



**The Corporation of the City of St. Catharines  
CITY COUNCIL AGENDA  
Regular, Monday, April 23, 2018  
Council Chambers, City Hall, 6:30 PM**

*His Worship Mayor Walter Sendzik takes the Chair and opens the meeting*

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- 1. Mayor's Report**
- 2. Adoption of the Agendas**
- 3. Adoption of the Minutes (Council and General Committee)**

- 3.1 [Regular Meeting of Council, Minutes of April 9, 2018](#)
- 3.2 [Budget Standing Committee, Minutes of March 21, 2018](#)

- 4. Declarations of Interest**

- 5. Public Meetings Pursuant to Planning Act**

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- 5.1 Planning and Building Services, Planning Services  
*Planning Act Public Meeting - Information Report*  
Application to Amend Zoning By-law 2013-283, Subject Lands: 57  
Lakeport Road; Owner: Royal Canadian Legion Branch 350; Applicant:  
Rankin Construction Inc.; Agent: MHBC Planning  
  
Additional Subject Lands: 3 Lakeport Road, 57A Lakeport Road; Owner:  
Department of Fisheries and Oceans  
  
Additional Subject Lands: 45 Lakeport Road; Owner: City of St.  
Catharines  
[Addenda]

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- 5.2 Planning and Building Services, Planning Services  
*Planning Act Public Meeting - Information Report*  
GO Transit Station Secondary Plan and Urban Design Guidelines

- 6. Delegations**

- 7. Presentations**

## 8. Motions

### 8.1 Special Meeting - Wednesday, May 23, 2018 - Planning Applications

That Council direct staff to schedule a Special Council meeting to be held in Council Chambers on May 23, 2018, at 6:30 p.m. to 10:30 p.m. for the purpose of addressing a number of Planning matters including:

- Public Meetings for:
  - 63 Lakeport Road (Lincoln Fabrics rezoning to permit development)
  - 20-24 Grapeview Drive (Draft Plan of Condominium)
- Recommendation Reports for:
  - 41 Moffat Street (Draft Plan of Subdivision)
  - Rodman Hall Heritage Designation

## 9. Call for Notices of Motion

### 9.1 Waste Reduction

*Councillor Siscoe will present the following motion to Council at its meeting scheduled for May 7, 2018:*

WHEREAS the Great Pacific Garbage Patch - 1 of 5 worldwide - was recently recalculated at as much as 16 times the size previously thought, twice the area of Texas, three times that of France, and growing exponentially; and

WHEREAS largely due to its own environmental and social crises, China, a major importer of recyclables, restricted imports on 24 types of solid waste as of January 2018; and

WHEREAS this January British Prime Minister, Theresa May, pledged to “eradicate all avoidable waste” from the U.K. within 25 years due to plastic waste becoming a planetary crisis ruining ecosystems; and

WHEREAS Catherine McKenna, Federal Environmental Minister announced Canada’s plans to lead global conversations on cutting plastic waste at the 2018 G7 leaders’ summit; and

WHEREAS North American jurisdictions are now going beyond banning single-use plastic bottles and bags to include plastic caps, cutlery, straws and styrofoams; and

WHEREAS Starbucks is committing \$10M towards a three-year program backing entrepreneurs working on the creation of disposable cups that will be better for the environment while the British Parliament is proposing a 34-cent tax per cup; and



WHEREAS food waste, which tends to include various other waste streams, is estimated to be as high as 40 percent; and

WHEREAS Canadian municipalities are now threatened with stockpiled waste, unexpected costs and lost revenues due to lack of landfill and processing plants; and

WHEREAS Niagara Region's responsibilities are mainly region-wide waste collection and management; and

WHEREAS the present St. Catharines Council committed to becoming internationally recognized as the most dynamic, innovative, sustainable, and livable city in North America; and

WHEREAS at Mayor Sendzik's behest, Council re-committed to fulfilling prior poorly implemented motions regarding bottled water at municipal facilities; and

WHEREAS an amendment to that motion called for the development of strategies and comprehensive plans for implementation; and

WHEREAS significant market disruptions tends to stimulate innovation and create economic opportunities by way of new materials, products and processes; and

WHEREAS we should no longer be kicking our filth down the road expecting others to clean up nor suffer our messes;

THEREFORE BE IT RESOLVED that the City of St. Catharines establish a steering committee mandated to research, devise and recommend broad-based, impactful strategies for educating and engaging residents, businesses and institutions in actively eradicating or replacing avoidable waste;

BE IT FURTHER RESOLVED that staff investigate the feasibility of a full-time City staff position be established for a Community Waste Officer responsible for:

- providing staff support to the waste committee; and
- providing framework for community consultation; and
- implementing institutional and municipal waste auditing; and
- liaising and lobbying all levels of government for legislative policies deemed essential to the objectives of eradicating avoidable wastes and enabling alternatives.

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**10. Resolve into General Committee**

**11. Motion Arising from In-Camera Session**

**12. Motion to Ratify Forthwith Recommendations**

**13. By-laws**

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13.1 Reading of By-laws

**14. Agencies, Boards, Committee Reports**

14.1 Minutes to Receive:

- Arts and Culture Advisory Committee, [March 6, 2018](#)
- Clean City Advisory Committee, [February 20, 2018](#), and [March 20, 2018](#) (draft)
- Green Advisory Committee, [February 21, 2018](#)
- Recreation Master Plan Advisory Committee, [February 20, 2018](#), [March 21, 2018](#), and [April 4, 2018](#) (draft)
- St. Catharines Heritage Permit Advisory Committee, [February 22, 2018](#), and [March 29, 2018](#) (draft)

**15. Adjournment**



CITY OF  
ST. CATHARINES

## Corporate Report

**Report from** Planning and Building Services, Planning Services

**Date of Report:** March 29, 2018

**Date of Meeting:** April 23, 2018

**Report Number:** PBS-092-2018

**File:** 60.51.1032

**Subject:** *Planning Act Public Meeting - Information Report*

Application to Amend Zoning By-law 2013-283; Subject Lands: 57 Lakeport Road; Owner: Royal Canadian Legion Branch 350; Applicant: Rankin Construction Inc.; Agent: MHBC Planning

Additional Subject Lands: 3 Lakeport Road, 57A Lakeport Road;  
Owner: Department of Fisheries and Oceans

Additional Subject Lands: 45 Lakeport Road; Owner: City of St. Catharines

## Recommendation

That Council receive this Information Report; and

That Council consider a Recommendation Report regarding the Application for Zoning By-law Amendment for lands municipally known as 57 Lakeport Road, and additional publicly owned lands municipally known as 3 Lakeport Road, 45 Lakeport Road and 57A Lakeport Road at a future meeting of Council, pursuant to the two-step process for planning applications that was approved by Council on May 8, 2017. FORTHWITH

## Summary

This Information Report provides Council and the public with information concerning an Application for Zoning By-law Amendment for lands municipally known as 57 Lakeport Road, and additional publicly owned lands municipally known as 3 Lakeport Road, 45 Lakeport Road and 57A Lakeport Road (Appendix 1). The Application will be considered at a Public Meeting scheduled for April 23, 2018.

The Applicant is requesting a Zoning By-law Amendment related to 57 Lakeport Road and 3 Lakeport Road in order to facilitate the construction of an eight-storey (30 metre) mixed-use building, comprising 560 square metres of ground floor assembly space, 51 apartment dwelling units, and 94 underground parking spaces. A concept site plan and elevations are attached as Appendices 2 and 3 for Council's reference.

The concept site plan (Appendix 2) shows the proposed building located wholly within the limits of 57 Lakeport Road, while 57 of the 94 underground parking spaces are shown extending into adjacent publicly owned lands at 3 Lakeport Road, 45 Lakeport Road and 57A Lakeport Road. The concept site plan also shows 40 new at-grade public

parking spaces within the limits of 3 Lakeport Road intended to replace existing parking in Lockhart Point.

The Applicant requests that the Community Commercial (C2) zone category be retained for 57 Lakeport Road and that the existing Special Provision be amended to deal with lot frontage, building height, permitted uses, maximum gross leasable floor area of non-commercial uses, residential parking location, and setbacks for parking structures. The Applicant requests the same changes for 3 Lakeport Road, however, it will be necessary to distinguish between the two parcels insofar as permissions and restrictions relating to the proposed building are concerned. Further, staff have identified deficiencies related to landscape buffer widths around the at-grade public parking area proposed on 3 Lakeport Road that need to be addressed by the Zoning By-law Amendment.

While not included in the Applicant's request, staff also believe it necessary to include the publicly owned lands at 45 Lakeport Road and 57A Lakeport Road in this Zoning By-law Amendment to regulate underground parking, particularly with respect to the location and height of underground parking structure walls. Zoning By-law 2013-283 is silent on these matters.

A Recommendation Report containing planning analysis, addressing any outstanding concerns raised at the Public Meeting, and providing a staff recommendation will be considered by Council at a future meeting.

Further applications for Site Plan Approval, Draft Plan of Condominium Approval, and Heritage Permit will be required, while an application for Heritage Easement Agreement *may* be required. Further, various easements and leases related to the use of publicly owned lands for access and underground parking will be necessary.

## Background

On May 8, 2017, Council approved a two-step process for planning applications requiring a Public Meeting under the Planning Act. The first step is for Council to receive an Information Report together with public input at the Public Meeting. The second step is for Council to consider a Recommendation Report at a subsequent Council meeting. This Information Report will be followed by a Recommendation Report at a future date.

In April 2016, Council retained consultants to help prepare a Secondary Plan and a Heritage Conservation District Plan for the Port Dalhousie Commercial Core and Harbour Area. The lands which are the subject of this Application are located within the study area.

On January 15, 2018, Council received the staff Information Report and held a statutory Public Meeting regarding the draft Port Dalhousie Commercial Core and Harbour Area Secondary Plan and the draft Port Dalhousie Commercial Core and Harbour Area Heritage Conservation District Plan. Council did not close, but rather adjourned the Public Meeting to a later date.

On April 9, 2018, Council received the staff Recommendation Report and continued the statutory Public Meeting respecting the adoption of Official Plan Amendment 18 to implement the Port Dalhousie Commercial Core and Harbour Area Secondary Plan and the adoption of the Port Dalhousie Commercial Core and Harbour Area Conservation District Plan. Following the public meeting, Council deferred consideration of the accompanying report and recommendation to a meeting to be scheduled no later than May 7, 2018.

Given the Zoning By-law Amendment that is the subject of this report was submitted and deemed to be complete before Council's approval of the new policy documents, the Application must be evaluated under the existing approved policy framework. Notwithstanding, the draft secondary plan policies and draft heritage conservation district plan guidelines will inform staff's analysis of and future recommendations on this Application.

## Report

### Proposed Development – Original Submission

The Applicant seeks approval for a Zoning By-law Amendment to permit the construction of an eight-storey mixed used building comprising approximately 560 square metres of ground floor assembly space (for use by the Royal Canadian Legion), 51 apartment dwelling units on floors two through eight, and an outdoor patio area along the south and east sides of the building (refer to Appendix 2). The existing two-storey building located on 57 Lakeport Road would be demolished. The proposal represents a density of 232 units per hectare of land (130 units per hectare when all lands proposed to be developed are included in the calculation).

The concept elevations (Appendix 3) indicate an ultimate building height of 30 metres, plus an exposed stairwell and roof-top observation area with glass guard. No rooftop mechanical equipment is shown. The exterior finish includes substantial glazing on the ground floor, while the second through sixth floors are clad in brick. The top two floors also include substantial glazing. The building steps back from Lakeport Road beyond the fifth floor, and from the harbour beyond the sixth floor.

The Applicant's original submission provided for 94 parking spaces on three-and-a-half levels of underground parking, all located wholly within the limits of 57 Lakeport Road. Access to the parking garage was proposed from the west side of the building, via a driveway over publicly owned lands at 45 Lakeport Road. Further, a fire route and servicing access (garbage pick-up, etc.) were shown within publicly owned lands at 57A Lakeport Road and wrapping around the east side of the proposed building, facing the harbour. The Applicant's original concept site plan, landscape plan, building elevations (4), and renderings (4) are attached to this report as Appendices 4 thru 13 respectively. These materials were presented at the public Open House hosted by the Planning and Building Services Department on January 10, 2018.

City staff have met numerous times with the Applicant since receipt of this Application for Zoning By-law Amendment to provide preliminary feedback, primarily related to:

- the City's interests in creating a new public pedestrian connection between Lakeport Road and the Port Dalhousie harbour over the publicly-owned parcel of land known as 57A Lakeport Road;
- the City's interests in improving Lockhart Point and the Harbour Walkway Trail;
- the City's concerns about waste collection and servicing access from the harbour-facing façade of the proposed building and the potential impact that function might have on the public interface;
- the City's concerns about potential vehicular conflicts at the Lakeport Road access, given the shared function and use of that access by this proposed development, the proposed development at 61-63 Lakeport Road (former Lincoln Fabrics), the Dalhousie Yacht Club, and the public at-large as it relates to accessing Lockhart Point, the harbour, and the Harbour Walkway Trail;
- the City's concerns about potential vehicular conflicts at the Lakeport Road access, given the proximity of the underground parking garage ramp to the street.

## Proposed Development – Revised Submission

In response to staff's preliminary feedback outlined above, and in an effort to improve the efficiency of the design of the underground parking, the Applicant has submitted a revised development proposal. The revised concept site plan and elevations, which are attached to this report as Appendices 2 and 3, show the underground parking garage being accessed from the north side of the proposed building, by way of a driveway over publicly owned lands at 45 Lakeport Road and 3 Lakeport Road. The revised proposal continues to provide for 94 underground parking spaces, however, the number of underground parking levels is reduced from three-and-a-half to one. Additionally, the footprint of the underground parking structure is now proposed to encroach beneath adjacent publicly owned lands (refer to Appendix 14). Specifically, the structure will encroach:

- approximately 6.5 metres in a westward direction beneath a portion of 45 Lakeport Road (illustrated as Encroachment A in the attached Appendix 14);
- approximately 40 metres in a northward direction beneath a portion of 3 Lakeport Road (illustrated as Encroachment B in the attached Appendix 14);
- approximately 1.2 metres in a southward direction beneath a portion of 57A Lakeport Road (illustrated as Encroachment C in the attached Appendix 14).

Of the 94 parking spaces provided, 57 are shown encroaching either wholly or in part into adjacent publicly owned lands.

The revised proposal also provides for 40 new public parking spaces at-grade, above the proposed underground parking structure shown on 3 Lakeport Road (Lockhart Point). These 40 parking spaces are intended to replace the existing public parking in that area. Given the difference in grade between Lakeport Road to the Harbour Walkway Trail, the western edge of the parking structure deck will sit at approximately the same elevation as Lakeport Road, while the eastern edge of the deck will sit at approximately 3.5 metres above the Trail. The provision of a one-metre guard around the parking deck translates

to an exposed wall height of 4.5 metres, measured from grade at the Harbour Walkway Trail to the top of the guard. As an alternative to a concrete, guards of open construction would be appropriate.

With respect to the underground parking structure, specifically the access driveway, parking structure deck, and exposed walls, staff have requested additional information from the Applicant, including updated renderings and additional grading information.

## **Location and Site Description**

The subject lands are located within the Port Dalhousie Heritage Conservation District and the City's North Planning District. Specifically, the lands are located on the east side of Lakeport Road, south of Lock Street, and west of the harbour. The privately owned lands at 57 Lakeport Road are surrounded by publicly owned lands, which include 3 Lakeport Road, 45 Lakeport Road and 57A Lakeport Road. Attached as Appendix 1 is a location map that delineates the boundaries of each of the four parcels.

Lakeport Road, south of Lock Street, is designated as a Regional arterial road, whereas the northern leg of Lakeport Road, between Lock Street and Lakeside Plark, is a local street. The subject lands are served by one transit route (weekday route 301, weekend route 401).

The subject lands at 57 Lakeport Road are 0.22 hectares in area and are irregular in shape. The site does not have frontage along Lakeport Road; access is provided by way of an easement over part of the additional subject lands at 45 Lakeport Road. An existing two-storey building is located on the site, out of which Royal Canadian Legion Branch 350 presently operates. Beyond the building footprint, the remainder of the subject lands are paved and demarcated for parking and access.

The subject lands at 3 Lakeport Road are approximately 0.55 hectares in area and are irregular in shape. Like 57 Lakeport Road, 3 Lakeport Road does not have frontage on a public road; access is provided by way of a similar easement over part of the additional subject lands at 45 Lakeport Road. The property includes a public park (Lockhart Point), a portion of the Port Dalhousie harbour wall and Harbour Walkway Trail, administrative offices and washrooms associated with the Dalhousie Yacht Club, and public parking.

The additional subject lands at 45 Lakeport Road are 0.27 hectares in area, with approximately 107 metres of frontage along Lakeport Road. As noted above, these lands are encumbered by existing easements for access in favour of 57 Lakeport Road and 3 Lakeport Road (Lockhart Point). The property includes parking and the remnants of part of Lock 1 of the second Welland canal. Improvements are underway within the limits of the lock walls, including the construction of a stage and amphitheater.

The additional subject lands at 57A Lakeport Road are 0.1 hectares in area, with approximately 30 metres of frontage along Lakeport Road. The property includes a public parking area and is encumbered by easements for access in favour of the subject

lands at 57 Lakeport Road, and other privately owned lands at 61-63 Lakeport Road (former Lincoln Fabrics).

With respect to topography, the subject lands slope in a northerly and easterly direction towards the harbour and Twelve Mile Creek; the grade at the Lakeport Road access is approximately 79.5 metres above sea level, on average, while the grade along the Harbour Walkway Trail is approximately 75.5 metres on average. Grades behind the existing building at 57 Lakeport Road are approximately 77 metres on average.

Surrounding land uses (Appendix 15) include:

North and East:	Harbour, Twelve Mile Creek
South:	Restaurant (Pier 61 Bar and Grill), Vacant industrial (former Lincoln Fabrics), Rennie Park
West:	Mix of commercial uses

## **Planning Policy Context**

Recent changes to Provincial planning legislation (Building Better Communities and Conserving Watersheds Act, 2017) require that an approval authority's decision on a planning application must be consistent with the Provincial Policy Statement (2014), and must conform with and not conflict with Provincial plans, upper-tier official plans and lower-tier official plans. Accordingly, planning staff will evaluate this Application for Zoning By-law Amendment against the policies of the Provincial Policy Statement, the Provincial Growth Plan for the Greater Golden Horseshoe (2017), the Regional Official Plan, and the Garden City Plan, all of which apply to the proposal, and staff recommendations will be formulated accordingly.

## **Provincial Policy Context**

The subject lands are located within a Settlement Area, as defined by the Provincial Policy Statement (2014) and within the Built-up Area as identified by the Provincial Growth Plan for the Greater Golden Horseshoe (2017). These documents contain policies that support all forms of residential intensification and urban area regeneration, directing growth to Built-up Areas. Provincial policies place an emphasis on intensification and infill to foster the development of complete communities which efficiently use land, resources, infrastructure and public service facilities; have a diverse mix of land uses and housing choices; improve social equity and quality of life; provide new and expanded access to multiple forms of transportation; provide access to public spaces that are vibrant and resilient in their design; and conserve built and cultural heritage resources.

The following provides an overview of the Provincial Policy Statement and the Provincial Growth Plan as it applies more specifically to this Application for Zoning By-law Amendment.

- promote the wise use and management of land use change;
- promote compact built form and transit supportive development, a diversity and mix of uses and opportunities, and the efficient use of land, infrastructure and service capacities to support development, redevelopment and growth;



- establish a land use plan and pattern that supports financial sustainability and cost effective development and provision of services;
- provide for a range of uses and opportunities through development, redevelopment, intensification and adaptive reuse to accommodate projected growth and longer term need;
- accommodate an appropriate range and mix of housing opportunities, as well as employment, recreation, institutional, and active and passive recreation;
- support an accessible, connected and complete community;
- establish appropriate development standards to promote/facilitate intensification, redevelopment and compact built form;
- foster safe, interactive, active transportation and connected communities;
- support a full range of equitable, publically accessible built and natural settings for recreation including facilities, parkland, public spaces, trails, landscapes, linkages, and water based resources;
- provide public access to the waterfront;
- ensure viability for long term development and community investment;
- maintain, enhance vitality of main streets, and conservation of neighbourhoods;
- encourage sense of place by promoting well designed built form and cultural planning to conserve features that help define the character, built heritage resources and cultural heritage landscapes of the area;
- support opportunities for sustainable tourism;
- adapt to climate change through compact and nodal development;
- protect and preserve natural heritage features and hazards, landform systems and functions;
- conserve, promote cultural heritage to support social, economic and cultural well-being;
- promote high quality built form, attractive/vibrant public realm through site design and urban design standards;
- mitigate/adapt to climate change impacts;
- support complete communities;
- support multi modal transportation, including active transportation and transit.

## Regional Official Plan

According to the Regional Official Plan (ROP), the subject lands are located within the Urban Area for the City of St. Catharines and within a Built-up Area under Amendment 2-2009 (Niagara 2031/conformity amendment), which will be the focus of residential and employment intensification and redevelopment within the Region over the long term. Municipalities are encouraged to provide a full range of housing types to serve a variety of people as they age through the life cycle.

The ROP requires that municipalities achieve a minimum 40 per cent residential intensification target for Built-up Areas by 2015 and for each year thereafter. The Region's Sustainable Community Policies establish a residential intensification target of 95 per cent for the St. Catharines Built-up Area.

The Region of Niagara is currently undertaking a comprehensive review of their Official Plan to bring it into conformity with the PPS and the Provincial land use plans. Once completed, local area municipalities will be required to update their Official Plans accordingly.

### **Local Official Plan (Garden City Plan)**

The majority of the subject lands, specifically 57 Lakeport Road, 3 Lakeport Road and 57A Lakeport Road, are designated as Commercial (Appendix 16) by the City's Official Plan, The Garden City Plan (GCP). The North Planning District further identifies these lands as being Community Commercial (Appendix 17). The Community Commercial designation of the GCP permits a range of commercial uses, which are primarily intended to provide concentrations of commercial facilities to support the day-to-day and weekly shopping and service needs of the surrounding local community. Other permitted uses include institutional, civic, cultural, indoor recreation, entertainment and residential apartment dwelling units.

Notwithstanding the general policies related to lands designated as Community Commercial, the North District policies of the GCP (Section 15.1.1c) provide additional direction with respect to lands within the Port Dalhousie Harbour area, as follows:

- i) "Notwithstanding the Community Commercial land use designation, the development or redevelopment of these lands permit an appropriate range and mix of medium and higher density residential housing, commercial, employment, institutional and indoor recreation uses to support regional based tourist facilities to enhance the economic vitality of the area.
- ii) Prior to development or redevelopment of the subject lands, an urban design study shall be undertaken by the proponent(s), to the satisfaction and approval of the City, to ensure implementation of appropriate design standards to support a connected public realm, protection for public access, vistas and views to the waterfront, and protection of cultural heritage amenities."

The remainder of the subject lands, specifically 45 Lakeport Road, are designated Parkland and Open Space (Appendices 16 and 17) by the GCP. The Parkland and Open Space designation is intended to provide opportunities for a variety of active and passive recreation, to provide relief from the built environment, and to support opportunities for conservation and enhancement of cultural and natural heritage. Permitted uses include private and public parks, open space linkages, and cultural heritage. Underground parking is not specifically addressed as a permitted use or ancillary use within the Parkland and Open Space designation, or any other designation for that matter; the GCP is silent on underground parking in this regard.

Key components of the Official Plan speak to the promotion of sustainability, and sustainable development and:

- establish a land use plan that supports the achievement of provincial, and regionally allocated, population and employment growth targets, and density;

- support a diversity and mix of housing opportunities through conservative infill within established neighbourhoods and transit supportive development and intensification at nodes and along corridors;
- enhance opportunities for more compact and mixed use development;
- support and maintain opportunities for employment, accessible public service facilities, passive and active recreation uses and institutional facilities for all interests;
- promote the maintenance and enhancement of soft/hard service, land and cost efficiencies;
- promote multi modal and active transportation, complete streets, greening of the built environment and an enhanced urban tree canopy;
- support accommodation for health and safety;
- promote accessibility and barrier free development;
- provide for context sensitive building, site, streetscape, neighbourhood and community urban design standards that promote and facilitate a balance and accessibility between the old and the new, the built and natural environments, and within and between all neighbourhoods;
- support conservation and enhancement of the City's cultural heritage built form and landscapes;
- maintain and support protection of natural heritage features, lands and functions;
- support and enhance a sense of place, character, and the promotion of complete community through a connected, more interactive, integrated and mixed use environment;
- facilitate and promote interactive and engaged public processes;
- embrace a balanced consideration of all interests to support and achieve a connected built and natural environment, and long term opportunities for sustainable growth and evolution.

The Official Plan policies against which this Application will be evaluated are attached to this report as Appendix 18.

### **Port Dalhousie Commercial Core and Harbour Area Secondary Plan**

The subject lands are located within the boundaries of the proposed Port Dalhousie Commercial Core and Harbour Area Secondary Plan (the PDSP). The PDSP and implementing Official Plan Amendment have not yet been adopted by Council; they are to be considered not later than May 7, 2018. These policies are therefore not determinative as it relates to the evaluation of this Application for Zoning By-law Amendment, rather they will inform staff's evaluation of the Application and our later recommendations.

The PDSP designates the subject lands as follows:

- 57 Lakeport Road and 57A Lakeport Road – Community Commercial (West Harbour Area)
- 3 Lakeport Road and 45 Lakeport Road – Parkland and Open Space

The Community Commercial designation provides for a variety of uses that contribute to and enhance the vibrancy, year round activity, tourism, and economic vitality of the area. The PDSP provides further direction for lands within the West Harbour Area (Section 3.3 ii), as follows:

“The Community Commercial designation east of Lakeport Road (West Harbour Area) is characterized by larger properties that have traditionally been developed independent of each other. It is the intent of the PDSP to support the creation of a vibrant group of mixed use buildings, developed in a cohesive and coordinated manner, that celebrates (the) heritage of the lands, maintains and enhances key views and vistas, and establishes an expanded open space network that promotes increased public access, connectivity to the waterfront, and linkages within and to other areas of the PDSP.”

Permitted uses within the Community Commercial designation of the West Harbour Area include an appropriate range and mix of commercial, institutional, entertainment, hotel, community and cultural uses, indoor recreation, and apartment dwelling units within mixed use buildings. Height of buildings will generally not exceed 28 metres (8 storeys). Other policies relate to appropriate building setbacks, placement, and massing; mitigation of shadow impacts; the maintenance and enhancement of views; the provision of direct public waterfront access; connected and accessible landscape design; and other matters. The Lincoln Fabrics building will remain the most prominent building in the Harbour area.

Lands designated Parkland and Open Space by the PDSP will be guided by the policies of the Garden City Plan (see above), the Parks Policy Plan, and Section 3.4.1 of the PDSP as it relates to the west side of the Harbour. Specifically:

“User experience and facilities should be enhanced at the existing parks to provide a mix of passive and active recreational uses, support year round tourist and recreational draw, optimize public access, and support and integrated, interactive and accessible public realm and open space network providing connections within and between the parks and other areas throughout the PDSP area.”

### **Port Dalhousie Heritage Conservation District**

The subject lands are located within the Port Dalhousie Heritage Conservation District; a Heritage Permit will be required for the development proposal. The Port Dalhousie Heritage Conservation District Guidelines for Conservation and Change (2001) identify the existing Royal Canadian Legion building as a remnant industrial structure directly associated with the port environment and shipping. The purpose of the Guidelines is to “provide guidance in the care and protection of the heritage character” of the District.

The Guidelines provide that demolition of existing heritage structures and the construction of new buildings will be actively discouraged, although it is not prohibited by the Ontario Heritage Act. New construction is required to be compatible with the character of adjoining properties and the streetscape, and should not copy historical buildings, rather should appear as new. The document does not include design

guidelines specific to mixed use development such as the one proposed by the Applicant.

### **Port Dalhousie Commercial Core and Harbour Area Heritage Conservation Sub-District**

The subject lands are located within the proposed Port Dalhousie Commercial Core and Harbour Area Heritage Conservation Sub-District. The Port Dalhousie Commercial Core and Harbour Area Heritage Conservation District Plan (March 27, 2018) (the HCD Plan), has not yet been adopted by Council; it is to be considered no later than May 7, 2018. The HCD Plan identifies and defines the District's natural and cultural heritage attributes, which contribute to the distinct character of the area, and establishes policies and guidelines to support the retention, conservation, and enhancement of those natural and cultural heritage attributes.

The HCD Plan identifies a portion of the existing Royal Canadian Legion building as dating to the 1870's, however it is much altered. Accordingly, the HCD Plan has assessed the property as non-contributing; that is a property which does not have heritage character defining features or heritage fabric. Notwithstanding the building's non-contributing status, the HCD Plan recommends that, prior to issuing a demolition permit, the City may require a Heritage Impact Assessment to describe means by which surviving historic fabric will be conserved or commemorated in a replacement project.

The HCD Plan also provides direction for infill development in the area south of Lock Street, east of Lakeport Road, and west of the harbour. Specifically, infill development should be incorporated into this area in separate buildings, which are compatible in material, scale, general size, and shape to the existing industrial buildings, but designed in a contemporary yet compatible style. Infill buildings shall be visually subordinate to the existing Lincoln Fabrics Building (former Maple Leaf Rubber building).

The Applicant has submitted a Heritage Impact Assessment in support of this Application, which evaluates both the impacts of demolition of the existing building as well as the impacts of the proposed new building. A peer review of the document by ERA Architects is underway.

### **Zoning By-law**

Zoning By-law 2013-283 zones the majority of the subject lands, specifically 57 Lakeport Road, 3 Lakeport Road and 57A Lakeport Road, as Community Commercial, with Special Provision 10 (C2-10) (see Appendix 19). The C2 Zone permits a broad range of commercial uses, including retail stores and restaurants, non-commercial uses, including offices and places of assembly/banquet halls, as well as apartment dwelling units. Special Provision 10 restricts the height of buildings to 11 metres, and details additional permitted uses, including administrative offices of a marina and boat slips, and hotels/motels.

The remainder of the subject lands, specifically 45 Lakeport Road, are zoned Minor Green Space (G2), permitting, among other uses, picnic areas and shelters, and outdoor recreation facilities.

The applicant requests that the Community Commercial (C2) zone category be retained for 57 Lakeport Road and 3 Lakeport Road and that the existing applicable Special Provision be amended as follows:

- recognize that neither parcel has frontage on a public road;
- increase the maximum building height from 11 metres to 30 metres;
- delete the 40% maximum gross leasable floor area limitation for non-commercial uses on the ground floor;
- recognize the existing outdoor recreation facility as a permitted use;
- establish a 0-metre front yard setback for underground parking areas;
- permit the location of up to ten residential parking spaces on an adjoining parcel.

The Applicant's proposed Zoning By-law Amendment, which is attached to this report as Appendix 20, applies the changes noted above to 57 Lakeport Road and a portion of 3 Lakeport Road. Staff note that some of these changes, like those which relate to the proposed building and uses within the building, should only apply to lands at 57 Lakeport Road (the building is proposed to be located wholly within the boundaries of 57 Lakeport Road). Other changes that relate to the existing outdoor recreation use in Lockhart Point should only apply to 3 Lakeport Road.

Zoning By-law 2018-283 sets out requirements for the size of parking spaces (standard, obstructed, and accessible) for both at-grade and underground parking areas. Landscape buffering requirements for at-grade parking areas are also imposed. The Zoning By-law does not, however, regulate underground parking structures insofar as the location and height of walls is concerned. Accordingly, this report also considers the following additional zoning by-law amendments.

For 3 Lakeport Road:

- retain the Community Commercial (C2) zone category and amend the existing Special Provision that applies to these lands to:
  - regulate the location of underground parking structures;
  - regulate the height of walls associated with underground parking structures to not higher than 80 metres above sea level;
  - reduce landscape buffering requirements around the at-grade public parking area from 3 metres to 0 metres along the southerly and westerly lot lines.

For 45 Lakeport Road:

- retain the Minor Green Space (G2) zone category and apply a new Special Provision to:
  - regulate the location of underground parking structures;
  - regulate the height of walls associated with underground parking structures to not higher than 80 metres above sea level.

For 57A Lakeport Road:

- retain the Community Commercial (C2) zone category and amend the existing Special Provision that applies to these lands to:
  - regulate the location of underground parking structures;
  - regulate the height of walls associated with underground parking structures to not higher than 80 metres above sea level.

## Circulation of Applications

This application was circulated to all relevant departments and agencies in accordance with the Planning Act. No department or agency has objected to the proposed Zoning By-law Amendment. The following feedback has been received.

### Regional Municipality of Niagara

**Urban Design:** Regional staff are satisfied, in principle, with the proposed building location, orientation, height, and massing. The building has been designed so that it can be seen from all directions. The exterior design composition of the building draws from the heritage character of the area by incorporating the use of brick and by adapting façade rhythms from the nearby Lincoln Fabrics building. The massing of the upper three floors is set back and is largely composed of glass, which can visually diminish the bulk of the building. Regional staff have no concern with the shadow impact study submitted.

**Built Heritage Resources:** The applicant has provided a Heritage Impact Assessment which notes that the building on site was originally constructed as a sawmill and carpentry shop as part of a larger gate yard associated with Lock I of the second Welland canal. Based on the significant physical modification of the building and change in use over time, the consultant has concluded that the building may be demolished, subject to the evaluation and documentation of any items of significance that may be found through invasive exploration. Based on the consultant's analysis, Regional staff consider the recommendations of the Heritage Impact Assessment to align with Regional and Provincial policy.

**Archeology:** The applicant has submitted a Stage 1 Archaeological Assessment. The consultant is of the opinion that the lands have a low archaeological potential and has recommended no further study. Notwithstanding, a licensed archaeologist is recommended to be on site during any excavation activities. The inclusion of standard warning clauses regarding deeply buried archaeological resources and/or human remains will be required as conditions of Site Plan Approval.

**Wastewater:** The Applicant proposes to connect to the Lakeside Park Sewage Pumping Station to service this development. The Lakeside Park sewer shed has been allocated growth out to 2041 as part of the Regional Master Servicing Plan (MSP). The MSP did not identify any required upgrades to the Lakeside Park SPS, but did indicate that the entire Port Dalhousie sewer shed is affected by wet weather flow. A wet weather flow reduction program has been included in the MSP and will be explored in

consultation with the local municipality. Regional staff will provide further review of detailed servicing drawings through the Site Plan Approval process.

**Transportation:** The Applicant's Traffic Impact Study concludes that traffic in the area (Lock Street intersections with Lakeport Road and Main Street, and the intersection of Lakeport Road and Ontario Street) are currently operating at acceptable levels. The study considers future growth, including the development proposals at 16 Lock Street (Fortress' Union Waterfront) and 61-63 Lakeport Road (Port Dalhousie Harbour Club Inc.) and concludes that all traffic movements at the study area intersections would be slightly worse, but that most movements are forecast to continue operating reasonably well and within capacity. The study notes the intersection of Lock Street and Main Street may be an exception during the busiest summer Saturday afternoon peak hours. The study recommends that the Region modify signal timings at signalized intersections as required in response to higher traffic volumes and changes to traffic patterns in the future.

As part of the review of the Applications for Official Plan Amendment and Zoning By-law Amendment for 16 Lock Street, Regional staff have requested that a post-construction traffic monitoring plan be undertaken to confirm the actual impact on the intersection of Lock Street and Lakeport Road. The Region has also requested that the Applicant for 16 Lock Street evaluate the impact of converting Main Street to two-way traffic between Lock Street and Lakeside Park in order to divert traffic from Lock Street and to reduce left turn movements at the intersection of Lock Street and Lakeport Road that currently create back-ups.

As part of the Site Plan Approval process for this development, the Region will require an updated TIS that provides traffic count forecasts consistent with the TIS submitted in support of the Applications for Official Plan Amendment and Zoning By-law Amendment for 16 Lock Street.

**Access:** Regional staff note that the relocation of the underground parking garage entrance to the north side of the building is preferred to its original location. Given the shared function of the access to this site from Lakeport Road, the Applicant will be required to enter into a legal agreement with the Region and to post securities regarding the potential need for a new left turn lane on Lakeport Road. This need will be evaluated one year following majority occupancy of this development and the adjacent development proposal at 61-63 Lakeport Road. These agreements will be coordinated through the Site Plan Approval process.

### **Parks, Recreation and Community Services (PRCS)**

**Lockhart Point:** A significant portion of the underground parking is located on municipal parkland at Lockhart Point, which is owned by the Department of Fisheries and Oceans. This area of parkland is currently underutilized due to awkward parking and access configurations and minimal green space. PRCS is supportive of this proposal, subject to the following conditions:



- all surface level parking on publicly-owned lands must remain public and will be identified as such;
- there must be no net loss in public parking;
- the applicant will be responsible for all necessary improvements to Lockhart Point including the construction and access of parking areas, as well as landscaping and site design of the point;
- access to the Dalhousie Yacht Club must be maintained.

**Public Interface:** An appropriate design for the site will respect all publicly visible frontages, including lands adjacent to Lockhart Point and the Harbour Walkway Trail. The relocation of the fire and vehicular access to the north side of the building, as shown in the Applicant's revised proposal, helps to achieve this goal.

**Landscaping:** Through the Site Plan Approval process, the Applicant will be required to demonstrate how the lands between the proposed building and the Harbour Walkway Trail will be improved.

### **Transportation and Environmental Services (TES) – Traffic Division**

**Traffic:** TES staff have no concerns with respect to traffic, as there is no direct impact on local streets (Lakeport Road from Lock Street to Lakeside Park, and Main Street from Lock Street to Lakeside Park).

**Parking:** TES staff will review the design of vehicular accesses and parking areas, including parking stalls, aisle widths, and parking garage ramp slopes through the Site Plan Approval process.

### **Planning and Building Services (PBS) – Development Division**

**Wastewater:** The Applicant has submitted a Functional Servicing Report, which concludes that there is sufficient capacity in the Lakeport Road sewer to service both this development and the proposed development at 61-63 Lakeport Road, however the last leg of the sewer may require upgrading. Development staff have asked the Applicant for additional information to confirm whether this is the case; this information will be included in the Planning Recommendation Report. As part of the Port Dalhousie Commercial Core and Harbour Area Secondary Plan study, Transportation and Environmental Services confirmed that, based on the City's data, there is sufficient capacity in the sanitary sewer system to accommodate all three proposed developments in the area (see Memo from Dan Dillon, Director, Transportation and Environmental Services attached as Appendix 21).

**Stormwater:** The Applicant's Functional Servicing Report indicates that the proposed stormwater management quantity and quality levels will be improved from the existing conditions. Development staff offer no objection to the proposed stormwater management approach.

**Geotechnical:** A preliminary geotechnical investigation report has been prepared in support of this Application. The study recommends a robust shoring system consisting of secant piles, keyed into the bedrock. The study concludes that foundations for the

proposed development are feasible. A further detailed geotechnical report will be required through the Site Plan Approval process.

### **St. Catharines Heritage Advisory Committee**

The Applicant has submitted a Heritage Impact Assessment in support of this Application. A peer review of the HIA is currently underway. The City's Heritage Advisory Committee will be asked to provide comment on the proposed building demolition and new development proposal following receipt of the peer review. All comments will be available in the Planning Recommendation Report.

### **Alectra Utilities**

Alectra Utilities has advised that a minimum four metre horizontal clearance must be maintained from the existing overhead lines and that the relocation, modification, or removal of any existing hydro facilities will be at the owner's expense. The developer will be responsible for the cost of civil work associated with duct structures, transformer foundations, and all related distribution equipment. Transformer vault access and locations will require approval by Alectra Utilities.

### **Enbridge Gas**

Enbridge Gas offers no objection to this Application.

### **Canada Post**

Canada Post offers no objection to this Application.

### **Public Consultation**

Planning and Building Services hosted an Open House related to this Application on January 10, 2018. The purpose of the Open House was to share information with the community regarding the development proposal and to gather feedback from those in attendance. The Applicant and members of their consulting team were in attendance to answer questions. The Open House was well attended, with 43 members of the public completing the sign-in sheet.

Following the City's Open House, staff have received correspondence from several members of the community in response to the Application. Copies of this correspondence are attached as Appendix 22. Issues raised at the Open House and through follow-up correspondence are summarized below, with corresponding staff responses, where available at this time.

**Comment:** Traffic in the area is already heavy. This development will exacerbate traffic issues.

**Response:** The Applicant's Traffic Impact Study concludes that traffic in the area is currently operating at acceptable levels. The study considers future growth, including the development proposals at 16 Lock Street and 61-63 Lakeport Road and concludes that all traffic movements at the study area intersections would be slightly worse, but

that most movements are forecast to continue operating reasonably well and within capacity. The study notes the intersection of Lock Street and Main Street may be an exception during the busiest summer Saturday afternoon peak hours. The study recommends that the Region modify signal timings at signalized intersections as required in response to higher traffic volumes and changes in traffic patterns in the future. Further information about traffic is included in the summary of Regional comments provided in this report.

**Comment:** The parking demand in the area will increase, exacerbating an existing problem.

**Response:** The Zoning By-law requires that this development provide 75 parking spaces, which includes a visitor parking component. This requirement is based on two parking ratios: the residential component of one parking space per dwelling unit, with the first four dwelling units being exempt (47 spaces); and one parking space per 20 square metres of commercial gross leasable floor area (28 spaces). The Applicant's concept site plan provides for 94 underground parking spaces for use by the building residents, the Legion, and visitors to the building. There will be no net loss in existing public surface parking.

**Comment:** The proposed building is too high and detracts from the primarily low-rise character of the heritage district.

**Response:** The Recommendation Report will provide an analysis of the proposed building design, including its height, massing, orientation, and façade treatments. Further, a peer review of the Applicant's Heritage Impact Assessment is being undertaken and will specifically address the proposed height of the building.

**Comment:** The proposed unit count of 51 apartment dwelling units is too high. This density will negatively impact traffic, parking supply, and servicing capacity.

**Response:** The proposed density of 232 units per hectare is permitted under the City's existing planning policies. Further, the Applicant's proposal meets the requirements of the Zoning By-law with respect to the provision of parking. The Applicant has also submitted a Traffic Impact Study and Functional Servicing Report in support of the Application. The studies confirm that there is sufficient capacity both in the road network and in the sanitary sewer. Further information has been requested from the Applicant to confirm the findings of the Functional Servicing Report. This information will be provided in the Staff Recommendation Report.

**Comment:** This application should not be reviewed in isolation of other planning applications in the Port Dalhousie area.

**Response:** Projected future growth stemming from development proposals for 16 Lock Street and 61-63 Lakeport Road will be considered in the City's assessment of capacity

and compatibility. The ability of supporting infrastructure to accommodate the proposed development will be considered in the formation of a staff recommendation.

Staff also received numerous letters and notes of support for the application, which identify, among other matters:

- that the proposal will support regeneration in the immediate area;
- that the proposal is supportive of the Royal Canadian Legion as an important community organization;
- that the proposal is appropriate and desirable for the site;
- that the proposed building height is appropriate;
- that the building design is attractive and complements the Lincoln Fabrics building;
- that parking for building residents is adequate;
- that the development will create jobs.

It is noted that the Applicant's original application and development proposal were presented at the Open House of January 10, 2018. The Applicant's revised proposal was received subsequent to the Open House, on March 16, 2018. The Notice of Public Meeting provided on March 23, 2018, included a link to the City's website where members of the public can view all plans, reports, and studies related to this Application, including the revised submission received on March 16, 2018. Since the date of giving Notice, no additional public comments have been received. Additional public consultation will be undertaken as part of the Site Plan Approval process once detailed designs are available.

Council should also be aware that City staff have met with representatives from the Dalhousie Yacht Club to present the Applicant's revised proposal and receive the Club's feedback on the proposed changes to Lockhart Point. The Dalhousie Yacht Club currently leases lands within Lockhart Point, on which their office and washroom building and six parking spaces are located. The Club has indicated their willingness to work with the City should changes to the existing lease be required as a result of alterations within Lockhart Point, provided the Club's needs are met. Initial areas of concern for the Club include ensuring accessibility for its membership from parking areas to the Club entrance, and ensuring that six parking spaces are available within close proximity to their building.

## **Public Notice**

In accordance with established procedures, notice for the public meeting has been circulated.

## **Financial Implications**

All costs associated with this development will be borne by the developer. If approved and constructed, additional tax revenues would be generated by the development. The future operation of the public parking area within Lockhart Point may have capital and

operational cost implications beyond those currently incurred by the existing parking lot and these elements will require further consideration.

## **Relationship to Strategic Plan**

The relationship of the proposal to the City's Strategic Plan will be evaluated as part of the future recommendation report on this matter.

## **Conclusion**

In summary, this report provides the planning context and explains the Application for Zoning By-law Amendment for 57 Lakeport Road, 3 Lakeport Road, 45 Lakeport Road, and 57A Lakeport Road. The Amendment would facilitate the construction of an eight-storey (30 metre) mixed use building on the subject lands, comprising approximately 560 square metres of ground floor assembly space, 51 apartment dwelling units, and associated alterations and improvements to Lockhart Point. A Recommendation Report will be presented to Council at a future meeting, to be scheduled.

## **Notification**

It is in order to advise Dana Anderson, MacNaughton Hermesen Britton Clarkson Limited, 442 Brant Street, Suite 204, Burlington, Ontario, LR 2G4, the owner's agent.

