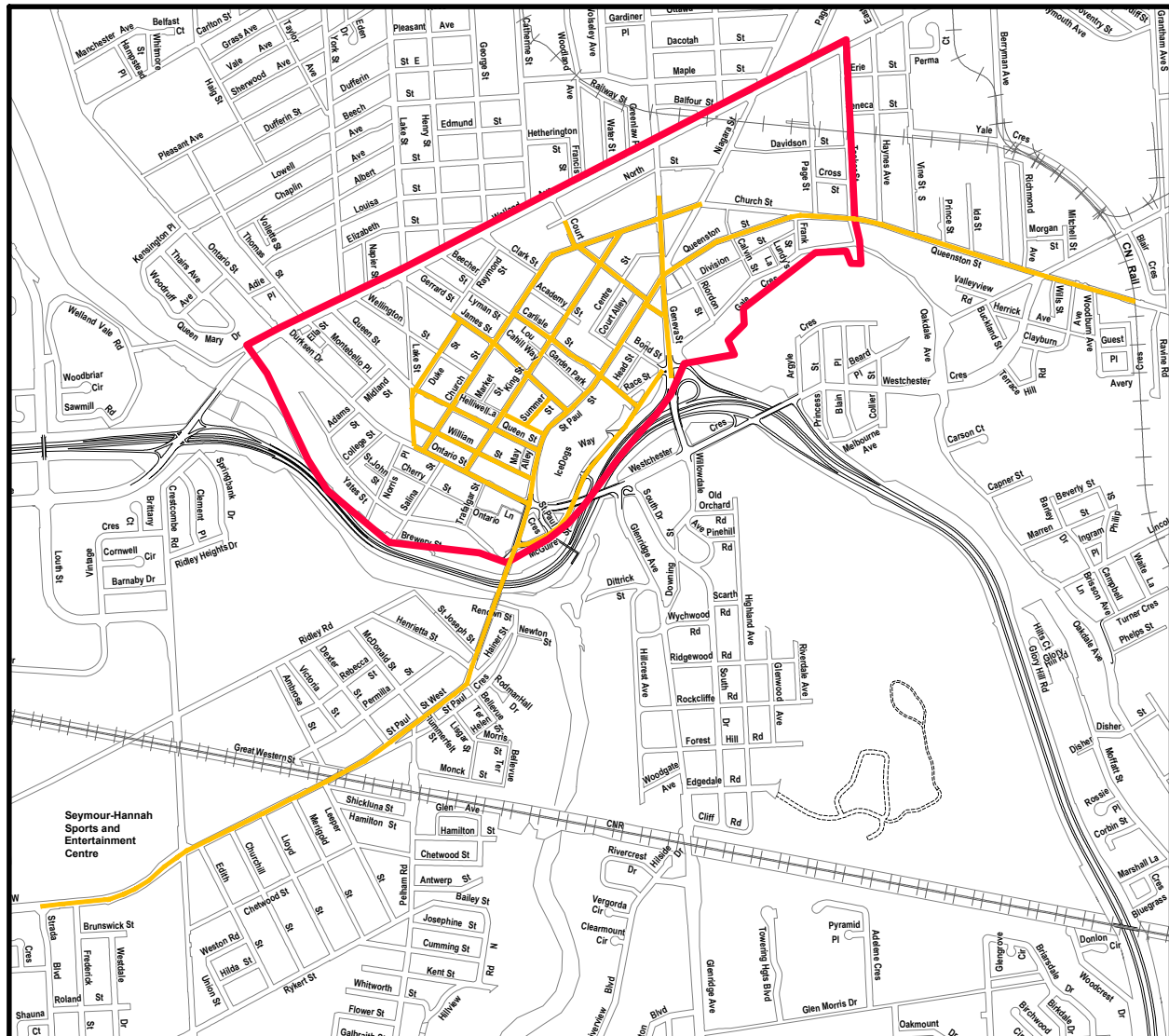
City of St. Catharines
Planning and Development Services





The St. Catharines Community Improvement Plan (2015)

Schedule D



Community Improvement Plan (2015)

- Street Segments to which Properties Located thereon are Eligible for the Facade Improvement Program (FIP)
- Downtown Priority Neighbourhood

APPENDIX 1 – Official Plan (the Garden City Plan) Community Improvement Policies

The following are Community Improvement goals, objectives, and criteria for establishing Community Improvement Project Area (s) and Community Improvement Plans as set out in the City's Official Plan (the Garden City Plan)

Part D, General Policies, Section 7.4 of the Official Plan sets out the following:

Community Improvement - the City may designate by by-law the whole of the Urban Area as set out on Schedule D, or certain areas or properties therein, as Community Improvement Project Areas, and prepare and implement Community Improvement Plans for those areas to undertake specific projects and programs designed to bring about community improvement as set out in Part F, Section 16.14, and in keeping with the policies of this Plan.