### **Prepared by:**

Amanda Knutson, Planner

### **Submitted by:**

Judy Pihach, MCIP, RPP  
Manager, Planning Services

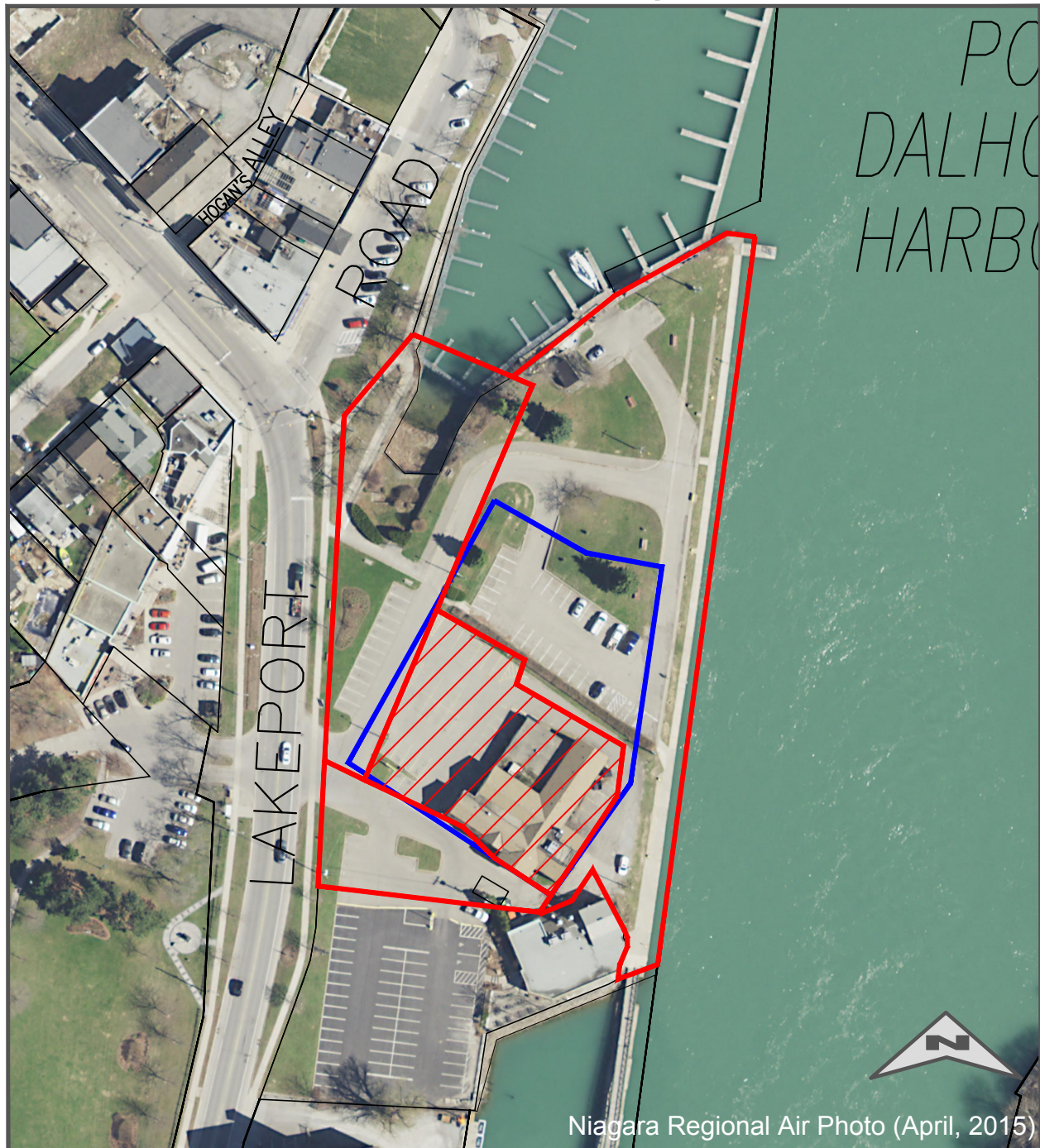
### **Approved by:**

James N. Riddell, M.PL., MCIP, RPP  
Director, Planning and Building Services

## List of Appendices

1. Location Map
2. Revised Concept Site Plan
3. Revised Concept Elevations
4. Original Concept Site Plan
5. Original Concept Landscape Plan
6. Original Concept Elevations
7. Original Concept Elevations
8. Original Concept Elevations
9. Original Concept Elevations
10. Rendering
11. Rendering
12. Rendering
13. Rendering
14. Plan of Underground Parking Encroachments
15. Surrounding Uses
16. Official Plan – Schedule D1, General Land Use Plan Map
17. Official Plan – Schedule E1, North Planning District
18. Excerpt of Applicable Official Plan Policies
19. Zoning By-law 2013-283, Schedule A7
20. Proposed Zoning By-law Amendment
21. Memo from Dan Dillon, Director, Transportation and Environmental Services, regarding servicing capacity
22. Community Correspondence Received to April 13, 2018


## Location Map



Niagara Regional Air Photo (April, 2015)

 Subject Lands  
57 Lakeport Road  
(Royal Canadian Legion)

File: 60.35.1032

 Additional Subject Lands  
3 Lakeport Road, 45 Lakeport Road,  
57A Lakeport Road

 Area of Development



Property Identification

PART OF LOT 1, CONCESSION 21,  
GEOGRAPHIC TOWNSHIP OF GRANTHAM  
in the  
TOWN OF CITY OF ST. CATHARINES  
REGIONAL MUNICIPALITY OF NIAGARA

Statistics (Site)

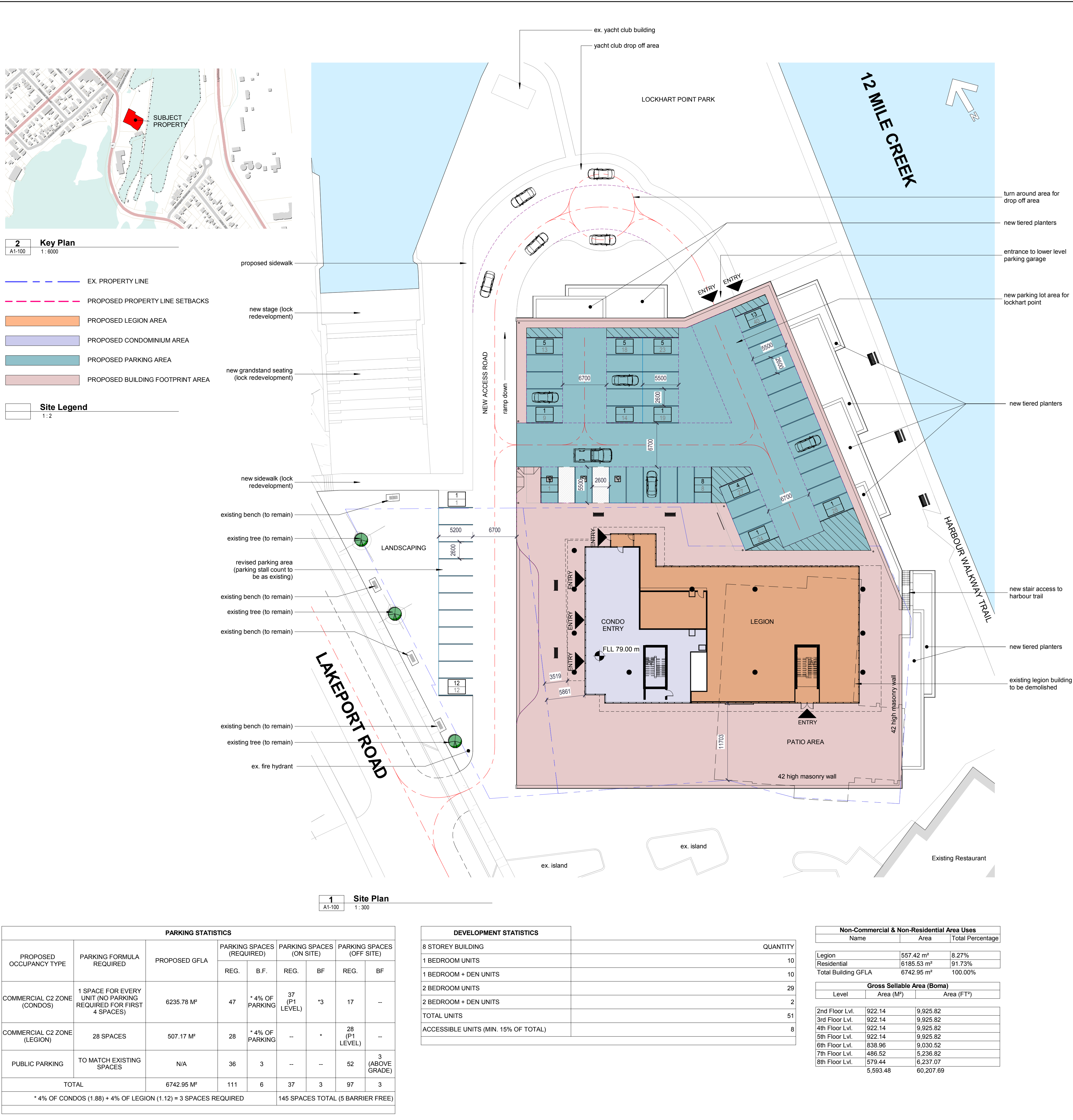
Name	Area M²	Area FT²	% of Total Area
TOTAL BUILDING AREA OUTSIDE OF LOT AREA	1,736.09	18,687.16	0.00%
TOTAL LOT AREA	2,197.49	23,653.61	100.00%
TOTAL NET BUILDING AREA	2,184.37	23,512.39	99.40%
TOTAL PARKING AREA INSIDE LOT AREA	12.87	138.50	0.59%
TOTAL PARKING AREA OUTSIDE OF LOT AREA	1,347.49	14,504.32	0.00%

Provisions For Commercial (C1) to (C4) Zones

	Required	Proposed
Max. Lot Area	—	2198 m2
Max. Non-Residential Leasable Floor Area	5000 m2	557.42
Max. Percentage Of Total Leasable Floor Area For Non-Commercial Uses	40%	91.73%
Min. Yard Abutting a Residential Zone	7.5m or 1/2 height of building	Not Applicable
Min. Exterior Side Yard	3 m	Not Applicable
Max. Exterior Side Yard	24 m	Not Applicable
Min. Front Yard	3 m	3 m
Max. Front Yard	24 m	3 m
Max. Building Height	11 m	30 m
Min. Landscape Buffer Abutting a Residential Zone	3 m	Not Applicable

Port Dalhousie Legion Redevelopment Building

Item	Ontario Building Code Data Matrix Parts 3 & 9	Ontario Building Code Reference																																																																																																																																																																																																																												
1. Project Description	<div>■ New □ Change of Use</div> <div>□ Part 11 11.1 to 11.4</div>	<div>■ Part 3 1.1.2 [A] 9.10.1.3</div> <div>□ Part 9 1.1.2 [A] 9.10.1.3</div>																																																																																																																																																																																																																												
2. Major Occupancy(s)	Group C Residential	3.1.2.1 (1)																																																																																																																																																																																																																												
3. Building Area (m²)	Existing: — New: 1123 Total: 1123	1.4.1.2 [A]																																																																																																																																																																																																																												
4. Gross Area (m²)	Existing: — New: 7672 Total: 7672	1.4.1.2 [A]																																																																																																																																																																																																																												
5. Number of Storeys	Above Grade: 8 Below Grade: 1	1.4.1.2 [A] & 3.2.1.1																																																																																																																																																																																																																												
6. Number of Streets / Fire Fighter Access: 2		3.2.2.10 & 3.2.5																																																																																																																																																																																																																												
7. Building Classification:	3.2.2.42 Group C Any Area Sprinklered	9.10.2																																																																																																																																																																																																																												
8. Sprinkler System Proposed:	<div>■ Entire Building □ Basement Only □ In Lieu of Roof Rating □ Not Required</div>	<div>3.2.2.20-.83 3.2.1.5 3.2.2.17 INDEX</div>																																																																																																																																																																																																																												
9. Standpipe Required:	■ Yes □ No	3.2.9																																																																																																																																																																																																																												
10. Fire Alarm Required:	■ Yes □ No	9.10.18																																																																																																																																																																																																																												
11. Water Service/Supply is Adequate:	■ Yes □ No	3.2.5.7																																																																																																																																																																																																																												
12. High Building:	■ Yes □ No	3.2.6																																																																																																																																																																																																																												
13. Permitted Construction:	<div>□ Combustible ■ Non-Combustible □ Both Actual Construction: □ Combustible ■ Non-Combustible □ Both</div>	3.2.2.20-.83																																																																																																																																																																																																																												
14. Importance Category:	<div>□ Low ■ Normal □ High □ Post-disaster</div>	<div>4.1.2.1 (3) 5.2.2.1 (2)</div>																																																																																																																																																																																																																												
Site Class (A,B,C,D,E from Geotechnical Report)		4.1.8.4.																																																																																																																																																																																																																												
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Acceleration Based Coefficient (F <sub>a</sub> )		T.4.1.8.4.B																																																																																																																																																																																																																												
5% Spectral Response Acceleration S <sub>w</sub> (0.2)		4.1.8.4 (1) & SB-1, T.1.2																																																																																																																																																																																																																												
Seismic Hazard Index		4.1.8.18 (1)																																																																																																																																																																																																																												
Design for Seismic Required for Categories 6 to 21, Table 4.1.1.18. (Equal or Above 0.357) (Yes or No)		4.1.8.18 (2), 9.20.1.2, 9.31.6.2 (3)																																																																																																																																																																																																																												
15. Occupant Load Based on:	<div>■ m²/person Group A2 = 557 / 1.1 = 507 persons Group C = 194 persons Total = 701 person</div>	3.1.17.1																																																																																																																																																																																																																												
16. Barrier-Free Design:	■ Yes □ No (Not Required)	3.8																																																																																																																																																																																																																												
17. Hazardous Substances:	■ Yes □ No	3.3.1.2 & 3.3.1.19																																																																																																																																																																																																																												
18. Required Fire Resistance Rating (FRR)	<table><thead><tr><th>Horizontal Assemblies</th><th>FRR (Hours)</th><th>Listed Design No. or Description</th></tr></thead><tbody><tr><td>Floors</td><td>2 Hours</td><td>SB-2 Cast In-Place Concrete</td></tr><tr><td>Roof</td><td>2 Hours</td><td>SB-2 Cast In-Place Concrete</td></tr><tr><td>Mezzanine</td><td>2 Hours</td><td>SB-2 Cast In-Place Concrete</td></tr><tr><td>FRR of Supporting Members</td><td></td><td>Listed Design No. or Description</td></tr><tr><td>Floors</td><td>2 Hours</td><td>SB-2 Cast In-Place Concrete</td></tr><tr><td>Roof</td><td>2 Hours</td><td>SB-2 Cast In-Place Concrete</td></tr><tr><td>Mezzanine</td><td>2 Hours</td><td>SB-2 Cast In-Place Concrete</td></tr></tbody></table>	Horizontal Assemblies	FRR (Hours)	Listed Design No. or Description	Floors	2 Hours	SB-2 Cast In-Place Concrete	Roof	2 Hours	SB-2 Cast In-Place Concrete	Mezzanine	2 Hours	SB-2 Cast In-Place Concrete	FRR of Supporting Members		Listed Design No. or Description	Floors	2 Hours	SB-2 Cast In-Place Concrete	Roof	2 Hours	SB-2 Cast In-Place Concrete	Mezzanine	2 Hours	SB-2 Cast In-Place Concrete	<div>9.5.2 9.10.1.3 (4) 9.10.8 9.10.9</div>																																																																																																																																																																																																				
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19. Spatial Separation – Construction of Exterior Walls	<table><thead><tr><th>Wall</th><th>Area of EBF (m²)</th><th>L.D. (m)</th><th>L/H or H/L</th><th>Permitted Max. % of Openings</th><th>Proposed % of Openings</th><th>FRR (Hours)</th><th>Listed Design or Description</th><th>Comb Const</th><th>Comb. Constr. Nonc. Cladding</th><th>Non-Comb. Constr.</th></tr></thead><tbody><tr><td>North-A</td><td>75.71</td><td>1.87</td><td>18.8:1</td><td>18%</td><td>0%</td><td>—</td><td>—</td><td>—</td><td>—</td><td>—</td></tr><tr><td>North-B</td><td>199.02</td><td>3.04</td><td>8.3:1</td><td>22%</td><td>100%</td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>North-C</td><td>851.43</td><td>2.98</td><td>2.69:1</td><td>22%</td><td>56.41%</td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>North-D</td><td>238.24</td><td>5.89</td><td>5.82:1</td><td>52%</td><td>100%</td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>North-E</td><td>9.33</td><td>21.06</td><td>1.39:1</td><td>100%</td><td>0%</td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>South-A</td><td>67.09</td><td>0</td><td>14.8:1</td><td>0%</td><td>2.83%</td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>South-B</td><td>199.02</td><td>10.46</td><td>8.82:1</td><td>100%</td><td>100%</td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>South-C</td><td>848.64</td><td>11.70</td><td>2.69:1</td><td>100%</td><td>42.84%</td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>South-D</td><td>238.24</td><td>13.27</td><td>5.81:1</td><td>100%</td><td>100%</td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>South-E</td><td>9.33</td><td>14.62</td><td>1.39:1</td><td>100%</td><td>0%</td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>East-A</td><td>103.32</td><td>0.68</td><td>13.5:1</td><td>0%</td><td>8.17%</td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>East-B</td><td>123.06</td><td>4.16</td><td>5.45:1</td><td>30%</td><td>100%</td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>East-C</td><td>493.22</td><td>1.10</td><td>1.57:1</td><td>0%</td><td>22.45%</td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>East-D</td><td>105.8</td><td>4.26</td><td>2.58:1</td><td>36%</td><td>100%</td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>East-E</td><td>17.09</td><td>36.48</td><td>2.55:1</td><td>100%</td><td>10.94%</td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>West-B</td><td>123.06</td><td>6.86</td><td>2.45:1</td><td>68%</td><td>100%</td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>West-C</td><td>493.77</td><td>3.52</td><td>1.91:1</td><td>22%</td><td>64.76%</td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>West-D</td><td>105.80</td><td>11.64</td><td>2.58:1</td><td>100%</td><td>100%</td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>West-E</td><td>17.10</td><td>14.88</td><td>2.55:1</td><td>100%</td><td>0%</td><td></td><td></td><td></td><td></td><td></td></tr></tbody></table>	Wall	Area of EBF (m²)	L.D. (m)	L/H or H/L	Permitted Max. % of Openings	Proposed % of Openings	FRR (Hours)	Listed Design or Description	Comb Const	Comb. Constr. Nonc. Cladding	Non-Comb. Constr.	North-A	75.71	1.87	18.8:1	18%	0%	—	—	—	—	—	North-B	199.02	3.04	8.3:1	22%	100%						North-C	851.43	2.98	2.69:1	22%	56.41%						North-D	238.24	5.89	5.82:1	52%	100%						North-E	9.33	21.06	1.39:1	100%	0%						South-A	67.09	0	14.8:1	0%	2.83%						South-B	199.02	10.46	8.82:1	100%	100%						South-C	848.64	11.70	2.69:1	100%	42.84%						South-D	238.24	13.27	5.81:1	100%	100%						South-E	9.33	14.62	1.39:1	100%	0%						East-A	103.32	0.68	13.5:1	0%	8.17%						East-B	123.06	4.16	5.45:1	30%	100%						East-C	493.22	1.10	1.57:1	0%	22.45%						East-D	105.8	4.26	2.58:1	36%	100%						East-E	17.09	36.48	2.55:1	100%	10.94%						West-B	123.06	6.86	2.45:1	68%	100%						West-C	493.77	3.52	1.91:1	22%	64.76%						West-D	105.80	11.64	2.58:1	100%	100%						West-E	17.10	14.88	2.55:1	100%	0%						3.2.3
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Issued For Concept

A Nov. 29, 2017

RAIMONDO + ASSOCIATES ARCHITECTS INC.

4697 Queen Street Suite 2, Niagara Falls, Ontario, L2E 2L9  
905.381.2623  
www.raimondopartners.com  
WEB: www.raimondopartners.com  
EMAIL: mail@raimondopartners.com

Overall Site Plan

57 LAKEPORT ROAD, PORT DALHOUSIE ST. CATHARINES, ONTARIO

NEW CONDOMINIUM

57 LAKEPORT ROAD, PORT DALHOUSIE ST. CATHARINES, ONTARIO

16032017 4:35:06 PM

As Indicated

14:00

ER

DRAWN BY: JV

DATE: 16032017 4:35:06 PM

SCALE: As Indicated

PROJECT NO: 14-00

CHECKED: ER

Drawings are not valid for construction until sealed and signed by the architect.

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A1-100





**A1-101**



**1** Presentation Elevation - North  
P1-004 1:300



**2** Presentation Elevation - East  
P1-004 1:300



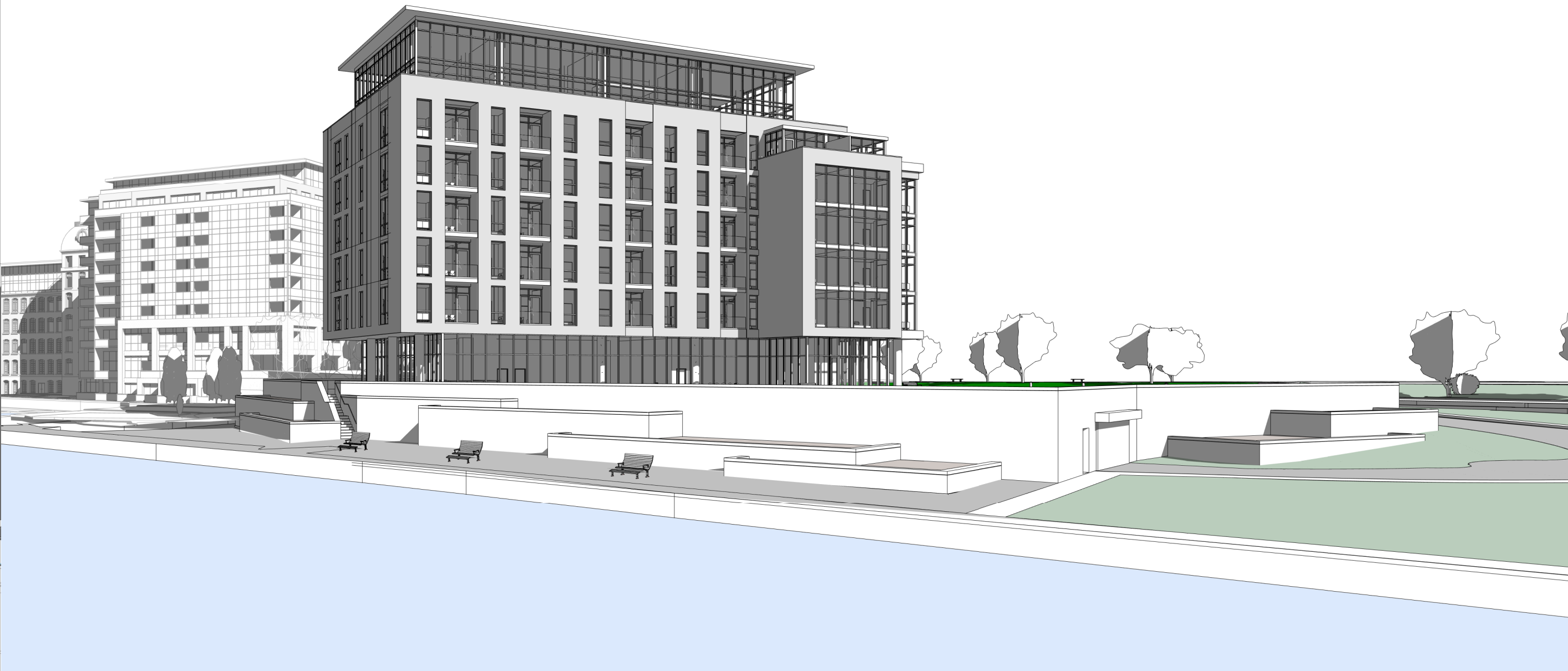
**3** Presentation Elevation - South  
P1-004 1:300



**4** Presentation Elevation - West  
P1-004 1:300



**6** 3D Presentation View - View 1  
P1-004



**5** 3D Presentation View - View 2  
P1-004

**RAIMONDO + ASSOCIATES**  
ARCHITECTS INC.  
4697 Queen Street Suite 2, Niagara Falls, Ontario, L2E 2L9  
PHONE: 905.363.8203  
WEB: www.raimondarchitects.com  
EMAIL: mail@raimondarchitects.com

RANKIN CONSTRUCTION INC.  
**NEW CONDOMINIUM**  
57 LAKEPORT ROAD, PORT DALHOUSIE ST. CATHARINES, ONTARIO

**Proposed Elevations**

DRAWN BY: MBK  
DATE: 15/03/2019 4:36:04 PM  
SCALE: 1:300  
PROJECT NO: 14-100  
CHECKED: BA

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**P1-004**





<b>1</b>	<b>Site Plan</b>
A1-100	1 : 200

PARKING STATISTICS		PROPOSED GFLA	PARKING SPACES REQUIRED		PARKING SPACES PROVIDED	
PROPOSED OCCUPANCY TYPE	PARKING FORMULA REQUIRED		REG.	B.F.	REG.	BF
COMMERCIAL C2 ZONE (CONDOS)	1 SPACE FOR EVERY UNIT	6235.78 M²	51	4% OF PARKING = 2.04	66 (BELOW GRADE)	2
COMMERCIAL C2 ZONE (LEGION)	28 SPACES	507.17 M²	28	4% OF PARKING = 1.12	28 (BELOW GRADE)	2
TOTAL		6742.95 M²	75	4	90	4

DEVELOPMENT STATISTICS	
8 STOREY BUILDING	QUANTITY
1 BEDROOM UNITS	10
1 BEDROOM + DEN UNITS	10
2 BEDROOM UNITS	29
2 BEDROOM + DEN UNITS	2
TOTAL UNITS	51
ACCESSIBLE UNITS (MIN. 15% OF TOTAL)	8

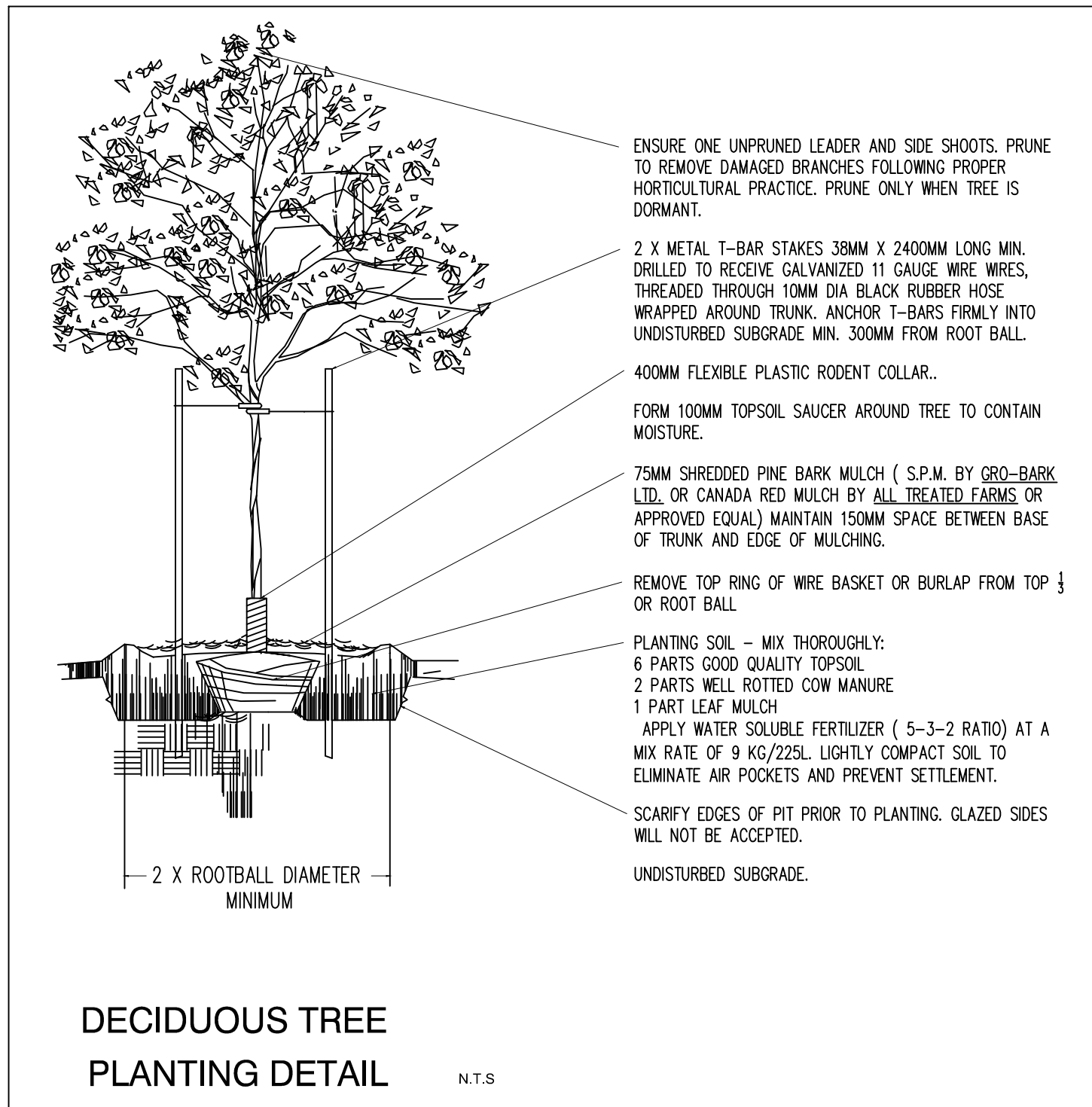
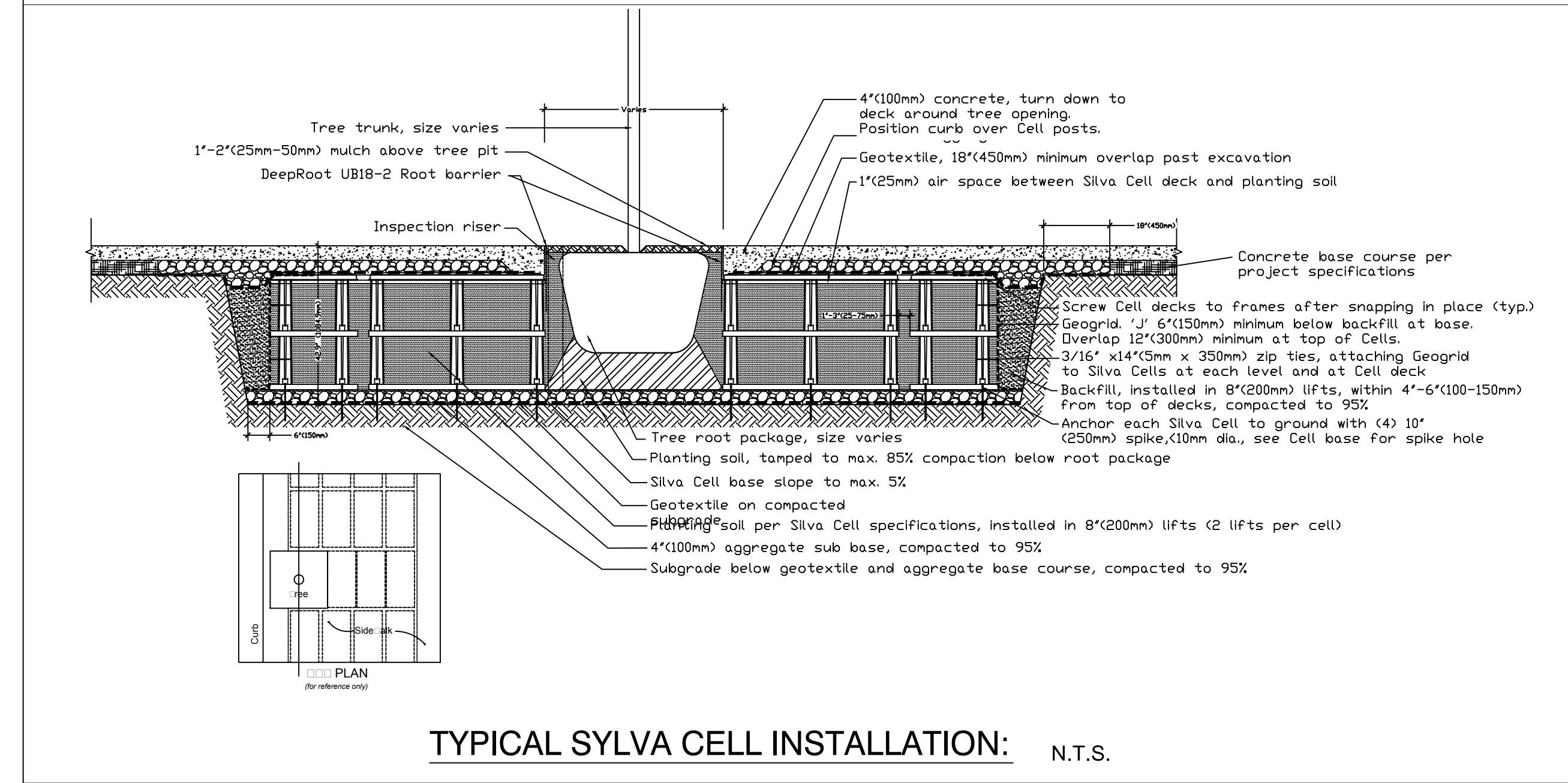
Non-Commercial & Non-Residential Area Uses		
Name	Area	Total Percentage
Non-Commercial Area	6185.53 m²	91.73%
Non-Residential Area	557.42 m²	8.27%
Total Building GFLA	6742.95 m²	100.00%

Gross Sellable Area (Boma)		
Level	Area (M²)	Area (FT²)
2nd Floor Lvl.	922.14	9,925.82
3rd Floor Lvl.	922.14	9,925.82
4th Floor Lvl.	922.14	9,925.82
5th Floor Lvl.	922.14	9,925.82
6th Floor Lvl.	838.96	9,030.52
7th Floor Lvl.	486.52	5,236.82
8th Floor Lvl.	579.44	6,237.07
	5,593.48	60,207.69

DRAWN BY: <u>JV</u>		DATE: <u>14/09/2017 12:23 PM</u>		SCALE: <u>As indicated</u>		PROJECT NO.: <u>14-100</u>		CHECKED: <u>ER</u>	
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<h1>Overall Site Plan</h1>									
<p>RAININ CONSTRUCTION INC.</p> <p><b>NEW CONDOMINIUM</b></p> <p>57 LAKEPORT ROAD, PORT DALHOUSIE/ST. CATHARINES, ONTARIO</p>									
<p><b>RAIMONDO + ASSOCIATES</b></p> <p><b>ARCHITECTS INC.</b></p> <p>4687 Queen Street Suite 2, Niagara Falls, Ontario, L2E 2J9 TEL. 905-357-4441 FAX. 905-357-5203 WEB. <a href="http://www.raimondoaarchitects.com">www.raimondoaarchitects.com</a> EMAIL. <a href="mailto:mail@raimondoaarchitects.com">mail@raimondoaarchitects.com</a></p>									
<p>Issued For Concept</p> <p>A. Nov. 1, 2016</p>									



[illegible]

N000:  
INSTRPLAN AND NAORAL, OALM ( S DRFF ) PLANINS SPRIN FLORIN OLCS

PLAN N.S.

<div>OWNER'S NAME</div> <div><div></div></div>
<div>SIGNATURE</div> <div><div></div></div>
<div><b>THE CORPORATION OF THE CITY OF ST. CATHARINES</b></div>
<div><div>DIRECTOR OF PLANNING AND BUILDING SERVICES</div><div>DATE: <div></div> 20 <div></div></div></div>
<div>NOTE: THE DIMENSIONS, AREAS AND LOCATION SHOWN ON THIS PLAN ARE APPROXIMATE AND MAY BE SLIGHTLY ALTERED IN THE FINAL DESIGN. PROVIDING THE INTENT AND PURPOSE OF THE ORIGINAL PLAN IS MAINTAINED AND ALL RELEVANT ZONING PROVISIONS COMPLIED WITH. FURTHER AND NOTWITHSTANDING ANYTHING SHOWN ON THIS PLAN TO THE CONTRARY, ALL SITE SERVICING, GRADING AND DRAINAGE SHALL BE IN ACCORDANCE WITH PLANS FILED IN THE CITY ENGINEER'S OFFICE AND APPROVED BY THE ENGINEER.</div>

0	ISSUED FOR DISCUSSION	08.02.17	DM
No	REVISIONS	DATE	BY

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1 : 200

DONALD MARON  
LANDSCAPE  
ARCHITECTS

4655 Fifth Avenue, Niagara Falls, Ontario  
phone . fax 905 . 357 . 1947

# Port Dalhousie Legion Redevelopment

Port Dalhousie, Ontario

OWNER:

# CNCPLAN

DESIGN: D.M.	DRAFTING: D.M.	
DATE: 07.28.17	SCALE: 1 :200	
DRAWING No: 072817-LP	SHEET No. <b>L-1</b>	REV. <b>.0</b>



**RANKIN CONSTRUCTION INC.**

## NEW CONDOMINIUM

57 LAKEPORT ROAD, PORT DALHOUSIE/ST. CATHARINES, ONTARIO

## Building Elevation - North

**RAIMONDO + ASSOCIATES**  
ARCHITECTS INC.

4687 Queen Street Suite 2, Niagara Falls, Ontario, L2E 2L9  
 00E 2E7 444 FAX 00E 2E7 000

TEL. 905-357-4441 FAX. 905-357-  
WEB. [www.raimondoarchitects.com](http://www.raimondoarchitects.com)  
EMAIL: [mail@raimondoarchitects.com](mailto:mail@raimondoarchitects.com)

\_\_\_\_\_

















AIMONDO + ASSOCIATES

ARCHITECTS INC.

11









[illegible]



## Surrounding Area



**Subject Lands**  
57 Lakeport Road  
(Royal Canadian Legion)

File: 60.35.1032



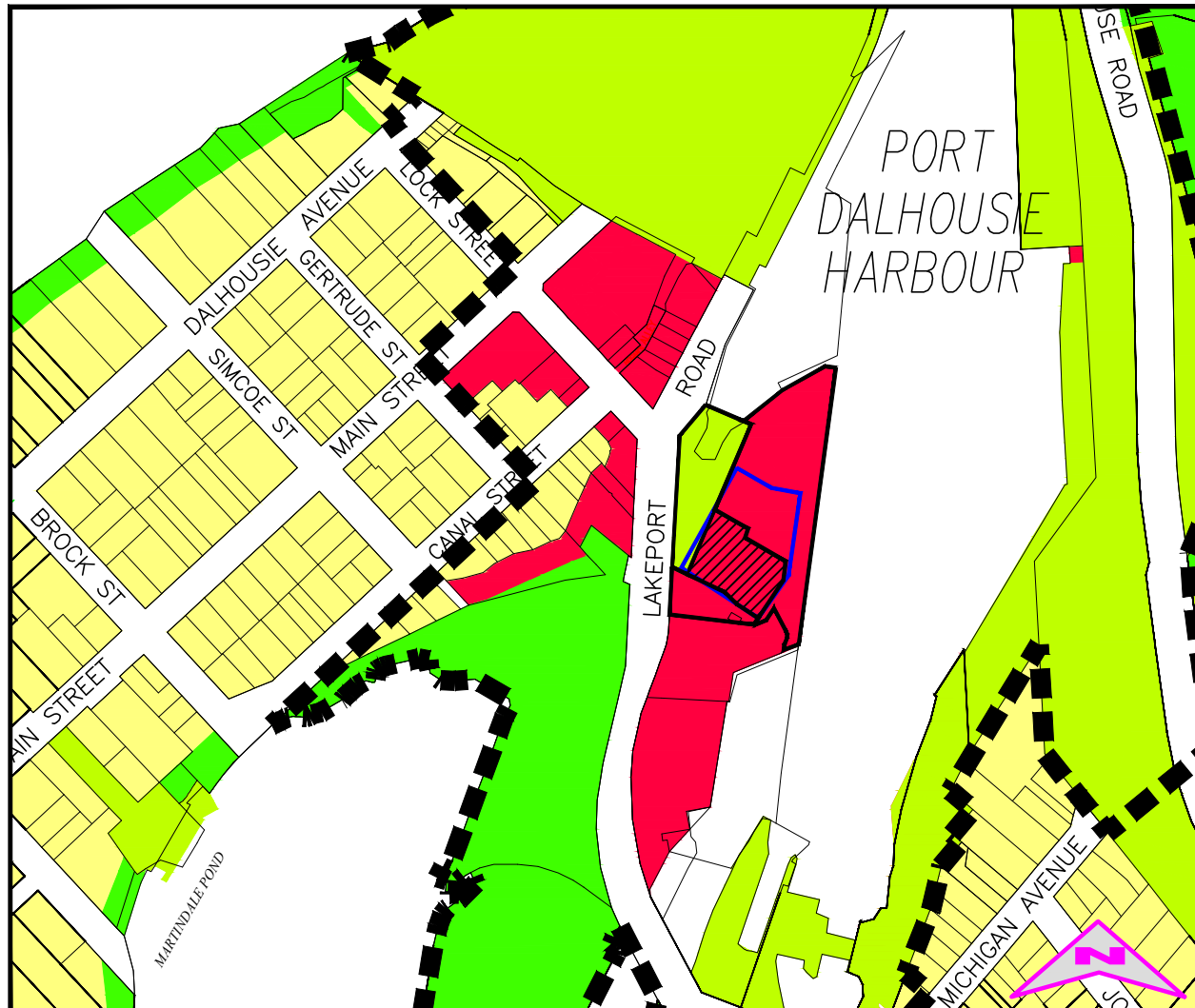
**Additional Subject Lands**  
3 Lakeport Road, 45 Lakeport Road,  
57A Lakeport Road








**Area of Development**

# General Land Use Plan

(The Garden City Plan - Schedule D1)



- |   |  |
|---|--|
|  Subject Property    |  Additional Subject Lands |
|  Area of Development | 3 Lakeport Road, 45 Lakeport Road, 57A Lakeport Road   |

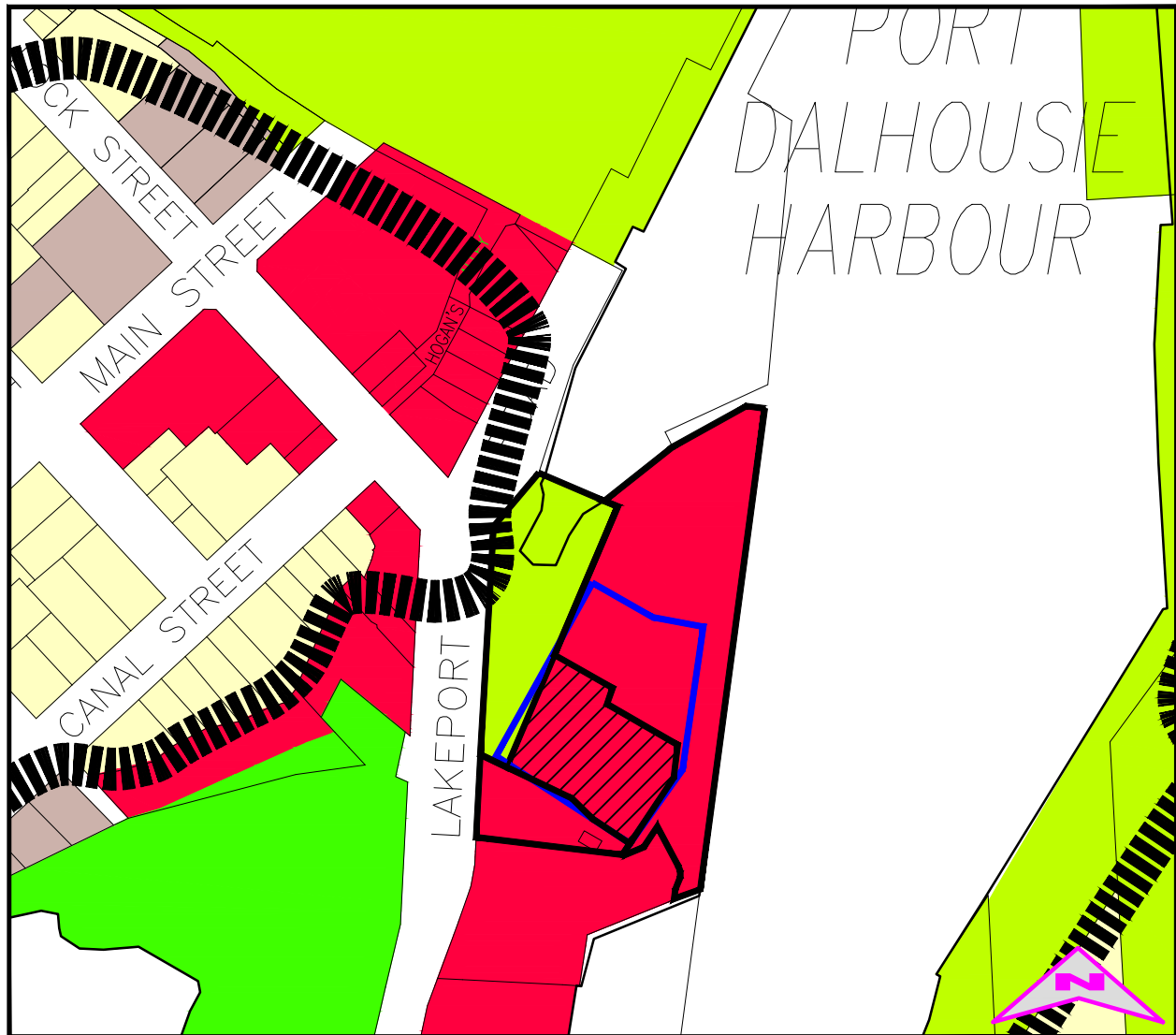
- | Land Use Designations   |  |
|---|--|
|  Neighbourhood Residential |  Parkland & Open Space    |
|  Commercial                |  Natural Area Extent Line |
|  Natural Areas             |  |

File: 60.35.1032



## Existing Land Use Designation

(The Garden City Plan - North Planning District, Schedule E1)



Subject Property



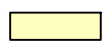
Additional Subject Lands



Area of Development

3 Lakeport Road, 45 Lakeport Road, 57A Lakeport Road

### Land Use Designations



Low Density Residential



Medium Density Residential



Community Commercial



Parkland & Open Space



Natural Areas



Natural Area Extent Line

File: 60.35.1032



## Applicable Official Plan Policies

### City of St. Catharines Garden City Plan

<b>Policies</b>
<b>Part B: Vision and Guiding Principles</b>
<b>2.3.3. Accommodation of Growth</b>
<p>3. Growth will be accommodated by:</p> <ul style="list-style-type: none"> <li>i. the efficient usability of vacant and occupied lands;</li> <li>ii. more compact built form and density of development;</li> <li>iii. the reuse, rehabilitation, regeneration, intensification and enhancement of the built environment;</li> <li>iv. redevelopment and build out of underutilized properties</li> <li>v. a more integrated, interactive mix of uses, activity and functions;</li> <li>vi. service, infrastructure, energy, transportation sustainable, accessible, efficient and supportive development;</li> <li>vii. design initiatives to support: <ul style="list-style-type: none"> <li>• compatible, innovative, efficient and sustainable building and site design;</li> <li>• enhanced natural and cultural heritage protection, preservation and conservation;</li> <li>• greening;</li> <li>• an accessible, integrated, interactive, usable and connected public realm within and between different use and activity areas, functions, landscapes and identities;</li> </ul> </li> </ul> <p>5. Housing</p> <p>ii. This Plan emphasizes the provision of new housing through the efficient use of vacant and occupied lands; higher density of development; small lot infill; intensification; mixed use development; and reuse, rehabilitation and redevelopment of the built form, including brownfield and greyfield sites.</p> <p>iii. All types of new housing will be provided in a manner not to compromise, but to accentuate and enhance the character, structure, function and accessibility of established residential neighbourhoods and other activity areas; cultural and heritage landscapes, buildings and identities; and the City's network of parks, open space and natural areas, and public realm opportunities.</p> <p>v. This Plan establishes higher housing density standards and opportunities for a greater mix of housing types than has traditionally been directed by the municipality.</p> <p>While it is recognized that new housing development and intensification may occur in all residential neighbourhoods, the primary emphasis for housing intensification is directed towards the Urban Growth Centre and Intensification Areas as set out on</p>

Schedule D 'Municipal Structure', along major road corridors, at commercial centres and mixed use areas.

## 6. Employment

iv. Population serving commercial, institutional, recreation, and cultural uses generate significant employment opportunities outside the Urban Grown Centre and Employment Lands.

- i) Commercial centres are intended to primarily support a concentration of retail and service commercial facilities, functions and structure to serve a regional and/or local and community commercial marketplace.

Growth of commercial centres to maintain and attract new employment opportunities is promoted through reuse, redevelopment, and rehabilitation.

## Part C: General Policies

### 3. Cultural Heritage

#### 3.1. General Policies

1. The City shall identify cultural heritage resources through a continuing process of inventory, survey, and evaluation.

2. The City shall foster awareness and appreciation of the city's cultural heritage and encourage public and private stewardship.

3. The City shall support the continuing use, reuse, care, and conservation of cultural heritage resources and properties.

4. All development/redevelopment shall have regard for identified cultural heritage resources and shall wherever feasible, incorporate these resources into any development plan.

5. The City may require a cultural heritage impact assessment where a proposed development/redevelopment or site alteration of lands, or on adjacent lands, has the potential to adversely affect cultural heritage resources.

6. Development/redevelopment and site alteration may be permitted on adjacent lands to protected heritage property pursuant to Part IV and V of the Ontario Heritage Act, where the proposed development or site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved. Mitigative measures and/or alternative development approaches may be required in order to conserve the heritage attributes of the protected heritage property affected.

7. All new development/redevelopment in established areas of cultural heritage value or interest shall also be subject to the City's Urban Design Guidelines to ensure development is in keeping with the overall character of these areas.

10. The City shall encourage the adaptive reuse of heritage properties. Any permitted redevelopment shall ensure, where possible, that the original building fabric and architectural features are retained and restored and that any new additions will complement the existing building.

### **3.2. Heritage Designation**

2. In reviewing proposals to alter individual property or structures designated under the Ontario Heritage Act, the City will be guided by the general principles contained in Section 3 of this Plan, in addition to the reason for designation.

3. To ensure a greater degree of protection to designated resources, the City may enter into agreements with property owners, or may attempt to secure conservation easements, in order to protect those features of a building or structure deemed to have cultural heritage value or interest.

6. Within a designated district, it is the intent of the City to conserve and enhance its unique heritage character. The City, in consultation with the district committee will encourage property owners to maintain, repair and restore heritage buildings and seek government grants, loans and other incentive programs for eligible conservation work.

7. In reviewing proposals for the construction, demolition, or removal of buildings and structures or the alteration of existing buildings, the City shall be guided by the applicable heritage district plan and the following general principles where there is potential to impact any cultural heritage resources:

- a) Heritage buildings, associated landscape features and archaeological sites including their surroundings shall be protected from any adverse effects of change;
- b) Original building fabric and architectural features should be retained, repaired, or restored rather than replaced wherever possible;
- c) New additions and features should generally be no higher than the existing building and wherever possible be placed to the rear of the building or set back substantially from the principle façade;
- d) New construction and/or infilling should be compatible with surrounding buildings and streetscapes by being generally of the same height, width and orientation as adjacent buildings; being of similar setback; and using similarly proportioned windows, doors, and roof shape;
- e) Design, style, materials and colours for new construction will be considered on an individual basis on the premise that contemporary styles can be more

appropriate in certain cases than using design styles and motifs from previous periods;

- f) Public works and landscaping within a designated district should ensure that existing roads and streetscapes are maintained or enhanced and that proposed changes respect and are complementary to the identified heritage character of the district;
- g) The City shall have regard for cultural heritage resources in undertaking public works. When necessary, the City will require measures to mitigate any negative impacts on significant cultural heritage resources;
- h) The City shall encourage local utility providers to place equipment and devices in locations which do not detract from the visual character of cultural resources and which do not have a negative impact on the architectural integrity of those resources, where feasible;

8. The City may accept easements on real property designated under the Ontario Heritage Act.

### **3.4. Archaeological Resources**

2. Until an Archaeological Management Plan is adopted, a development proposal on or adjacent to a property with a known archaeological feature or with archaeological potential will require an assessment by an archaeologist licensed under the Ontario Heritage Act. The archaeological assessment must be carried out in compliance with Provincial standards and guidelines.

3. Development and site alteration shall only be permitted on lands containing archaeological resources or areas exhibiting archaeological potential if the significant archaeological resources have been conserved by removal and documentation, or by preservation on site.

4. Where significant archaeological resources must be preserved in-situ, only development and site alteration which maintain the heritage integrity of the site will be permitted.

5. The City recognizes that, within the boundaries of the municipality and including the Lake Ontario waterfront, there may be marine archaeological remains and resources from the pre-historic period through the modern era, including the remains of ships, boats, vessels, artifacts from the contents of boats and belongings of crew or passengers, weaponry, parts of ship construction, old piers, docks, wharfs, fords, fishing traps, dwellings, aircraft and other items of cultural heritage value. The remains may currently be underwater or were, at one time, underwater but no longer submerged.

The City may, prior to approving a development proposal or site alteration, require a marine archaeological survey to be conducted by a licensed marine archaeologist to the satisfaction of the City and the Provincial Ministry of

Tourism and Culture, or successor thereto, pursuant to the Ontario Heritage Act. Any marine archaeologist resource that is identified must be reported immediately to the Ministry of Tourism and Culture or successor thereto, and the Ministry shall then determine whether the resource shall be left in-situ or may be removed, through excavation, by licensed marine archaeologists under the direction of the Ministry.

6. The City has special regard for the Welland Canals system. Any proponent for development, redevelopment or site alteration on lands within or adjacent to the Welland Canals first, second and third Canal system as generally illustrated on Part G, Appendix 1 of this Plan, will require an archaeological assessment. Significant archaeological resources shall be conserved by removal and documentation, or by preservation on site or in-situ, and other measures may be required to ensure that the heritage integrity of the Canals systems is preserved and promoted.

### **3.6. Cultural Heritage Impact Assessments**

1. A cultural heritage impact assessment may be required by the City and submitted prior to or at the time of any application submission pursuant to the Planning Act where the proposed development, site alteration, or redevelopment of lands (private and public) has the potential to adversely affect cultural heritage resources through displacement or disruption, and including:

- destruction, removal or restoration of any, or part of any, heritage attributes or feature;
- alteration, including restoration, renovation, repair or disturbance; shadows created that alter the appearance of a heritage attribute or change the exposure or visibility of a natural feature or plantings;
- isolation of a heritage attribute from its surrounding environment, context or a significant relationship;
- direct or indirect obstruction of significant views or vistas from, within, or to a built or natural heritage feature;
- a change in land use allowing new development or site alteration to fill in formerly open spaces;
- soil disturbance including a change in grade, alteration of the drainage pattern, or excavation.

2. Cultural heritage impact assessments may be required in the following instances:

- a) Properties designated under any part of the Ontario Heritage Act or properties adjacent to properties designated under the Ontario Heritage Act;
- b) Properties that are included in the City's Register of Property of Cultural Heritage Value or Interest or adjacent to properties included in the City's Register of Property of Cultural Heritage Value or Interest;
- c) A registered or known archaeological site or areas of archaeological potential;

4. Where cultural heritage resources are to be affected, the City may impose conditions of approval on any planning application to ensure their continued protection.

### **3.7. Implementation**

The City may encourage the conservation and enhancement of cultural heritage resources through the following methods:

- a) Participation in the programs of senior levels of government intended for the protection and restoration of cultural heritage resources;
- b) The consideration of funding programs to aid in the protection and restoration of heritage resources;
- c) Support the engagement of the arts community and others in the promotion and development of cultural heritage programs and activities;
- d) Creation of partnerships with heritage foundations and other groups and organizations;
- e) The use of preferred or beneficial zoning in exchange for the preservation of on-site buildings, landscapes, or streetscapes of cultural heritage value or interest, as provided for in Part F, Section 16.8 of the Plan.
- f) The consideration of the preservation and enhancement of cultural heritage resources as a condition of planning approvals.

## **4. Urban Design**

### **4.1. Urban Design Principles**

The development of St. Catharines will be based on the following sustainable design principles:

- a) a strong sense of identity and place as the “Garden City”;
- b) innovative and sustainable design;
- c) a stimulating, attractive, and safe public realm;
- d) compatibility of new development with established areas;
- e) universal access to public areas;
- f) conservation of heritage buildings and structures;
- g) protection of the natural environment and processes;
- h) a compact, walkable, bikeable and well connected community;
- i) a range of choices for housing and transportation;
- j) mixed-use nodes and corridors;
- k) complete streets for all users;
- l) building design to support street life.

### **4.2. Community Identity – The “Garden City”**

4. Urban design concept plans shall be required for major development proposals in the Downtown, intensification areas, heritage conservation districts, and other high profile areas. Such plans will establish the contextual relationship of the proposed development to adjacent buildings, streets, and surroundings.

5. The City's Urban Design Guidelines will ensure design objectives established in Heritage Conservation District Plans, or through individual heritage property designations, are maintained.

#### **4.3. The Natural Environment**

1. The natural features and areas of the City will be connected to the surrounding environment by improving physical and visual access from adjacent public spaces and by designing these to create connectivity and enhance a comprehensive, interconnected and safe open space network.

3. Development and redevelopment activities will be designed to be compatible in scale and character with natural features and areas, and enhance the visual qualities and public enjoyment of those features and areas.

7. In all public works, trees should be retained and when trees must be lost to accommodate the works, they will be replaced as soon as possible by other trees of sufficient maturity and in sufficient numbers to enhance the appearance of the public works.

#### **4.4. The Public Realm**

1. Urban design opportunities to enhance the quality of the public realm shall be encouraged as part of the design of all municipal undertakings, including public parks and buildings, public streets, natural areas, and all municipal engineering projects related to public spaces. The design of such projects will consider:

- a) the introduction or improvement of linkages where existing areas are inadequately connected to each other or between public places;
- b) improvements to streetscapes, including pedestrian-scale lighting, bicycle facilities, street furniture, signage, landscaping, and enhanced active transportation wherever road improvements occur;
- c) naturalization opportunities including the use of native species of trees in development of open spaces;
- d) the placement of a broad range of art works in publicly accessible and visible locations;
- e) roadway design to maximize the preservation and maintenance of natural features and the development of complete streets;
- f) the protection and enhancement of major vistas, gateways, and scenic routes;
- g) measures to mitigate light trespass and glare to minimize the effects of sky

glow.

3. Where feasible, major public and private development projects will be required to incorporate public spaces, bicycle facilities and sidewalks to support connections to the City's pedestrian, bike and transit network.

4. Wherever feasible, utilities will be placed underground and/or designed to minimize negative impacts, maintain existing area character, and enable further aesthetic improvements such as boulevard trees planting.

Consideration shall be given to the location of utilities within the public rights of way as well as on private property. Utilities shall be clustered or grouped where possible to minimize visual impact. The City encourages utility providers to consider innovative methods of containing utility services on or within streetscape features such as gateways, lamp posts, transit shelters, etc. when determining appropriate locations for large utility equipment and utility cluster sites.

#### **4.5. Built Form**

1. As a basis for evaluating compatibility and for achieving design excellence, development/redevelopment will be designed in a manner that reflects the principles established in Part C, Section 4.1 of this Plan and that maximizes compatibility with the surrounding area in terms of the following matters:

- a) Building scale, height, gradation of height, and massing.
- b) Spacing of buildings.
- c) The level and visibility of the ground floor relative to exterior grade
- d) Roof form and pitch, together with any other structures on the roof.
- e) The placement, number, type and proportion of doors and windows.
- f) Use of materials, textures, and colours.
- g) Continuity in the provision, location, and linkage of amenity, open space, and green corridors.
- h) Preservation and enhancement of significant views and vistas.
- i) Retention of natural vegetation and other distinctive landscape or streetscape features.
- j) The overall scale of the development as it relates to the surrounding area. In this regard, factors contributing to compatibility include avoiding long unbroken expanses of walls; creating relief in walls; the use of varied colours, textures, types, qualities and patterns of finish materials; roofline articulation.
- k) Mitigating light trespass and glare and to minimize the effects of sky glow.
- l) Mitigating wind, sun shadow impacts.

2. Development/redevelopment will locate parking, service areas, and utilities to minimize the impact on the property, surrounding area, and the environment by:

- a) Consolidating and minimizing the width of driveways and curb cuts.



- b) Providing underground parking or parking structures where possible.
- c) Limiting surface parking between the front and flanking face of a building and the public street.
- d) Providing perimeter landscaping as well as landscaped interior islands.
- e) Using permeable pavement systems or other low impact development practices.
- f) Connecting parking areas to the street through safe, landscaped pedestrian walkways.
- g) Integrating utilities as part of the building and site design, where feasible.
- h) Ensuring safety for active transportation.

3. Development/Redevelopment may be required to provide amenities for adjacent streets and open spaces such as street furniture, bicycle parking facilities, trees, signage, and lighting to ensure they are fully integrated into the surrounding neighbourhood.

4. Major development/redevelopment proposals shall be required to prepare an urban design scheme (site plans, building elevations, context plans, and other studies) to determine impacts on the physical compatibility of the surrounding area and on the long term development or redevelopment potential of the area.

#### **4.6. Universal Access**

1. New buildings, the retrofitting of existing municipal buildings and public spaces shall be designed to foster and support accessibility by all citizens. The full range of abilities of all ages and users shall be considered in the design of the built environment.

2. The travelled portion of pedestrian and bicycle routes shall be kept free from obstructions or projections of street furniture, fixtures, or buildings.

3. Barrier-free features shall be well-integrated within the functional and aesthetic design composition, including but not limited to:

- i. ensuring appropriate driveway and sidewalk height to length ratios to support safe accessibility and travel for all;
- ii. requiring sidewalk curb cuts at all intersections;
- iii. requiring paving changes be incorporated at grade changes and intersections;
- iv. requirements for accessibility parking spaces;
- v. encouraging other features appropriate to ensure that barrier free design is provided.

#### **4.7. Personal Safety**

1. Publicly accessible spaces shall be located near public roads, transit stops, or other public spaces in order to allow public surveillance.

2. Adequate lighting shall be provided in concealed areas or those areas where visibility may be poor.
3. Views shall be provided into, out of, and through publicly accessible spaces.
4. Access points from public and public accessible spaces shall be clearly identified.
5. Public spaces shall be designed to encourage a variety of activities on a daily, weekly, and seasonal basis.

#### **4.8. Landscaping**

1. Landscaping design shall:
  - i. enhance the visual appeal of development.
  - ii. buffer unsightly areas or uses that are incompatible.
  - iii. promote the use of native species.
  - iv. provide seasonal variation in form, colour, texture, and representation.
  - v. promote human scale and create an attractive environment for pedestrian movement.
  - vi. assist in energy conservation.
  - vii. mitigate the effects of inclement weather.
  - viii. preserve and compliment existing natural landscape.
2. Appropriate buffering will be required between all uses of land where there may be a conflict and where one use may detract from the enjoyment.

### **5. Transportation**

#### **5.1. General Policies**

3. To facilitate a greater multi-modal split, with less emphasis on the automobile, the City will balance the provision of a safe, functional, and attractive pedestrian and cycling oriented environment with an acceptable level of vehicular traffic. The City may accept a level of automobile service which is less than optimum in return for a more pedestrian and cycling oriented environment, transit supportive development, and a vibrant public realm.
4. The City will encourage and facilitate alternative forms of transportation that promote energy conservation and a healthy lifestyle.
5. A Transportation Impact Study may be required for new development or redevelopment to assess transportation demands, impacts, and opportunities.
6. To implement the findings of the Transportation Impact Study, the City will include conditions of approval that support safe and functional pedestrian and

cyclist movement, including:

- a) The acquisition of easements and dedication of land for sidewalks, bicycle trails, transit stops, or other facilities;
- b) The provision of associated amenities such as transit shelters, bicycle parking facilities, and lighting;
- c) Site, building, and road designs that meet the needs of pedestrians, cyclists, and transit users.

7. The City shall consider various traffic calming and transportation demand management measures to reduce the negative impacts of traffic, and to promote safer streets and the concept of complete streets.

### **5.3. Alternative Forms of Transportation**

#### **1. Transit**

2. The City shall provide transit at a level of service to enhance its use as a viable alternative to the automobile, and should include facilities to support multi-modal transportation such as bike racks.

3. Transit service levels shall be increased incrementally to improve the viability of transit. Service level increases shall be directed to:

- a) Downtown and the Urban Growth Centre.
- b) Major Activity Centres, mixed use areas, nodes and intensification areas.
- c) Designated employment areas.
- d) Major Transit Station Areas.

4. Major new or redeveloped activity nodes or corridors shall incorporate transit and pedestrian systems that reduce reliance on the automobile.

6. The City will encourage the integration of cycling and transit modes by providing bicycle parking facilities at major transit stops and in conjunction with development within nodes and intensification corridors, employment areas, and the Downtown.

7. The City shall encourage the provision of convenient, safe pedestrian access and a maximum walking distance of 400 metres to transit facilities through its planning approvals.

8. The City shall ensure that other policy objectives (e.g. parking) do not undermine transit policies.

#### **2. Cycling**

1. The City shall require, provide, and maintain a continuous, well signed, clearly visible, and attractively landscaped network of cycling trails and facilities.

3. The City shall provide bicycle parking at public facilities and shall require such facilities as a condition of approval for all major private development, where feasible.

### **3. Pedestrians**

1. The City shall ensure that the transportation system will be designed to provide continuous and direct access by sidewalks and walkways to schools, recreation and cultural destinations, community services, major activity centres, and other high volume pedestrian centres.

3. The City shall encourage weather protection for pedestrians in the Downtown, commercial centers, and other activity areas.

4. Pedestrian safety will be enhanced on sidewalks and walkways through the provision of lighting and/or public visibility, where feasible.

5. Sidewalks are to be built to a standard that facilitates the mobility of persons with disabilities.

### **5.4. Parking**

1. Vehicle parking standards will be established for all land uses in the implementing zoning by-law, and adequate off-street parking shall be provided for development/redevelopment in accordance with these standards. Zoning bylaws may establish maximum as well as minimum parking requirements for both vehicles and bicycles.

2. The City may consider the reduction or the elimination of vehicular parking requirements where:

- i. shared parking is possible;
- ii. transit is readily available or where transit facilities are provided;
- iii. bicycle parking and facilities, or community facilities, are provided;
- iv. land, beyond minimum requirements, is dedicated for safe active transportation facilities and connectivity;
- v. land, beyond minimum requirements, is dedicated for greening and landscaping initiatives.

The applicant must demonstrate that reduced vehicular parking standards will not aggravate the parking supply, and not result in unacceptable levels of spill-over parking in adjacent areas to cause negative impact to travel, traffic and parking management.

3. To support the minimization of large tracts of asphalt for parking, the City encourages the use of compatible and context sensitive underground and structured parking for development or redevelopment within the Downtown Urban Growth Centre, mixed use areas and commercial centres, for medium and high density residential development, and large scale developments.

6. The negative impacts of vehicular parking on the urban environment, cycling and pedestrian activity shall be minimized through:

- a) locating parking and loading areas at the rear of buildings where feasible;
- b) use of alternative paving materials such as permeable pavement systems;
- c) alternative surface water management such as swales and ditches;
- d) landscape treatments and pedestrian walkways in accordance with the Urban Design Guidelines;
- e) Buffering sidewalk users from through traffic, where feasible.

## **6. Achieving a Sustainable City**

### **6.1. General Policies**

2. The City shall support sustainable development through land use and development patterns that:

- a) Promote compact form and a structure of nodes and corridors, and which direct development, redevelopment and intensification primarily to the Downtown Urban Growth Centre and Intensification Areas as set out on Schedule D 'Municipal Structure'.
- b) Promote the use of public transit and other alternative transportation modes among residential, employment and commercial areas, and other activity centres;
- c) Promote development/redevelopment throughout the City's Urban Area on sites that are or will be well served by public transit, with particular emphasis on the Downtown Urban Growth Centre and Intensification Areas as set on Schedule D 'Municipal Structure'.
- d) Promote design and orientation that maximizes the use of alternative or renewable energy sources, such as solar and wind, and the mitigating effects of vegetation.

3. All of the City's sustainable development principles shall be considered when reviewing applications for development, public works, and capital expenditures.

6. In making decisions about planning, development, and conservation, within the sustainability framework, the City shall employ an ecosystem approach addressing:

- a) The interrelationships among air, land, water, plant and animal life, and human activities;
- b) The health and integrity of the broader landscape, including impacts on the natural environment in neighbouring jurisdictions;
- c) The long term and cumulative impacts on the ecosystem.

7. Development should maintain, enhance, or restore ecosystem health and integrity.

### **6.3. Energy Efficiency/Generation**

1. The City shall encourage and support energy conservation, district heating and combined heat and power, and alternative and renewable energy sources developed in accordance with Provincial and Federal legislation, policies and regulations.

3. The City shall promote innovative subdivision and site plan design that minimizes energy consumption through road design and lot layouts which maximize passive solar energy opportunities and other alternative energy sources.

4. The City shall establish urban design guidelines that promote energy efficiency.

5. Site plan control shall be used to incorporate energy conservation measures into the final design. Such measures may include orientation and design of new buildings to maximize solar gain and to minimize energy loss through appropriate construction standards and landscaping designed to moderate seasonal climatic variation.

6. The City will encourage and facilitate the application of energy conservation measures in the design and construction of new buildings and in the rehabilitation and upgrading of existing buildings and structures. Standard municipal requirements for building orientation, landscaping design, lot coverage, and other site or building characteristics may be varied to provide for increased energy efficiency.

7. Regard shall be had for solar rights and carbon footprint in the evaluation of all development and redevelopment opportunities.

### **6.4. Air Quality**

4. The City shall give emphasis to transit, walking, and cycling over the private vehicle.

5. The City shall promote green space, tree planting, and natural heritage conservation.

### **6.5. Water Resources**

1. Development and site alteration shall only be permitted if it will not have negative

impacts, including cross-jurisdictional and cross-watershed impacts on:

- a) The quantity and quality of surface and ground water;
- b) The functions of ground water recharge and discharge areas, aquifers and headwaters;
- c) The natural hydrologic characteristics of water courses such as base flow;
- d) The natural drainage systems, streams, forms and shorelines;
- e) Flooding or erosion;
- f) Surface or ground water resources adversely impacting on the ecological function of natural hazards and heritage as set on Schedule F2 'Natural Hazard Lands' and Schedules F3 and F4 'Natural Heritage' of this Plan.

2. Development and site alteration shall be restricted in the vicinity of vulnerable surface and ground water features of importance to water supplies so that the safety and quality of drinking water will be protected and improved.

3. Efficient and sustainable use of water resources shall be promoted, including practices to conserve water and protect or enhance water quality.

4. A Stormwater Management Plan prepared by a qualified engineer, and based on sediment and erosion control guidelines from the Niagara Peninsula Conservation Authority (NPCA), as amended from time to time, may be required with an application for development, redevelopment or site alteration depending on:

- i. The scale and nature of the proposal.
- ii. Site specific environmental conditions.

The City, in conjunction with the Region, the Niagara Peninsula Conservation Authority (NPCA) and other authorities will determine the need for such a plan as part of the complete application process. Stormwater Management Plans will be required to consider alternative approaches to traditional stormwater management such as Low Impact Development practices as noted in Part D, Section 7.1 g) of this Plan.

6. Development and site alteration shall not have significant adverse impacts on ground and surface water quality or quantity. In areas where development and site alteration could significantly affect ground or surface water quality or quantity the City shall require that an assessment of potential groundwater impacts be submitted with the development application, and mitigating measures and/or alternative development approaches may be required.

## **6.6. The Urban Forest**

4. Planning applications shall integrate natural features and natural vegetation, including the planting of native species, into development plans.

## **6.9 Infrastructure and Public Service Facilities**

4. The use of existing infrastructure and public service facilities should be optimized, wherever feasible, before consideration is given to developing new infrastructure and public service facilities.

## **PART D: Land Use Policies**

### **9. Commercial**

#### **9.2. Commercial Use Designations**

##### **2. Community Commercial**

Community Commercial Centres are to be spatially dispersed throughout the Urban Area, primarily intended to provide concentrations of commercial facilities to support day to day and weekly shopping and service needs for the local surrounding community population.

##### **a) Permitted Uses**

A range of commercial uses are permitted, excluding auto dealerships, adult oriented uses and hotels. Other uses permitted include institutional, civic, cultural, indoor recreation, entertainment and residential apartment dwelling units.

##### **b) Community Commercial Centres:**

- i. are to be located at the intersection of arterial roads and well served by public transit service;
- ii. are subject to Section 9.2.1 b) ii), iii) and v);
- iii. shall generally not exceed a total gross leaseable floor area of 30,000 square metres for all uses except residential, and non retail/service commercial uses should be limited in size and scale to protect the primary function of the Centre for the provision of shopping and service commercial facilities;
- iv. shall limit the size of individual uses in a manner to support a diversity and mix of uses within the Centre;
- v. residential uses shall be located in freestanding buildings or in upper storeys of commercial buildings, and will provide adequate exclusive outdoor amenity space for residents;

##### **c) In recognizing the diversity in size of established and designated Community Commercial Centres, the permitted size of centres shall generally range between 2 hectares and 12 hectares of land.**

The full range and scale of uses permitted in Community Commercial Centres may not be allowed on all properties so designated. The precise range and scale of uses permitted on properties designated Community Commercial may



be stipulated in District Plans or the implementing zoning by-law, and may be subject to studies as set out in Part F, Section 16.16 of this Plan including, but not limited to, use compatibility, traffic, parking, market analysis, and building and site design.

- d) Any application to establish a new centre or to expand an established centre beyond existing property limits will require an amendment to this Plan, and may be subject to studies as set out in Part F, Section 16.16 of this Plan including, but not limited to, market analysis, land use compatibility and traffic.

## **Part E: District Plans**

### **15.1 North District**

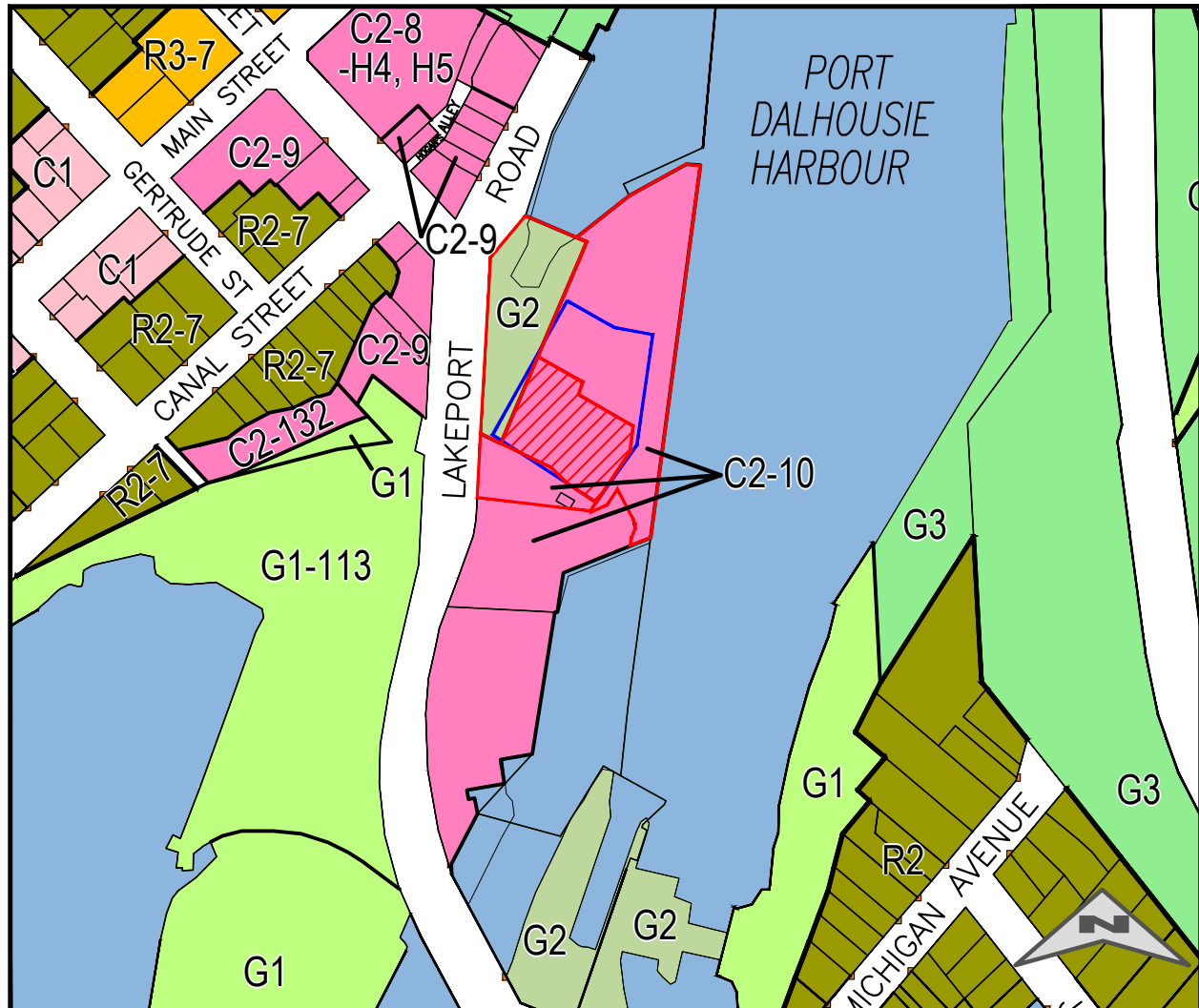
The following specific or special policies apply to lands located on the following schedules:

#### **1. Schedule E1**


- c) Lands located on the east side of Lakeport Road, west of Port Dalhousie Harbour, the following applies:
  - i. Notwithstanding the Community Commercial land use designation, the development or redevelopment of these lands permit an appropriate range and mix of medium and higher density residential housing, commercial, Employment, institutional and indoor recreation uses to support regional based tourist facilities to enhance the economic vitality of the area.
  - ii. Prior to development or redevelopment of the subject lands, an urban design study shall be undertaken by the proponent(s), to the satisfaction and approval of the City, to ensure implementation of appropriate design standards to support a connected public realm, protection for public access, vistas and views to the waterfront, and protection of cultural heritage amenities.
- e) Harbour industrial marine uses, excepting boat slips and administrative office, shall not be permitted on the west side of Port Dalhousie Harbour.


# Existing Zoning

(Schedule A - Zoning By-law 2013-283)










 Subject Lands  
57 Lakeport Road  
(Royal Canadian Legion)

 Additional Subject Lands  
3 Lakeport Road, 45 Lakeport Road,  
57A Lakeport Road

 Area of Development

## Zones

 Low Density Residential  
- Traditional Neighbourhood  
 Medium Density Residential  
 Local Convenience Commercial  
 Community Commercial

 Conservation / Natural Area  
 Minor Green Space  
 Major Green Space

File: 60.35.1032

## Proposed Zoning By-law Amendment

That Council approve an amendment to the City of St. Catharines Zoning By-law 2013-283, for lands described as Pt. Lot 21, Con. 1 (Port Dalhousie Lt 1) Grantham; Pt. Lot 21 Con. 1 (Port Dalhousie Lt. 636, St. Catharines, municipally known as 57 Lakeport Road AND a portion of the lands described as Pt Lt 20 Con Bf (port Dalhousie Lt 3) Grantham; Pt Lt 20-21 Con Broken Front Grantham; Pt Lt 21 Con Bf (port Dalhousie Lt 1) Grantham; Pt Lt 8 Tp Pl 5 (port Dalhousie Lt 27) Grantham; Pt Rdal Btn Con Broken Front & Con 1 Grantham As Closed By Ro291366; Pt Rdal Btn Lots 20 & 21 Con 1 Grantham As Closed By Pd4884; Pt Lt 20 Con 1 (port Dalhousie Lt 2) Grantham; Pt Lt 20 Con 1 (port Dalhousie Lt 3) Grantham; Lt 21 Con 1 (port Dalhousie Lt 1) Grantham; Pt Lt 20 Con 1 (port Dalhousie Lt 8) Grantham; Pt Lt 20 Con 1 (port Dalhousie Lt 9) Grantham Pt 1, 2, 3, 5, 6, 7 30r8016 Except Pt 1 ,4, 5, 6 & 7 30r9345, Pt 1 To 12 30r2522, Pt 3 30r2585, Pt 3 30r8016 & Pt 3, 4 30r8500; St. Catharines, municipally known as 3 Lakeport Road, as follows:

- a) That Section 15.1, Schedule A (A7), Zoning Maps, be amended by rezoning the subject lands from Community Commercial (C2-10) to Community Commercial (C2-XXX), as outlined in Schedule A.
- b) That Section 13.1 'List of Special Provisions' be amended by adding a special provision, as follows:

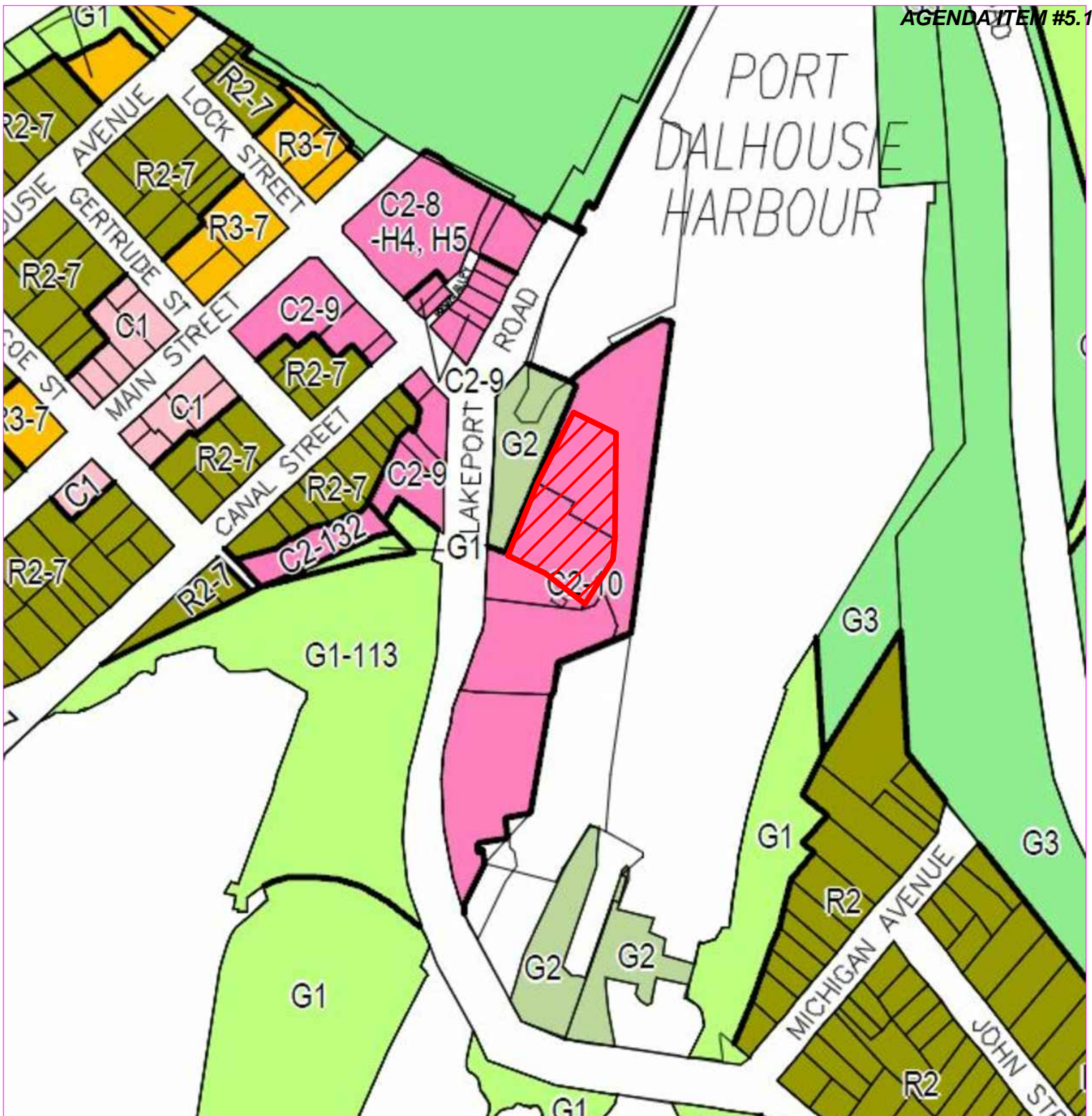
Special Provision	Zone	Schedule A	Schedule B	Location	By-law
XXX	C2	13		57 Lakeport Road	
1. Notwithstanding Section 2.6 'Lot Frontage on Public Roads', development and construction on the lot shall be permitted.					
2. Notwithstanding Section 3.2.1 'Parking Location – Residential Uses', up to 10 required parking spaces may be provided on an adjoining lot.					
3. In addition to the uses permitted in Subsection 6.2 – Permitted Uses, the following uses shall also be permitted:					
a. Administrative offices of a marina, boat slips and hotel / motel;					
b. Existing Recreation Facility, Outdoor.					
4. Clause 6.2.1h) shall not apply.					
5. Notwithstanding Table 6.4, a 0 metre front yard shall be permitted for below-grade parking levels.					
6. Maximum building height of 30.0 metres shall be permitted.					

That the Mayor and City Clerk be authorized to execute the necessary By-law to give effect to Council's decision; and

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

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

Further, that the Clerk be directed to make all necessary notifications. FORTHWITH




Data Source: City of St. Catharines Zoning By-law 2013-283


Figure 14


# **Zoning By-law** **City of St. Catharines** **Schedule A7**


## **LEGEND**

 Subject Lands


 C1 - Local Convenience Commercial

 C2 - Community Commercial

 R3 - Medium Density Residential

 R2-Low Density Residential-Traditional Neighbourhood

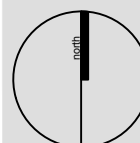
 G1 - Conservation/ Natural Area

 G3 - Major Green Space

DATE:

February 15, 2018

NOT TO SCALE



N:\1005\C\2017\September\1005C\_Figure Mapping 13 September 2017.dwg



PLANNING  
URBAN DESIGN  
& LANDSCAPE  
ARCHITECTURE

230-7050 WESTON ROAD WOODBRIDGE, ON, L4L 8G7  
P: 905 761 5588 F: 905 761 5589 | WWW.MHBCPLAN.COM




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## Memorandum

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**To:** Jim Riddell, Director Planning and Building Services

**Cc:** Bruce Bellow, Planner II, PBS  
Christine Adams, Manager of Engineering and Construction, TES  
Brian Applebee, Manager of Transportation Services, TES

**From:** Dan Dillon, Director Transportation and Environmental Services

**Date:** March 21, 2018

**Subject:** Port Dalhousie Secondary Plan - Infrastructure Servicing Review

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At its meeting of January 29, 2018, Council requested "That staff be directed to prepare a comprehensive report on sewer, water, road and other infrastructure capacity in Port Dalhousie now and in the future, taking into consideration all current potential developments as well as the residential area and a full complement of businesses and, that this report be provided with the staff recommendation report on the Port Dalhousie Secondary Plan on March 5, 2018."

Council was subsequently informed verbally that this report would form part of the Port Dalhousie Secondary Plan report being prepared by Planning and Building Services (PBS) which is being submitted to Council at its April 9, 2018 meeting. This memo addresses that request.

### Background

At its meeting of January 15, 2018, staff presented Report PBS 015-2018 - *Planning Act and Ontario Heritage Act Public Meeting – Information Report* - Port Dalhousie Secondary Plan and Heritage Conservation District. The Port Dalhousie Secondary Plan area and proposed Land Use Designations as presented in that report are attached as Appendix 1 to this memo.

As part of their Niagara 2041 initiative, the Region has recently completed three major studies related to future growth and servicing requirements across the Region to the horizon year of 2041:

- How We Grow – Municipal Comprehensive Review for future planning growth
- How We Flow – Water & Wastewater Master Servicing Plan
- How We Go – Transportation Master Plan

A link to the relevant studies on the Region's website is provided [here](#).



At its meeting of March 6, 2018, the Region of Niagara's (RMN) Public Works Committee (PWC) received an information memo from Public Works staff regarding a request for servicing information in the Port Dalhousie area – that memo (PWC-C 6-2018) is attached as Appendix 2.

### **City Infrastructure**

The City's linear infrastructure within the study area consists of local roads, sidewalks on local and Regional roads, sanitary sewers, storm sewers and watermains. The study area also includes other City infrastructure not discussed in this memo, including City park amenities and facilities, shoreline protection and one City owned pedestrian bridge.

### **Roads**

#### **Regional Roads**

Niagara Region has jurisdiction for all arterial roads within the Plan area, namely Regional Road 87:

- a) Lakeport Road from the east study limits to Lock Street,
- b) Lock Street from Lakeport Road to Main Street
- c) Main Street from Lock Street to Martindale Road

Please refer to Appendix 2 (RMN PWC memo PWC-C 6-2018) for Regional staff comments regarding the suitability of the Regional roads in the study area.

#### **City Roads**

The roadways within the study area which are under the City's jurisdiction are able to accommodate the proposed secondary plan. No additional new road allowances are required.

Where existing road allowances are less than current City standard of 20m, it is recommended that road widenings be obtained to suit a minimum 18m road allowance width.

Minor improvements could be undertaken as developments proceed as identified by the Traffic Impact Studies for those developments. As indicated in Appendix 2, consideration is being given to the conversion of Main Street between Lock Street and Lakeside Park to two-way traffic operation.

#### **Sidewalks**

The City has jurisdiction for sidewalks on both City and Regional roads.

Sidewalks exist on both sides of every street in the Port Dalhousie Secondary Plan area with the following exceptions:

- Main Street (North side): Lock Street to Lakeside Park
- Lighthouse Road (East side): Lakeport Road to the north limit

Consideration should be given to the construction of a new sidewalk on the north side of Main Street from Lock Street to Lakeside Park to improve pedestrian connectivity to the park and the neighbourhood to the west. The construction of a new sidewalk on the east side of Lighthouse Road is not considered a priority at this time.

Existing sidewalk widths vary. The Port Dalhousie Heritage Conservation District Guideline for Conservation and Change (Heritage Guidelines) recommends existing sidewalk widths be maintained to retain the neighbourhood character. This is somewhat at odds with the City's desire to make accessibility related improvements (wider sidewalks, improved grading) when replacing sidewalks. Consideration will need to be given when replacing sidewalks to balance the spirit of the Heritage Guidelines with the accessibility needs of the community.

### **Sanitary and Storm Sewers**

Please refer to Appendix 2 (RMN PWC memo PWC-C 6-2018) for Regional staff comments regarding the capacity of Regional sewage facilities in the study area.

Existing capacity in the local sanitary collection sewers is not exceeded by the proposed secondary plan.

The majority of Port Dalhousie (pre 1960's development) is serviced by a combined sewer system. Supplementary storm sewers exist in limited areas, such as along Main Street, to provide localized capacity. All sewers west of Twelve Mile Creek ultimately drain to the Region's Lakeside Sewage Pumping Station (SPS) located in Lakeside Park.

As part of the Region's 2016 "How We Flow – Water & Wastewater Master Servicing Plan", consideration was given to servicing capacity for existing and future growth out to 2041. Attached as an excerpt from that report is Appendix 3 - *Table 4.B.12 – System Sewage Pumping Station Performance*. This table provides a summary of the performance of various sewage pumping stations in the Port Dalhousie Wastewater System. The Lakeside SPS is highlighted and demonstrates a capacity surplus for the projected 2041 design peak wet weather flows.

Lakeport Road between Twelve Mile Creek and Lock Street has a separated sanitary sewer and storm sewer system. Niagara Region has jurisdiction for this section of the Lakeport Road storm sewer.

The study area east of Port Dalhousie Harbour has a separated storm and sanitary sewer system except Michigan Avenue which is a partial separated combined sewer system. The City has completed upgrades to substantially reduce combined sewer overflows from a Michigan Avenue combined sewer overflow.

### **Watermains**

Please refer to Appendix 2 (RMN PWC memo PWC-C 6-2018) for Regional staff comments regarding the capacity of Regional water facilities in the study area.

All streets within the proposed secondary plan have a City distribution watermain. The standard operating pressures and fire flow capacity of the distribution watermain are not adversely impacted by the proposed secondary plan.

Replacement of metallic watermain and non-standard diameter watermain will be undertaken, as necessary, as part of the City's ongoing Watermain Replacement Program and in coordination with other City and Regional construction. It is not anticipated that any municipal works will need to be accelerated as a result of the proposed Port Dalhousie Secondary Plan.

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Dan Dillon, P.Eng  
Director – Transportation and Environmental Services



# Port Dalhousie Secondary Plan and Heritage Conservation District Studies

AGENDA ITEM #5.1

Schedule E4



## Land Use Designations

Low Density Residential (20 to 32 units / ha)	Mixed Use
Medium Density Residential (25 to 99 units / ha)	General Employment
High Density Residential (85 units / ha or greater)	Business Commercial Employment
Major Commercial	Parkland & Open Space
Community Commercial	Natural Areas
Arterial Commercial	Natural Area Extent Line
Special Study Area	Secondary Plan Boundary

December 2017

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## **MEMORANDUM**

**PWC-C 6-2018**

**Subject: Councillor Information Request re Regional Road 87 (Lakeshore Road) Capacity, Port Dalhousie, in the City of St. Catharines**

**Date: February 23, 2018**

**To: Public Works Committee**

**From: Carolyn Ryall, Director Transportation Services**

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At a request from Councillor Timms at a previous Public Works Committee January 30, 2018 and to an email sent to Carolyn Ryall, Director Transportation Services Division dated February 7, 2018, Regional Staff met and can provide the following information.

### **TRANSPORTATION DIVISION**

Regional Staff, in conjunction with City of St. Catharines Staff, is reviewing the Traffic Impact Studies (TIS) submitted for proposed developments at:

- Union Waterfront – 12 and 16 Lock Street and 12 Lakeport Road
  - 220 residential condo units
  - 23,161 sf GLFA – commercial use
- 57 Lakeport Road (Legion)
  - 51 residential condo units
  - 6,000 sf GLFA – commercial (Legion Use)
- 61-63 Lakeport Road (Lincoln Fabrics)
  - 0153 residential condo units (based on recent site plan/zoning application)
  - 6,300 sf GLFA - commercial

The TIS documents being reviewed do not indicate that additional transportation infrastructure is required to accommodate the planned development, although the TIS documents do indicate decreased levels of service on the Saturday peak hour on Lock Street and at the intersection of Lock Street and Main Street. These reduced levels of service currently exist during peak Saturday event occurrences, such as Henley Regatta, and will continue in the future with or without the planned development in Port Dalhousie.

In this regard, the Region and City staff are requesting that additional analysis be undertaken to support the conversion of Main Street, east of Lock Street, to 2-way operation.

## **WATER/SANITARY SERVICES**

### SANITARY SERVICES

Niagara Region has reviewed the Site Servicing Plan, DWG No. SS-1 by BaseTech Consulting Inc. (dated August 2017) and note the existing Snug Harbour Sewage Pumping Station (SPS) on site is to be relocated. It has now been determined the only servicing to the existing SPS is the existing restaurant on site. As discussed at precon, the SPS can be decommissioned since the proposed site plan application involves the removal of this existing restaurant and the services related, the SPS is no longer necessary and shall also be removed completely. Decommissioning and removal of the SPS will be at the cost and responsibility of the developer. The Region requires a decommissioning plan for the SPS for review and approval prior to any work being done. Once the full removal of the SPS is complete, the developer can contact the Niagara Region to release the existing easement for the SPS and related forcemain.

The proposed site plan is within the drainage area of the Lakeside SPS. The Region has reviewed the recently completed Master Servicing Plan (MSP) and provide the following comments:

- The site falls within the Lakeside SPS sewershed. This sewershed has been allocated growth out to 2041 in consultation and collaboration with the City of St. Catharines. The study was completed at a high level and did not allocate capacities to individual properties.
- The MSP identified existing and projected 2041 design peak wet weather flows and a capacity surplus for the catchment area is indicated.

### WATER

The proposed site is located in the Decew Water Treatment Plant (WTP) Distribution System. The Region has reviewed the recently completed Master Servicing Plan (MSP) and provide the following comments:

- For the Port Dalhousie Area, the City water distribution system is supplied by two Regional Trunk water mains – one main is located on Martindale Road and the second is on Lake Street.
- The site falls within the Decew Water Treatment Plant distribution system. This system has been allocated growth out to 2041 in consultation and collaboration with the City of St. Catharines. The study was completed at a high level and did not allocate demands to individual properties.
- The Decew WTP has capacity to supply the demands required out to the 2041 horizon with no upgrades to the plant. The results of water pressure in the Port Dalhousie area thru the MSP model were within the acceptable range. The MSP

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also looked at security of supplies and available storage in the systems. Based on the analysis there was no Regional water upgrades required for Port Dalhousie.

Respectfully submitted and signed by,

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Carolyn Ryall  
Director, Transportation Services

**Table 4.B.12 System Sewage Pumping Station Performance**

Sewage Pumping Station	Contributing Catchments	Facility Operational Capacity (L/s)	Existing Design Peak Wet Weather Flow (L/s)	2041 Design Peak Wet Weather Flow (L/s)	2041 Surplus/Deficit (L/s)
Lakeside Sewage Pumping Station (SPS)	Lakeside SPS Cole Farm SPS Snug Harbour SPS	95.0	64.9	73.5	21.5
Cole Farm SPS	Cole Farm SPS	111.0	40.1	40.1	70.9
Snug Harbour SPS	Snug Harbour SPS	3.3	0.8	0.8	2.5
Lighthouse Road SPS	Lighthouse Road SPS	28.0	0.8	0.8	27.2
October Village SPS	October Village SPS	9.0	5.7	6.9	2.1
St. Georges Point SPS	St. Georges Point SPS	10.0	8.3	8.5	1.5
Wellandvale SPS	Wellandvale SPS	41.0	20.0	26.7	14.3
Argyle SPS	Argyle SPS	34.0	16.7	20.7	13.3
Eastchester SPS	Eastchester SPS	63.0	32.6	43.3	19.7
Renown SPS	Renown SPS Glendale SPS Riverview SPS Confederation Heights SPS Beaverdams SPS	1,077.4	459.6	527.0	550.4
Glendale SPS	Glendale SPS	7.6	2.8	2.8	4.8
Riverview SPS	Riverview SPS	8.0	2.3	2.9	5.1
Confederation Heights SPS	Confederation Heights SPS	173.0	89.8	137.4	35.6
Beaverdams SPS	Beaverdams SPS	10.7	14.8	18.3	-7.6

The Beaverdams Sewage Pumping Station has a projected pumping deficit.

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CITY OF  
ST. CATHARINES

Comment Sheet  
Application to Amend Zoning By-law  
2013-283 for lands located at  
57 Lakeport Road  
City File No.: 60.35.1032

We'd like to hear your comments on this application. Completed comment sheets can be submitted to City staff at the Open House. Following the Open House, comment sheets can be submitted to the attention of:

Planning & Building Services  
City of St. Catharines  
PO Box 3012, 50 Church Street  
St. Catharines, ON L2R 7C2

Your Name:

ED GOERZEN

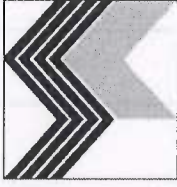
Your Contact Information:

[REDACTED]

Your Comments:

It is difficult to judge this proposal in isolation. It needs to be considered as part of the other 2 proposals for Port. The same concerns are present as for all proposals. If this building were two stories it would be tucked in to proceed





CITY OF  
ST. CATHARINES

**Comment Sheet**  
**Application to Amend Zoning By-law**  
**2013-283 for lands located at**  
**57 Lakeport Road**  
**City File No.: 60.35.1032**

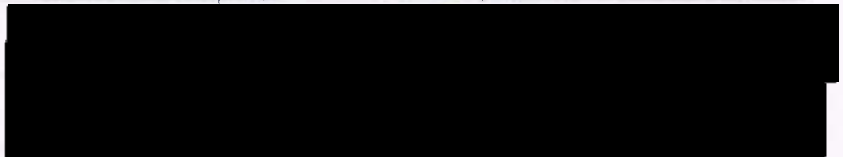
We'd like to hear your comments on this application. Completed comment sheets can be submitted to City staff at the Open House. Following the Open House, comment sheets can be submitted to the attention of:

**Planning & Building Services**  
**City of St. Catharines**  
**PO Box 3012, 50 Church Street**  
**St. Catharines, ON L2R 7C2**

Your Name:

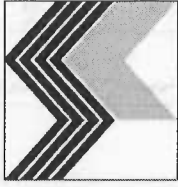
*Nikolaos Thomas*

Your Contact Information:



Your Comments:

*I support the development.*  
*Creation and maintenance of jobs is*  
*my main reason to support.*



CITY OF  
ST. CATHARINES

**Comment Sheet**  
**Application to Amend Zoning By-law**  
**2013-283 for lands located at**  
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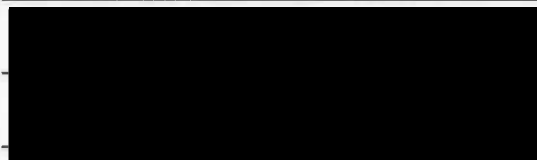
We'd like to hear your comments on this application. Completed comment sheets can be submitted to City staff at the Open House. Following the Open House, comment sheets can be submitted to the attention of:

**Planning & Building Services**  
**City of St. Catharines**  
**PO Box 3012, 50 Church Street**  
**St. Catharines, ON L2R 7C2**

Your Name:

Andrew Carr

Your Contact Information:

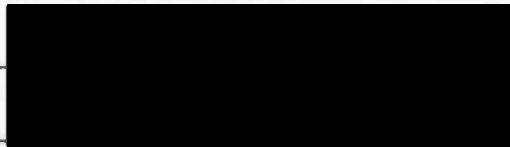


Your Comments:

I think the Height is appropriate for the development and surrounding area, the appearance of the building is very appealing and should add to Port Dalhousie which is certainly in need of a boost with Fortress Capitals



Stand still on their development and  
the closing of the bars / Restaurants and  
other attractions.