Part F, Implementation and Interpretation Policies, Section 16.14 of the Official Plan sets out the following:

Community Improvement

The Planning Act allows municipalities to prepare Community Improvement Plans for designated Community Improvement Project Areas that require Community Improvement as a result of age, dilapidation, overcrowding, faulty arrangement, unsuitability of buildings or other justification.

Community Improvement is defined as the planning or re-planning, design or redesign, re-subdivision, clearance, development or redevelopment, construction, reconstruction and rehabilitation, improvement of energy efficiency or any of them, of a Community Improvement Project Area, and the provision of such residential, commercial, employment, public recreational, institutional, religious, charitable or other uses, buildings, structures, works, improvements or facilities, or space therefor, as may be appropriate or necessary.

Community Improvement shall be carried out through the designation, by by-law, of a Community Improvement Project Area and the preparation and implementation of a Community Improvement Plan to apply therein. The whole of the municipal Urban Area as set out on Schedule D of this Plan, or any parts therein, may be designated as a Community Improvement Project Area.

1. Community Improvement Goals

- a) To co-ordinate and guide public and private improvement activities in designated Community Improvement Project Areas for revitalization and re-investment;
- b) To phase the implementation of improvement projects in accordance with local needs, established priorities and financial resources;
- c) To enable the municipality to participate in Federal, Provincial and Regional funding programs;
- a) To actively pursue private/public partnerships for community improvement projects;
- b) To stimulate private sector investment linked to public strategies for community planning.

2. Community Improvement Objectives

The objectives of these policies are:

- a) To upgrade inadequate municipal services and facilities in developed communities to an acceptable standard;
- b) To resolve issues of incompatible land use;
- c) To encourage the renewal, rehabilitation or redevelopment of private properties in order to maintain a safe and pleasant built environment within the community;
- d) To encourage the renewal, rehabilitation or redevelopment of public properties in order to maintain a safe and pleasant built environment within the community;
- e) To aid in fulfilling the potential of residential, mixed use, commercial and employment areas in the City;
- f) To support the achievement of intensification, density targets and the growth strategy as set out in this Plan;
- g) To improve parking, access and traffic circulation;
- h) To ensure that residents of developed communities are served by an adequate supply of open space, recreation and community facilities;

- i) To guide and prioritize the expenditure of public funds on community improvement;
- a) To encourage environmental remediation and sustainability of development, including energy efficiency;
- b) To improve pedestrian and bicycle circulation and accessibility for all persons;
- l) To facilitate the restoration, maintenance, improvement and protection of natural hazard lands and natural heritage;
- m) To facilitate and promote economic and cultural development;
- n) To encourage a range and mix of housing types, including affordable housing;
- o) To facilitate the preservation, restoration, adaptive reuse, and improvements of buildings and landscapes with historical, architectural or other heritage significance.

3. Criteria for Designating Community Improvement Project Areas

Council will consider the following criteria in the designation of Community Improvement Project Areas:

- a) Inadequacy of some or all hard services, including water, sanitary sewers, storm sewers, roads, lighting and sidewalks;
- b) A significant portion of the housing stock and other buildings are in need of maintenance, rehabilitation or redevelopment;
- c) An inadequate mix of housing types; inadequate affordable housing;
- d) The presence of non-compatible land uses;
- e) Inadequacy of social, recreational, open space and cultural facilities and services;
- f) Within commercial areas, there is deterioration in the appearance of building facades, inappropriate signage, inadequate parking facilities or inadequate pedestrian accessibility;
- g) Within employment areas, the inefficiency of employment sites, access to, from and within the employment areas, inadequacies of parking,

loading and outside storage areas, conflicts with neighbouring uses or the presence of obsolete buildings;

- h) Areas where there is significant environmental contamination and areas of potential environmental contamination;
 - i) Areas exhibiting environmental, social or community economic development problems
 - j) Areas exhibiting natural hazard land or natural heritage deterioration or degradation;
 - k) Improvement of housing and/or employment opportunities to support density targets established in this Plan for residential neighbourhoods, mixed use areas, intensification areas and the Urban Growth Centre.
4. Upon the designation of a Community Improvement Project Area, the City will prepare and implement a Community Improvement Plan which outlines the specific projects and programs that are designed to bring about community improvement.
5. Community Improvement Implementation
- 1. The City will continue to participate in senior government programs that meet the goals and objectives of Community Improvement programs. In addition the City will promote partnerships between private individuals and groups to improve any and all deficiencies that may occur within the community.
 - 2. The City's Property Standards By-law and Zoning By-law can be used to minimize any detrimental effect that may occur to surrounding properties within the community.
 - 3. The City may develop financial incentive programs, such as tax increment financing, tax assistance, waiving of fees and the creation of loan and grant programs to assist in achieving community improvement goals.
 - 4. The City may acquire, lease or dispose of lands, construct or rehabilitate buildings or enter into agreements to complete studies to achieve the goals of a Community Improvement Plan.
 - 5. The City will encourage the relocation of incompatible uses to more appropriate locations, through the use of financial incentives, if necessary, to achieve community renewal goals.