As a Legionaire I  
look forward to  
a new more practical  
situation. The present  
building is totally  
a nightmare to  
upkeep and way  
to big.

Height is in  
proportion to  
surrounding buildings.  
General appearance  
is great. Glad to  
see adequate parking  
for the owners.

- Building appearance looks  
Nice
- the use of the different  
siding materials makes  
the height blend in  
well with the existing  
lincoln fabrics building

In favour of  
this project.  
Height seems  
just right.

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fully support  
 the development  
 will benefit the  
 community along  
 with the Legion  
 every community  
 needs a legion

IN FULL  
 SUPPORT OF  
 THIS GREAT  
 COMPLEX

*Phil*

PLEASE BUILD  
 ASAP

FOOT/BIKE BRIDGE  
 TO OPPOSITE SIDE  
 A GREAT + VITAL  
 IDEA.

*W. M. M.*

I'm very concerned  
 about the density  
 of the 3 proposed  
 buildings in Port  
 Dalhousie.

I don't think it  
 can be taken in  
 isolation of the  
 other 2 buildings.



GOOD LOOKING BUILDING. THE LEGION NEEDS AN UPGRADE. I HAVE NO CONCERNS WITH THE HEIGHT OF THE BUILDING AN IT SHOULD ADD TO THE OVERALL APPEARANCE OF PORT DALHOUSIE, I'M A RESIDENT OF PORT FOR OVER FORTY YEARS AND THIS IS THE BEST PROPOSAL I'VE SEEN. *S. Grace*

This development can only benefit Port Dalhousie in particular and the City in general. The Legion is a valuable community resource and deserves our support.

I HAVE ABSOLUTELY NO PROBLEM WITH THE BUILDING AS SHOWN.

THE INCLUSION OF THE LEGION IS A REAL PLUS.

EVERY COMMUNITY SHOULD HAVE THE SERVICES OF AN ORGANIZATION THAT SUPPORTED US.

*John & Diana Chum*

To: Amanda Knutson, Planner

From: The Port Dalhousie Conservancy

Re: Comments regarding the Legion Redevelopment Proposal city file: 60.35.1032

Dear Amanda:

Having attended the open house and reviewed the appropriate documentation regarding the Legion Redevelopment, we make the following preliminary observations. We understand that this is a single development within a number that are proposed for Port Dalhousie, so our comments have to be seen in that context.

We understand that Tom Rankin is the local owner of this development and we have a great deal of respect for him and we believe that he will approach this with the best of intentions, and wants to do the best for the community. However he is caught as are most of us within the mass of developments surrounding this one and the fact that we do not yet have a secondary plan which takes a holistic view of the entire area. This proposal suffers from that same lack.

Our objections and concerns continue to be height as it has been for all the developments and the draft secondary plan. Height drives volume which drives infrastructure services, parking and traffic, so they have to be seen together.

Given the fact that the clear public consensus was the height of Lincoln Fabrics, we have no idea how the height for the Harbour area ended up as eight stories. There are two reasons for our concern namely that additional height in a Heritage district takes away from the district, and its low rise views/sightlines and we feel that doubling the existing by-law ought to be sufficient at 6 stories. It is our understanding that the Legion members in fact even voted on a six story height structure, however our evidence is anecdotal from legion members. We can find no planning basis for the additional stories and no professional report recommending it so we can only presume that the basis is purely political.

The issue is not these particular 51 condos but the 450 total that we are dealing with which relates directly to the lack of a secondary plan which should be decided in the absence of any particular development. The secondary plan should drive development; development should not drive the secondary plan as appears to be the case.

On the application itself and the proposed by-law amendments, we have no concerns about deleting the 40% commercial use maximum, for a place of assembly. We think given that this is proposed to house the Legion, there should be no issue with that, however we would recommend that you should allow for potential commercial use both in design and zoning so that the maximum flexibility is available for the site, for the future. We think some commercial/ restaurant uses may be quite useful given the amazing views over the water.

We also agree with the amendment of deleting the lot frontage requirement. That is an obvious positive amendment and reflects the current and historical state of the site.

Having reviewed the plans we also offer the following observations:

- a) We think the plan itself ought to be flipped so that the patio area is on the north side. Having the patio views face the parking garage of the Lincoln Fabrics building makes little sense. Views down the channel toward the Lake would be more ideal.
- b) In addition, the proposed promenade between the two developments leads one to the water but little else. Walking to the back of the complex next to the water allows one to walk between a solid brick wall and the water and then the promenade runs straight into the Lockhart point parking lot.
- c) We feel that the 1st level of the parking garage could be made larger than the footprint, perhaps a bit closer to the water acting as sort of a viewing platform or podium and even stretching out underneath the west side of the property creating additional parking and or the possibility of small retail or restaurant uses, along the water, both to attract pedestrians and allow a café or pub next to the canal. This might become even more important if a pedestrian bridge becomes part of this development.
- d) Finally the proposed public promenade should wrap directly around the building, even if it has to project over public land in order to make a better and more direct connection to the rest of the commercial core. The walkway could follow the rising land, coming out at the top by the new theatre in Lock one. Directing business towards the commercial core should be a priority. Making someone walk thru the Lockhart park parking lot to get to Murphy's is not optimum.

Our thoughts for now.

Sincerely,

Hank Beekhuis

Port Dalhousie Conservancy



CITY OF  
ST. CATHARINES

## Corporate Report

**Report from** Planning and Building Services, Planning Services

**Date of Report:** March 8, 2018

**Date of Meeting:** April 23, 2018

**Report Number:** PBS-091-2018

**File:** 60.33.190

**Subject:** *Planning Act Public Meeting – Information Report*  
GO Transit Station Secondary Plan and Urban Design Guidelines

## Recommendation

That Council receive this report for information purposes; and

That Council consider the proposed Official Plan Amendment for the GO Transit Station Secondary Plan and proposed Urban Design Guidelines at a future meeting of Council pursuant to the 2-step process for planning applications that was approved by Council on May 8, 2017. FORTHWITH

## Summary

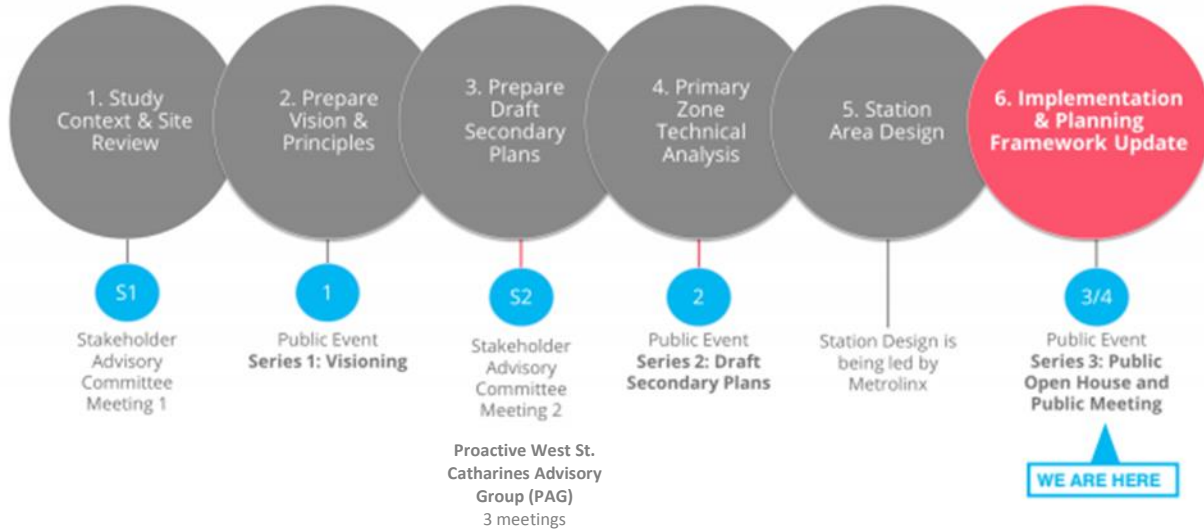
This Information Report is to provide Council and the public with information concerning the St. Catharines GO Transit Station Secondary Plan and Urban Design Guidelines to be considered at a Public Meeting scheduled for April 23, 2018. This Information Report provides an overview of the process, a summary of the applicable planning policies, consultation process, and study background. Drafts of the Secondary Plan and Urban Design Guidelines documents are attached to this report as Appendices 2 and 11, respectively.

## Background

The extension of daily GO Transit service to Niagara has been anticipated since the approval of the 2011 GO Transit Environmental Study Report (ESR): Niagara Rail Expansion. In 2016, the Province announced that daily GO Train Service would be extended into Niagara Region, with service starting in St. Catharines in 2023. In advance of this expansion, Niagara Region, in collaboration with its municipal partners, initiated a series of secondary plan studies for each of the station locations: Grimsby, Lincoln, St. Catharines, and Niagara Falls.

Initially, under the guidance of the Region of Niagara, a consultant team led by Dillon Consulting was selected to undertake the secondary plan studies. The diagram below outlines the process that has occurred for the St. Catharines GO Transit Station Secondary Plan (GTSSP) Study. At each step in the Study there has been consultation with the public, stakeholders and agencies.

Report Page 1 of 21



The GTSSP Study document by Dillon Consulting has been presented to the public throughout the above process. The current version is attached as [Appendix 12](#) (or available upon request). The GTSSP study contains a vision and objectives, draft land use policies, urban design guidelines and phasing and implementation strategies. The study is a background document which informs the proposed Official Plan Amendment.

The draft Official Plan Amendment incorporates the GTSSP into the City's Official Plan. The draft GTSSP Urban Design Guidelines are proposed to be approved by Council and treated as a "standalone" document, similar to the Downtown Urban Design Guidelines. The draft Urban Design Guidelines are also informed by the GTSSP Study document.

## Report

### What is a Secondary Plan?

The Official Plan provides an overall framework for growth management, land use, resource protection, and infrastructure within the municipality. A Secondary Plan provides a more focused and detailed layer of policies to the Official Plan. They include a land use plan for a specific area within the municipality with implementing policies that are adopted into the Official Plan. More specifically, a Secondary Plan is a planning tool that can assist in understanding opportunities and address issues related to land use in defined geographic areas. Secondary Plans can also establish local development policies unique to an area that guide development and change to promote a desired land use mix, built form, and design objectives.

### Secondary Plan Area

The boundaries of the proposed GTSSP area are identified on Appendix 1. The Secondary Plan area is within the City's West Planning District of the Official Plan, to the west of Twelve Mile Creek. The approximate 324 hectare area encompasses the



existing VIA train station, and extends to approximately Fourth Avenue to the north, Twelve Mile Creek to the east, St. Paul Street West and Rykert Street to the south and Vansickle Road and First Street Louth to the west.

## Planning Framework

### Planning Act

#### No Amendments to Secondary Plan for Two Years

The *Planning Act*, as amended, sets out that no person or public body shall request an amendment to a secondary plan for two years from the day that any part of the secondary plan comes into effect, unless Council has declared by resolution that such request is permitted.

#### Protected Major Transit Station Area

The *Planning Act* sets out that upper-tier municipalities may include policies in its official plan that identify the area surrounding an existing or planned higher order transit station or stop as a “protected major transit station area”, identifying the minimum number of residents and jobs per hectare planned for the area. No appeals of protected major transit station area policies are allowed in respect of densities and heights. Additionally, no person or public body shall request an amendment to protected major transit station area policies for two years from the day the policies come into effect, unless permitted by Council.

However, the *Planning Act* stipulates that the upper-tier municipality must identify protected major transit station areas prior to lower-tiers. This exercise will take place through the Region’s current Municipal Comprehensive Review and new Official Plan processes. As such, the area surrounding the GO Transit Station site is not considered to be a protected major transit station area under the *Planning Act*, at this time. If the Niagara Region does identify the St. Catharines GO Transit Station as a protected major transit station area, the City’s Official Plan will then also make this identification.

#### Official Plan Appeals

In accordance with the Section 3 of the *Planning Act*, a decision of the Council of a municipality “shall be consistent with” policy statements issued by the Province (i.e., the Provincial Policy Statement, 2014), and “shall conform with” provincial plans (e.g., Greenbelt Plan, Niagara Escarpment Plan, Growth Plan for the Greater Golden Horseshoe, 2014), or “shall not conflict with them, as the case may be”.

Bill 139, the legislation which introduces a new land use planning appeal system in Ontario, took effect on April 3, 2018. Bill 139, which amends the *Planning Act*, introduces a new subsection regarding the basis for appeals of Official Plan approvals. For Official Plans of a lower-tier municipality, an appeal by a person or public body may only be made on the basis that part of the decision is inconsistent with the Provincial Policy Statement (PPS), fails to conform with or conflicts with a provincial plan (e.g., the Growth Plan for the Greater Golden Horseshoe) or fails to conform with the upper-tier municipality’s official plan (i.e., the Niagara Regional Official Plan). The Local Planning Appeal Tribunal (LPAT), which replaces the Ontario Municipal Board (OMB), may

dismiss all or part of an appeal if the appeal fails to explain how the decision of Council is inconsistent with the PPS, fails to conform or conflicts with a provincial plan, or fails to conform with the Regional Official Plan (ROP).

## **Provincial and Regional Policy**

As noted above, the City's Official Plan must be consistent with the PPS, and shall be consistent with and not conflict with provincial plans such as the Growth Plan for the Greater Golden Horseshoe (Growth Plan), as well as the ROP. The ROP is also required to be consistent with the PPS and be consistent with and not conflict with provincial plans.

The City's Official Plan was formally adopted in 2012. Since then, the Province has updated the PPS in 2014, and the Growth Plan, Greenbelt Plan and Niagara Escarpment Plan, which all apply to the City of St. Catharines, in 2017. The Niagara Region is currently undertaking a Municipal Comprehensive Review (MCR) to bring the ROP into conformity with the PPS, Growth Plan and other provincial plans. Once completed, local area municipalities will be required to update their Official Plans accordingly. Notwithstanding, any new decisions of Council prior to updating the Official Plan, must also conform to the PPS, and conform or not conflict with the Growth Plan and ROP.

The future Recommendation Report regarding the GTSSP will evaluate the proposed Plan for conformity and consistency with the PPS, Growth Plan and ROP as outlined above.

The GTSSP area is within a settlement area under the PPS and mostly within the Built-Up Area for St. Catharines as delineated by the Growth Plan, with some lands in the Designated Greenfield Area. The PPS and Growth Plan contain policies that direct 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 to meet the social, health and well-being requirements of current and future residents.

The PPS stresses that the City plan for "efficient land use and development patterns." Cost effective development patterns and design standards are also promoted. The PPS requires that municipalities "ensure that necessary infrastructure is available to meet current and project needs."

Similarly, guiding principles with the Growth Plan stress compact and well-designed development which prioritizes intensification. The Plan supports the achievement of complete communities that "ensure the development of high quality compact built form, an attractive and vibrant public realm, including public open spaces, through site design and urban design standards." It includes policies to ensure a range and mix of housing options including available affordable housing.

The area immediately surrounding the GO Transit Station meets the definition of “Major Transit Station Area” in the Growth Plan:

*The area including and around any existing or planned “higher order transit” station or stop within a settlement area; or the area including and around a major bus depot in an urban core. Major transit station areas generally are defined as the area within an approximate 500 metre radius of a transit station, representing about a 10-minute walk.*

The Growth Plan defines “higher order transit” as:

*Transit that generally operates in partially or completely dedicated rights-of-way, outside of mixed traffic, and therefore can achieve levels of speed and reliability greater than mixed-traffic transit. Higher order transit can include heavy rail (such as subways and inter-city rail), light rail, and buses in dedicated rights-of-way.*

While the area identified as the “West Transit Station Area” on Schedule E6/7 of the GTSSP (Appendix 3) meets the definition of a Major Transit Station Area in the Growth Plan, it has not yet been identified through the Regional MCR or Official Plan process and is therefore intentionally not delineated as a Major Transit Station Area in the GTSSP. As discussed earlier in this report, this area is not protected from appeals under the Planning Act.

The following provides an overview of the PPS and Growth Plan policies as it applies more specifically to the City’s urban area and the GTSSP area.

- promote the wise use and management of land use change;
- promote compact built form and transit-supportive development, a diversity and mix of uses and opportunities, and the efficient use of land, infrastructure and service capacities to support development, redevelopment and growth;
- major transit station areas are to be planned to be transit-supportive and achieve multi-modal access to stations and connections
- within major transit station areas, development will be supported by planning for a diverse mix of uses to support existing and planned transit service levels, including affordable housing, providing alternative development standards including reduced parking, and prohibiting land uses and built form that would adversely affect the achievement of transit-supportive densities;
- support multi-modal transportation, including active transportation and transit;
- development in greenfield areas will support complete communities, active transportation and viability of transit services;
- establish a land use plan and pattern that supports financial sustainability and cost effective development and provision of services;
- provide for a range of uses and opportunities through development, redevelopment, intensification and adaptive reuse to accommodate projected growth and longer term need;

- accommodate an appropriate range and mix of housing opportunities, as well as employment, recreation, institutional, and active and passive recreation;
- support an accessible, connected and complete community;
- establish appropriate development standards to promote/facilitate intensification, redevelopment and compact built form
- foster safe, interactive, active transportation and connected communities
- support a full range of equitable, publically accessible built and natural settings for recreation including facilities, parkland, public spaces, trails, landscapes, linkages, and water based resources;
- viability for long term development and community investment;
- maintain, enhance vitality of main streets, and conservation of neighbourhoods;
- encourage sense of place by promoting well designed built form and cultural planning to conserve features that help define the character, built heritage resources and cultural heritage landscapes of the area;
- support opportunities for sustainable tourism;
- adapt to climate change through compact and nodal development;
- protect and preserve natural heritage features and hazards, landform systems and functions;
- conserve, promote cultural heritage to support social, economic and cultural well-being;
- promote high quality built form, attractive/vibrant public realm through site design and urban design standards;
- mitigate/adapt to climate change impacts;
- engage in a public process, and work with stakeholders in development of Official Plan policies/strategies for identification, wise use and management of cultural heritage resources;
- support complete communities.

## Niagara Region Official Plan

The Secondary Plan Area is within the Urban Area Boundary of the City of St. Catharines, as identified on the Regional Structure Plan of the Niagara Region Official Plan (ROP). The majority of the lands are identified as 'Built-Up Area' with some 'Designated Greenfield' lands near the west limit of the Secondary Plan Area.

The ROP sets out that 95% of residential growth in St. Catharines will occur in the Built-Up Area, with intensification being encouraged throughout the entire Built-Up Area. The ROP also sets out that each municipality will identify Intensification Areas to support the achievement of the intensification target. Intensification Areas are to be transit supportive, linking intensification opportunities with existing or planned transit hubs and active transportation routes. The City's Official Plan has been approved by the Niagara Region and currently implements this policy framework. The proposed Secondary Plan aims to build upon these policies and refine the land use plan for the area.

Niagara Region is the approval authority for local Official Plans and amendments to those plans, including Secondary Plans, where the plan is not exempt from Regional

approval. The Niagara Region has not exempted the subject Official Plan Amendment from approval. Niagara Region planning and engineering staff have worked collaboratively with City staff through the Secondary Plan study process.

## **Garden City Plan**

The St. Catharines Official Plan (Garden City Plan) came into force and effect in July 2012. The goal of the Official Plan is to create a sustainable community that makes efficient use of its infrastructure by facilitating compact, mixed use, walkable, bikeable and connected developments. Provincial interests, policies and the land use planning framework inherent in the PPS, Growth Plan and ROP are entrenched within the City's Official Plan.

The proposed Secondary Plan Area is within the West Planning District of the Garden City Plan. Appendices 7 and 8 illustrate the existing land use designations of Schedule D1 (General Land Use Plan) and Schedules E6 & E7 (West Planning District), respectively. Appendix 9 illustrates the planning framework for the area as set out on Schedule D (Municipal Structure).

Key components of the Official Plan, which are supported and advanced in the GTSSP and GTSSP Urban Design Guidelines are set out below. These components speak to the promotion of sustainability, and sustainable development; and:

- establish a land use plan that supports the achievement of provincial, and regionally allocated, population and employment growth targets, and density;
- promote multi-modal and active transportation, complete streets, greening of the built environment and an enhanced urban tree canopy;
- establish a transportation system that supports the land use structure, design initiatives and connectivity amongst all areas of the City;
- support a diversity and mix of housing opportunities through transit-supportive development and intensification at nodes and along corridors, and conservative infill within established neighbourhoods;
- enhance opportunities for more compact and mixed use development;
- establish urban design guidelines for key locations such as growth areas or major activity areas;
- support and maintains opportunities for employment, accessible public service facilities, passive and active recreation uses and institutional facilities for all interests;
- promote the maintenance and enhancement of soft/hard service, land and cost efficiencies;
- support accommodation for health and safety;
- promote accessibility and barrier free development;
- provide for context sensitive building, site, streetscape, neighbourhood and community urban design standards that promote and facilitate a balance and accessibility between the old and the new, the built and natural environments, and within and between all neighbourhoods;



- support conservation and enhancement of the City's cultural heritage built form and landscapes;
- maintain and support protection of natural heritage features, lands and functions;
- support and enhance a sense of place, character, and the promotion of complete community through a connected, more interactive, integrated and mixed use environment;
- facilitate and promote interactive and engaged public processes;
- embrace a balanced consideration of all interests to support and achieve a connected built and natural environment, and long term opportunities for sustainable growth and evolution.

Policy themes particularly relevant to the GTSSP area, providing a framework and basis for the Plan are as follows:

### **West Major Transit Station**

The Garden City Plan identifies the existing train station as the City's West Major Transit Station, with policies contemplating the arrival of Provincial GO service and other regional, provincial, national and international rail service. Existing policies direct that lands within the immediate vicinity of the West Major Transit Station are to be planned to support development for transit-supportive medium and higher density residential uses, together with an appropriate range and mix of commercial, employment, institutional and recreational uses.

### **Special Study Areas**

Two Special Study Areas are identified in the Garden City Plan within the proposed Secondary Plan Area. Special Study Areas are areas which the Plan identifies for future study by the City, to determine and implement appropriate land use designations and policies to guide future development of an area.

The first Special Study Area is identified at the existing train station site and lands immediately to the north (as illustrated on Appendix 8). The primary basis for the study is to establish an appropriate range of medium and higher density housing opportunities with related small scale, ground floor commercial uses, as well as employment, institutional and recreation uses. The Special Study would also establish urban design strategies to guide development and redevelopment, and would ensure that any development or redevelopment of the lands has regard for future provision of GO Transit service and Major Transit Station facilities.

The second Special Study Area is identified at the northeast quadrant of St. Paul Street West and Louth Street (as illustrated on Appendix 8). The primary basis for the study is to establish an appropriate range of transit supportive medium and higher density housing opportunities with a mix of commercial, employment, institutional and recreation uses. The study would also establish urban design strategies to guide development or redevelopment, and would ensure that any development or redevelopment of the lands has regard for future provision of GO Transit service and Major Transit Station facilities.

The proposed Secondary Plan fulfills the need and intent of both Special Studies identified in the Garden City Plan. These two Special Study Area policies would be deleted from the Plan if the Official Plan Amendment to implement the Secondary Plan is approved.

### **Intensification Area**

The Garden City Plan identifies an Intensification Area within the proposed Secondary Plan Area, as illustrated on Appendix 9, along St. Paul Street West, from the Burgoyne Bridge to Louth Street; along Louth Street, from Ridley Road south to just north of Rykert Street; and in both Special Study Areas discussed above.

The Garden City Plan establishes Intensification Areas to accommodate a significant portion of population and employment growth to achieve the overall intensification targets and strategy of the Growth Plan for the Greater Golden Horseshoe, the Regional Official Plan and the City's Official Plan. Intensification Areas are planned to support:

- *minimum housing densities that are generally higher than surrounding areas together with a range and mix of commercial, employment, institutional, recreational and cultural uses primarily intended to serve the local area neighbourhood;*
- *context sensitive building, site and streetscape design to support an accessible, connected, interactive and vibrant public realm, and compatible and appropriate transition of built form with adjacent areas;*
- *public transit service and active transportation networks and opportunities.*

The proposed Secondary Plan builds upon and provides a more focused set of policies for intensification, unique to this area to promote a desired land use mix, built form, and urban design objectives.

### **Zoning By-law 2013-283**

The zoning of lands within the GTSSP area are illustrated on Appendix 10 to this report. Implementing amendments to the Zoning By-law will follow approval of the Secondary Plan.

### **Public Consultation**

The Secondary Plan process has been shaped through an extensive public engagement process. Engagement practices applied during this process exceed the statutory requirements of the Planning Act. Throughout the planning process, Staff have utilized a variety of engagement practices to collect public input. To date, four public events have been hosted to enable members of the public to review, discuss, and comment on proposed project elements. In addition to these public events, an online survey was conducted to better understand desired community values and interests.

Staff recognize the importance of continuing public engagement beyond the completion of the Secondary Plan. In September of 2017, staff were successful in establishing a voluntary community advisory group. The group is known as the “West St. Catharines Proactive Advisory Group (PAG)”, and to date, has been actively involved in reviewing and providing comments towards the Secondary Plan.

The following sections provide an overview on the comments received during the public engagement process, as well as how these comments were incorporated into the Secondary Plan/Urban Design Guidelines. Public comments are provided in Appendices as follows:

- [Appendix 14](#) - Public Written Comments
- [Appendix 15](#) - Public Information Centre & Open House Comments
- [Appendix 16](#) - Online Survey Responses
- [Appendix 17](#) - Proactive Advisory Group Meeting Minutes

Hard copies of the above appendices are also available upon request.

### **Public Information Centre 1 (June 29, 2016)**

The event occurred on the evening of June 29, 2016, at the St. Catharines Farmers Market and there were 14 people in attendance. The project was introduced to the public through a presentation and the public’s feedback was collected through an interactive charrette session. Attendees were asked to identify key issues and opportunities. Part of this session required brainstorming key objectives for the plan, as well as identify areas that should be the focus of new growth, improvement, and revitalization. A direct result of this public event was the creation of objectives that created the foundation of the Secondary Plan. The final key objectives are listed in the Vision and Objectives section of this report.

### **Public Information Centre 2 (June 19, 2017)**

The event occurred on June 19, 2017, at Ridley College with 139 people in attendance. The event opened up with an open house format where members of the public could review information panels on the proposed land use, building heights, road improvements, planned active transportation elements, and public realm improvements. Midway through the event a presentation was given with an opportunity for a question and answer period. Following the presentation members of the public were invited back to an open house format, and were asked to provide their feedback on the panels identifying what they liked, and what they wanted changed, and also any potential additional items that should be considered.

Common themes heard during this event included:

- The heights for high density development are too great and should be reduced.
- Protect and maintain the character of the existing community.
- Prevent cut through traffic through the adjacent residential neighbourhood to the proposed GO Transit Station. Implement traffic calming measures, including closing off the access to the station from Permilla Street and Ambrose Street.

- Active transportation users must have safe and convenient connections to the GO Transit Station. Roads should have dedicated cycling lanes and consider improving connections to nearby trails, including across Twelve Mile Creek.
- Ensure that the GO Station provides sufficient parking to ensure overflow parking does not occur within neighbouring residential areas.

### **Public Open House (November 2, 2017)**

The event occurred on November 2, 2017 at Rodman Hall and there were 211 people in attendance. The purpose of this open house was to provide members of the public the opportunity to review and comment on the revised secondary plan elements since the June 19, 2017 PIC. The open house featured panels reflecting what was heard during the June PIC, as well as schedules which illustrated revised land uses and maximum building heights.

Feedback heard at the second open house included:

- Municipal transit services must connect to and be coordinated with the GO Service.
- Existing access to the station from Great Western Street is unsafe due to sightline constraints caused by the St. Paul Street West Bridge. Alternative accesses to the transit station should be considered, either connecting to Ridley Road and/or Louth Street.
- Revitalize the St. Paul Street West streetscape and building facades.
- Conduct a traffic calming study for the neighbourhood east of the station.
- Deter traffic from using existing neighbourhoods as detour routes during road improvements to St. Paul Street West and Louth Street.
- Access to Highway 406 needs to be improved.

### **Online Survey**

From May 2017 through June 2017, Niagara Region undertook an online survey for each of its GO Secondary Plan areas. The purpose of this survey was to collect public input in order to better understand which secondary plan objectives are most valued, as well as gain insight on elements that should be considered. In total, the survey received 1,345 total responses, with 837 (62%) of the respondents selecting St. Catharines as their station of interest.

Respondents identified most valued objectives as:

- Protecting existing stable residential neighbourhoods
- Enhancing business, investment, and tourism
- Planning for safe and efficient traffic circulation around the GO Station
- Attracting growth and development to revitalize the community
- Ensuring convenient travel between Niagara and the Greater Toronto Hamilton Area (GTHA)

Respondents identified elements requiring further consideration as:

- Coordinating and connecting municipal transit services to the GO Station

- Accommodating sufficient parking at the GO Station
- Ensuring safe and convenient active transportation access to the station
- Increasing the frequency of train arrivals and departures
- Discouraging traffic from travelling through existing neighbourhoods

### **West St. Catharines Proactive Advisory Group (PAG)**

The PAG is a voluntary resident group tasked with providing community input towards projects within the secondary plan area related to land use and transportation. Since the PAG was formed in September 2017, three meetings have been held to enable dialogue between the project team and the advisory group on the draft secondary plan. Outcomes of the meetings have resulted in policy modifications that have strengthened the Plan. Notable policy modifications include:

- Modifications towards the transition of maximum permitted heights in respect to new development on the Station Area lands and the existing neighbourhood to the east.
- Specific policy reference to an inclusion and function of a landscape buffer between Station Area lands and the existing neighbourhood to the east.
- Prioritization of protecting Cameron Park.
- Additional policy specifications in respect to the type of elements to be considered for public space improvements.
- Strengthened urban design guidance in relation to the architectural elements and building materials to be used on new development and redevelopment.

### **Project Website**

A project website ([www.niagararegion.ca/gohubstudy](http://www.niagararegion.ca/gohubstudy)) was set up to provide ongoing updates and information to the public on the project. The website was updated after each public engagement events and during critical milestones of the Secondary Plan.

### **Proposed GO Transit Station Secondary Plan**

The St. Catharines GO Transit Station Secondary Plan (GTSSP) will be an amendment to the Garden City Plan. The amendment will be incorporated into “Part E: District Plans” under “Section 15.3: West District Plan” of The Garden City Plan. Proposed policies and schedules will be inserted into a new subsection titled, “15.3.3: GO Transit Station Secondary Plan (GTSSP)”. The amendment also proposes minor revisions to existing Official Plan text to ensure alignment.

Policies within “Part E: District Plan” of the Garden City Plan contain more refined land uses which take priority over the general lands use provisions established in “Part D : Land Use Policies”. To eliminate redundant policy, proposed GTSSP policies reference existing Garden City policies where appropriate. Overall, the GTSSP establishes permitted land uses, densities, development forms and development standards in the area. The proposed designations and policies of the GTSSP take their direction from the policies within the Garden City Plan, and are consistent with the general intent and purpose of the plan.



## **Vision and Objectives**

The purpose of the Secondary Plan is to refine the long-term vision and land use plan contemplated by the Garden City Plan, to capitalize on planned major transit improvements, provide guidance on built form for future transit-oriented development and plan for necessary public infrastructure improvements. The Secondary Plan supports the Provincial investment in higher order transit.

The vision for the Plan was developed in consultation with the community, stakeholders and provincial agencies. As part of the planning process, a range of key objectives for the Secondary Plan Area were identified, as follows:

1. Support mixed use intensification throughout the Plan Area
2. Balance modes of movement and improve pedestrian connectivity to the Station
3. Create a well-designed and physically integrated transit station and hub
4. Protect existing stable neighbourhoods
5. Attract and accommodate a variety of employment uses
6. Maintain and leverage iconic presence of Ridley College and VIA Station buildings

## **Land Use Policies**

The proposed land use plan or the GO Transit Station Secondary Plan is attached as Appendix 3 to this report, as a new Schedule E6/7 of the Official Plan. In general, the land use framework for the Secondary Plan Area is largely unchanged, save and except for modifications in the commercial and mixed use designations. Any existing commercially-designated properties within the Area have been changed to Mixed Use, while the existing Mixed Use designation is being further refined into three separate land use categories (i.e., Mixed Use 1, 2 and 3).

The subsections below summarize the land use permissions for each designation in the Secondary Plan Area. Maximum Building Heights are illustrated on Appendix 4 to this report (Schedule E6/7-A of the Secondary Plan).

### **Low, Medium and High Density Residential**

The range of uses and standards currently established in the Official Plan for lands designated Low, Medium and High Density Residential remain the same for the Secondary Plan Area.

### **Mixed Use 1**

The Mixed Use 1 designation establishes opportunities for a broad range and mix of uses primarily intended to serve the immediate neighbourhood and community population. Mixed Use 1 designations are located along key corridors within the Plan Area such as St. Paul Street West, and provide for smaller scale, transit-supportive uses, and street animated development in a medium density format designed to support the character of the surrounding neighbourhood.

Uses can be mixed across a parcel of land or mixed within a building. Commercial and other non-residential uses should be located on the ground floor of buildings close to the front property line to help frame and animate the street.

Heights are generally limited to 6 storeys in the Mixed Use 1 designation.

### **Mixed Use 2**

The Mixed Use 2 designation provides opportunities for transit supportive medium and higher density residential and mixed use development and larger scale developments within the West Transit Station Area as set out on Schedule E6/7, including the GO Station site. The designation permits a broad range and mix of uses intended to serve the neighbourhood and community population, as well as an intra- and inter- regional population and market.

The Mixed Use 2 designation within this Area is the focus for medium and higher density residential development with a mix of small scale, ground oriented commercial, institutional, recreation and community and cultural uses; and accompanied by required transit station uses, functions and amenities.

Height permissions transition from up to 6 storeys adjacent to the Low Density Residential area (to the east of the Mixed Use 2 designation) to up to 16 storeys at the corner of Ridley Road and Louth Street.

### **Mixed Use 3**

The Mixed Use 3 designation permits a broad range and mix of uses intended to serve the neighbourhood and community population, as well as an intra and inter- regional population and market. This designation is wholly contained within the Louth Centre Node as set out on Schedule E6/7. The Louth Centre Node has grown and developed as an established large scale commercial centre supporting a community and regional destination and marketplace.

The Mixed Use 3 designation within this Area is intended to support the maintenance of the large scale commercial centre within the Node. The designation also supports the integration and intensification of transit supportive medium and higher density residential uses, and mixed use development, to enhance the Node as a neighbourhood, community and regional destination and marketplace, and to support and strengthen the optimum use of the adjacent West Major Transit Station and surrounding lands.

### **General Employment and Business Commercial Employment**

The range of uses and standards currently established in the Official Plan for lands designated General Employment and Business Commercial Employment remain the same for the Secondary Plan Area.

The area currently designated Employment in the GTSSP includes one of the last remaining large tracts of vacant employment land within the City. The lands to the west

of Vansickle Road are close to the new hospital and are less than one kilometre from the Station Area. In the future, there may be an opportunity to promote denser forms of employment land development in this location, including the possibility of introducing other uses. The Region is currently undertaking a MCR which involves conducting a full Land Needs Assessment Region-wide. The City is also undertaking an Employment Land Needs Assessment (ELNA) to evaluate employment land requirements on a City-wide basis. The ELNA will inform the Region's MCR, including the land budget analysis and employment strategy work. This will help to inform the long term planning, use and density of development of these lands.

### **Parkland & Open Space, Natural Area**

The range of uses and standards currently established in the Official Plan for lands designated Parkland & Open Space and Natural Area, remain the same for the Secondary Plan Area.

### **Land Use Designation Changes by Property/Area**

For reference purposes, Appendix 13 of this report outlines specific properties and areas which would be affected by a change in land use designation through the GTSSP.

### **Transportation Policies**

The Secondary Plan Area is planned to be served by a multi-modal, integrated transportation network, which accommodates pedestrians, cyclists, transit users and automobiles. Presently, there are several transportation challenges in the area and the expectation is that there will continue to be challenges as the area grows. The transportation network must provide for a better balance of the full range of transportation modes.

As part of the Secondary Plan study process the project team completed an Integrated Mobility Assessment (IMA) Report. The purpose of the IMA report was to identify future transportation needs, address existing transportation issues, and support the Secondary Plan.

As a result of the IMA Report and consultation with the community, the proposed Secondary Plan identifies new road connections and improvements, identified in Appendix 5 (Schedule E6/7 - B). Improvements include:

- Road upgrades and active transportation improvements to St. Paul Street West, Louth Street, Fourth Avenue (Regional roads) and Ridley Road (local road), including a potential realignment of Ridley Road and a new public road allowance to access the GO Station Site from Ridley Road
- Reconstruction of the St. Paul Street West rail overpass bridge (Regional road)
- Geometric improvements at Pelham Road and St. Paul Street West/St. Paul Crescent (Regional and local roads)

- Reconfiguration in the area of Great Western Street, Permilla Street and Ambrose Street (local roads), including their relationship with Cameron Park and the access to the GO Station Site
- Identification of a Traffic Management Study Area for the residential neighbourhood east of the transit station site (local roads) and north of St. Paul Street West. The objective of the Study, which has received budget approval by Council for 2018, is to limit potential cut-through traffic and infiltration through the residential neighbourhood.

The Secondary Plan also identifies on-road and off-road active transportation connections which are illustrated in Appendix 6 (Schedule E6/7 - C). The Plan provides direct and safe connections to the GO Station site, transit stops, multi-use trails, public spaces and parks, schools, mixed use areas, employment opportunities and recreational facilities. The plan proposes amenities for cyclists and pedestrians be located at key points along the network.

Policies for the above improvements are detailed in the Official Plan Amendment for the Secondary Plan as well as the Urban Design Guidelines.

## Public Realm Policies

The network supporting the Secondary Plan is planned to improve the public realm and connectivity for pedestrians and cyclists within the area and to surrounding areas. The improvements are illustrated on Appendix 6 (Schedule E6/7 - C). Many of the improvements are tied with the road and transportation improvements identified in the previous section of this report. Public realm improvements are related to gateways, streetscapes and public spaces, as follows:

- Four gateway improvements are identified, which are intended to function as formal entranceways into the Secondary Plan Area and create a strong sense of place. Major and minor gateways are proposed along Louth Street at Vintage Crescent, Ridley Road and St. Paul Street West, and at the intersection of St. Paul Street West & Henrietta Street.
- Three major streetscape improvements are proposed for Ridley Road (east of Louth Street), Louth Street (between Vintage Crescent and Ridley Road) and St. Paul Street West (between Louth Street and Henrietta Street). Key improvements should include tree plantings on both sides of the street to provide shade and comfort for pedestrians, improved lighting and occasional street furniture, as well as completion of the sidewalk and cycling infrastructure for Ridley Road and Louth Street. Conceptual road cross sections are included within the Urban Design Guidelines document.
- Minor streetscape improvements are identified for Louth Street (between Ridley Road and St. Paul Street West) and Ambrose Street. Key improvements should include tree plantings on both sides of the street to provide shade and comfort for

pedestrians, as well as completion of the sidewalk network and delineation of the bike route/lane along Louth Street.

- One area of potential street grid refinement has been identified for parts of lands within the Louth Centre Node, giving further consideration for pedestrian-scale block sizes, improved public realm, activated street networks and the orientation of adjacent buildings.
- One new public space is identified as potentially west of Louth Street, south of Fourth Avenue, and east of Vansickle Road within the potential street grid refinement area. As future redevelopment occurs on these lands, the need for parkland will be evaluated more specifically.
- Three potential public space improvements are identified within the Plan. Cameron Park, directly adjacent to the GO Station site, is identified for pedestrian and cyclist connections between St. Paul Street West and the GO Station site, and may include a gateway or plaza component heralding the entrance to the GO Station. It is a priority of the Secondary Plan to see the use of Cameron Park maintained and improved. Minor improvements are contemplated the Seymour Hannah Sports and Entertainment Centre lands. Formal trailhead improvements are contemplated at the entrance to the Particpark Trail from St. Paul Crescent.

Policies for the above improvements are detailed in the Official Plan Amendment for the Secondary Plan as well as the Urban Design Guidelines.

## Urban Design Policies

The Secondary Plan sets out that a set of Urban Design Guidelines, to be approved by Council, will provide direction to enhance the character of both the public and private realm within the Plan Area.

The Urban Design Guidelines are to address matters related to accessibility, access, entranceways, vehicular parking including structured parking, loading areas, bicycle parking and facilities, street furniture, wayfinding, low impact development and sustainability measures, and building height, massing and facades.

The Secondary Plan also includes a set of urban design policies for the GO Transit Station site and its immediate surrounding lands, in the form of a “Transit Station Site Overlay”. Policies in the Overlay Area are aimed at maximizing compatibility between new development and surrounding land uses, promoting a Transit Station site design to support active transportation, and ensuring that new development is physically oriented to public streets and spaces.



## **Proposed GO Transit Station Secondary Plan Urban Design Guidelines**

The proposed Urban Design Guidelines (“the Guidelines”), attached as Appendix 11, reflect the urban design policies and guidelines formulated as part of the Secondary Plan study document by Dillon Consulting. The Guidelines establish site, building and streetscape design expectations for both private and public sector development. The Guidelines detail expectations for the arrangement, shape and appearance of new development to help manage the evolving built environment of the area and to direct these changes in a positive, sensitive manner.

The Guidelines are not intended to substantially restrict the creativity of designers in responding to the challenges of a given site. Rather, the Guidelines are intended to provide a degree of flexibility, allowing for a range of design styles and expressions which will contribute to creating a unique sense of place.

The Guidelines will be utilized in the review of development applications and for the design and approval of municipal works, and will inform the development of the zoning provisions for the area. The Guidelines apply to the entire GO Transit Station Secondary Plan Area.

### **Urban Design Improvements**

The Urban Design Improvements section of the Guidelines builds upon the transportation and public realm policies of the Official Plan. The Guidelines provide detail for the gateway, streetscape and public space improvements in the Plan Area.

### **Public Realm Guidelines**

The Public Realm Guidelines section of the Guidelines relates to design of streets within the GTSSP area, including elements in the boulevard such as sidewalks, street furniture, public art and landscaping, as well as elements in the street such as lanes of travel, cycling lanes and on-street parking. This section of the Guidelines illustrates conceptual cross-sections for Ridley Road, St. Paul Street West and Louth Street, which will inform future road and streetscape improvements envisioned by the GTSSP policies.

### **Private Realm Guidelines**

The Private Realm Guidelines section of the Guidelines will inform development patterns on private lands with respect to location, orientation, height, massing, setbacks and character of buildings, façade design, relationship with key gateways, site access, parking, and elements of sustainability.

The private realm guidelines are crafted in a manner to ensure adequate setbacks and transition in height is achieved between taller buildings and lower density residential areas. The guidelines will also ensure that site and building design will contribute to a human scale at the street level.

## Phasing and Timeline for Capital Improvements

The GO Transit Station Secondary Plan and Urban Design Guidelines identify a number of capital improvements to the transportation network and public realm. Appendix 18 is a table of timing of planned improvements, for Council's consideration. The draft Secondary Plan contains policies directing Staff to prepare a Phasing Strategy to assist with implementation of the improvements, which should consider the following:

- The timing of any potential transportation, infrastructure and public realm improvements
- Any projects or initiatives which may impact the timing of development, to inform the timelines for capital improvements
- The expected timing of development, including the expected build-out of vacant lands and redevelopment of existing areas, to inform the timelines for capital improvements

Future capital budgets would consider the incorporation of planned improvements.

## Circulation

The Niagara Region and the prescribed public bodies have been consulted on the preparation of the draft Secondary Plan and Urban Design Guidelines, in accordance with the Planning Act. No department or agency has objected to the Secondary Plan or Urban Design Guidelines. Comments from Niagara Region and City departments have been considered throughout the study and incorporated into Secondary Plan and Guidelines. The Niagara Peninsula Conservation Authority has advised that they have no objections to the documents. Agency comments are attached as Appendix 19 to this report.

## Financial Implications

No direct financial impacts to the City are triggered by approval of these policy documents at this time. If approved, however, the Secondary Plan policies would furnish the groundwork for planned change that will provide additional tax revenue potential. A number of capital improvements to the transportation network and public realm are envisioned by the Plan, which will have a financial impact and will be subject to further council approval.

## Relationship to Strategic Plan

The GO Transit Station Secondary Plan and Urban Design Guidelines tie into several aspects of the City's Strategic Plan. These related goals and actions are listed below.

### Economic Sustainability

- Action: Prioritize redevelopment initiatives consistent with provincial planning legislation and the City's Official Plan to intensify mixed-use residential developments and ultimately enhance the property tax base and support job creation.

**Social Sustainability**

- Goal: Strive for the highest quality of life for all citizens.
- Goal: Connect people, places and neighbourhoods

**Cultural Sustainability**

- Goal: Embrace our diversity and celebrate our heritage and history
- Goal: Support cultural festivals and events that build civic pride, encourage local engagement and attract people to the community.

**Conclusion**

In summary, this information report presents and explains the GO Transit Station Secondary Plan and Urban Design Guidelines, as well as the process that gave rise to these draft documents. The Secondary Plan will provide an enhanced tool to help manage growth and change within the area. A Recommendation Report will be presented to Council at a future meeting, to be scheduled.

**Prepared by:**

Aaron Butler, MCIP, RPP  
Planner I

**Prepared by:**

Bruce Bellows  
Senior Planner

**Submitted by:**

Judy Pihach, MCIP, RPP  
Manager of Planning Service

**Approved by:**

James N. Riddell, M.PL., MCIP, RPP  
Director of Planning and Building Services

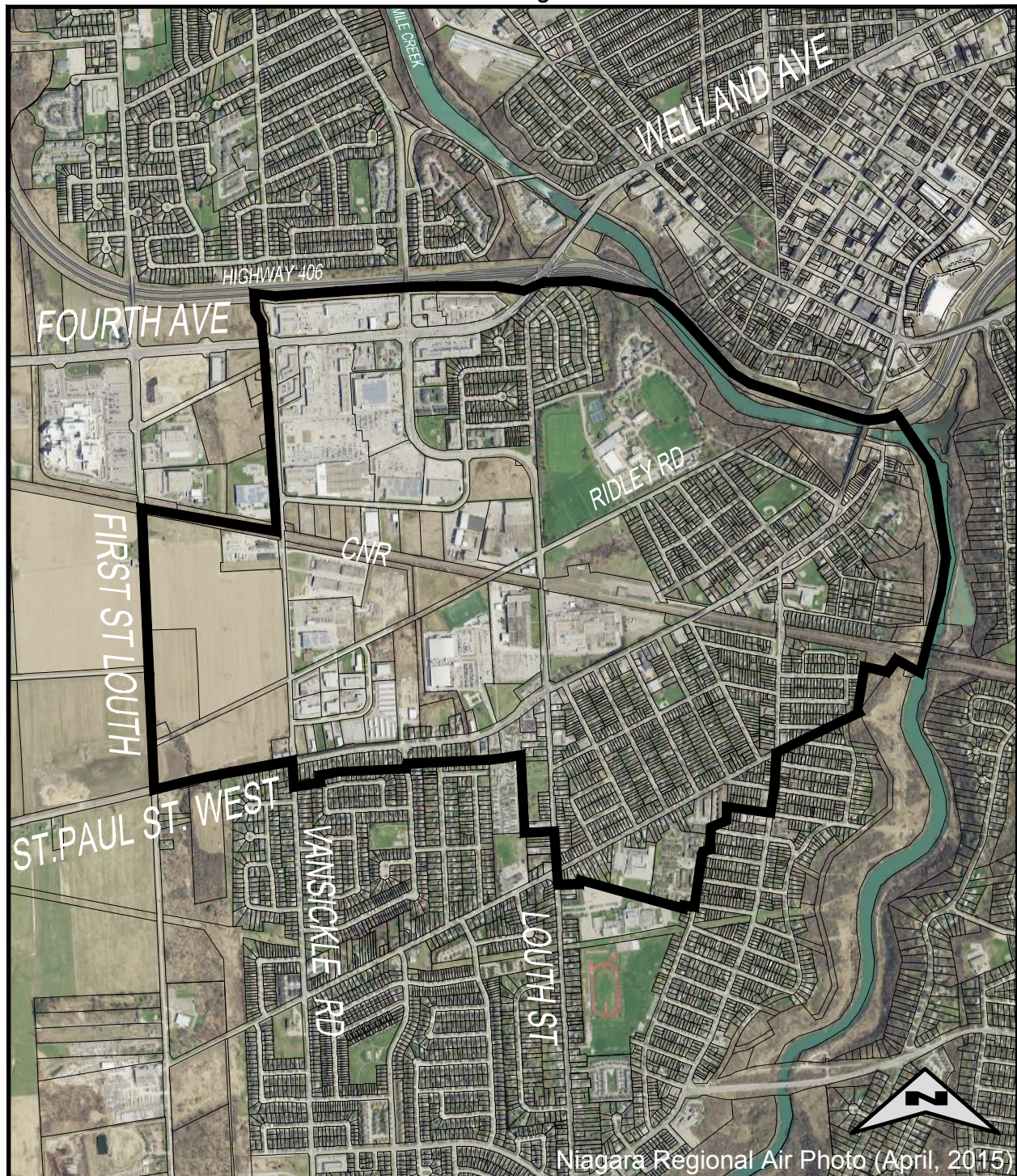
*This report was prepared in conjunction with Staff at the Niagara Region*


## Appendices

1	Location Map
2	Draft Official Plan Amendment No. 19 (GO Transit Station Secondary Plan)
3	Land Use Designations for GTSSP (Schedule E6/7)
4	Building Heights Map for GTSSP (Schedule E6/7 – A)
5	New Road Connections and Improvements for GTSSP (Schedule E6/7 – B)
6	Public Realm and Active Transportation Plan for GTSSP (Schedule E6/7 – C)
7	Existing General Land Use Designations (Schedule D1)
8	Existing West District Land Use Designations (Schedules E6 & E7)
9	Existing Municipal Structure Plan (Schedule D)
10	Existing Zoning
11	Draft GTSSP Urban Design Guidelines
12	GO Transit Station Secondary Plan Study, Dillon Consulting, April 2018
13	Land Use Changes by Property/Area
14	Public Written Comments
15	Public Information Centre & Open House Comments
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18	Timing of Planned Improvements
19	Agency Comments



# Aerial Photo Surrounding Area



 Subject Lands  
Secondary Plan Boundary

File: 60.33.190

CITY OF ST.CATHARINES  
BY-LAW NO. 2018-

A By-law to provide for the adoption of an amendment to the Official Plan of St. Catharines).

THE COUNCIL OF THE CORPORATION OF THE CITY OF ST. CATHARINES enacts as follows:

- 1. The attached text and schedules forming Amendment No.19 to the St. Catharines Official Plan (Garden City Plan) is hereby adopted.
- 2. This By-law shall come into force and effect on the day after the last day for filing notice of appeal or as otherwise provided for in the Planning Act.

Read a first time this	this	day of	May	2018.
Read a second time this	this	day of	May	2018.
Read a third time and passed this	this	day of	May	2018.

CLERK

MAYOR



Amendment No. 19 to the Garden City Plan  
(City of St. Catharines Official Plan)

This Amendment No. 19 to the Garden City Plan (City of St. Catharines Official Plan), which has been adopted by the Council of the Corporation of the City of St. Catharines, is approved under Section 17 of the Planning Act.

PART A – THE PREAMBLE	An explanation of the Amendment but does not constitute part of the Amendment.
PART B- THE AMENDMENT	Consisting of the following text and schedules which constitutes Amendment No. 19 to the Garden City Plan (City of St. Catharines Official Plan).
PART C- THE APPENDICES	Do not constitute part of this Amendment. These Appendices contain background data, planning considerations and public involvement associated with the Amendment.

## PART A – THE PREAMBLE

This amendment to the Official Plan incorporates and implements within the Official Plan the St. Catharines GO Transit Station Secondary Plan Study, which was prepared in collaboration with the Niagara Region.

The Secondary Plan amends existing Official Plan policy to establish a more refined and defined planning framework to guide and manage appropriate development, redevelopment, growth and change within the subject area located in City's West District planning area.

The planning framework sets out the land use plan and policies for the area, and the vision and objectives from which the Plan was derived.

This Amendment incorporates the Secondary Plan within Part E, Section 15.3 West District of the Official Plan, and is set out in Items 12 and 15 of this Amendment. The Amendment also includes certain technical modifications to existing Official Plan policy to better align and incorporate the Secondary Plan within. These modifications are set out in Items 1 to 11, 13, 14, 16 and 17 of the Amendment.

DRAFT

## PART B – THE AMENDMENT

### Details of Official Plan Amendment No. 19

The Garden City Plan (City of St. Catharines Official Plan) is hereby amended as follows:

1. Part B, Section 2.3.1.5 Planning Districts, is amended as follows:
  - to add 'E6/7, A, B, C (GO Transit Station Secondary Plan - GTSSP) to the list of schedules for the West District;
  - to add the words 'and policies' after the word 'designations' in the first bullet point;
  - to add the words 'land use designations and/or' after the word 'special' in the second bullet point;
  - to add the words 'and those established through approved Secondary Plans' after the words 'study areas'.
2. Part C, Section 4 Urban Design, last paragraph, is amended as follows:
  - by adding the words 'or other Design Guidelines approved through Special Study or Secondary Plans,' after the word 'Guidelines';
  - by adding the word 'more' before the words 'specific design';
  - by adding the word 'direction' after the words 'details and';
  - by deleting the word 'requirements'.
3. Part C, Section 5.2.1 Road Classification, is amended by adding a new subsection 7., as follows:
 

“7. That the road alignments as shown on Schedule C 'Transportation Network' and other Schedules of this Plan may be subject to minor modification or realignment without amendment to the Plan schedules.”
4. Part C, Section 5.8, subsection ii), 2<sup>nd</sup> paragraph is amended as follows:
  - by deleting the words 'Schedule E6 'West District Plan"' in the second paragraph and replacing with 'Schedule E6/7 (GO Transit Station Secondary Plan (GTSSP))'.
5. Part C, Section 5.8, last paragraph, is amended by adding the following to the end of the last paragraph:
 

', as well as required transit station uses, functions and amenities to facilitate and support the optimum development and use of the Major Transit Stations.'
6. Part D, Section 7.3 Urban Design Guidelines, is amended as follows:
  - by adding the words ' , and may include Guidelines approved through Special Study or Secondary Plans, that set' after the word 'Guidelines';
  - by deleting the words 'setting' and 'requirements';
  - by adding the word 'direction' after the words 'details and'.

7. Part D, Section 13.1.4 Parkland Dedication, is amended as follows:
  - by adding a new subsection 'i)' which reads 'Lands conveyed to the City as parkland dedication on properties within the GO Transit Station Secondary Plan (GTSSP) Area will be taken, where suitable, to support potential new public spaces and public space improvements as identified on Schedule E6/7 - C (Public Realm & Active Transportation Plan), and as set out in Section 15.3.3.3 GO Transit Station Secondary Plan (GTSSP) and the approved GTSSP Urban Design Guidelines.';
  - by re-numbering existing subsections 'i)', 'j)' and 'k)' to 'j)', 'k)' and 'l)', respectively.
8. Part D, Land Use Policies, is amended by deleting Schedule D1 General Land Use Plan, and replacing it with Schedule A of this amendment (Schedule D1 General Land Use Plan).
9. Part E, Section 15 District Plans, is amended as follows:
  - in the first bullet of the second paragraph, by adding the words 'and policies' after the word 'designations', and deleting the words 'Land Use Policies';
  - in the second bullet of the second paragraph, by adding the words 'land use designations and/or' after the words 'or special';
  - in the second bullet of the second paragraph, by adding the words 'and those established through approved Secondary Plans' after the words 'Section 16.20 of this Plan';
  - by adding 'E6/7, E6/7-A, E6/7-B, E6/7-C (GO Transit Station Secondary Plan)' to the list of schedules for the West District Plan.
10. Part E, District Plans, is amended by deleting Schedule E District Planning Areas - Index, and replacing it with Schedule B of this amendment (Schedule E District Planning Areas - Index).
11. Part E, Section 15.3.1 Schedule E6, is amended as follows:
  - by deleting subsections 'b)', 'c)', and 'd)'.
  - by re-numbering existing subsections 'e)', 'f)' and 'g)' to 'b)', 'c)' and 'd)', respectively.
12. Part E, Section 15.3 West District, is amended by adding a new subsection 3. (15.3.3) as follows:

### **3. Schedule E6/7 GO Transit Station Secondary Plan (GTSSP)**

- **Schedule E6/7** (Land Use Designations)
- **Schedule E6/7 - A** (Building Heights)
- **Schedule E6/7 - B** (New Road Connections and Improvements)
- **Schedule E6/7 - C** (Public Realm and Active Transportation Plan)

#### **1. Background**

- i) On May xx, 2018 Council adopted Amendment No. 19 to establish and incorporate within the Official Plan the GO Transit Station Secondary Plan (GTSSP). The GTSSP establishes a land use plan, policies, and

implementation framework to guide the development and redevelopment of lands within the Plan Area which is set out as follows:

a) GTSSP Area

The GTSSP Plan Area is set out on Schedule E6/7. The Area is centrally located within the West District Plan, and is comprised of approximately 335 ha of land generally extending west from Burgoyne Bridge to Vansickle Road and First Street Louth, and south from Highway 406 to a boundary south of Rykert Street.

The GTSSP is the result of, and implements, the St. Catharines GO Transit Station Secondary Plan Study (April 2018), which was prepared in coordination and consultation between the City of St. Catharines and the Region of Niagara. The Study was initiated in response to the Provincial government announcement of planned expansion of all day GO train service into Niagara Region, and the selection of the West Major Transit Station (former VIA Rail Station) at 6 Great Western Street in West St. Catharines as the hub of four transit stations to provide GO train facilities and service in the Niagara Region.

- ii) The St. Catharines GO Transit Station Secondary Plan Study also informed the creation of the GO Transit Station Secondary Plan Urban Design Guidelines (GTSSP Guidelines), which were approved by Council on May xx, 2018. The GTSSP Guidelines provide direction to enhance the character of both the public and private realm within the Plan Area. The GTSSP Guidelines must be read in conjunction with the Official Plan.

iii) Implementation Framework

The intent of the GTSSP and GTSSP Guidelines is to work cohesively to appropriately manage change to guide transit-supportive and connected development and redevelopment of lands within and in the vicinity of the transit station, and to facilitate and support the optimum use and function of the transit station and surrounding lands within the Secondary Plan Area.

- a) The GTSSP provides a more defined and refined land use planning framework and policies for the subject area than those established in the general policies of the Official Plan. Notwithstanding, in many cases the general policies of the Official Plan augment those contained in the GTSSP.

Except as otherwise provided for in the GTSSP, in the case of a conflict between the policies of the GTSSP and other policies contained within the Official Plan, the policies of the GTSSP prevail.

## **2. Vision and Objectives**

The purpose of this Secondary Plan is to establish a more detailed planning framework for the Secondary Plan Area in support of the general policy framework provided by the Official Plan. The Secondary Plan has been created to provide greater guidance with respect to land use, built form, urban design, the public realm and open space network, transportation including walking, cycling, and road infrastructure, municipal infrastructure improvements and implementation.

### **1. Vision**



Rapid transit expansion to St. Catharines will support growth and economic development for the City, Region and Province. The Secondary Plan Area is occupied by Ridley College, existing stable residential, large scale retail and industrial uses, and other smaller scale non-residential uses. The future GO Transit Station will elevate its role in the City structure and make the area a destination and transfer point for a significant portion of local, inter/intra-regional multi-modal trips.

Concentrated transit-supportive development in the area, particularly in close proximity to the transit station, will be a hub of activity, providing for a full range of residential, commercial, employment and community functions all coexisting in a mutually beneficial manner. Notwithstanding the change that the area will experience, existing stable residential, employment and institutional uses will be protected and enhanced through public realm improvements.

The station itself will define the area, being designed to integrate with the existing character while exemplifying high-quality iconic elements to represent its role as a key destination in the City. Existing connections will be improved and new connections will be developed to provide safe and convenient access to the station and from the station into the Downtown, employment areas, commercial areas, Ridley College and other key destinations for all modes of transportation.

## 2. Objectives

The objectives to guide change in the GTSSP Area include:

### a) Support mixed use intensification throughout the Plan Area

The station area is being planned to accommodate significant population growth through transit-supportive development.

### b) Balance modes of movement and improve pedestrian connectivity to the Station

An enhanced public realm including improved cycling, pedestrian facilities and a finer-grained street network will prioritize non-auto movement and help connectivity between the GO Transit Station, other areas within the GTSSP and other areas within the City, including the Downtown.

### c) Create a well-designed and physically integrated transit station and hub

The West Major Transit Station is being planned as a transit hub, the origin, destination, and transfer point for a significant portion of trips through the Region. The station itself will exemplify design excellence, be a focal point for the community and operate as an activity hub, providing for a full range of transit facilities, uses and services.

### d) Protect existing stable neighbourhoods

Residential neighbourhoods play an important role in the vibrancy of the area by providing ground-related housing, an important component of housing choice. Since new development in the area will largely be in the form higher density rental and condominium apartments, it is of particular

importance to recognize the existing surrounding low density stable residential neighbourhoods.

Existing residential areas will be maintained with low density residential use permissions, traffic management measures and enhanced by pedestrian realm improvements and new active transportation connections. To support livability, neighbourhoods should have easy access to a range of community amenities and parkland.

e) Attract and accommodate a variety of employment uses

Employment uses serve an important role in the creation of complete communities and support economic prosperity. The Plan aims to accommodate existing employment uses and attract new employment functions. To help attract and accommodate a variety of employment uses, public realm improvements should support economic attraction and transition uses should be introduced to manage land use compatibility.

f) Maintain and leverage iconic presence of Ridley College and VIA Station buildings

Ridley College is an important institutional use within the Plan Area with a number of iconic buildings representing culturally significant historic architectural styles. In addition, the existing VIA Station is designated as a heritage railway station under the *Heritage Railway Stations Protection Act*. The station area will leverage the physical design and architectural elements of these iconic buildings to define a unique character for the area.

### 3. Land Use Policies (Schedule E6/7)

The Land Use Plan for the GTSSP Area is set out on Schedule E6/7, and includes the following land use designations:

- Low Density Residential
- Medium Density Residential
- High Density Residential
- Mixed Use 1
- Mixed Use 2
- Mixed Use 3
- General Employment
- Business Commercial Employment
- Parkland and Open Space
- Natural Areas

The Land Use Plan also includes the following policy overlay area:

- Transit Station Site Overlay

#### a) Land Use Designations

The subject policies that apply to each of the land use designations are set out below.

##### 1. Low Density Residential

Lands designated Low Density Residential are subject to the policies set out in Part D, Section 8.1.1, 8.2, 8.3 and 8.4 of the Official Plan, except that:

Height of buildings will generally not exceed the heights illustrated on Schedule E6/7- A (Building Heights).

## 2. Medium Density Residential

Lands designated Medium Density Residential are subject to the policies set out in Part D, Section 8.1.2, 8.2, 8.3 and 8.4 of the Official Plan, except that:

Height of buildings will generally not exceed the heights illustrated on Schedule E6/7- A (Building Heights).

## 3. High Density Residential

Lands designated High Density Residential are subject to the policies set out in Part D, Section 8.1.3, 8.2, 8.3 and 8.4 of the Official Plan, except that:

Height of buildings will generally not exceed the heights illustrated on Schedule E6/7- A (Building Heights).

## 4. Mixed Use 1

The Mixed Use 1 designation establishes opportunities for a broad range and mix of uses primarily intended to serve the immediate neighbourhood and community population. Mixed Use 1 designations are located along key corridors within the Plan Area, and provide for smaller scale, transit supportive uses, and street animated development in a medium density format designed to support the character of the surrounding neighbourhood.

Uses can be mixed across a parcel of land or mixed within a building. Commercial and other non-residential uses should be located on the ground floor of buildings close to the front property line to help frame and animate the street.

- i) Permitted uses include;
  - triplex, fourplex, townhouse and low- and apartment dwellings;
  - retail, service commercial, office, institutional, indoor recreation and community and cultural facilities;
  - work-live accommodation is encouraged to locate in campus format to support integrated and shared support services and business incubation opportunities.
- ii) This designation is planned to accommodate a minimum development density equivalent to 100 people and jobs per hectare.
- iii) Height of buildings will generally not exceed the heights illustrated on Schedule E6/7- A (Building Heights).
- iv) Large format uses are discouraged. Commercial, institutional and recreation buildings should not exceed 930 square metres in gross floor area, and where in excess of 620 square metres of gross floor area, shall only be permitted in combination with residential units.
- v) Individual non-residential uses should not exceed 370 square metres in gross leasable floor area.

- vi) Retail and service commercial uses are permitted on the ground floor of a building; or on upper floors of a building where in conjunction with a retail or service commercial use on the ground floor.
- vii) Loading areas, outside storage not intended for retail display and sale of merchandise, and waste management facilities will be located away from, and screened from view of pedestrian and vehicular activity areas, internal and external roads, and adjacent uses.
- viii) Outside areas intended for retail display or sale of merchandise will be regulated through the Zoning By-law to ensure ancillary use, minimize negative impacts on pedestrian, bike, transit and vehicular circulation, and enhance building, site and streetscape context sensitive design.
- ix) Exceptions
  - i) Notwithstanding Section 15.3.3.3.a) 4 i) above, vehicle sales and auto related service facilities are not permitted. Gas bars and car washes may be permitted subject to zoning by-law amendment as per Section 12.1 viii) of the Plan.
  - ii) Notwithstanding the Mixed Use 1 designation on lands known as 1 Monck Street, the continuation of existing institutional uses is permitted subject to Section 8.3.2 of the Plan, except for 8.3.2 i) and ii).

## 5. Mixed Use 2

The Mixed Use 2 designation permits a broad range and mix of uses intended to serve the neighbourhood and community population, as well as an intra- and inter- regional population and market.

This designation provides opportunities for transit supportive medium and higher density residential and mixed use development, and larger scale developments intended to support the optimum development and use of the West Transit Station Area as set out on Schedule E6/7.

Lands designated Mixed Use 2 are wholly contained within the West Transit Station Area as set out in Part C, Section 5.8 ii) of the Plan, and identified on Schedule E6/7.

The Mixed Use 2 designation within this Area is the focus for medium and higher density residential development with a mix of small scale, ground oriented commercial, institutional, recreation and community and cultural uses; and accompanied by required transit station uses, functions and amenities.

- i) Permitted uses include:
  - triplex, fourplex, townhouse and apartment dwellings;
  - retail, service commercial, office, institutional, indoor recreation and community and cultural facilities;

- work-live accommodation is permitted and encouraged to locate in campus format to support integrated and shared support services and business incubation opportunities
  - transit station uses, functions and amenities.
- ii) This designation is planned to accommodate a minimum development density equivalent to 150 people and jobs per hectare.
  - iii) Height of buildings will generally not exceed the heights illustrated on Schedule E6/7- A (Building Heights).
  - iv) Retail and service commercial uses are permitted on the ground floor of a building; or on upper floors of a building where in conjunction with a retail or service commercial use on the ground floor.
  - v) Loading areas, outside storage not intended for retail display and sale of merchandise, and waste management facilities will be located away from, and screened from view of pedestrian and vehicular activity areas, internal and external roads, and adjacent uses.
  - vi) Outside areas intended for retail display or sale of merchandise will be regulated through the Zoning By-law to ensure ancillary use, minimize negative impacts on pedestrian, bike, transit and vehicular circulation, and enhance building, site and streetscape context sensitive design.
  - vii) Commercial, institutional, recreation or cultural buildings should not exceed 930 square metres in gross floor area, and where in excess of 620 square metres of gross floor area, should only be permitted in combination with residential units.
  - viii) Individual non-residential uses should not 370 square metres in gross leasable floor area, except for required transit related uses.
  - ix) Exceptions
    - i) Notwithstanding the Mixed Use 2 designation on lands known as 230 Louth Street and 200 St. Paul Street West, the continuation of existing General Employment uses are permitted subject to the applicable policies of the Plan.
    - ii) Notwithstanding Section 15.3.3.3 a) 5 i) above, vehicle sales and auto related service facilities, including gas bars and car washes are not permitted.
    - iii) Notwithstanding Section 15.3.3.3 a) 5 ii) above, the lands designated Mixed Use 2 at the northeast corner of Louth Street and Ridley Road should be developed at a maximum density range of 100 people and jobs per hectare.

## 6. Mixed Use 3



The Mixed Use 3 designation permits a broad range and mix of uses intended to serve the neighbourhood and community population, as well as an intra and inter- regional population and market.

Lands designated Mixed Use 3 are wholly contained within the Louth Centre Node as set out on Schedule E6/7, and is generally bound Highway 406 to the north, the rear lot lines of properties fronting on the east side of Louth Street, Benfield Drive to the east and south, and Vansickle Road to the west.

The Louth Centre Node has grown and developed as an established large scale commercial centre supporting a community and regional destination and marketplace.

The Mixed Use 3 designation within this Area is intended to support the maintenance of the large scale commercial centre within the Node. The designation also supports the integration and intensification of transit supportive medium and higher density residential uses, and mixed use development, to enhance the Node as a neighbourhood, community and regional destination and marketplace, and to support and strengthen the optimum use of the adjacent West Major Transit Station and surrounding lands.

i) Permitted Uses include:

- fourplex and apartment dwellings;
- retail, service commercial, office, institutional, indoor recreation and community and cultural facilities;
- work-live accommodation is permitted and encouraged to locate in campus format to support integrated and shared support services and business incubation opportunities.

ii) The Mixed Use 3 designation is planned to accommodate a minimum development density equivalent to 150 people and jobs per hectare.

iii) Height of buildings will generally not exceed the heights illustrated on Schedule E6/7- A (Building Heights).

iv) Residential uses may be located in freestanding buildings or in upper storeys of mixed use buildings, and will provide adequate outdoor amenity space for residents.

v) Freestanding residential buildings should not occupy more than 20 % of the individual lot area.

vi) Retail, service commercial and other non-residential uses are permitted on the ground floor of a building; or on upper floors of a building where in conjunction with a retail, service commercial and other non-residential use on the ground floor.

vii) New commercial, institutional, recreation or cultural buildings in excess of 1860 square metres in gross floor area shall only be permitted in conjunction with residential units in a mixed use building.

viii) Notwithstanding vi) above, existing non-residential buildings are permitted to expand for non-residential uses without a residential provision.

ix) Lands designated Mixed Use 3 within the Louth Centre Node as illustrated on Schedule E6/7 will be designed to support:

- development in campus and nodal format, supporting connectivity of uses, functions, infrastructure and amenities between properties;
- in future, a network of public streets as per Section 15.3.3.4.2 ii) iii) and identified on Schedule E6/7 - C (Public Realm and Active Transportation Plan). ;
- integrated and shared access and parking;
- minimize strip and linear development, and private driveway access points along roads;
- well defined and clearly articulated street edges;
- adequate on-site parking to accommodate all uses;
- safe internal vehicular traffic circulation, and minimize traffic impacts on adjacent roads;
- safe, connected, convenient, accessible and barrier free pedestrian and bike networks within and adjacent to the Louth Centre Node;
- common, integrated landscape and design features;
- parking area landscaping and greening, and pod parking design;
- convenient, accommodating and accessible transit facilities.

x) Loading areas, outside storage not intended for retail display and sale of merchandise, and waste management facilities will be located away from, and screened from view of pedestrian and vehicular activity areas, internal and external roads, and adjacent uses.

xi) Outside areas intended for retail display or sale of merchandise will be regulated through the Zoning By-law to ensure ancillary use, minimize negative impacts on pedestrian, bike, transit and vehicular circulation, and enhance building, site and streetscape context sensitive design.

xii) Exceptions

- i) Notwithstanding Section 15.3.3.3 a) 6 ii) above, the northeast and southeast quadrants of Louth Street/Martindale Road and Fourth Avenue may be developed at a minimum density of 80 people and jobs per hectare.
- ii) Notwithstanding Section 15.3.3.3 a) 6 v) above, there is no % lot area restriction for freestanding residential buildings on the properties known municipally as 412 and 448 Louth Street.

- iii) Notwithstanding Section 15.3.3.3 a) 6 i) above, vehicle sales and auto related service facilities are not permitted. Gas bars and car washes may be permitted subject to zoning by-law amendment.

## 7. General Employment

Lands designated General Employment are subject to the policies set out in Part D, Section 10.3.1 of the Official Plan; except that:

Height of buildings will generally not exceed the heights illustrated on Schedule E6/7- A (Building Heights). Any proposal for height greater than illustrated on Schedule E6/7 - A will be evaluated having regard for urban design principles and policies set out in this Plan and the GTSSP Urban Design Guidelines. Such a proposal to increase height may be subject to a Zoning By-law Amendment without amendment to this Plan.

- i) Exceptions
  - i) Notwithstanding Part D, Section 10.3.1 a), storage or warehousing is only permitted as an ancillary use to a primary employment use on the following properties located within the West Transit Station Area:
    - 235 Louth Street
    - 301 Louth Street
    - 79 Ridley Road

## 8. Business Commercial Employment

Lands designated Business Commercial Employment are subject to the policies set out in Part D, Section 10.3.2 of the Official Plan; except that:

Height of buildings will generally not exceed the heights illustrated on Schedule E6/7- A (Building Heights). Any proposal for height greater than illustrated on Schedule E6/7 - A will be evaluated having regard for urban design principles and policies set out in this Plan and the GTSSP Urban Design Guidelines. Such a proposal to increase height may be subject to a Zoning By-law Amendment without amendment to this Plan.

- i) Exceptions
  - ii) Notwithstanding Part D, Section 10.3.2 a), auto dealerships are not be permitted.

## 9. Parkland and Open Space

Lands designated Parkland and Open Space are subject to the policies set out in Part D, Section 13.1 of the Official Plan.

The GTSSP provides specific guidance and direction with respect to new and enhanced parkland, open space and public realm opportunities within the Plan Area, as set out in Section 15.3.3.4, (GTSSP Urban Design Guidelines) and as illustrated on Schedule E 6/7 - C (Public Realm and Active Transportation Plan) and Schedule F1 (Parkland and Major Trails).

Height of buildings will generally not exceed the heights illustrated on Schedule E6/7- A (Building Heights).

## 10. Natural Areas

Lands designated Natural Area are subject to the policies set out in Part D, Section 13.2 of the Official Plan.

### b) Policy Overlay Area

Additional policies that apply to the policy overlay area are set out below.

#### 1. Transit Station Site Overlay

The Transit Station overlay has been identified to provide additional policy support for the lands that will accommodate the primary transit station and the immediate surrounding lands.

Development and redevelopment within the Transit Station Site overlay shall be evaluated having regard for the following additional policies:

- i) Offer a high level of accessibility with priority for high levels of pedestrian and transferring activity, while adequately balancing multiple modes of access to the station.
- ii) Provide enhanced traveller amenities, including but not limited to internal pedestrian pathways, secure bike parking, mixed uses, retail and shared commuter parking.
- iii) Maximize development opportunities and orient new buildings toward Louth Street, Ridley Road and other new public or private roads.
- iv) In addition to the policies of Part C, Section 3 Cultural Heritage, the character of new development shall complement the existing heritage railway station and the character of Ridley College.
- v) In accordance with Schedule E6/7 - A (Building Heights), maximum building height permissions shall transition down from a maximum of generally up to 54 metres at the corner of Ridley Road and Louth Street, to generally up to 22 metres where adjacent to the Low Density Residential land use designation at the east boundary of the overlay area. If necessary, building height and scale may be further reduced in the implementing Zoning By-law to achieve compatibility adjacent to the Low Density Residential land use designation.
- vi) To achieve compatibility adjacent to the Low Density Residential area, increased yard setbacks may be required in the implementing Zoning By-law, where appropriate. The approved GTSSP Urban Design Guidelines will inform the Zoning By-law in this regard.
- vii) Physical buffers such as landscaping, berms and fencing shall be required to mitigate development impact on the adjacent Low Density Residential area.

- viii) The transit station site should be planned to promote travel behaviour according to the following hierarchy:
  - Vehicle trip reduction: encourage a mix of land uses within and around the station site, and enhance intermodal connection to avoid vehicle trips
  - Walking and cycling: enhance access for pedestrians and cyclists, including a network that connects surrounding public streets and spaces
  - Transit: provide efficient access and egress for transit vehicles
  - Ridesharing: promote access for high occupancy vehicles such as carpools
  - Car sharing and taxis: site design that facilitates efficient car sharing and passenger drop-off
  - Single-occupancy vehicles: provide safe and efficient automobile parking and access, with a sufficient but not excessive amount of parking
- ix) Notwithstanding Schedule E6/7 - A (Building Heights), the height of parking structures will generally not exceed 18 metres. Parking structures are to be located and designed in a manner so as to minimize compatibility issues with surrounding land uses, including but not limited to issues of:
  - Traffic and access
  - Shadow impacts
  - Light trespass
- x) Ensure that development proposals (transit station site or private developments) do not limit the development potential of surrounding lands. Land available for transit-supportive development adjacent to the transit station should be optimized. Proposals must consider how surrounding lands can be developed in an integrated manner within the Transit Station Site Overlay area and the surrounding environment.
- xi) Adequate wayfinding and signage solutions are required for the Transit Station site.

#### **4. Implementation Framework**

The land use plan set out in Section 15.3.3.3 is accompanied by a number of other policies, guidelines and implementation strategies to direct the future development and redevelopment of the area, and support a comprehensive planning framework for the Secondary Plan Area.

This framework includes the following components which are to be read in conjunction with the GTSSP Land Use Plan:

- Transportation
- Public Realm
- Urban Design

##### **1. Transportation**

The Plan Area is to be served by a multi-modal, integrated, connected and accessible transportation network, accommodating pedestrians, cyclists, transit users, and automobiles.



A number of transportation related challenges and opportunities were identified through the Secondary Plan Study, and accordingly, the GTSSP sets out several transportation related improvements to facilitate a connected and integrated transportation network to support the optimum development and redevelopment of the Plan Area.

The policies below should be read in conjunction with the following Schedules:

- Schedule C - Transportation Network
  - Schedule C - Region of Niagara Bicycle Network
  - Schedule E6/7 - B New Road Connections and Improvements
  - Schedule E6/7- C Public Realm and Active Transportation Plan
  - Schedule F1 Parkland and Major Trails
- i) Schedule E6/7 - B (New Road Connections and Improvements) illustrates new connections, road widening and other road improvement opportunities which are intended to support the implementation of the Secondary Plan. Improvements are required to address existing issues, accommodate population and employment growth, and to provide safe and efficient access to the GO Transit Station. This will necessitate the need for improvements to the active transportation network, transit services connectivity and road network. The following summarizes the key road-related improvements:

1. Louth Street Potential Widening

Louth Street (Regional Road 38) is currently two lanes wide between Crestcombe Road and Rykert Street and four lanes wide between Fourth Avenue and Crestcombe Street. The street provides access and connectivity to a number of employment and large format retail areas in the area. Fourth Avenue connects Louth Street to Highway 406 at the north end of the street. Within the Secondary Plan Area, Louth Street connects to Ridley Road, which is intended to be the primary GO Transit Station access point.

Louth Street is expected to see increasing volumes over the planning horizon, in particular between St. Paul Street West and Fourth Avenue. Therefore, Louth Street may need to be widened from two to four lanes between St. Paul Street West and Vintage Crescent. Additional operational improvements should also be considered, particularly at the intersection of Ridley Road. If a future widening occurs, the road shall be developed as a complete street.

2. Reconstruction of St. Paul Street West bridge and St. Paul Street West Potential Widening

St. Paul Street West (Regional Road 81) is currently a two lane road which provides access and connectivity to the Downtown to the east and employment lands to the west.

The Niagara Region is currently planning the reconstruction of the St. Paul Street West rail overpass bridge, which may affect access to the Transit Station site from St. Paul Street West via Great Western Street.

West of Louth Street, St. Paul Street West is expected to see increasing traffic volumes over the planning horizon, particularly between Louth Street and Vansickle Road. Therefore, St. Paul Street West may need to be widened in this section. Additional operational improvements should also be considered. If a future widening occurs, the road shall be developed as a complete street.

3. Potential reconfiguration of Ambrose Street, Permilla Street, Great Western Street and Cameron Park

As a result of the St. Paul Street West bridge reconstruction, access to the Station site from Great Western Street may be eliminated, or Great Western Street may be reduced to a westbound one way. At the time of the bridge re-design the City will consider the reconfiguration of Ambrose Street and Permilla Street in this area, as they relate to their connections to Great Western Street. As a result of potential closures and reconfigurations in this area, there is an opportunity to expand Cameron Park. It is a priority of this Plan to see the use of Cameron Park maintained and improved.

4. Traffic Management Study Area

A Traffic Management Study Area has been identified on Schedule E6/7 - B (New Road Connections and Improvements). The City will undertake this Study with the objective of limiting potential cut-through traffic and infiltration through the identified residential neighbourhood. The Study will make recommendations aimed at reducing the amount of infiltration through the neighbourhood, as well as mitigating any impacts that could occur.

The Study will consider the effects of other potential roadway improvements and connections, including the reconfiguration of Great Western Street, Ambrose Street and Permilla Street.

5. Realignment of Ridley Road

Ridley Road is planned to be the primary access point for the GO Transit Station, and provides development and intensification opportunities adjacent to the station. A realignment of Ridley Road should be considered to increase the separation distance between Ridley Road and the rail crossing on Louth Street. The intersection of Ridley Road and Louth Street should be redesigned to accommodate a right angle intersection at Louth Street and the need for a traffic signal shall be evaluated. Potential operational issues resulting from the realignment will also need to be assessed.

6. Intersection Improvements and Lane Widening at Martindale Road and Highway 406

The intersection of Fourth Avenue and Louth Street/Martindale Road will remain a key location under future traffic conditions examined through the GTSSP Study, and will operationally be approaching or at capacity, especially in the PM peak hour. The intersection should be considered for additional operational improvements, including the potential to widen the Martindale Road crossing over Highway 406 from two to four line, with the introduction of bike lanes.

7. Active transportation improvements to Fourth Avenue

The Fourth Avenue overpass and interchanges to Highway 406 are currently not pedestrian- or cyclist-friendly. Improvements to this area should prioritize the active transportation network while balancing pedestrian and cyclist safety with automobile access to the freeway.

8. Geometric Improvements to Pelham Road

There is an opportunity to examine the intersection of St. Paul Street West and Pelham Road to improve the current configuration.

9. New street from Ridley Road to Station Site

A new public street may be needed to facilitate the movement of pedestrians and traffic from Ridley Road to the Station Site. The new road would serve as the primary means of access for vehicular traffic to the site. It shall be designed to enhance access for pedestrians and cyclists and provide efficient access and egress for transit vehicles. The new road allowance will be located in a manner so as to maximize development opportunities on remnant parcels. Operationally, the new road allowance will be located to achieve adequate separation distances from existing intersections.

- ii) There are a number of active transportation connections identified within the GTSSP, as illustrated on Schedule E6/7 - C (GTSSP Public Realm and Active Transportation Plan). The active transportation network is planned to provide direct and safe connections to the GO Transit Station site, surrounding transit stops, multi-use trails, public spaces and parks, schools, mixed use and residential areas, employment opportunities and recreational facilities. Amenities for cyclists and pedestrians (such as bike parking, seating, and shaded areas) should be located at key points along the network. New connections include both on-road and off-road facilities.
- iii) In addition to the policies of Section 5.4.2, parking requirements across the GTSSP Area may be minimized, and shared parking and access is encouraged in order to reduce street front parking areas and support transit friendly development;
- iv) The City's transit network should be refined to provide adequate connections to the GO Transit Station, link the GO Transit Station with the downtown and bus terminal and

provide an integrated transit network that allows efficient travel between modes.

- v) Where a Transportation Demand Management (TDM) Plan is required as part of a complete application in accordance with Section 16.16 of the Official Plan, the TDM Plan will be to implement and promote measures to reduce the use of low-occupancy automobiles for trips and to promote cycling and walking. The City may develop of a city-wide TDM Strategy to provide guidance for future development on the integration of TDM and transit-supportive design best practices.

## 2. Public Realm

The planned public realm improvements for the GTSSP are depicted on Schedule E6/7 - C (Public Realm and Active Transportation Plan), and considers the following:

- Major Gateway Improvement areas
- Minor Gateway Improvement areas
- Major Streetscape Improvement areas
- Minor Streetscape Improvement areas
- Potential Street Grid Refinements
- Potential New Public Spaces
- Potential Public Space Improvements

### i) Gateways

Gateways are intended to function as formal entranceways into the Secondary Plan Area and create a strong sense of place.

Gateways include lands within the right-of-ways and all abutting lands. The GTSSP contemplates two levels of improvement:

- Major gateway improvement areas; and,
- Minor gateway improvement areas.

- i) Major gateway improvements should include prominent signage, enhanced lighting, intensive landscaping (such as seasonal floral displays, tree planting), public art, cycling infrastructure and other types of public realm enhancements. Adjacent redevelopment should be designed to support the function of the gateway.
- ii) Minor gateway improvements should include a smaller scale of public realm enhancements, such as landscaping, public art, lighting and appropriately scaled wayfinding cues. The expectation is that Minor Gateway Improvements are for locations which require enhancements to address the public realm at prominent intersection, but would not necessarily imply prominent redevelopment opportunities on adjacent lands.
- iii) The function and intent of each Gateway is detailed in the GTSSP Urban Design Guidelines.
- iv) Where new development or redevelopment is planned near a gateway, the proposed development/redevelopment should be designed in a manner which enhances the function of the gateway, through:

- Complementary building orientation and massing;
- Enhanced architectural detailing;
- Linked private and public pedestrian connectivity;
- Enhanced private realm landscaping; and,
- Other elements as appropriate.

ii) Streetscape Improvements

Schedule E6/7 - C (Public Realm and Active Transportation Plan) establishes a public realm network and guidelines that promote and support a high quality public realm, protected environment, and an open space framework that links and connects open spaces and other environments through parks, gateways, streetscape improvements and active transportation routes.

Streetscape improvements are intended to provide direction for future enhancements to the key roads within the GTSSP, and apply to public land within the right-of-way. Three levels of improvement area contemplated in this Plan:

- Major streetscape improvements areas
  - Minor streetscape improvements areas
  - Potential street grid refinement areas
- i) Major and minor streetscape improvements identified on Schedule E6/7 - C (Public Realm and Active Transportation Plan) and are described in the GTSSP Urban Design Guidelines, including contemplated cross-sections for each right-of-way.
  - ii) A fine grained street network supports connectivity, accessibility and a compact built form and should be promoted as part of development opportunities within the GTSSP.
  - iii) A potential street grid refinement area has been identified on Schedule E6/7 - C (Public Realm and Active Transportation Plan). Development and redevelopment in this area should evaluate the potential of incorporating a finer grained street network with consideration for pedestrian-scale block sizes, improved public realm, activated street networks and the orientation of adjacent buildings.

iii) Potential New Public Spaces and Public Space Improvements

Schedule E6/7 - C (Public Realm and Active Transportation Plan) identifies potential new public spaces and public space improvements.

- i) Where new major mixed use development or redevelopment is planned, new public spaces should be provided to enhance the pedestrian environment and provide amenities for residents, employees and visitors.
- ii) Public spaces should be inclusive and barrier-free to all users while including a mix of design elements such as enhanced landscaping, shade trees, ample seating, and public art.



- iii) New public spaces should be located close to the street and be connected to the pedestrian network, including existing or planned transit stops.
- iv) Where public spaces exist, improvements will be made to better serve the GTSSP Area and City.

New public spaces and public space improvements identified on E6/7 - C (Public Realm and Active Transportation Plan) are described in detail in the GTSSP Urban Design Guidelines.

### 3. Urban Design

The GTSSP establishes Urban Design Guidelines providing direction to enhance the character of both the public and private realm within the Plan Area.

The Guidelines relate to specific areas and users, including residential, employment and commercial areas, boulevards, streetscape treatments, gateways and public spaces.

The Guidelines also address matters related to accessibility, access, entranceways, vehicular parking including structured parking, loading areas, bicycle parking and facilities, street furniture, wayfinding, low impact development and sustainability measures, and building height, massing and facades.

The GTSSP Urban Design Guidelines are to be read in conjunction with the urban design principles and policies established in Part C, Section 4 of the Official Plan, and where more specific and refined, will be the operative guidelines to direct public initiatives and private development and redevelopment within the Plan Area.

### 5. Phasing and General Timeline for Capital Improvements

The GTSSP and Urban Design Guidelines identify a number of capital improvements to the transportation network and public realm, as detailed in Sections 15.3.3.3 a) and b) of the GTSSP. Council shall approve a phasing strategy to assist with the implementation of these improvements. The phasing strategy should consider the following:

- The timing of any potential transportation, infrastructure and public realm improvements
- Any projects or initiatives which may impact the timing of development, to inform the timelines for capital improvements
- The expected timing of development, including the expected build-out of vacant lands and redevelopment of existing areas, to inform the timelines for capital improvements

Priority should be given to improvements in the West Transit Station Area.

Implementation of these improvements will be undertaken through the City and Region's Transportation Master Planning process, capital works programs and/or through the development approvals process.

The City should also amend the City's Parks Policy Plan to integrate the policies of the Secondary Plan and Urban Design Guidelines, if necessary.

13. Part E, Section 15.3 West District, is amended by deleting Schedule E6 Land Use Designations, and replacing it with Schedule C of this amendment (Schedule E6 Land Use Designations).
14. Part E, Section 15.3 West District, is amended by deleting Schedule E7 Land Use Designations, and replacing it with Schedule D of this amendment (Schedule E7 Land Use Designations).
15. Part E, Section 15.3 West District, is amended by adding the following new schedules after Schedule E7, attached as Schedules E, F, G and H of this amendment:
  - Schedule E6/7 (GO Transit Station Secondary Plan - Land Use)
  - Schedule E6/7 - A (GO Transit Station Secondary Plan - Building Heights)
  - Schedule E6/7 - B (GO Transit Station Secondary Plan - New Road Connections and Improvements)
  - Schedule E6/7 - C (GO Transit Station Secondary Plan - Public Realm and Active Transportation Plan)
16. Part F, Implementation and Framework, is amended as follows:
  - By adding a new Section 16.21 as follows:

**‘16.21 Secondary Plans**

Notwithstanding Part F, Section 16.20, the municipality may undertake a Secondary Plan Study for a defined area, and adopt a Secondary Plan for the subject area by way of amendment to the Official Plan. The approved Secondary Plan forms part of the Official Plan, and provides a more defined and refined land use planning framework and direction for the subject area than was provided before the amendment.’
  - By re-numbering existing Section 16.21 to 16.22.
17. Part F, Implementation and Framework, is amended by deleting Schedule F1 Parkland and Major Trails and replacing it with Schedule I of this amendment (Schedule F1 Parkland and Major Trails).

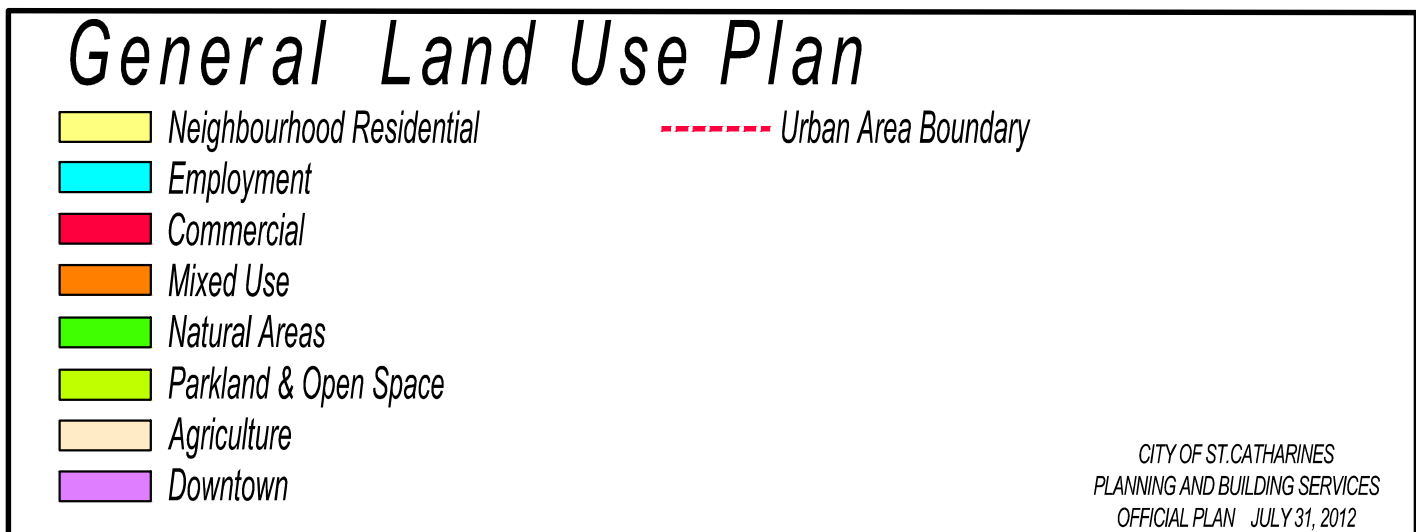
PART C – THE APPENDICIES

The following Appendices do not constitute part of the amendment to the Official Plan but are included as information supporting the amendment.

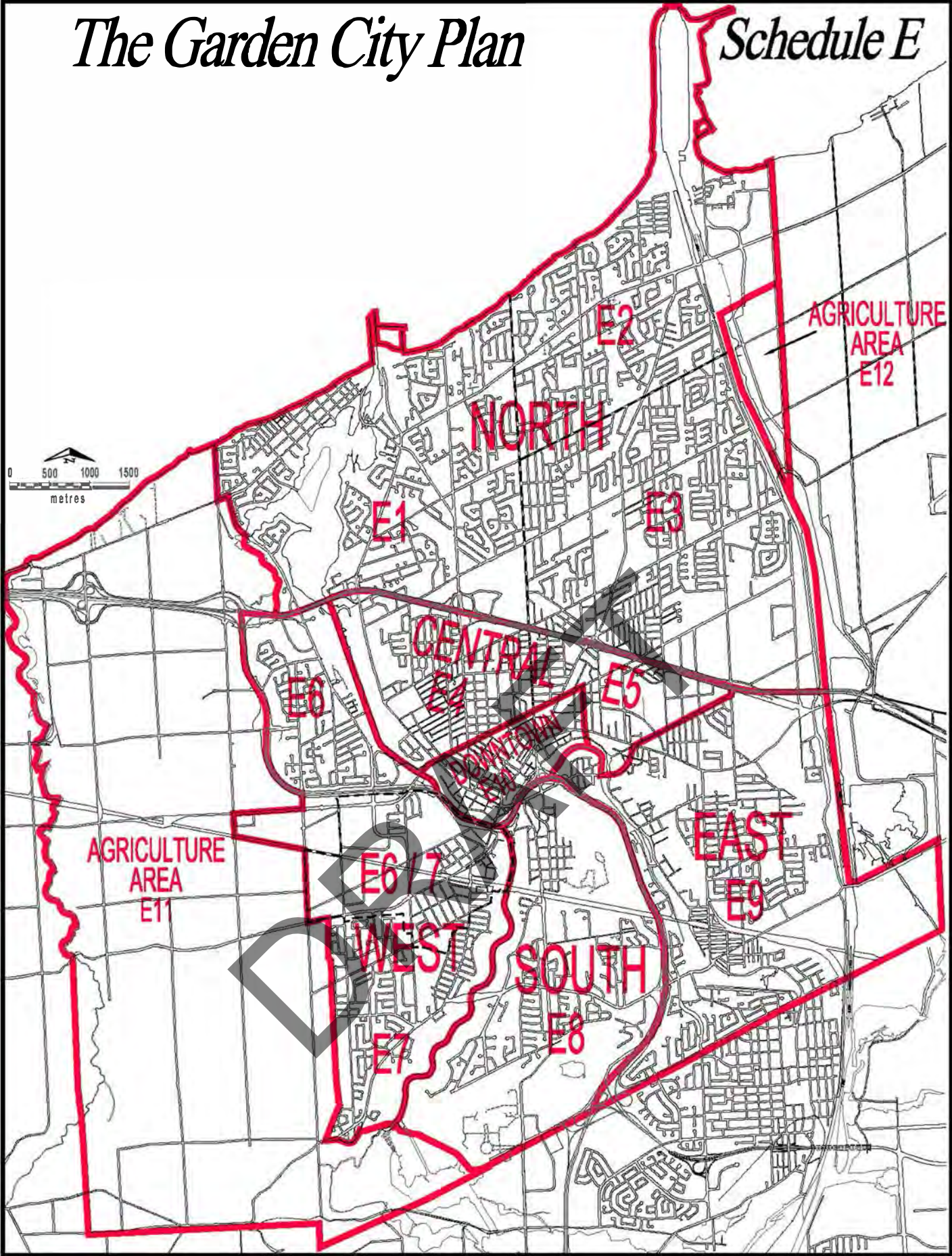
- Appendix 1            A copy of the “Public Notice” which outlines City Council’s intent to consider an amendment to the Official Plan to implement the GO Transit Station Secondary Plan.
- Appendix 2            A copy of the staff report which relates to the proposed Official Plan amendment.
- Appendix 3            Minutes of the Public Meeting held in the Council Chambers of City Hall on April 23, 2018.