6. The City will encourage owners to make incompatible uses more compatible by such means as the installation of landscape screening, adhering to provincial requirements for noise and emissions and improved site access.

By-laws to be considered Monday, November 03, 2014

- (a) A By-law to authorize a Release of Agreement over certain lands municipally known as 1074 Lakeshore Road. (Three readings – with respect to release of agreement. Delegation By-law No. 2004-277, as amended.)
- (b) A By-law to authorize a contract with Nexterra Substructures Incorporated. (Three readings – with respect to Beverly/Philip, under Project No. P14-100. Delegation By-law No. 2004-277, as amended.)
- (c) A By-law to authorize a contract with 1250803 Ontario Inc. o/a Ampower Electrical Contractors. (Three readings – with respect to Bill Burgoyne Arena (BBA) and Merritton Arena – Lighting Upgrade, under Project No. P13-163-2. Delegation By-law No. 2004-277, as amended.)
- (d) A By-law to authorize a Service Agreement with Philips Healthcare, a division of Philips Electronics Limited. (Three readings – with respect to PCMS Agreement Quotation – Bench Repair for defibrillators. Delegation By-law No. 2004-277, as amended.)
- (e) A By-law to authorize a Deployment Service Agreement and a Support Agreement with Bell Canada. (Three readings – with respect to deployment and support services for the Bell AQSPlusP system. Delegation By-law No. 2004-277, as amended.)
- (f) A By-law to authorize a Subdivision Agreement with Oakwood Estates At Rockwood Inc. (Three readings – with respect to subdivision (Phase II) at 527A Glendale Avenue. Delegation By-law No. 2004-277, as amended.)
- (g) A By-law to amend By-law No. 2014-253 entitled “A By-law to appoint Deputy Clerks for the purpose of the Commissioners for Taking Affidavits Act and to repeal By-law No. 2014-53”. (Three readings –with respect to staffing changes. Delegation By-law No. 2004-277, as amended.)
- (h) A By-law to close permanently that part of the original road allowance lying between Concessions 9 and 10, Lot 23, designated as Part 1 on Plan 30R-14416 and that part of the original road allowance lying between Lots 22 and 23, Concession 10, designated as Part 3 on Plan 30R-14416, being Part of PIN 46414-0015 (LT), in the former Geographic Township of Grantham, now in the City of St. Catharines, Regional Municipality of Niagara, and to repeal By-law No. 2014-213. (Three readings – with respect to closing road allowance and releasing any residual interest - 29 Power Glen Road. General Committee, August 25, 2014, Item 3.2).
- (i) A By-law to amend By-law No. 89-2000 entitled “A By-law regulating traffic and parking on City Roads”. (Three readings – with respect to all-way stop requests at various locations. General Committee, October 6, 2014, Item No. 3.3.)

- (j) A By-law to authorize an amendment to the Tax Increment Based Incentive Grant Program Agreements entered into with various applicants. (Three readings – with respect to clarification of eligible costs. To be considered by General Committee, November 3, 2014.)
- (k) A By-law to amend By-law No. 89-2000 entitled “A By-law regulating traffic and parking on City Roads”. (Three readings – with respect to all-way stop request on Riverview Boulevard and Rivercrest Drive/Hillside Drive. To be considered by General Committee, November 3, 2014.)
- (l) A By-law to provide for the designation of the whole of the municipal Urban Area as a Community Improvement Project Area. (Three readings – with respect to the new St. Catharines Community Improvement Plan (2015CIP). To be considered by General Committee, November 3, 2014.)
- (m) A By-law to adopt a Community Improvement Plan for the City of St. Catharines. (Three readings – with respect to the new St. Catharines Community Improvement Plan (2015CIP). To be considered by General Committee, November 3, 2014.)
- (n) A By-law to amend By-law No. 2004-277 entitled “A By-law to authorize delegation of certain matters to staff”. (Three readings – with respect to the new St. Catharines Community Improvement Plan (2015CIP). To be considered by General Committee, November 3, 2014.)
- (o) A By-law to authorize an agreement with Christine Lynne Droblich. (Three readings – with respect to demolition of existing single detached dwelling at 2032 Seventh Street. Delegation By-law No. 2004-277, as amended.)
- (p) A By-law to confirm the proceedings and decisions of the Council of The Corporation of the City of St. Catharines at its meeting held on the 3rd day of November, 2014. (Three readings – with respect to ratification and adoption of City Council Minutes of October 6, 2014, and General Committee Minutes of October 6, 2014, and Special Council Meeting of October 22, 2014.)