DRAFT

## Schedule D1







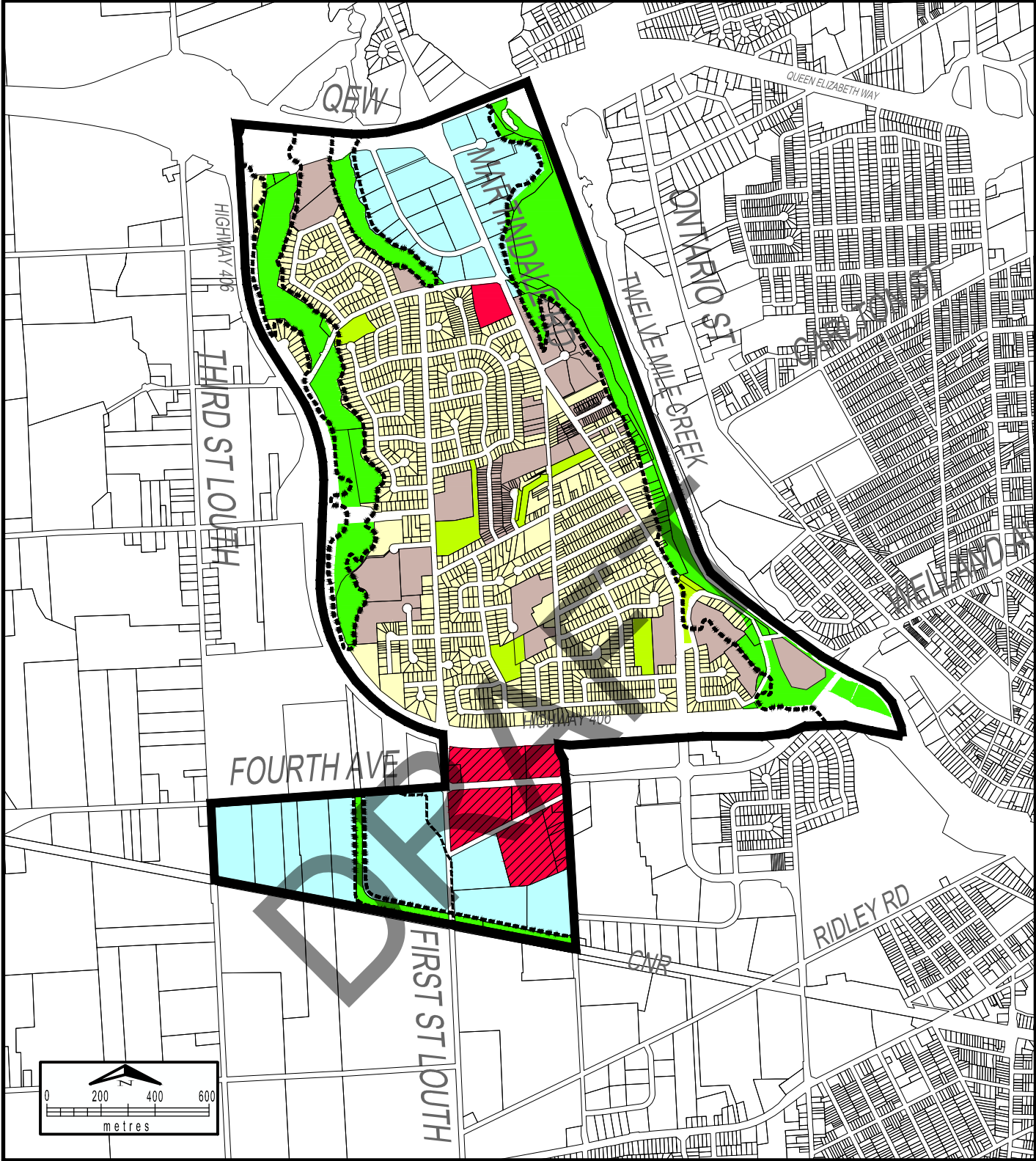
District Planning Areas - Index	
North District	See Schedule E1, E2, E3
Central District	See Schedule E4, E5
West District	See Schedule E6, E7; E6/7 A, B, C (GO TRANSIT STATION SECONDARY PLAN)
South District	See Schedule E8
East District	See Schedule E9
Downtown District	See Schedule E10
Agriculture Area District	See Schedule E11 & 12

CITY OF ST.CATHARINES  
PLANNING AND BUILDING SERVICES  
OFFICIAL PLAN JULY 31, 2012



The Garden City Plan

West Planning DistrictSchedule E6



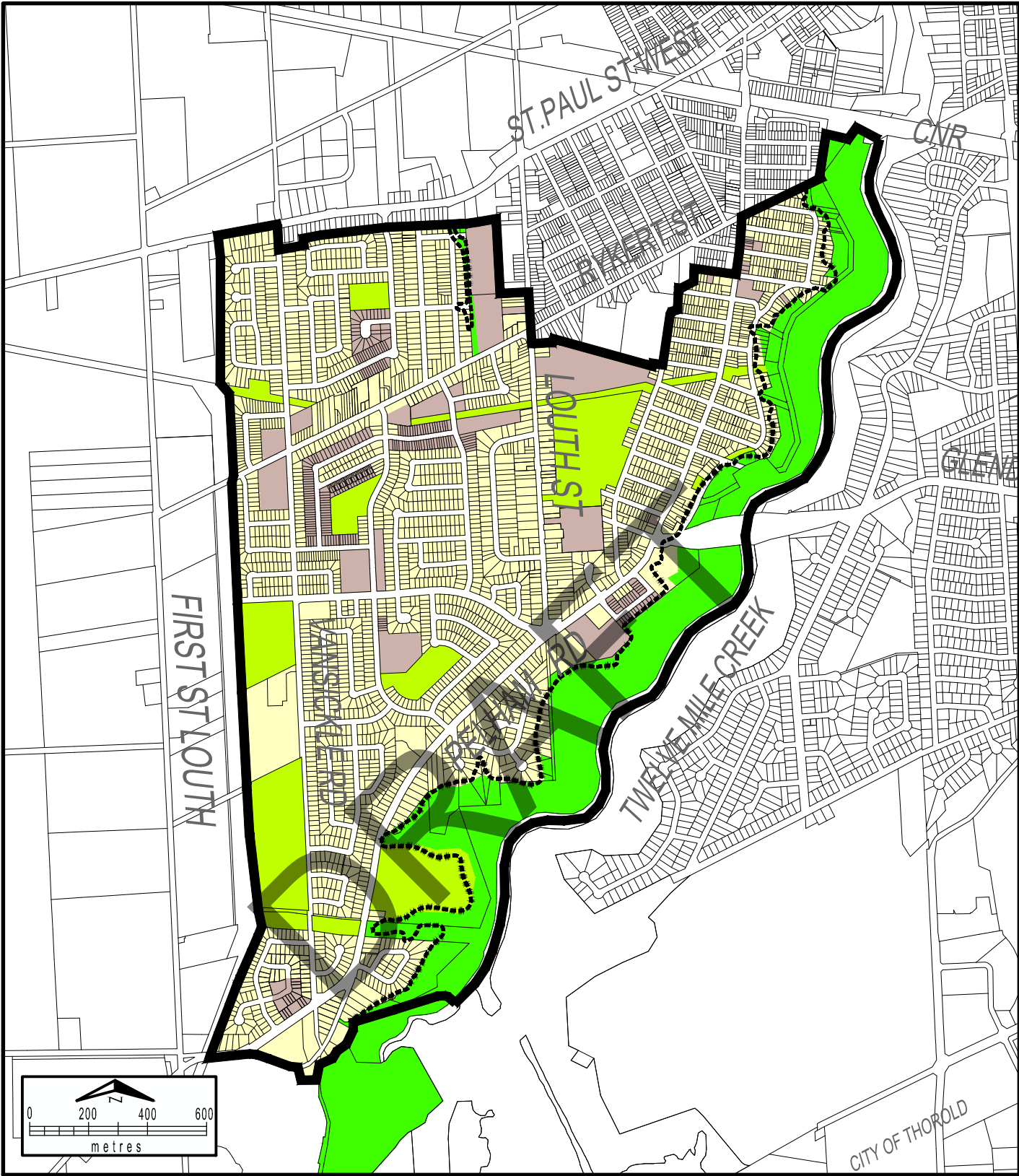
Land Use Designations

- Low Density Residential (20 to 32 units / ha)
- Medium Density Residential (25 to 99 units / ha)
- High Density Residential (85 units / ha or greater)
- Major Commercial
- Community Commercial
- Arterial Commercial

- Special Study Area
- Mixed Use
- General Employment
- Business Commercial Employment
- Parkland & Open Space
- Natural Areas
- Natural Area Extent Line

# The Garden City Plan

West Planning District Schedule E7



## Land Use Designations

- Low Density Residential (20 to 32 units / ha)
- Medium Density Residential (25 to 99 units / ha)
- High Density Residential (85 units / ha or greater)
- Major Commercial
- Community Commercial
- Arterial Commercial

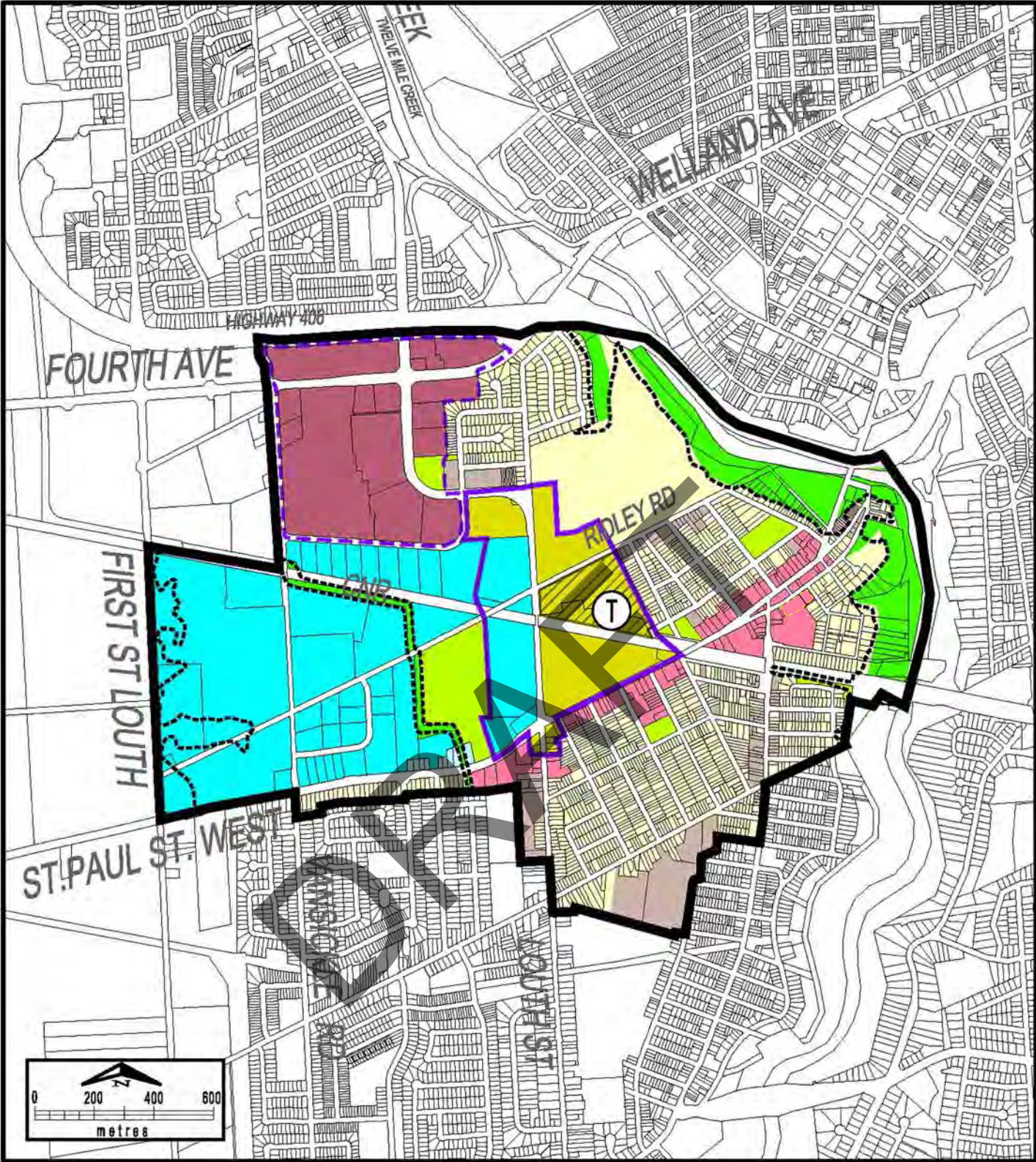
- Special Study Area
- Mixed Use
- General Employment
- Business Commercial Employment
- Parkland & Open Space
- Natural Areas
- Natural Area Extent Line

NOTWITHSTANDING LAND USE DESIGNATIONS SHOWN ON THIS SCHEDULE, THE USE OF LAND WITHIN OR ADJACENT TO THE NATURAL AREA EXTENT LINE MAY BE SUBJECT TO ADDITIONAL REGULATION OR RESTRICTION. REFER TO PART D, SECTION 13.2 NATURAL AREA POLICIES, ALSO SEE SCHEDULES F2, F3, F4 AND F5



The Garden City Plan

West Planning District -  
GO Transit Station Secondary Plan (GTSSP) Schedule E6/7



Land Use Designations

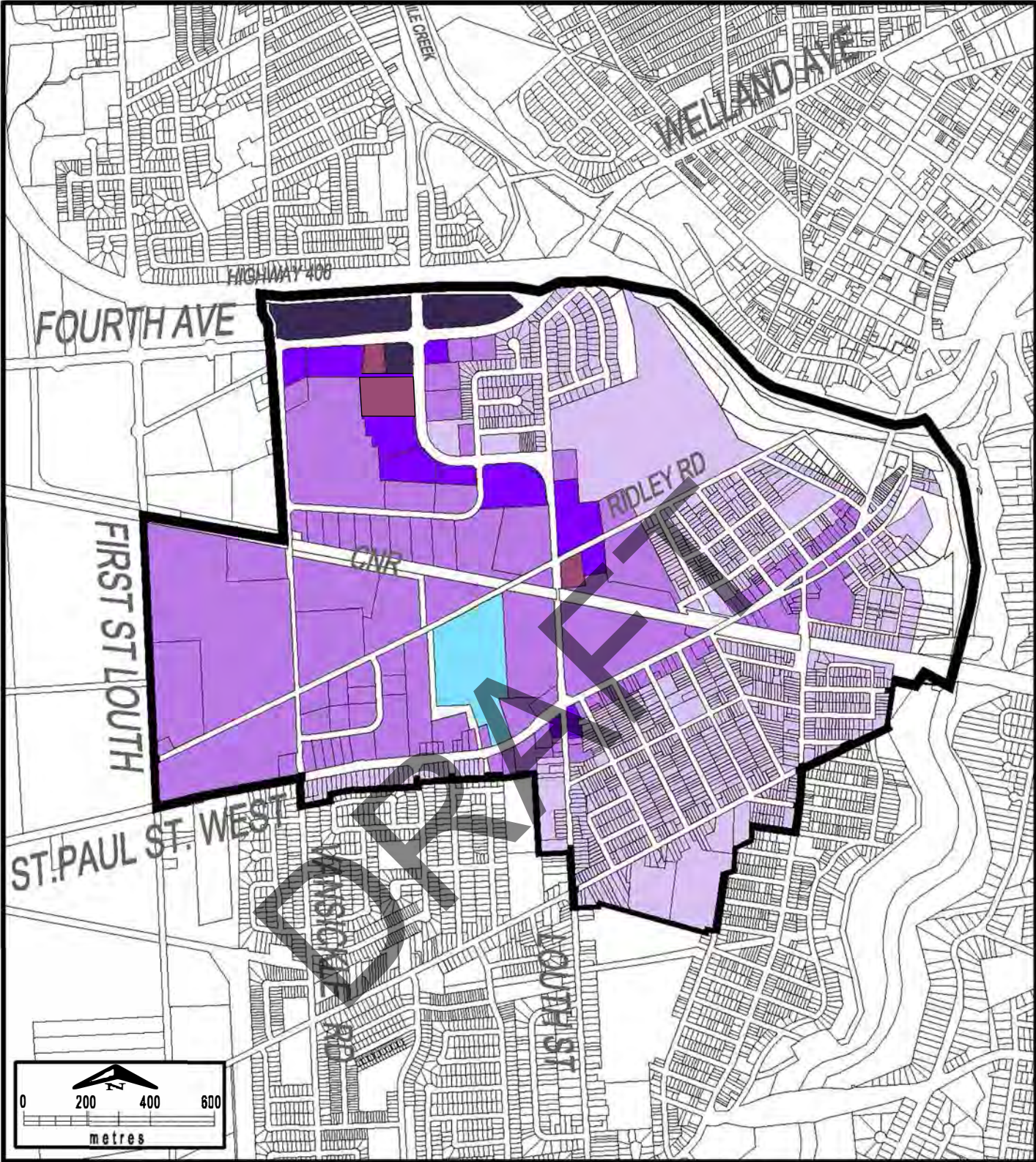
- |   |   |                              |
|---|---|------------------------------|
| Low Density Residential (20 to 32 units / ha)       | General Employment                        | Louth Centre Node            |
| Medium Density Residential (25 to 99 units / ha)    | Business Commercial Employment            | West Transit Station Area    |
| High Density Residential (85 units / ha or greater) | Parkland & Open Space                     | Transit Station Site Overlay |
| Major Commercial                                    | Natural Areas                             | Major Transit Station        |
| Community Commercial                                |   | Special Study Area           |
| Arterial Commercial                                 |   | Natural Area Extent Line     |
| Mixed Use 1   | GO Transit Station<br>Secondary Plan Area |                              |
| Mixed Use 2   |   |                              |
| Mixed Use 3   |   |                              |

NOTWITHSTANDING LAND USE DESIGNATIONS SHOWN ON THIS SCHEDULE, THE USE OF LAND WITHIN OR ADJACENT TO THE NATURAL AREA EXTENT LINE MAY BE SUBJECT TO ADDITIONAL REGULATION OR RESTRICTION. REFER TO PART D, SECTION 13.2 NATURAL AREA POLICIES, ALSO SEE SCHEDULES F2, F3, F4 AND F5



# The Garden City Plan

West Planning District -  
GO Transit Station Secondary Plan (GTSSP) Schedule E6/7 - A



## Building Heights

- 11 Metres (3 Storey)
- 16 Metres (4 Storey)
- 22 Metres (6 Storey)
- 35 Metres (10 Storey)
- 54 Metres (16 Storey)
- 68 Metres (20 Storey)

GO Transit Station  
Secondary Plan Area

\*HEIGHT REFERENCED IN STOREYS IS FOR CONVENIENCE PURPOSES ONLY.

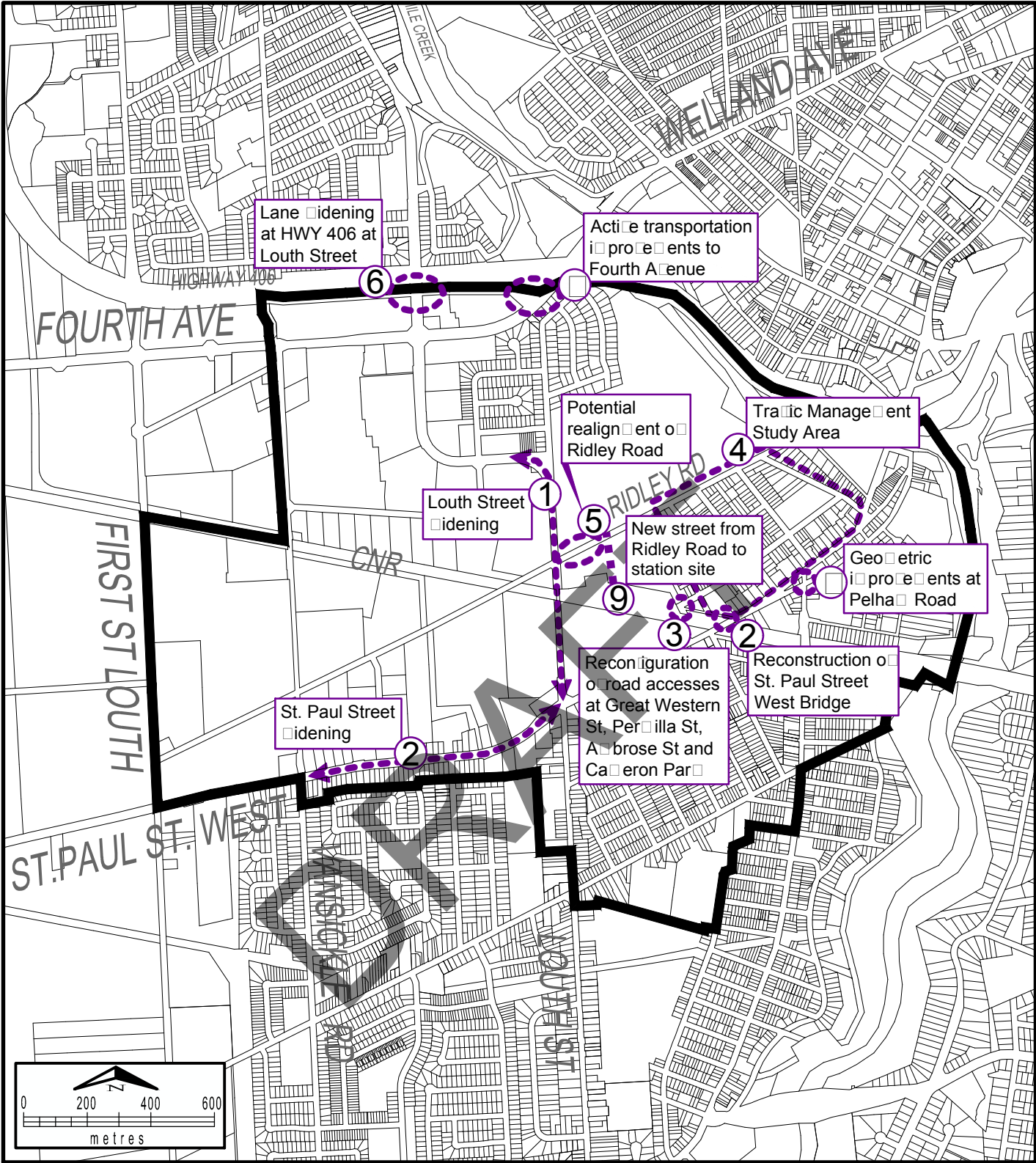
CITY OF ST. CATHARINES  
PLANNING AND BUILDING SERVICES  
OFFICIAL PLAN MAY 7, 2018

Note: Heights of buildings will generally not  
exceed those illustrated on this Schedule



The Garden City Plan

West Planning District -  
GO Transit Station Secondary Plan (GTSSP) Schedule E6/7 - B



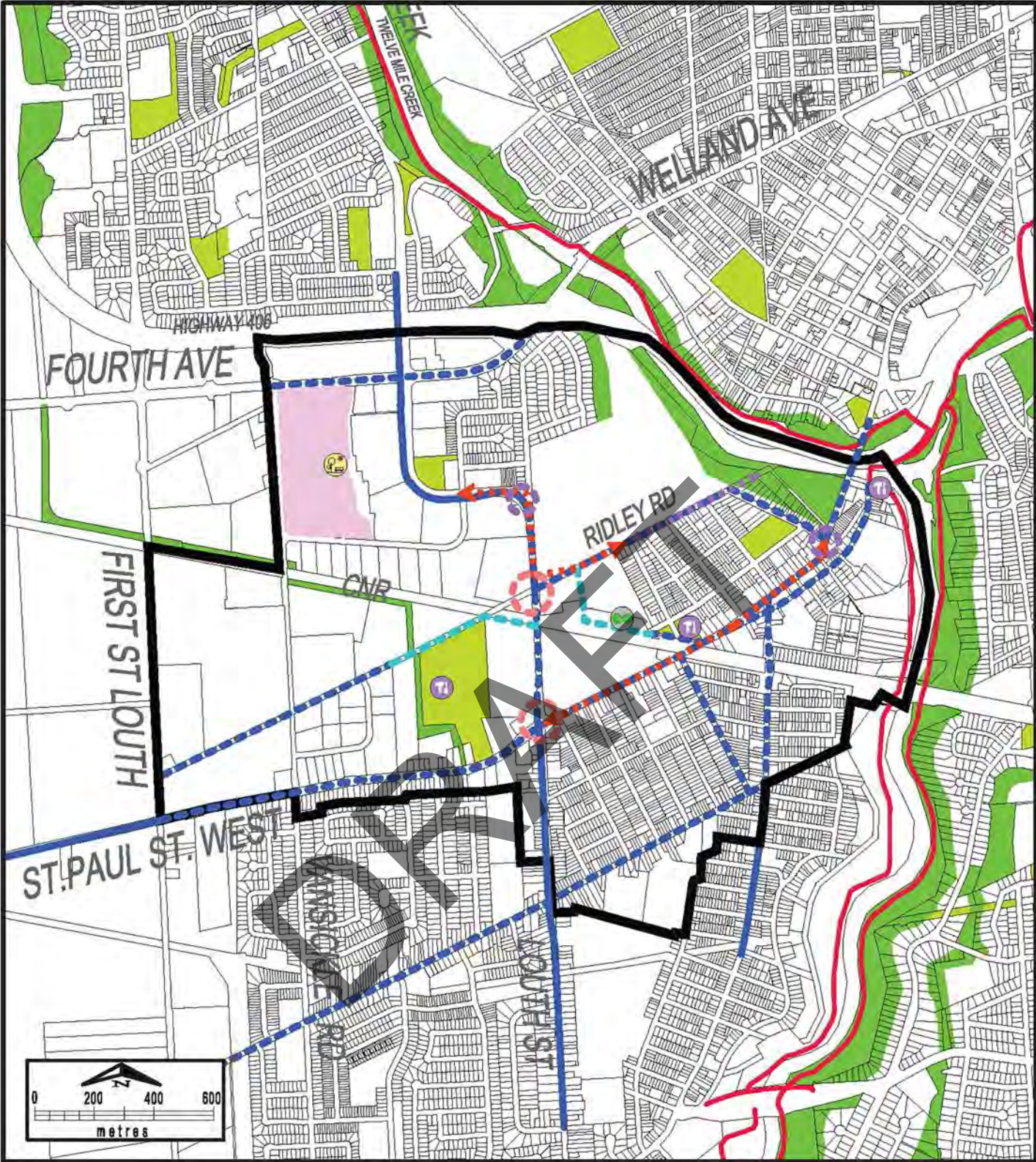
New Road Connections and Improvements

- Location of Improvement
- GO Transit Station  
Secondary Plan Area



The Garden City Plan

West Planning District -  
GO Transit Station Secondary Plan (GTSSP) Schedule E6/7 - C



Public Realm and Active Transportation Plan

- Major Streetscape Improvement

Minor Streetscape Improvement

Existing Multi-Use Trail (Off Road)

Planned Multi-Use Trail (Off Road)

Existing Multi-Use Trail (On Road)

Planned Multi-Use Trail (On Road)

Potential Street Grid Refinement
- Major Gateway

Minor Gateway

Potential New Public Space

Potential Public Space Improvement

GO Station Location

Natural Areas

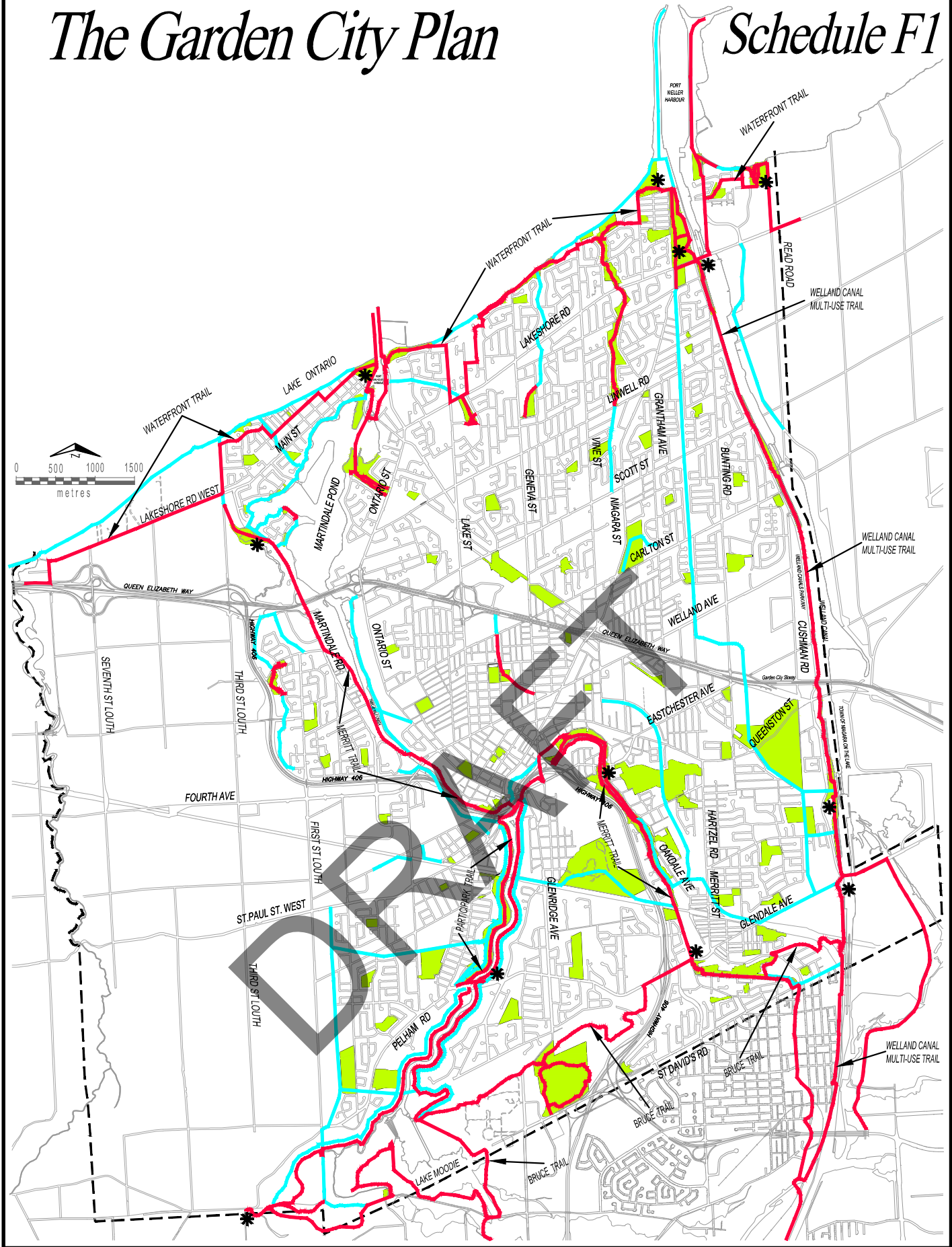
Parkland & Open Space

GO Transit Station  
Secondary Plan Area



The Garden City Plan




Schedule F1



Parkland and Major Trails

 PARKS

TRAIL SYSTEM

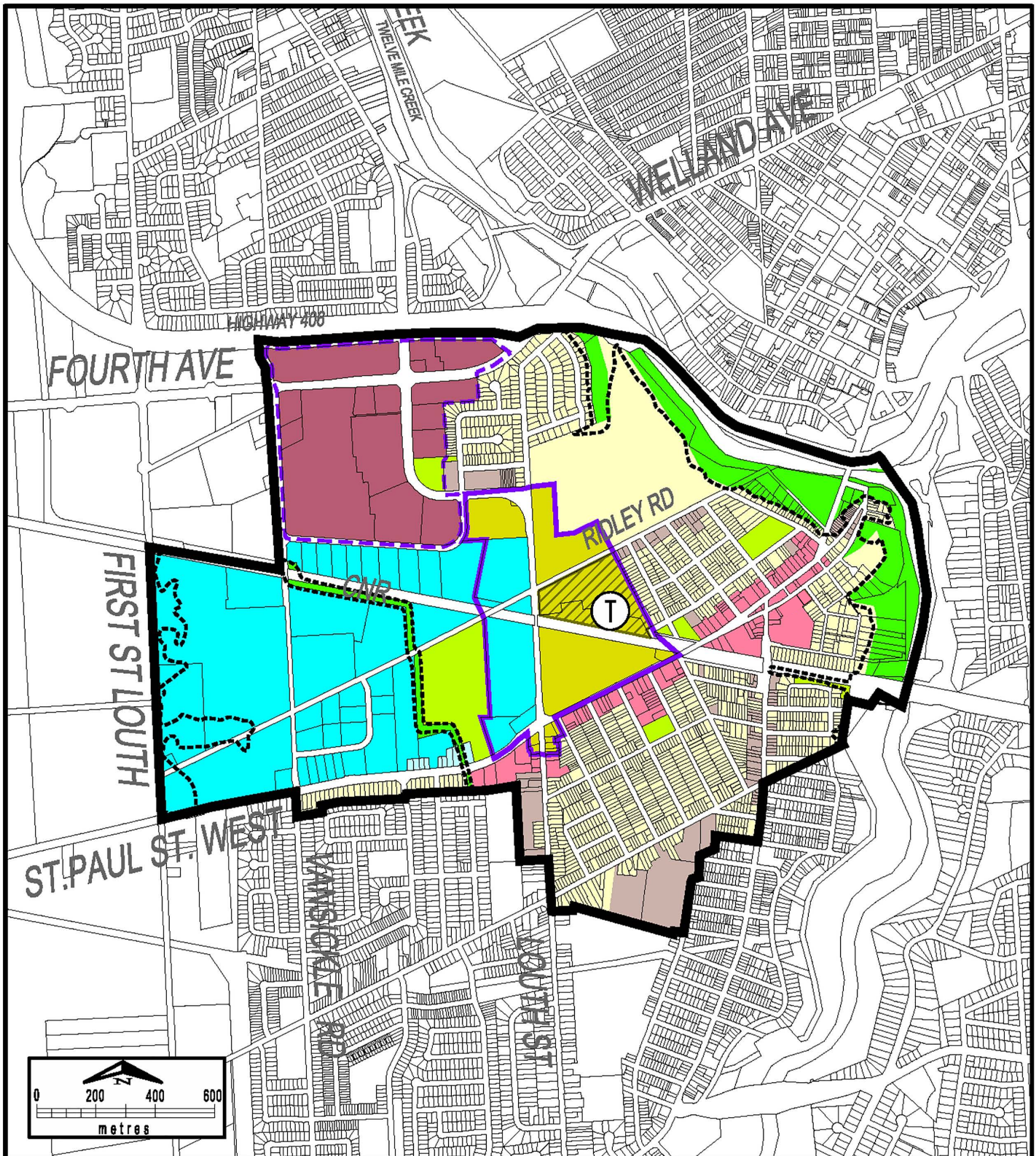
-  EXISTING TRAILS
-  FUTURE TRAILS  
( MAY INCLUDE EXISTING UNIMPROVED TRAILS, AND WHERE SHOWN ADJACENT TO AN EXISTING TRAIL MAY INDICATE FUTURE UPGRADE TO EXISTING TRAILS )
-  EXISTING & FUTURE STAGING AREAS

CITY OF ST.CATHARINES  
PLANNING AND BUILDING SERVICES  
OFFICIAL PLAN JULY 31, 2012



# The Garden City Plan

West Planning District -  
GO Transit Station Secondary Plan (GTSSP) Schedule E6/7



## Land Use Designations

- |   |  |                              |
|---|--|------------------------------|
| Low Density Residential (20 to 32 units / ha)       | General Employment                     | Louth Centre Node            |
| Medium Density Residential (25 to 99 units / ha)    | Business Commercial Employment         | West Transit Station Area    |
| High Density Residential (85 units / ha or greater) | Parkland & Open Space                  | Transit Station Site Overlay |
| Major Commercial                                    | Natural Areas                          | Major Transit Station        |
| Community Commercial                                |  | Special Study Area           |
| Arterial Commercial                                 | GO Transit Station Secondary Plan Area | Natural Area Extent Line     |
| Mixed Use 1   |  |                              |
| Mixed Use 2   |  |                              |
| Mixed Use 3   |  |                              |

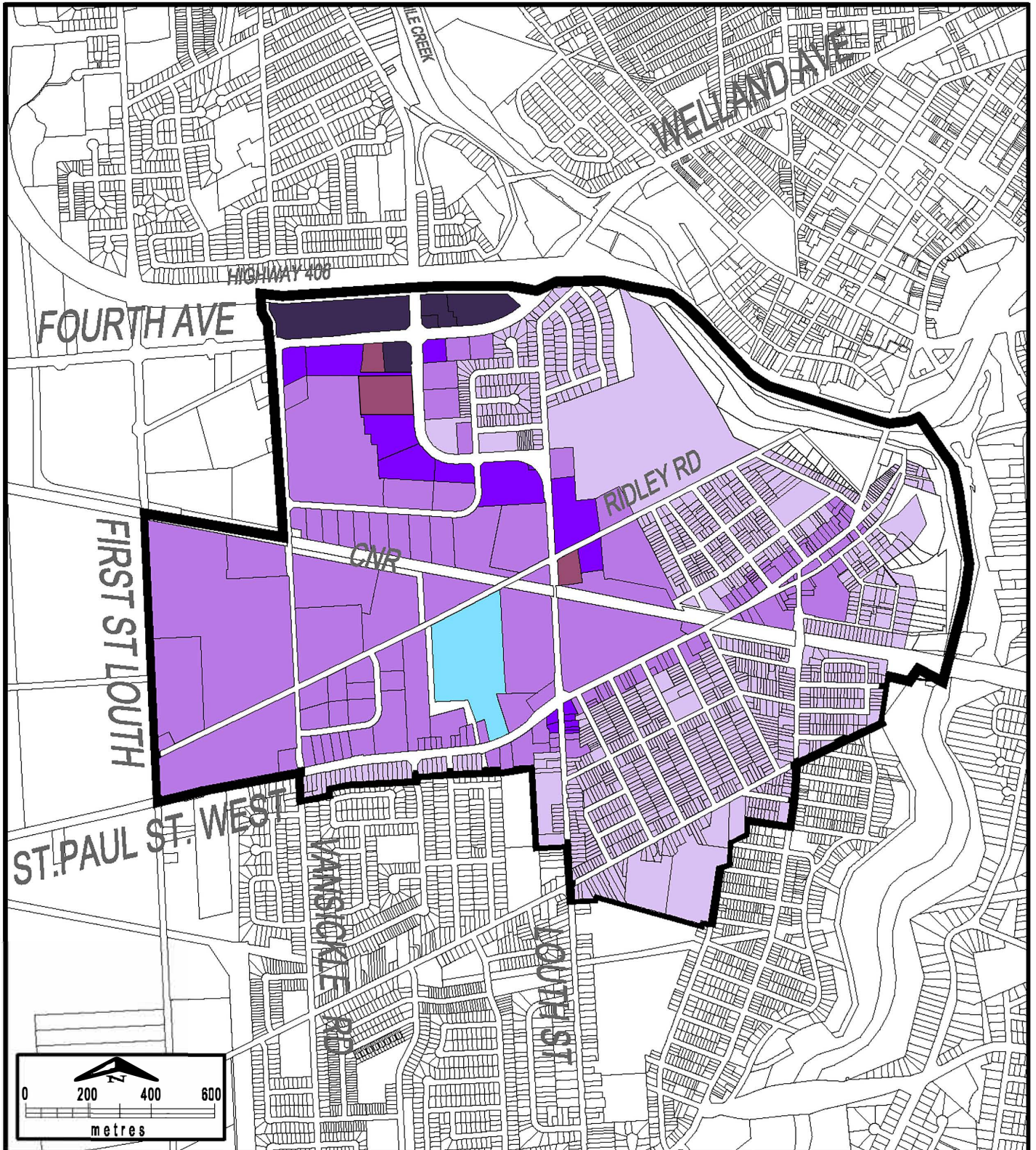
CITY OF ST. CATHARINES  
PLANNING AND BUILDING SERVICES  
OFFICIAL PLAN MAY 7, 2018

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# The Garden City Plan

West Planning District -  
GO Transit Station Secondary Plan (GTSSP) Schedule E6/7 - A



## Building Heights

- 11 Metres (3 Storey)
- 16 Metres (4 Storey)
- 22 Metres (6 Storey)
- 35 Metres (10 Storey)
- 54 Metres (16 Storey)
- 68 Metres (20 Storey)

GO Transit Station  
Secondary Plan Area

\*HEIGHT REFERENCED IN STOREYS IS FOR CONVENIENCE PURPOSES ONLY.

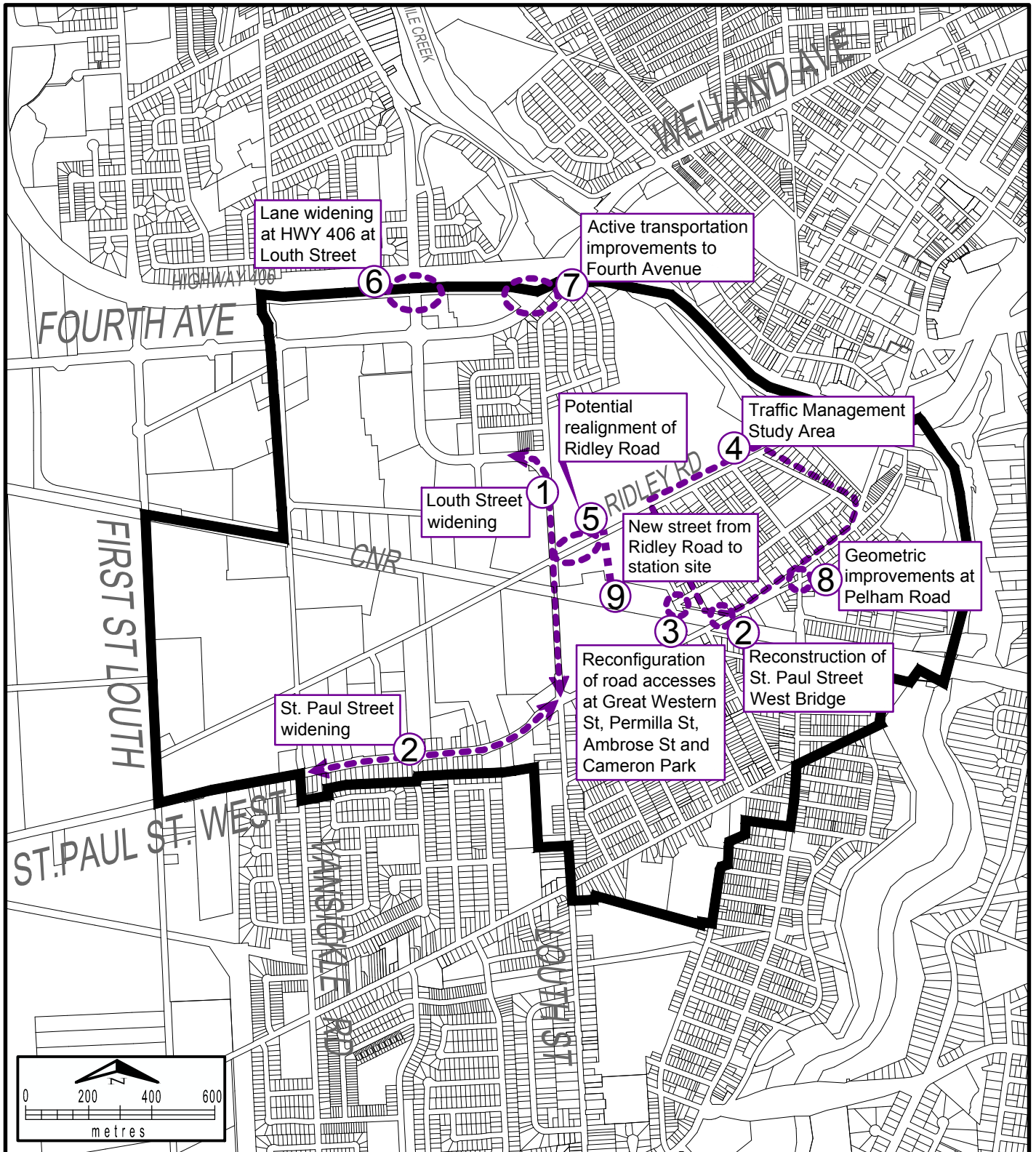
CITY OF ST. CATHARINES  
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OFFICIAL PLAN MAY 7, 2018

Note: Heights of buildings will generally not  
exceed those illustrated on this Schedule



# The Garden City Plan

West Planning District -  
GO Transit Station Secondary Plan (GTSSP) Schedule E6/7 - B



## New Road Connections and Improvements

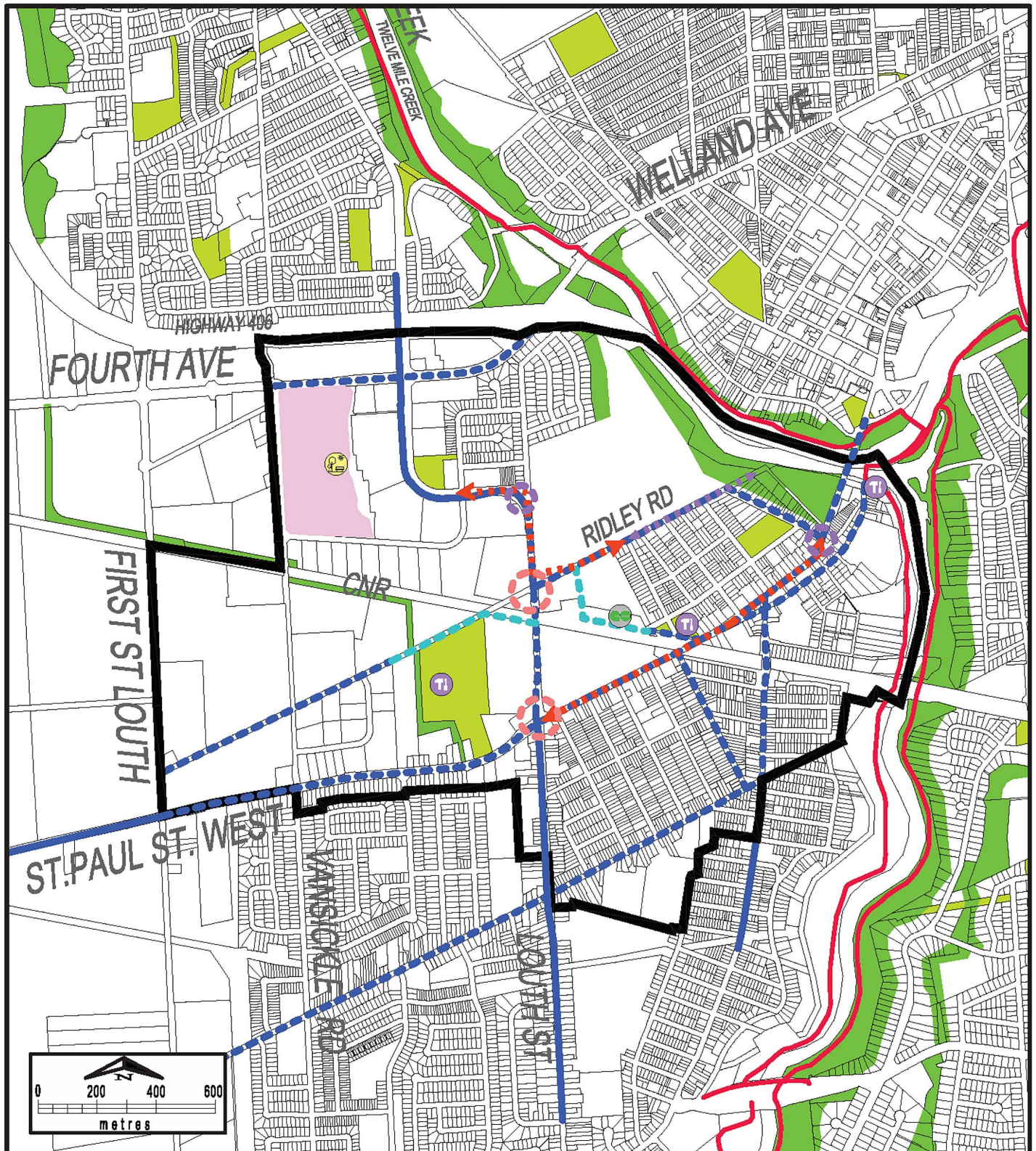
--- Location of Improvement

GO Transit Station  
Secondary Plan Area



# The Garden City Plan

West Planning District -  
GO Transit Station Secondary Plan (GTSSP) Schedule E6/7 - C



## Public Realm and Active Transportation Plan

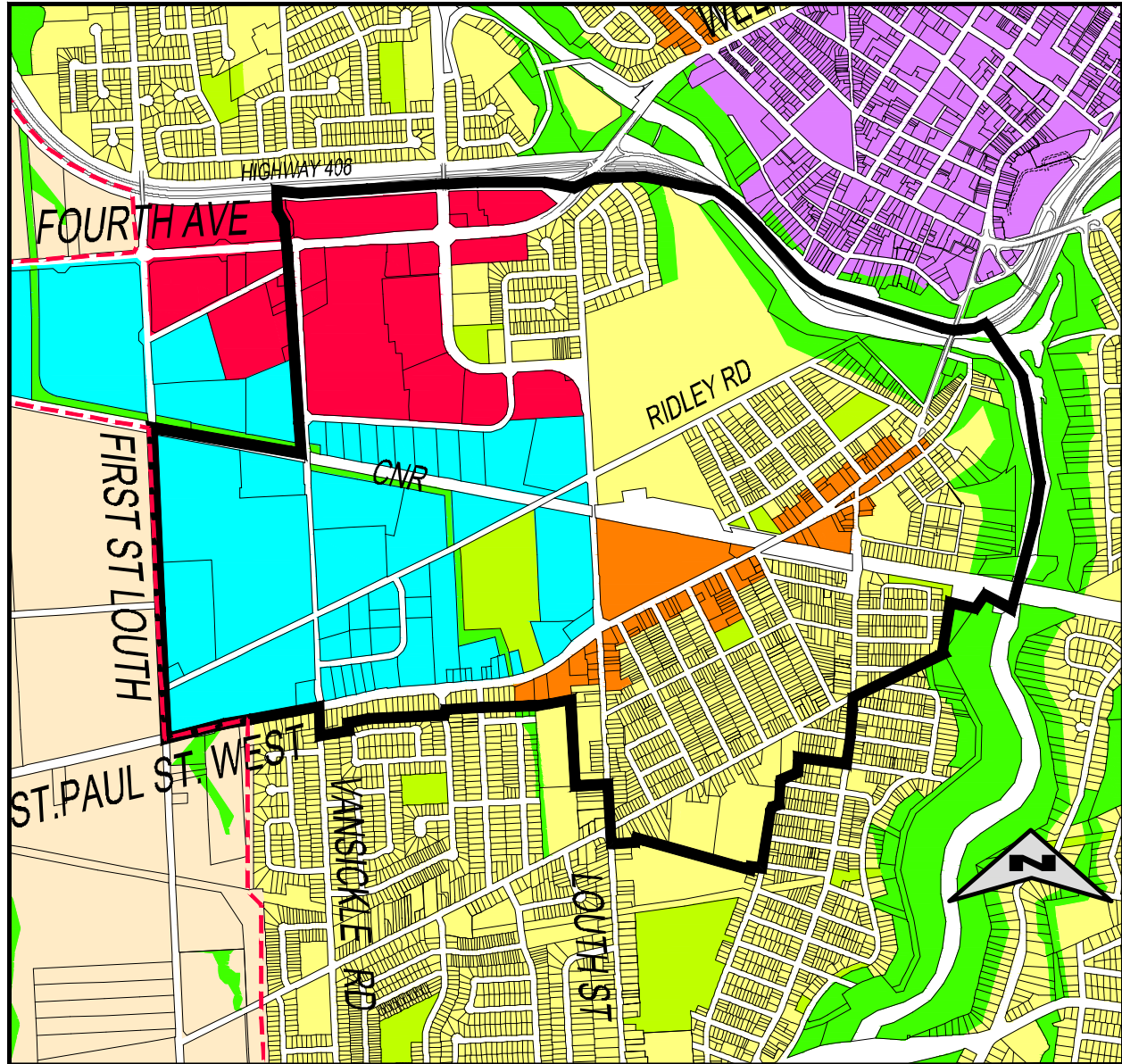
- |                                     |                                    |
|-------------------------------------|------------------------------------|
| Major Streetscape Improvement       | Major Gateway                      |
| Minor Streetscape Improvement       | Minor Gateway                      |
| Existing Multi-Use Trail (Off Road) | Potential New Public Space         |
| Planned Multi-Use Trail (Off Road)  | Potential Public Space Improvement |
| Existing Multi-Use Trail (On Road)  | GO Station Location                |
| Planned Multi-Use Trail (On Road)   | Natural Areas                      |
| Potential Street Grid Refinement    | Parkland & Open Space              |



GO Transit Station  
Secondary Plan Area












# Existing Land Use Designations

(The Garden City Plan - General Land Use Plan, Schedule D1)

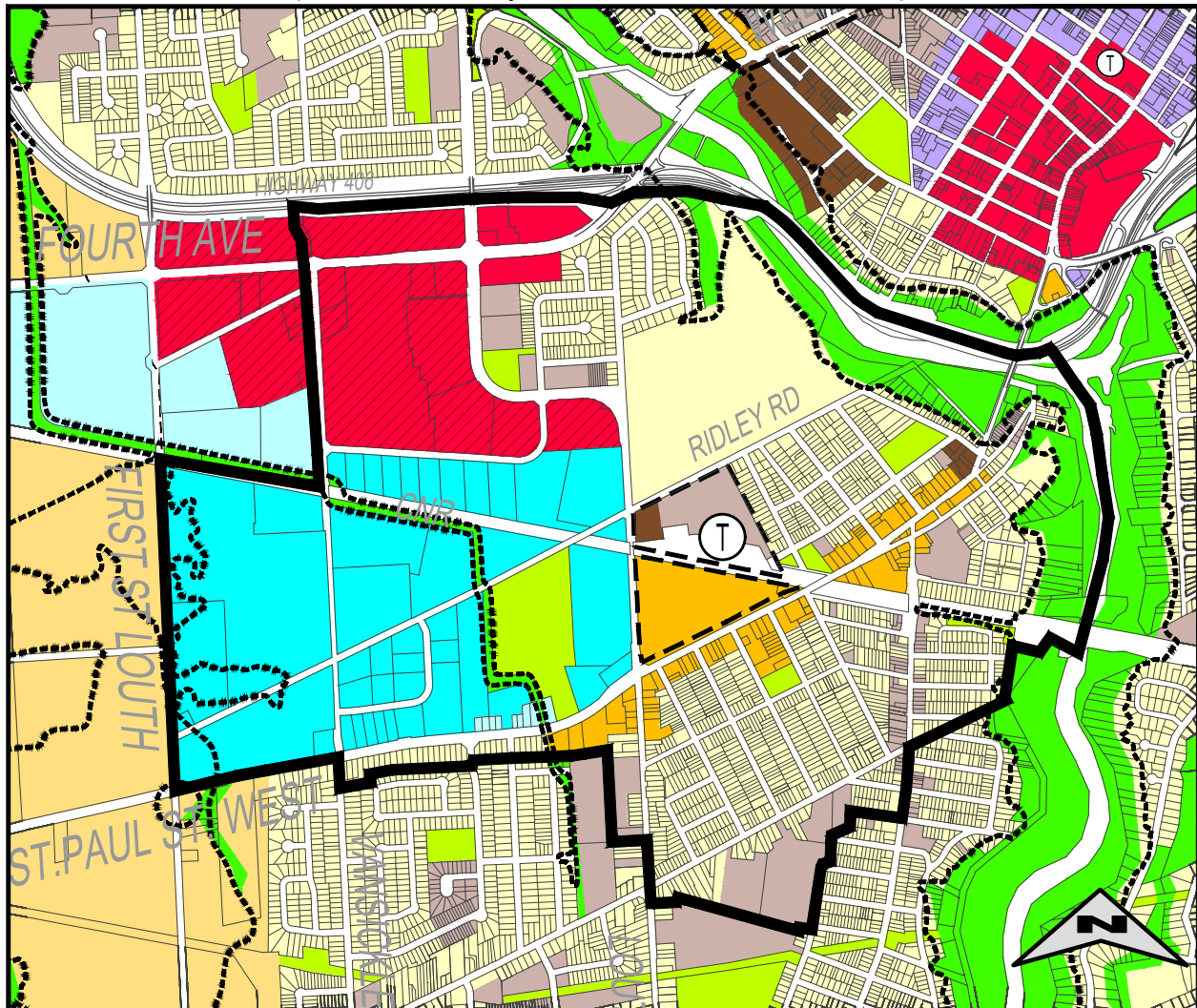




 Subject Lands  
 Secondary Plan Boundary
















Land Use Designations	
	Neighbourhood Residential
	Employment
	Commercial
	Mixed Use
	Natural Areas
	Parkland & Open Space
	Agriculture
	Downtown
	Urban Area Boundary

File: 60.33.190

## Existing Land Use Designations (The Garden City Plan - Part E 'District Plans')



 Subject Lands  
 Secondary Plan Boundary

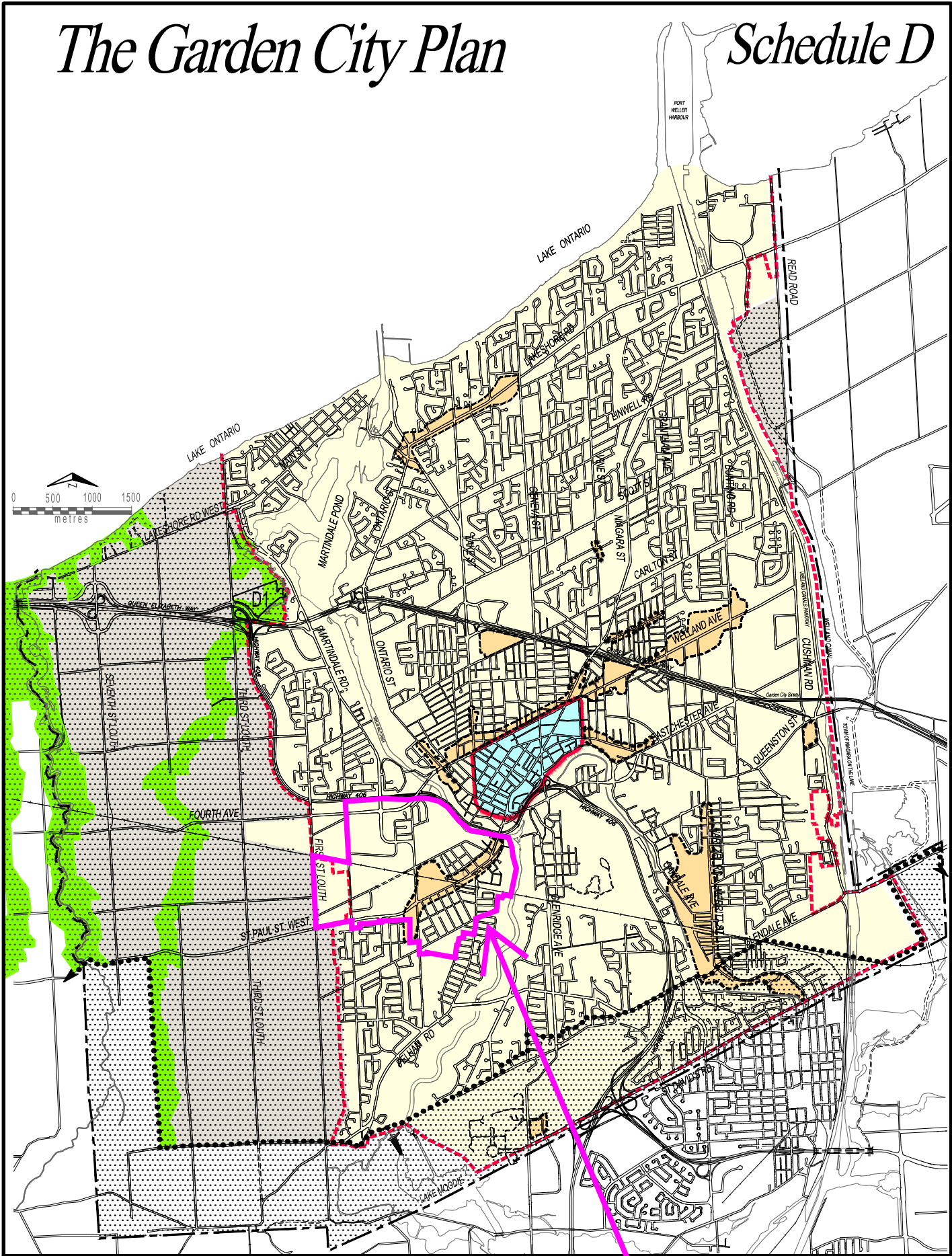
Land Use Designations	
 Low Density Residential	 Mixed Use
 Medium Density Residential	 General Employment
 High Density Residential	 Business Commercial Employment
 Major Commercial	 Parkland & Open Space
 Community Commercial	 Natural Areas
 Arterial Commercial	 Agriculture
 Major Transit Station	 Natural Area Extent Line
	 Special Study Area

File: 60.33.190



# The Garden City Plan

# Schedule D



## Municipal Structure

- Municipal Boundary
- Urban Area
- Provincial Greenbelt Plan Area
- Provincial Greenbelt Plan Area - Protected Countryside (Specialty Crop Area)
- Provincial Greenbelt Plan Area - Protected Countryside (Natural Heritage System)
- ..... Niagara Escarpment Plan Area
- Provincial Growth Plan - Limits of Built Boundary
- Provincial Growth Plan - Urban Growth Centre
- Intensification Areas

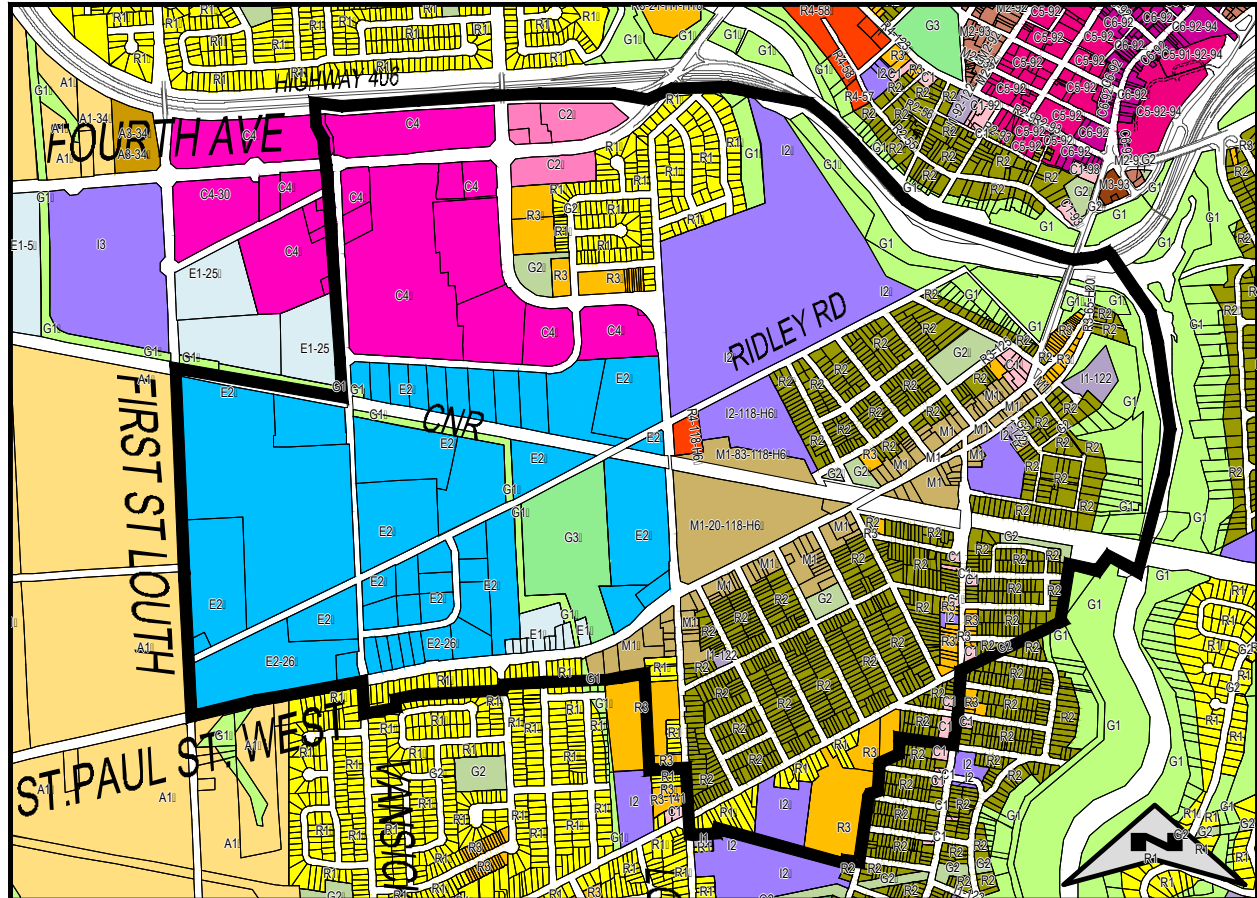
GTSSP Area

CITY OF ST.CATHARINES  
PLANNING AND BUILDING SERVICES  
OFFICIAL PLAN JULY 31, 2012



## Existing Zoning

(Schedule A - Zoning By-law 2013-283)



 Subject Lands  
 Secondary Plan Boundary

### Zones

<b>R1</b> Low Density Residential - Suburban Neighbourhood	<b>E2</b> General Employment
<b>R2</b> Low Density Residential - Traditional Neighbourhood	<b>M1</b> Medium Density Mixed Use
<b>R3</b> Medium Density Residential	<b>M2</b> Medium / High Density Mixed Use
<b>R4</b> High Density Residential	<b>M3</b> High Density Mixed Use
<b>C1</b> Local Convenience Commercial	<b>G1</b> Conservation / Natural Area
<b>C2</b> Community Commercial	<b>G2</b> Minor Green Space
<b>C3</b> Arterial Commercial	<b>G3</b> Major Green Space
<b>C4</b> Major Commercial	<b>I1</b> Local Neighbourhood Institutional
<b>C5</b> Downtown Commercial Core	<b>I2</b> Community Institutional
<b>C6</b> Downtown Traditional Main Street	<b>I3</b> Major Institutional
<b>E1</b> Business Commercial Employment	<b>A1</b> Agriculture
	<b>A2</b> Agriculture Only
	<b>A3</b> Agriculture Commercial / Industrial

File: 60.33.190

## GO TRANSIT STATION SECONDARY PLAN URBAN DESIGN GUIDELINES

### Table of Contents

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## CHAPTER 1 Introduction

### 1.1 GO Transit Station Secondary Plan

On \_\_\_\_\_, 2018 Council adopted Amendment No. 19 to establish and incorporate within the Official Plan the GO Transit Station Secondary Plan (GTSSP). The GTSSP establishes a land use plan, policies and implementation framework to guide the development and redevelopment of lands within the Plan Area.

The GTSSP is the result of, and implements, the St. Catharines GO Transit Station Secondary Plan Study (April 2018), which was prepared in coordination and consultation between the City of St. Catharines and the Region of Niagara. The Study was initiated in response to the Provincial government announcement of planned expansion of all day GO train service into Niagara Region, and the selection of the West Major Transit Station (former VIA Rail Station) at 6 Great Western Street in West St. Catharines as the hub of four transit stations to provide GO train facilities and service in the Niagara Region.

The GTSSP establishes a vision and planning framework to guide transit-oriented and connected development and redevelopment of lands within and in the vicinity of the transit station, and to facilitate and support the optimum use and function of the transit station and surrounding lands within the Secondary Plan Area.

#### 1.1.1 Secondary Plan Vision

Rapid transit expansion to St. Catharines will support growth and economic development for the City, Region and Province. The Secondary Plan Area is occupied by Ridley College, existing stable residential, large scale retail and industrial uses, and other smaller scale non-residential uses. The future GO Transit Station will elevate its role in the City structure and make the area a destination and transfer point for a significant portion of local, inter/intra-regional multi-modal trips.

Concentrated transit-supportive development in the area, particularly in close proximity to the transit station, will be a hub of activity, providing for a full range of residential, commercial, employment and community functions all coexisting in a mutually beneficial manner. Notwithstanding the change that the area will experience, existing stable residential, employment and institutional uses will be protected and enhanced through public realm improvements.

The station itself will define the area, being designed to integrate with the existing character while exemplifying high-quality iconic elements to represent its role as a key destination in the City. Existing connections will be improved and new connections will be developed to provide safe and convenient access to the station and from the station into the Downtown, employment areas, commercial areas, Ridley College and other key destinations for all modes of transportation.



### 1.1.2 Secondary Plan Objectives

The objectives to guide change in the GTSSP Area include:

#### 1. Support mixed use intensification throughout the Plan Area

The station area is being planned to accommodate significant population growth through transit-supportive development.

#### 2. Balance modes of movement and improve pedestrian connectivity to the Station

An enhanced public realm including improved cycling, pedestrian facilities and a finer-grained street network will prioritize non-auto movement and help connectivity between the GO Transit Station, other areas within the GTSSP and other areas within the City, including the Downtown.

#### 3. Create a well-designed and physically integrated transit station and hub

The West Major Transit Station is being planned as a transit hub, the origin, destination, and transfer point for a significant portion of trips through the Region. The station itself will exemplify design excellence, be a focal point for the community and operate as an activity hub, providing for a full range of transit facilities, uses and services.

#### 4. Protect existing stable neighbourhoods

Residential neighbourhoods play an important role in the vibrancy of the area by providing ground-related housing, an important component of housing choice. Since new development in the area will largely be in the form higher density rental and condominium apartments, it is of particular importance to recognize the existing surrounding low density stable residential neighbourhoods.

Existing residential areas will be maintained with low density residential use permissions, traffic management measures and enhanced by pedestrian realm improvements and new active transportation connections. To support livability, neighbourhoods should have easy access to a range of community amenities and parkland.

#### 5. Attract and accommodate a variety of employment uses

Employment uses serve an important role in the creation of complete communities and support economic prosperity. The Plan aims to accommodate existing employment uses and attract new employment functions. To help attract and accommodate a variety of employment uses, public realm improvements

should support economic attraction and transition uses should be introduced to manage land use compatibility.

#### 6. Maintain and leverage iconic presence of Ridley College and VIA Station buildings

Ridley College is an important institutional use within the Plan Area with a number of iconic buildings representing culturally significant historic architectural styles. In addition, the existing VIA Station is designated as a heritage railway station under the *Heritage Railway Stations Protection Act*. The station area will leverage the physical design and architectural elements of these iconic buildings to define a unique character for the area.

### 1.2 About the Urban Design Guidelines

The GO Transit Station Secondary Plan Urban Design Guidelines (“the Guidelines”) establish site, building and streetscape design expectations for both private and public sector development within area surrounding the future GO Transit Station site. The guidelines detail expectations for the arrangement, shape and appearance of new development to help manage the evolving built environment of the area and to direct these changes in a positive, sensitive manner.

The purpose of the Guidelines is to provide guidance for enhancing the character of the area, including both the private and public realm, and to help implement the Vision and Objectives of the Official Plan and GTSSP. The Guidelines are not intended to substantially restrict the creativity of designers in responding to the challenges of a given site. Rather, the Guidelines are intended to provide a degree of flexibility, allowing for a range of design styles and expressions which will contribute to creating a unique sense of place.

The Guidelines also address matters related to accessibility, access, entranceways, vehicular parking including structured parking, loading areas, bicycle parking and facilities, street furniture, wayfinding, low impact development and sustainability measures, and building height, massing and facades.

The GTSSP Urban Design Guidelines are to be read in conjunction with the urban design principles and policies established in Part C, Section 4 of the Official Plan and with the GTSSP, and where more specific and refined, will be the operative guidelines to direct public initiatives and private development and redevelopment within the Plan Area.

#### 1.2.1 Application of the Design Guidelines

The GO Transit Station Area Urban Design Guidelines will be utilized as follows:

### *Review of Development Applications*

The guidelines will outline minimum site layout and building design expectations for all developments which require planning approvals. This includes new building construction, major additions and new parking lots (via site plan control), as well as all other development applications. Development projects will be required to implement the guidelines prior to or as conditions of approval.

Major development projects may be required to submit an Urban Design Brief which outlines how the development proposal reflects the provisions on these guidelines and provides justification for any proposed deviations.

### *Design and Approval of Municipal Works*

The guidelines provide direction for the design and management of the public realm, including streets, sidewalks and public spaces, with a focus on creating a comfortable, beautiful, and pedestrian-oriented environment. These guidelines will be considered in the design and management of future public works within the GO Transit Station Area.

### *By-law Conflict*

Where there is a conflict between any of the design guidelines and the provisions of the zoning by-law, the zoning by-law shall prevail. The same applies to the sign by-law, or other relevant municipal by-laws.

### *Weight of Provisions*

The text of each guideline provision will generally include one of three weighted qualifiers. These qualifiers indicate priority and level of flexibility as follows:

**Shall:** The “shall” guidelines are mandatory and generally reflect policies taken directly from the Garden City Plan or that will be included in the zoning by-law. These guidelines are the least flexible and require substantial justification to change.

e.g. “GO parking **shall** be prohibited along the frontage of Ridley Road.”

**Should:** The “should” guidelines represent expected outcomes, but some flexibility and trade-offs may be appropriate on a case-by-case basis where a superior design may result. The “should” guidelines represent required elements for approval, unless good cause can be demonstrated to deviate.

e.g. “Large areas of uninterrupted surface parking **should** be avoided.”

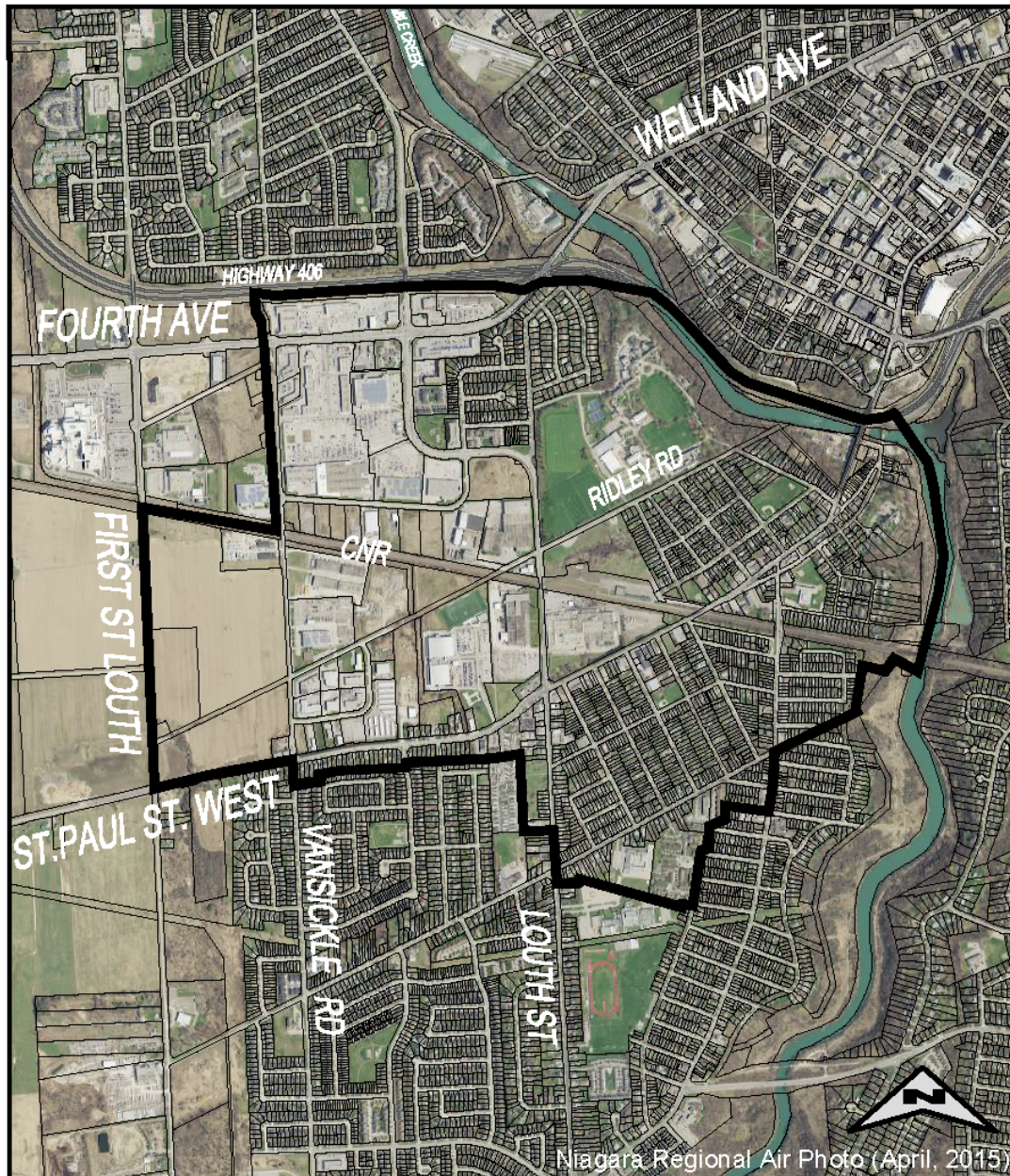
**Encouraged:** The “encouraged” guidelines do not need to be satisfied to obtain development approvals. These guidelines describe desirable outcomes which will be supported, but may not be appropriate or feasible on all sites.

e.g. “Minor variations in setbacks are encouraged to facilitate wider boulevards, accommodate public amenity space and create a more interesting.”



### 1.2.2 Study Area

The area subject to these guidelines aligns with the boundary of the GO Transit Station Secondary Plan Area as set out on Schedule E6/7 of the City's Official Plan, and as illustrated on Figure 1 below. The Area is centrally located within the West Planning District, and is comprised of approximately 335 ha land extending west from Burgoyne Bridge to Vansickle Road and First Street Louth, and south from Highway 406 to Rykert Street.



*Figure 1 Urban Design Guidelines Area*



## CHAPTER 2 Urban Design Improvements

The planned Public Realm Improvement and Active Transportation Network is depicted on Schedule E6/7 - C of the City's Official Plan and considers the following:

- a) Major Gateway Improvement areas;
- b) Minor Gateway Improvement areas;
- c) Major Streetscape Improvement areas;
- d) Minor Streetscape Improvement areas;
- e) Potential New Public Spaces;
- f) Potential Public Space Improvements; and,
- g) Active Transportation Connections.

### 2.1 Streetscape Improvements

Streetscape improvements are intended to provide direction for future enhancements to the key roads within the GTSSP, and apply to public land within the right-of-way. Three levels of improvement area contemplated in this Plan:

- a) Major streetscape improvements areas;
- b) Minor streetscape improvements areas; and,
- c) Potential street grid refinement areas.

#### 2.1.1 Major Streetscape Improvement Areas

Major streetscape improvements are proposed for Ridley Road (east of Louth Street), Louth Street (between Vintage Crescent and Ridley Road) and St. Paul Street West (between Louth Street and Henrietta Street). Key improvements should include tree plantings on both sides of the street to provide shade and comfort for pedestrians, improved lighting and occasional street furniture, as well as completion of the sidewalk and cycling infrastructure for Ridley Road and Louth Street.

Detailed concepts for each Major Streetscape Improvement Area, including road cross-sections, are included in Section 2.1 of the Guidelines.

#### 2.1.2 Minor Streetscape Improvement Areas

Minor streetscape improvements have been identified for Louth Street (between Ridley Road and St. Paul Street West) and Ambrose Street. Key improvements should include tree plantings on both sides of the street to provide shade and comfort for pedestrians, as well as completion of the sidewalk network and delineation of the bike route/lane along Louth Street.

## 2.2 Potential New Public Spaces and Public Space Improvements

Where new major mixed use development or redevelopment is planned, new public spaces should be provided to enhance the pedestrian environment and provide amenities for residents, employees and visitors. Where public spaces exist, improvements should be made to better serve the existing and planned community. Public spaces shall be inclusive and barrier-free to all users while including a mix of design elements such as enhanced landscaping, shade trees, ample seating, and public art. New public spaces should be located close to the street and be connected to the pedestrian network, including existing or planned transit stops.

## 2.3 Gateways

Gateways are intended to function as formal entranceways into the Secondary Plan Area and create a strong sense of place. Gateways include lands within the right-of-ways and all abutting lands. The GTSSP contemplates two levels of improvement:

- a) Major gateway improvement areas; and,
- b) Minor gateway improvement areas.

Gateways include lands within the right-of-ways and all abutting lands.

### 2.3.1 Major Gateway Improvement Areas

Major gateway improvements should include prominent signage, enhanced lighting, intensive landscaping (such as seasonal floral displays, tree planting), public art, cycling infrastructure and other types of public realm enhancements. Adjacent redevelopment should be designed to support the function of the gateway. Two major gateway improvement areas have been identified:

- **Ridley Road and Louth Street:** As the Transit Station Area develops, there will be an opportunity to create a Major Gateway at the corner tying into the GO Station itself and adjacent development. Currently this is the intersection of two streets with rural cross sections (without curb and gutter and sidewalks only on one side). In the future this intersection is envisioned to be one of two main focal points for the station hub area and utilize design excellence to elevate the profile of this area. These roads have been identified for major streetscape improvement as well. The streetscape and gateway improvements should be coordinated.

Future development shall consider the overall urban design intent and vision for the gateway intersection and reflect a human-scale form to improve the pedestrian quality of the streetscape. New development should be oriented close to the street edge and designed with active frontages such as retail and other entrances for an enhanced sense of place.

- **St. Paul Street West and Louth Street:** This is a major intersection within the Secondary Plan Area, as it connects two arterial streets quite close to the Transit Station Area. This intersection includes sidewalks (on all four sides), pedestrian refuge islands and clearly marked crosswalk areas. To develop the St. Catharines GO Station Area into a Transit Hub, the use of public art, iconic features, enhanced lighting, landscaping and tree plantings should be used to elevate this intersection to be a Major Gateway for the area. St. Paul Street West has been identified for major streetscape improvement. Louth Avenue north of St. Paul Street West has been identified for minor streetscape improvement. The streetscape and gateway improvements should be coordinated.

Future development surrounding shall consider the urban design intent of this gateway intersection and reflect a human-scale format to improve the pedestrian quality of the streetscape. New development should be oriented close to the street edge and designed with active frontages such as retail and other entrances for an enhanced sense of place.

### 2.3.2 Minor Gateway Improvement Areas

Minor gateway improvements should include a smaller scale of public realm enhancements, such as landscaping, public art, lighting and appropriately scaled wayfinding cues. The expectation is that Minor Gateway Improvements are for locations that require enhancements to address the public realm at prominent intersections, but would not necessarily imply prominent redevelopment opportunities on adjacent lands. Two minor gateway improvement areas have been identified:

- **St. Paul Street West and Henrietta Street:** The Burgoyne Bridge is a key connection to the Downtown core and provides a great opportunity to establish a gateway into the Plan Area. St. Paul Street has been identified for intensification and redevelopment, and the future development should consider the overall urban design intent and vision for this easterly gateway. St. Paul has also been identified as a major streetscape improvement area and all improvements should be coordinated to benefit the overall urban design of this important corridor.
- **Louth Street at Vintage Crescent/Benfield Drive:** The lands to the west of Louth Street between Fourth Avenue and Benfield Drive have been identified as an opportunity for intensification and redevelopment. The intersection of Louth Street at Vintage Crescent/Benfield Drive provides an opportunity for a northern gateway for the Transit Hub. Louth Street south of this intersection has been identified for streetscape improvements, as it will act as a key connection when accessing the Station Area from the north.

In addition, enhanced landscaping and tree plantings, pedestrian-scaled lighting, street furniture and new public spaces should be considered in these minor gateway improvement areas.

## 2.4 New Public Spaces

Schedule E6/7 - C of the Official Plan identifies one new public space west of Louth Street, south of Fourth Avenue, and east of Vansickle Road within the potential street grid refinement area. As redevelopment occurs on these lands, the need for parkland will be evaluated more specifically.

## 2.5 Public Space Improvements

Schedule E6/7 of the Official Plan identifies three potential public space improvements have been identified within the Secondary Plan Area, as follows:

- **Seymour Hannah Sports and Entertainment Centre** (north of St. Paul Street West and west of Louth Street, south of the rail line): This is a District Park and Playfield which has potential to accommodate additional amenities such as outdoor passive gathering spaces, picnic areas, public art and cultural heritage interpretations. Potential location of additional amenities includes south of the skateboard park, adjacent to the Haynes Cemetery or in the vicinity of Kiwanis Field.
- **Cameron Park** (north of St. Paul Street West and south of Permilla Street): As a result of the St. Paul Street West bridge reconstruction, access to Great Western Street may be eliminated or reduced to one way. At the time of the bridge re-design the City will consider the reconfiguration of Ambrose Street and Permilla Street in this area, as they relate to their connections to Great Western Street and the station site. As a result of potential closures and reconfigurations in this area, there is an opportunity to enlarge Cameron Park.

It is a priority of the Secondary Plan to see the use of Cameron Park maintained and improved. Any improvements at Cameron Park should improve pedestrian and cyclist connections between St. Paul Street West and the GO Station site, and may include a gateway or plaza component heralding the entrance to the GO Station. Currently a small baseball diamond exists at the park.

Cameron Park shall continue to function as a Neighbourhood Park with additional amenities such as paths, benches, outdoor passive gathering spaces, floral beds, public art and cultural heritage interpretations. Given its proximity to the GO Station site, particular opportunity exists at Cameron Park to develop interpretative and/or signage material related to St. Catharines rail history.

- **Trailhead at St. Paul Crescent & Participark Trail**: The GTSSP and Urban Design Guidelines identify active transportation connections throughout the Plan Area and to the Participark Trail. The Participark Trail travels along the west bank of the 12 Mile Creek through the Plan Area and connects over the creek to the



Merritt Trail system, at St. Paul Crescent. Although the City does not currently own land in this area besides the public road allowances, a formal trailhead in this location is desirable, with amenities such as benches, shelter, water filling stations, parking and restrooms if feasible. It shall be a priority to improve the effectiveness of signage and wayfinding to this location.

### CHAPTER 3 Urban Design Guidelines for the Public Realm

The primary existing land uses within the St. Catharines Secondary Plan Area include residential, industrial, institutional and commercial uses. Big box commercial uses dominate along Fourth Avenue and Louth Street. The major employer in the area is THK Rhythm Automotive Canada Limited. Two other major destinations include Ridley College and the Seymour Hannah Sports and Entertainment Centre.

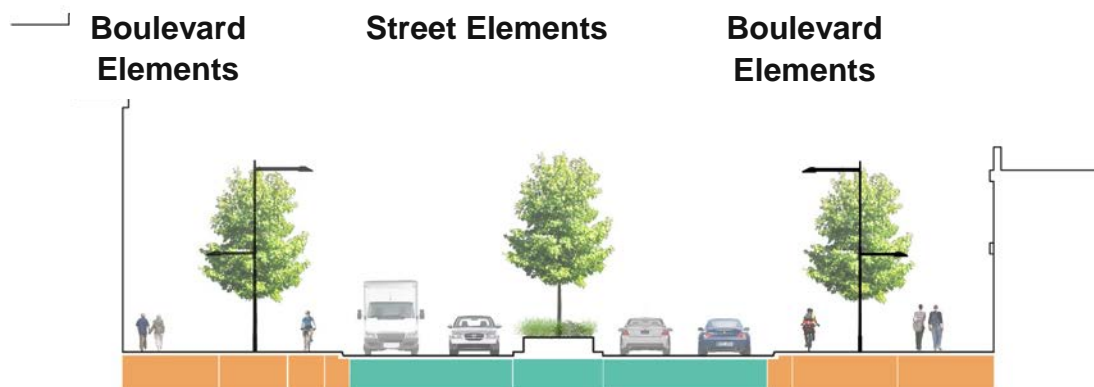
Large surface parking lots, big box retail, vacant and underdeveloped lots and small, poorly defined sidewalks result in an underdeveloped public and private realm that can be improved through implementation of the following key directions.

#### 3.1 Boulevard Design

Boulevards are the component of the public right-of-way from building face to street edge (see Figure 2 and Figure 3).

The design of the boulevard must accommodate pedestrian circulation and an attractive public realm. It should support its multi-purpose function; accommodating pedestrian circulation, adequate space for healthy tree growth, plants and other landscaping, bicycle parking, public art, transit shelters, street lighting, signage, street furniture, utilities and adequate space for commercial and social activity.

Within the Plan Area the boulevard width should reflect the character and function of the street. Where insufficient space exists within the right-of-way to achieve the minimum recommended boulevard width (see specific street cross sections), a combination of measures should be explored including setting buildings back at-grade and reduced lane widths.



*Figure 2 Boulevard and Street Elements*

Development of these zones should adhere to the following guidelines:

### ***Patio and Marketing Zone***

- Elements that may be located within this zone include private seating areas, planters, signage<sup>1</sup>, and temporary retail displays. In areas with retail at grade, this zone should be wider to accommodate active at-grade uses.
- Elements within the patio and marketing zone should not impede the pedestrian clearway in any manner.
- Overhanging signage and awnings can be installed if they do not impede pedestrian travel in any manner and meet local signage regulations.

### ***Pedestrian Through Zone***

- Pedestrian through zones shall have a minimum unobstructed width of 2.0 to 3.0 metres for sidewalks on Louth Street, St. Paul Street West and Ridley Road (where appropriate). Minimum widths for sidewalks on local roads are 1.5 metres and 1.8 metres for sidewalks with curbface.
- Pedestrian through zones may include demarcated areas along sidewalks where vehicles may encounter pedestrians along their route (i.e. at drive aisles, crosswalks and intersections). In this case the use of accent paving should be followed.
- Pedestrian through zones should be provided on both sides of the road.
- Should be designed to meet all AODA standards and be unobstructed both horizontally and vertically.
- Constructed of solid, stable, and textured material, such as concrete.

### ***Planting and Furnishing Zone***

- The width of the planting and furnishing zone may range between 1.0 to 3.0 metres depending on available space.
- The planting and furnishing zone will contain street furniture, street trees, street lighting and other fixed objects.
- In hardscaped areas, trees should be planted in continuous tree trenches utilizing soil cells to encourage longevity and viability. Soil cells can be extended under on street parking, multi-use paths and bike facilities where soil volume is critical.
- No elements located within the planting and furnishing zone should impede travel within the adjacent pedestrian through zone.
- The planting and furnishing zone can be hardscaped or softscaped or include a

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<sup>1</sup> Sign variance would be needed to locate signage into the road allowance.

mix of both types of landscaping.

- The planting and furnishing zone should be located a minimum of 0.5 metres to a maximum of 1.2 metres from on-street parking.
- Snow storage will likely occur in this area and all elements should be designed to accommodate and withstand snow loading.
- Tree planting and landscaping should be optimized to provide sun protection and reduce heat island effect.

### Edge Zone

- Located next to the curb.
- Should be a hard surface contiguous with the grade of the planting and furnishing zone. Should be constructed of durable materials appropriate for snow storage and street cleaning.
- Should not overlap with cycling facilities.
- May be designed with decorative paving.

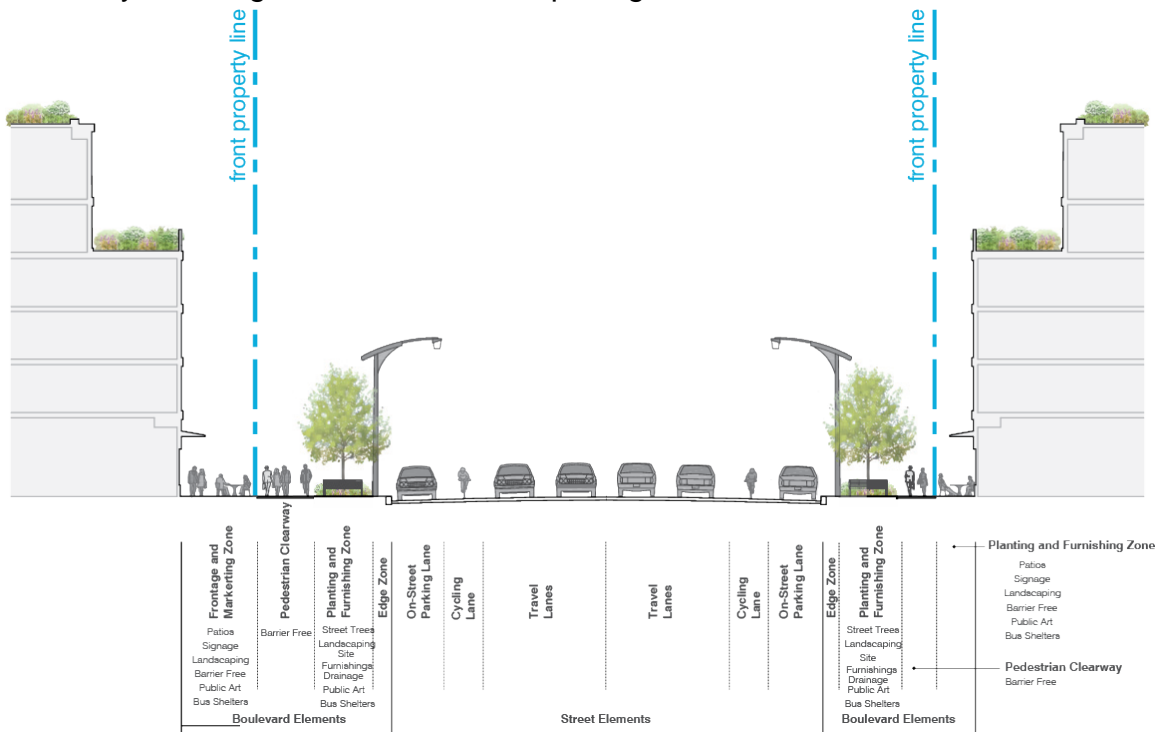


Figure 3 Example of typical street and boulevard elements within general right-of-way.



## 3.2 Cross Sections

### 3.2.1 Ridley Road and Ridley Road West

Ridley Road will be a defining street within the Plan Area shaping the northern boundary of the Transit Station Area. Its proximity to both Ridley College and the GO Station requires that the future design of this street aligns with a mutual vision for the area.

Existing land uses abutting Ridley Road include Low Density Residential uses and Institutional uses in the form of Ridley College. Along Ridley Road West, abutting land uses include Industrial, Business Industrial, Recreation and Open Space, a Natural Open Space System, and some vacant lands abut Ridley Road West.

Ridley Road, east of Louth Street, has been envisioned as a key pedestrian corridor and will feature major streetscape improvements to create a high standard of design and improve accessibility for pedestrians, cyclists, and vehicles. A major gateway has been planned at the intersection of Ridley Road and Louth Street to enhance the prominence of the station, and should include appropriate gateway treatments as identified in Section 5.3.1.1 Gateway Features.

Since 1889 Ridley College has served a unique academic function in St. Catharines. Improving Ridley Road would provide a stronger public presence for the school. Redesign of the street should announce and celebrate the presence of both the adjacent GO Transit Station and Ridley College.

Ridley Road has a planned 20 metre public right-of-way as illustrated on Figure 4. The location of boulevard and street elements should be provided as illustrated. The following includes supportive design recommendations:

- The intersection of Ridley Road and Louth Street should be strongly considered for signage and wayfinding as well as public art.
- GO parking shall be prohibited along the frontage of Ridley Road.
- Public art should reflect the history of Ridley College and St. Catharines as a growing city, adding to the identity and profile of the community.
- Public art should not interfere with the pedestrian through zone or vehicular traffic.
- Decorative lighting should be considered and used as appropriate.
- Decorative lighting should be located within the planting and furnishing zone.

- Where appropriate consolidate signage, wayfinding and public art within the decorative lighting pole.
- Accommodate a pedestrian clearway / sidewalk of 2.5 metres on both sides of the street.
- Accommodate a planting and furnishing and edge zone of 2.5 metres on both sides of the street.
- Accommodate vehicle travel lanes of 3.25 metres in both directions.
- Accommodate dedicated cycling lanes of 1.5 metres with .25 metre buffers on both sides of the street.
- Protect existing mature trees during construction.

A multi-use trail connection is planned between Ridley Road West, at its current terminus, and Louth Street, south of the rail tracks.

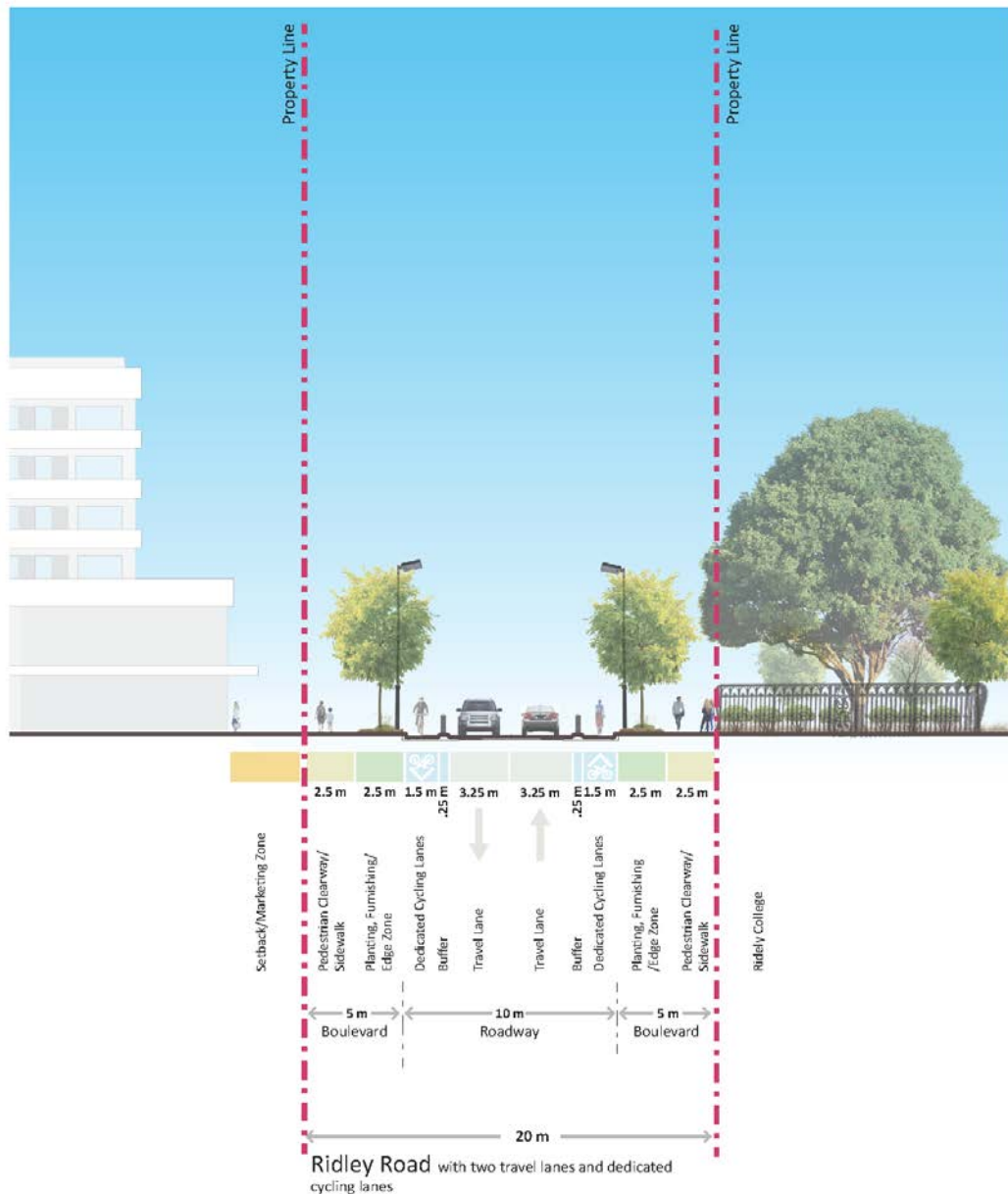


Figure 4 Cross Section - Ridley Road

### 3.2.2 Louth Street

Louth Street defines the western boundary of the Transit Station Area. Louth Street is intended to accommodate significant mixed use development. Currently to the north of St. Paul Street West, transportation modelling shows Louth Street is experiencing maximum vehicle capacity and is in need of streetscape improvements.

Existing land uses abutting Louth Street include Medium Density Residential, Low Density Residential, Institutional, Industrial, Commercial, and vacant land. Future land uses abutting Louth Street as per the Secondary Plan will include a variety of intensities of mixed use, employment uses, and low and medium density residential uses.

Louth Street abuts the Transit Station Area at its intersection with Ridley Road, and intersects with the rail corridor just south of Ridley. Active transportation is accessible along Louth Street north of Crestcombe Road, and south of St. Paul Street West. Future plans for the street include an extension of the active transportation corridor south of Crestcombe Road to St. Paul Street West with the aim to improve overall network connectivity (including bike lanes and pedestrian oriented street design).

Major streetscape improvements have also been planned along Louth Street, between Village Crescent and Ridley Road, and minor streetscape improvements between Ridley Road and St. Paul Street West to improve the character of the street and accessibility for multiple modes of transportation.

Three future gateways have been identified along Louth Street. These include one minor gateway at Crestcombe Road and major gateways at both Ridley Road and St. Paul Street West. Gateway design should adhere to the guidelines identified in Section 1.1. Gateways.

Excluding the patio and marketing zone, the design of Louth Street is to be accommodated within a 26 metre right-of-way as illustrated on Figure 5. The following provide specific design recommendations for Louth Street:

- Provide a pedestrian clearway / sidewalk of 2.0 metres on both sides of the street;
- All sidewalks should be constructed of brushed concrete and should be barrier-free;
- Provide planting, furnishing, and edge zones of 2.75 metres that include street trees and other vegetation;
- Provide one vehicle travel lane of 3.25 metres in each direction;
- Dedicated buffered cycling lanes of 1.5 metres with .25 metre buffers on both sides of the street;
- Facilitate pedestrian oriented street design to slow vehicles down and provide safe



- and attractive pedestrian crossings to access the GO Station; and
- Feature paving should be used to delineate areas of pedestrian priority at the Vintage Crescent, Ridley Road and St. Paul Street West intersections.

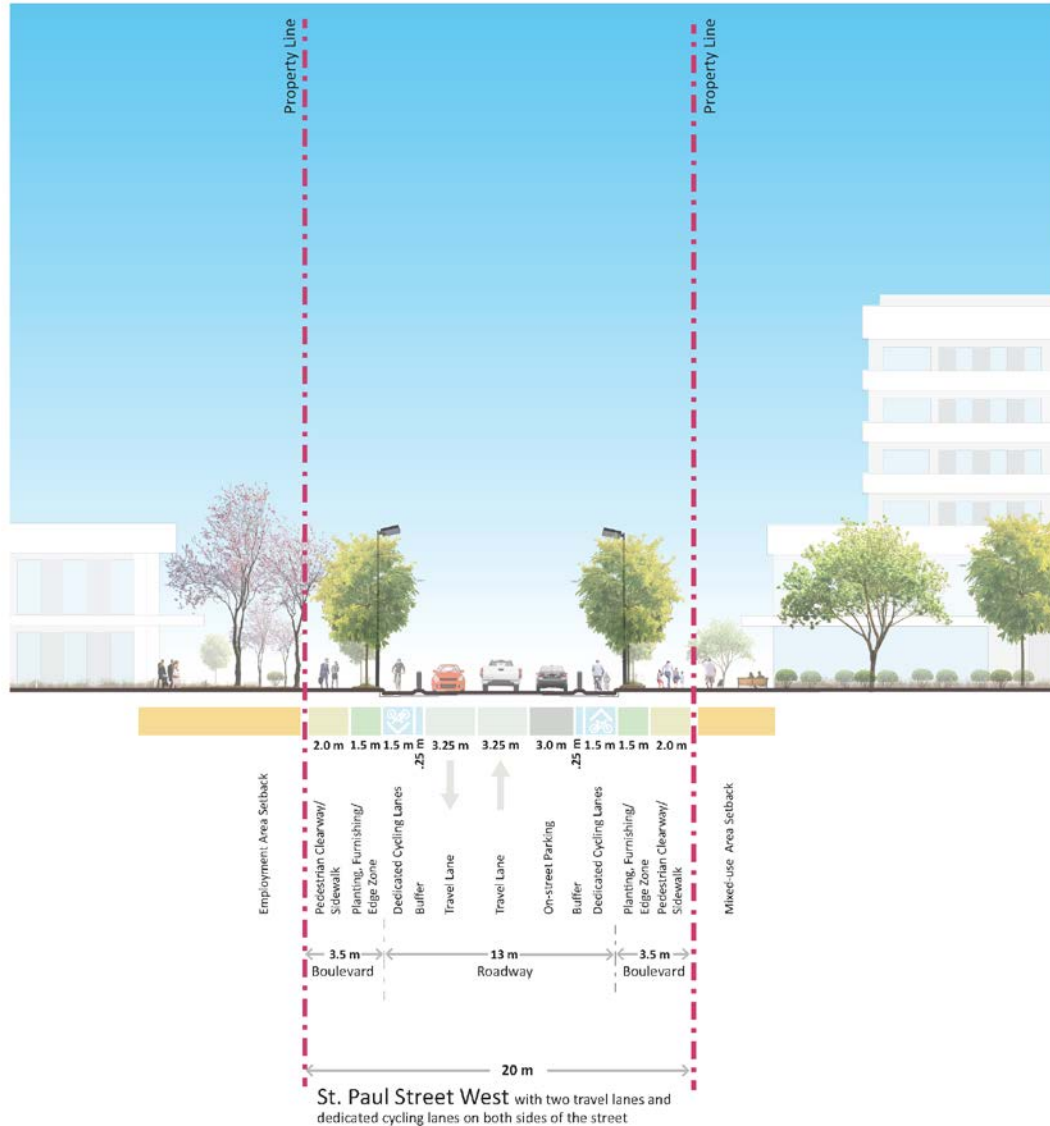


Figure 5 Cross Section - Louth Street

### 3.2.3 St. Paul Street West

St. Paul Street West is a critical street within the Plan Area and a key location for future intensification and urban design improvements. The street defines the southern boundary of the Station Area and intersects with the rail corridor just east of Leeper Street.

Existing land uses abutting St. Paul Street West include Low and Medium Density Residential, Commercial, Business Industrial, Institutional, Recreation and Open Space and the Natural Open Space System. Several vacant lots exist along the street, particularly on the north side of the street, and west of Louth Street.

The future use of this street will support a range of mixed uses, parks, open space and natural areas, as well as low density residential and employment uses to the west.

Major streetscape improvements will occur along St. Paul Street West, between Henrietta Street and Louth Street. New active transportation connections will connect with the existing network, improving accessibility around the Station Area. Cameron Park, along the north side of St. Paul Street West at Great Western Street, is being planned for public space improvements and new pedestrian connections will be required to facilitate pedestrian movement. Two gateway treatments have been envisioned along St. Paul Street West. This includes a minor gateway at Henrietta Street and a major gateway at Louth Street. These gateways should follow the guidelines in Section 1.1 Gateways.

Excluding the patio and marketing zone, redevelopment of St. Paul Street West (east of the rail overpass) will occur within a 26 metre public right-of-way, as illustrated on Figure 6. The following text provides specific design recommendations for the redevelopment of the street:

- Provide pedestrian clearways /sidewalks of 2.0 metres on both sides of the street.
- All sidewalks should be constructed of brushed concrete and should be barrier-free.
- Provide a planting and furnishing and edge zone of 1.5 metres on both sides of the street.
- Provide one vehicle travel lane of 3.25 metres in each direction.
- Provide dedicated cycling lanes of 1.5 metres with .25 metre buffers on both sides of the street.
- Use signs and symbol markings for cycling facilities as per the Transportation Association of Canada (TAC) Bikeway Traffic Control Guidelines for Canada and OTM Book 5, 11 and 18.
- Feature paving should be used to delineate areas of pedestrian priority at the Henrietta Street and Louth Street intersections.

- Provide space for on-street parking.

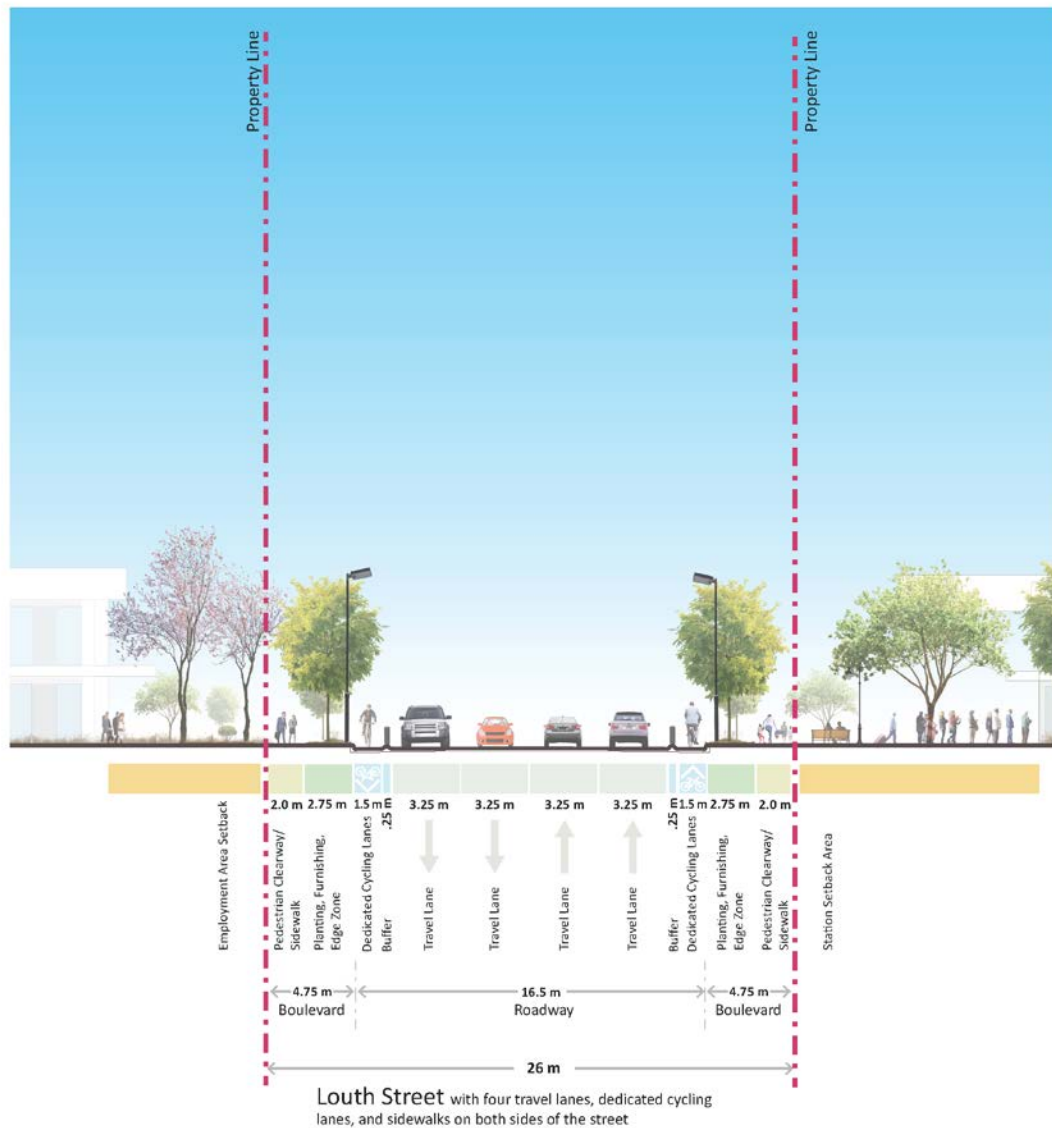


Figure 6 Cross Section - St. Paul Street West

### 3.3 Street Furniture

Street furniture consists of the benches and seats, two-stream waste receptacles, shelters, drinking fountains, weather protection, etc., that provide the setting for resting, sitting and eating and social encounters within the public realm. It is important to properly locate street furniture to not impede pedestrian movement. Preferably street furniture should be located within the Planting and Furnishing Zone (see Section 2.1.1).

Other guidelines for street furniture include:

- The City should select strategic locations for groupings of furniture that would benefit adjacent retail establishments and the public. For example, waste receptacles are appropriate near food establishments and benches are welcome near public spaces and cafes and patios. These locations may include the gateways along Louth Street and St. Paul Street West, as identified on Schedule E6/7 of the Official Plan.
- Groupings of benches should be located in new green/park spaces throughout the Plan Area.
- Street furniture should be designed with the aim of being accessible (e.g., arms on benches) for all including the disabled and elderly.
- Street furniture should be linked together where appropriate to stimulate social encounters.
- Pedestrian-scaled lighting.

### 3.4 Public Art

Public art installations can be stand alone or integrated into buildings, street furniture and other infrastructure.

Public art has the capacity to animate public spaces, bringing them to life. Public art can be temporary or permanent. It can reflect an area's natural setting, spirit, unique history or aspirations and can draw attention to universal themes or local, regional, national and global issues. Public art has the ability to inspire thought and reflection, or it can just be fun.

The design of public art should:

- Be located in high use areas such as public parks, plazas, curb extensions, multi-use paths, etc. These locations could include gateways along Louth Street and St. Paul Street West, potential public space improvement areas north of St. Paul Street West, and the potential new public space along Vansickle Road, as identified on Schedule E6/7 of the Official Plan.
- Limited near forms of traffic control (e.g., stop signs) to minimize driver distractions and sight-line obstructions.
- Public art installations should be durable and easily maintained.



### 3.5 Semi-Public Open Spaces

The majority of open spaces within the Plan Area will be semi-public open spaces. Their function will be similar to that of public spaces but the land may be under control of agencies such as Ridley College, Metrolinx or private developers via condominium corporations. Semi-public open spaces should be designed to:

- Provide direct access from adjacent public sidewalks.
- Be visible from active indoor areas.
- Include features (e.g. paving, seating, public art, etc.) constructed of materials equal in quality and appearance to those used in station entrances, main private buildings and nearby public spaces.
- Maximize sun exposure through the location and massing of taller building elements.
- Use hard and soft landscaping materials that are high quality, easily replaceable and low maintenance.
- Select site furnishings (e.g. play equipment, public art, shelters, signage, fencing, etc.).
- Use plant materials that are low maintenance, and pest and disease resistant.

### 3.6 Landscaping

Providing improved landscaping along Ridley Road and within public spaces and semi-public open spaces will help create visual continuity throughout the Plan Area. Trees shall be incorporated into public street design and will frame all streets and pathways. Trees provide shade and comfort and enhance the visual and environmental qualities of the street. To sustain trees, planting should occur in sufficiently deep and wide planting areas backfilled with appropriate soil. Native and disease-resistant species for street trees should be used, wherever possible, to promote long-term growth. Enhanced landscaping will be a priority within areas identified for major and minor streetscape improvements, including St. Paul Street West, Ridley Road, Louth Street, and Ambrose Street, as per Schedule E6/7. The following are general landscaping guidelines that should be adhered to as the Plan Area develops:

- To allow for full growth and to ensure their long-term viability street trees should be planted with appropriate soil volume in continuous tree trenches.
- Where compaction of planting soil is anticipated, the use of soil cells should be considered.
- Only species that are tolerant of urban conditions should be used. Mono-culture planting may, in the case of disease, be entirely lost and is therefore strongly

discouraged. Refer to Niagara Peninsula Conservation Authority's Native Plant Guide for information on appropriate native plants, as well as the City's Street Tree Planting List.

- Plantings should be selected that require little maintenance and do not require the use of pesticides and fertilizers.
- Shrub and ground cover planting should be utilized in open tree pits, provided the minimum pedestrian clearway dimension is available.
- Careful consideration should be given to the type and location of trees. Higher branching trees should be positioned to ensure there is no interference with truck traffic. Sight lines should also be considered in the location of trees planted at intersections.
- Seasonal appeal, especially for the winter months should be considered for all planting.
- The planting of trees as infill along existing streets where the rhythm of existing trees is interrupted should be implemented.

### 3.7 Low-Impact Development (LID)

Low-Impact Development is an approach to managing stormwater run-off at the source by replicating natural watershed functions. It uses simple, cost-effective methods to capture, detain and treat stormwater. General guidelines include:

- Incorporate LID practices where possible and as appropriate. LID options include:
  - Bio-swales or drainage swales;
  - Bio-retention planters, units or curb extensions;
  - Perforated pipe systems;
  - Permeable paving; and
  - Pre-cast tree planters or soil cells.
- Where possible, replace unnecessarily paved areas with permeable materials (medians, dedicated parking lanes / lay-bys, traffic islands). However, do not use permeable materials within the pedestrian clearway.

## CHAPTER 4 Urban Design Guidelines for the Private Realm

### 4.1 Site Design

Community design includes the location and orientation of buildings. When sited and designed correctly buildings should enhance the existing character of the street. This can be accomplished through protecting and directing views, providing a consistent street wall and relating buildings to the street and pedestrian activities.

The Plan Area includes significant lands with redevelopment potential. These lands include the following uses:

- Mixed Use between Fourth Avenue, Louth Street, Benfield Drive and Vansickle Road.
- Business Commercial South of Benfield Drive.
- General Employment south of the rail corridor, east of the Plan Area Boundary, north of St. Paul West and west of Vansickle Road.
- General Employment adjacent to the Seymour Hannah Sports and Entertainment Centre.
- Residential north of the Station Area.
- Mixed Use south of St. Paul Street West.

It is important that the design of these sites ensure that buildings contribute to a human scale while providing a fine grained street and block network. Building floor plates should be appropriate to support intensification and innovative employment and tourism uses as well as transit investment.

New buildings within the Plan Area should frame and address the street, while taller buildings and elements will be located to minimize shadow impacts and maximize solar exposure.

#### 4.1.1 Gateway Features

Two major gateways are proposed along Louth Street at the intersections of Ridley Road and St. Paul Street West. The demarcation of gateways are created through the provision of consistent elements such as signage and wayfinding, urban space, hardscaped or landscaped surfaces, public art and appropriate built form to provide orientation and to assist in defining a neighbourhood's distinct character. The design should:

- Create a sense of entrance and arrival, contributing to community image and identity, at a scale appropriate for the given context. Elements contributing to gateway features and design include: signage and wayfinding, trees and other landscaping, feature lighting, paving, seat walls and public art.
- Development at gateways should meet a high standard of design, recognizing their role as a gateway, and be appropriately oriented to the public realm.

#### 4.1.2 Access and Entrances

Vehicular access to on-site parking, loading and servicing facilities should be located from secondary streets and rear lanes wherever possible. Where this is not possible, mid-block access can be considered in instances where:

- The driveway is located an appropriate distance from the nearest intersection or side street.
- Appropriate spacing between adjacent driveways is maintained resulting in no more than one driveway every 30 metres.
- Opportunities to consolidate shared access to minimize curb-cuts are prioritized.
- Consideration is provided to contain mid-block driveways within the building massing with additional floors built above.

#### 4.1.3 Parking

As the Plan Area develops a variety of parking solutions will be appropriate to support increased densities. As a general rule, surface parking should be designed to minimize its visual impact and to allow for future intensification as a development site. As such, the layout of parking should consider site access, landscaping and site servicing that will permit the eventual redevelopment of these sites.

#### Surface Parking

- Surface parking lots should be divided into smaller “parking courts.” Large areas of uninterrupted surface parking should be avoided.
- Surface parking areas should be located at the rear, or side-yard of a building and should not be placed between the front face of a building and the sidewalk.
- Driveways to parking should be from rear lanes and side streets wherever possible with adequate lighting and visibility.
- Shared parking and shared driveways between adjacent properties are encouraged. Where multiple access points currently exist, they should be



consolidated where possible.

- Where appropriate, permeable paving should be considered to promote drainage.
- Use planting strips, landscaped traffic islands and/or paving articulation to define vehicle routes that include pedestrian walkways, improve edge conditions and minimize the aesthetic impact of surface conditions.
- Distinctive pavement and pavement markings should be used to indicate pedestrian crossings and create an interesting visual identity.
- Clear, 1.5 metre (minimum) dedicated pedestrian routes should provide direct connections from parking areas to building entrances.
- Pedestrian-scaled lighting should be provided along pathways.
- Preferential parking (i.e. accessible parking stalls, bicycles, car-share, energy efficient vehicles) should be located close to building entrances.
- Parking along the GO rail tracks should be adequately screened with high-quality landscaping.
- Parking on corner lots is discouraged. However, where required, it should be screened by landscaping.

### **Landscaping for Parking**

- High quality landscaping treatments should be used to define site boundaries, provide buffers between adjoining developments, and screen storage and utility areas.
- Parking should be screened from the public realm and designed to discourage vandalism and graffiti.
- Landscaped parking islands, of at least 3 metres wide, at the end of parking rows and pedestrian connections that contain salt tolerant shade trees are encouraged. Selection of plant materials should consider the following:
  - Year-round maintenance;
  - Seasonal variety;
  - Hardiness and resistance to disease;
  - Maintenance requirements; and
  - Tolerance of plant materials to salt and urban conditions.

### **Bicycle Parking**

- Bicycle parking should be provided at regular intervals along major roads, other areas of high pedestrian activity and located close to building entrances.
- Bicycle parking should not impede pedestrian circulation. Post-and-ring and inverted 'u' parking, constructed of painted or galvanized steel, is preferred as larger units can impede pedestrian movement and snow clearing.

- Bicycle parking and storage facilities should encourage active transportation, including parking at the GO Station, within public parks and open spaces and short term bicycle storage at employment areas.
- Provide secure and plentiful bicycle parking at the GO Station entrances.
- Provide sheltered bike areas that are integrated with the station design and located in highly visible areas in vicinity of platform access points.
- In addition to bicycle racks, bicycle lockers are strongly encouraged especially for large office developments and at the GO Station.

### Structured Parking

Parking lots are to be designed such that as the Plan Area intensifies surface parking lots can transition to structured parking if and when warranted. Structured parking should adhere to the following guidelines.

- Integrate above-ground parking structures into the streetscape through active-at grade uses, and attractive facades that animate the streetscape and enhance pedestrian safety. Where possible, locate structured parking away from public roads.
- Locate pedestrian entrances for parking structures adjacent to station entrances, main building entrances, public streets or other highly visible locations.
- Screen parking structures from view at sidewalk level through architectural detailing and landscaping.

#### 4.1.4 Storage, Servicing and Loading

- Loading docks, outside storage and service areas are to be located in areas of low visibility such as at the side or at the rear of buildings.
- Where possible, accommodate garbage storage areas within the building. Where this is not possible, screen outdoor storage areas from public view through an attractive and integrated enclosure.
- Outside storage and servicing facilities should be constructed of materials to match or complement the building material.
- Service and refuse areas should be designed with a paved, impervious surface asphalt or concrete to minimize the potential for infiltration of human materials.
- Loading and service areas may occupy the full rear yard if adequate landscape edge and buffer treatments are provided.
- Service and refuse areas are not to encroach into the exterior side or front-yard set-back.

#### 4.1.5 Front Property Setbacks

To promote more consistent street walls to and to create an active streetscape design should:

- Locate buildings at the front property line, or applicable set-back line.
- Provide additional setbacks in areas with retail at grade to accommodate a minimum 3.0 metre boulevard width for outdoor display areas, seating and landscaping.
- Where street oriented uses have a variety of setbacks, locate new buildings at a setback distance that reflects the average of adjacent buildings. Where existing major commercial streets have large front yard setbacks, redevelopment and intensification should be street oriented with reduced front yard setbacks.

#### 4.1.6 Rear Setbacks and Transitions

Where sites abutting stable residential areas exist the following rear setbacks and transitions are required to minimize shadow and privacy issues on adjacent uses:

- Provide a minimum 7.5 metre rear-yard setback from the abutting property line.
- Apply a 45-degree angular plane from the abutting property line for sites deeper than 36 metres.
- Apply a 45-degree angular plane from a height of 10.5 metres above the 7.5 metre setback line on properties less than 36 metres deep.

#### 4.1.7 Sites Abutting Open Spaces

- Where buildings are adjacent to open spaces, apply shadow testing on a case-by-case basis to ensure a minimum of five hours of sunlight per day from spring to fall.

### 4.2 Building Height and Massing

The majority of buildings within the Plan Area will be low to mid-rise with some taller buildings near the intersection of Fourth Avenue and Louth Street/Martindale Road. Given the shorter lot depths along St. Paul Street West and the required transition to stable neighbourhoods, consideration of shadow impacts is necessary. Building heights in these areas should not exceed 22 metres as per Secondary Plan guidance.

#### 4.2.1 Building Design

The potential for taller buildings has primarily been identified north of Benfield Drive, along St. Paul Street West and between the Station Area and Ridley Road.

All new buildings should:

- Focus residential mixed-use density, consistent with the Secondary Plan, to support the feasible integration of ground floor retail and amenity spaces.
- Generally be located at the front property line to create a continuous streetwall.
- Be aligned with street frontages along corner sites.
- Minor variations in setbacks are encouraged to facilitate wider boulevards, accommodate public amenity space and create a more interesting streetscape.
- Taller buildings (buildings over 17 metres) should have a building base (podium).
- Taller buildings (buildings over 17 metres) should step back 3.0 metres above the building base.
- An additional stepback should be determined by a 45-degree angular plane applied at a height equivalent to 80 percent of the width of the right-of-way (See Figure 7).
- Main building entrances should be directly accessible from the public sidewalk.
- The ground floor of all buildings with commercial uses should be 4.5 metres (floor-to-floor height) to accommodate internal servicing and loading, and future conversion to retail (where appropriate).
- Maximum building height should generally be no greater than that determined by a 1:1 ratio with the right-of-way width, except where greater heights are identified on Schedule E6/7 - B of the Official Plan.
- Create appropriate transitions in built form to existing residential uses.
- 60 percent of the building frontage on the ground floor and at building base levels should be glazed to allow views of indoor uses and to create visual interest for pedestrians.
- Clear glass is preferred over tinted glass to promote the highest level of visibility, and mirrored glass should be avoided at street level.
- Balconies should be designed as integral parts of the building, which may include protruding balconies. Balconies should not be designed as an afterthought.

#### 4.2.2 Building Podiums and Stepbacks

A clear building podium, defined by a front stepback, reinforces a consistent streetwall, helps to integrate new development into an existing lower building fabric, and creates a human-scaled building at grade.

- Taller buildings (buildings over 17 metres) should have a building base (podium).
- As no established streetwall height exists within the Plan Area the height of the podiums should range between 11 and 14 metres.
- Achieve a minimum building upper floor stepback of 3.0 metres beyond the

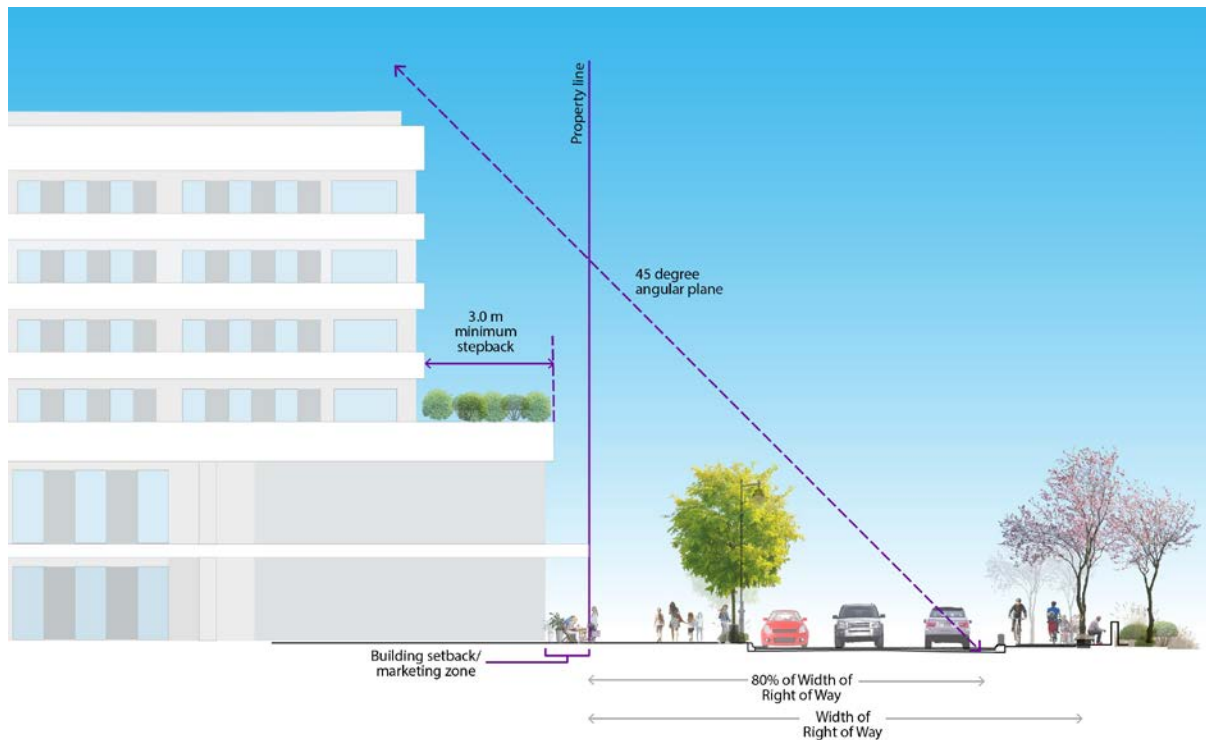


podium. In special circumstances (e.g. to protect views) a setback of 5 metres may be appropriate.

#### 4.2.3 Facade Design

The aesthetic qualities of a building's facade are a vital factor in how the public perceives the building and how that building impacts their experience of the street.

- Facades facing streets, sidewalks and public open spaces should be composed of large areas of glazing to encourage pedestrian interaction and enhance safety.
- Extend finishing materials to all sides of the building, including building projections and mechanical penthouses.
- Avoid blank walls, or unfinished materials along property lines, where new developments are adjacent to existing smaller scaled buildings.
- Articulate the facades of large buildings to express individual commercial or residential units through distinct architectural detailing, including entrance and window design.
- Utilize a design and material quality that is consistent and complementary.
- Where lots have frontages on an open space, provide dual facades that address both frontages with an equal level of material quality and articulation.
- Emphasize the focal nature of corner buildings through elements such as projections, recesses, special materials, and other architectural details.
- Provide weather protection through architectural details such as vestibules, recessed entrances, covered walkways, canopies and awnings.



*Figure 7 Schematic representation of building setbacks*

#### 4.2.4 Business Commercial

Business Commercial uses are located south of Benfield Drive and north of the rail corridor. These buildings should:

- Be located to address Benfield Drive, but may incorporate setbacks that provide attractive landscaping and tree-planting.
- The principle facades should incorporate large glazed areas and entrances, providing visibility between the building and the street.
- Parking should not be located between the principle facade and the adjacent street / sidewalk.
- Main entrances should be directly accessible from public sidewalks.
- Where possible, shared driveways should be provided.
- Open storage should be minimized. Where permitted, it should be screened from public view.
- Site design must define a well-organized system of entrances, driveways and parking areas that minimizes conflicts between pedestrians, bicycles and vehicles.
- On large, flat roofs, opportunities for green roofs and or patios should be incorporated to create green spaces and usable outdoor amenity areas for employees. Roof top units should be screened from view.

#### 4.2.5 General Employment

General Employment uses are located south of the rail corridor and west of Louth Street. These buildings should:

- Address the street to define a more urban street edge.
- The highest quality of building design should be applied to the building facades facing the public street or open space.
- Corner buildings should address both street frontages.
- Minimum amounts of parking should be located in the front yard.
- Where large parking fields are necessary, landscape elements should be introduced to break up large asphalt areas and identify pedestrian access to buildings.
- Outdoor storage should generally not be visible from the public street or open space. Where outdoor storage is required, it should be screened with fencing and/or landscaping.

#### 4.2.6 Commercial Plazas

- Buildings should be organized to define and frame abutting streets, internal drive aisles, sidewalks, parking and amenity spaces. Buildings may thus require multiple active façades and entrances.
- Building setbacks should be reduced to minimize distances between building entrances and abutting public street sidewalks.
- The large format 'super block' should be broken into functionally and visually smaller units by internal drive aisles, a network of connected walkways, and landscaping.
- The objective of infill development is to provide a strong street edge and frame main entries and drive aisles.
- Where infill development is situated immediately adjacent to or between existing buildings, the new buildings should respond to the existing buildings through appropriate transitional treatments.
- Appropriate design treatments include matching cornice lines, continuing a colonnade, using similar materials, and similar building proportions.
- Infill development may be mixed use and should be at least 2 storeys in height to enable, for example, residential units above street related commercial uses.
- Bicycle parking should be provided.

### 4.3 Sustainability

Buildings account for approximately 40 percent of greenhouse gas (GHG) emissions in North America. Adopting sustainable practices in building design not only decreases GHG emissions but also lowers operating costs. Key considerations for achieving sustainable building design include:

- Building orientation;
- Sustainable landscape design;
- Urban heat island mitigation;
- Storm water management;
- Renewable energy;
- Green roofs;
- Building envelope design;
- Natural ventilation;
- Day light design;
- Dark sky design;
- Bird friendly design;
- Waste management; and
- Water use reduction and waste water technologies.

Sustainable objectives and guidelines are included throughout this document with key guidelines outlined below.

#### 4.3.1 Passive Solar Design

The locations of buildings to each other and to open spaces influences the amount of energy they consume as well as comfort and quality of interior and exterior spaces.

New development within the Plan Area should be massed to maximize opportunities for access to natural light and heating, cooling, security and views. Building design should analyze site characteristics and address existing conditions. For example:

- Intended uses within buildings should be arranged to make the best use of natural conditions.
- The following climatic conditions should be analyzed when designing block layout, buildings and open spaces:
  - Solar loss and gain;
  - Temperature;
  - Air quality;



- Wind conditions
- Cloud cover; and
- Precipitation.
- Within new developments, residential uses should maximize indirect natural light.
- Within new developments, retail or office uses that employ heat-producing machinery should face north.
- Trees and vegetation, operable windows, treated glass, roof coverings and other building elements should be selected to take advantage of natural means of regulating interior temperature, lighting and other environmental variables.

#### 4.3.2 Energy Efficiency

As mentioned earlier, buildings use a significant amount of energy and contribute to the production of GHG. Reducing energy use in buildings is therefore an important strategy to reduce the environmental impact of urban development.

Design should utilize life-cycle cost analysis to take long term energy costs into account. This will lead to adjustments in the orientation of buildings and the configuration of internal space to make the best use of natural processes to control interior environmental variables.

- Life-cycle cost analysis should be used to evaluate mechanical, electrical and plumbing systems.
- Buildings and windows should be oriented and designed to optimize natural means of heating, cooling, ventilating and lighting interior spaces.
- Street and pedestrian-scaled lighting systems should incorporate LED technology to reduce energy and maintenance demand.
- Development proposals are encouraged to explore the potential use of geothermal technology to reduce grid energy dependency.
- Inventories of all plumbing fixtures and equipment, as well as all heating, ventilation and air conditioning systems, should be summarized in building packages as well as a strategy for minimizing water demand.
- Canada Mortgage and Housing Corporation standards and design guidelines should be implemented and exceeded where appropriate.
- Buildings should consume energy at a rate that is at least 10 percent lower than specified by the Commercial Building Incentive Program (CBIP) administered by Natural Resources Canada.

## CHAPTER 5 Design Integration

The transformation of the Plan Area into a vibrant, transit supportive community will be measured by transit ridership, the number of people on the streets, the vitality of new businesses, a more urban built form for new industrial and office commercial buildings, and an improved public realm.

The successful design of buildings, streets and open spaces will be reinforced by new comfortable, welcoming, weather protected and accessible connections between buildings that promote an inviting community atmosphere.

The guidelines in this section outline key considerations to support development of accessible and comfortable communities.

### 5.1 Accessibility

Complete communities are accessible for all residents. While this includes ensuring residents have access to jobs and transit, it also includes designing buildings and public spaces that allow for ease of movement for people of all ages and abilities.

A key to providing a high quality public realm is making it accessible to all people. The guidelines and requirements in the following documents provide more detailed information with respect to creating and promoting accessible environments and should be referred to in the design of all public and private spaces:

Ontario Building Code

- Accessibility for Ontarians with Disabilities Act
- Principles of Universal Design

As well, recent changes to the Planning Act enable the City to secure facilities designed to have regard for accessibility for persons with disabilities through Site Plan Control.

### 5.2 Crime Prevention Through Environmental Design

All publicly accessible areas, including streetscapes, parks, parkettes, mid-block connections, forecourts and patios, should conform to the provisions recommended through CPTED (Crime Prevention Through Environmental Design). The application of CPTED principles should address items such as:

- Providing clear views to sidewalks and public areas.
- Taking advantage of passing traffic surveillance as a deterrent for unwanted activities.
- Identifying point of entry locations.
- Placing amenities such as seating and lighting in areas where positive activities are desired and expected.

### 5.3 Microclimate and Shadows

The design of buildings should be informed by their context including their impact on adjacent properties.

- The design of buildings within the Plan Area will be informed by shade and micro-climatic studies that examine wind mitigation, solar access and shadow impacts on adjacent streets, open spaces, buildings and associated properties.
- Building massing should allow ample sunlight to penetrate to the sidewalk and adjacent public spaces, and should mitigate the impact of high winds to support pedestrian comfort.
- Where existing and future open spaces are adjacent to development sites, the scale of development will be restricted as determined through wind and shadow studies.
- Building and site design should provide semi-weather protected spaces that blend indoor and outdoor uses including deep canopies, overhangs, sheltered terraces, roof terraces, courtyards, forecourts and/or gardens that optimize active use throughout the year.
- Buildings over 17 metres in height will incorporate step backs to mitigate the perception of building height from the surrounding areas.
- Shadow studies for blocks and individual buildings should be undertaken on the equinoxes and solstices.

## Go Transit Station Secondary Plan

### Land Use Changes by Property/Area

Current Land Use Designation	Proposed Land Use Designation	Properties/Areas Affected	Details of Change
Mixed Use	Mixed Use 1	Both sides of St. Paul Street W from Burgoyne Bridge to rail overpass	The Mixed Use land use designation is being refined into three intensities of development. The properties proposed to be changed from Mixed Use to Mixed Use 1 (the lowest scale and density mixed use designation) are along the St. Paul Street West corridor and some side streets. This change does not represent a major change of land use permissions.
		South side of St. Paul Street W from rail overpass to Edith Street	
		South side of St. Paul Street W from addresses 239 to 255	
		Both sides of St. Paul Crescent from addresses 143 to 179	
		1, 4, 8, 8/ & 10 Pelham Road	
		3 Bellevue Terrace & 39 Hainer Street	
		7 & 17 Lloyd Street	
		West side of Merigold Street from addresses 4 to 18	
	Mixed Use 2	200 St. Paul Street W and 230 Louth Street	The Mixed Use land use designation is being refined into three intensities of development. The properties proposed to be changed from Mixed Use to Mixed Use 2 are within the West Transit Station Area and are in
		231, 233 & 235 St. Paul Street W	



Current Land Use Designation	Proposed Land Use Designation	Properties/Areas Affected	Details of Change
		203, 204, 206, 208 & 212 Louth Street	closest proximity to the Transit Station. This change represents an increase in density and height permissions. An existing policy exception for 200 St. Paul Street W & 230 Louth Street, to allow General Employment uses, continues to apply.
Major Commercial	Mixed Use 2	10 Benfield Drive	The Major Commercial designation is being eliminated in the Secondary Plan Area. 10 Benfield Drive is proposed to be within the West Transit Station Area. The Mixed Use 2 designation continues to allow commercial uses, at a lower scale than the Major Commercial designation, in addition to standalone residential and mixed use buildings.
	Mixed Use 3	Properties with Louth Centre Node	The Major Commercial designation is being eliminated in the Secondary Plan Area. The former Major Commercial properties within the Louth Centre Node will be designated Mixed Use 3, which continues to allow large-scale commercial uses, but also allows and encourages standalone residential and mixed use buildings.

Current Land Use Designation	Proposed Land Use Designation	Properties/Areas Affected	Details of Change
Community Commercial	Mixed Use 3	Properties within Louth Centre Node	The Community Commercial designation is being eliminated in the Secondary Plan Area. The former Community Commercial properties within the Louth Centre Node will be designated Mixed Use 3, which continues to allow large-scale commercial uses, but also allows and encourages standalone residential and mixed use buildings.
Low Density Residential	Mixed Use 1	Northeast corner of Louth Street and Ridley Road (part of 2 Ridley/Ridley College)	Located within the West Transit Station Area, this designation change is intended to promote and facilitate medium and higher density mixed use development at the intersection of Ridley & Louth, in very close proximity to the Transit Station.
	Medium Density Residential	South side of Ridley Road from addresses 11 to 39	Change represents an increase in permitted densities and uses for several larger properties with frontage on Ridley Road.
		West side of Louth Street from addresses 187 to 193 Louth	Properties located between existing Medium Density lands and Mixed Use lands. Change represents an increase in permitted densities and uses.

Current Land Use Designation	Proposed Land Use Designation	Properties/Areas Affected	Details of Change
	High Density Residential	4 Lisgar Street (south west corner of Lisgar and St. Paul Crescent)	Corresponds with changes at 1 Monck Street. Represents an increase in residential density and height permissions.
Medium Density Residential	Mixed Use 1	1 Monck Street (Edith Cavell Public School)	Change extends the Mixed Use permissions further down Pelham Road. Represents an increase in commercially permitted uses. A policy exception is proposed to continue to allow the existing elementary school.
	Mixed Use 2	Easterly part of 49 Ridley Road	This property is directly north of the existing transit station site and is within the West Transit Station Area. The change in land use designation allows flexibility in terms of additional permitted uses (e.g., commercial) given its proximity to the transit station site. Heights increased at westerly edge, away from low density residential area.
	Mixed Use 3	412 & 448 Louth Street	Properties proposed to be within the Louth Centre Node and designated Mixed Use 3. The property will continue to have standalone residential permissions and will have commercial and mixed use permissions as well.

Current Land Use Designation	Proposed Land Use Designation	Properties/Areas Affected	Details of Change
	Low Density Residential	8 Lisgar Street	Decreases the density and use permissions on the property to be more compatible with low density area to south and east.
High Density Residential	Mixed Use 1	North side of St. Paul Street W from addresses 26 to 36	Changes to promote mixed use development along the St. Paul Street W corridor and intersection with Henrietta. Represents addition of commercial and mixed use permissions with continuation of majority of residential permissions.
		5 & 7 Henrietta Street	
		3 Permilla Street	
	Mixed Use 2	Southeast corner of Ridley Road and Louth Street (westerly part of 49 Ridley Road)	This property is directly north of the existing transit station site and is within the West Transit Station Area. The change in land use designation allows flexibility in terms of additional permitted uses (e.g., commercial) given its proximity to the transit station site. Continuation of residential use permissions.
General Employment	No change	235 Louth Street	Properties are proposed to be within the West Transit Station Area. Policy Exception is added to
Business Commercial Employment	No change	79 Ridley Road & 301 Louth Street	remove storage and warehousing as principal uses (would only be permitted as ancillary use).



## Timing of Capital Improvements

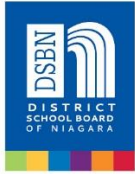
Short-term: within 5 years

Medium-term: within 10 years

Long-term: within 20 years

<i>Capital Improvement</i>	<i>Details/Extent</i>	<i>Priority (short-, mid- or long- term)</i>
<b><i>New Road Connections and Roadway Improvements</i></b>		
Louth Street widening	Crestcombe Road to St. Paul Street West.	Mid-Term
Reconstruction of St. Paul Street West bridge	Redesign and reconstruction of bridge/rail crossing, including active transportation improvements	Short-Term
St. Paul Street West widening	Potential widening west of Louth Street	Short-Term
Potential realignment of Ridley Road and other potential improvements to Louth Street at Ridley Road		Short-Term
Lane widening at HWY 406 at Martindale Road		Mid-Term
Active transportation improvements to Fourth Avenue	Bike lanes and pedestrian- friendly paths on the bridge and interchanges to Highway 406	Mid-Term
Traffic calming zone	Residential area bounded by Ridley Road, St. Paul Street West, Henrietta Street, and Ambrose Street	Mid-Term
Reconfiguration of road accesses at Great Western St., Permilla St., Ambrose St. and Cameron Park		Short-Term
Geometric improvements at Pelham Road	St. Paul Street West and Pelham Road	Mid-Term
New road from Ridley Road to Station Site	Primary access road from Ridley Road into Station Site	Short-Term
<b><i>Bike Lanes and Multi-Use Trail Improvements and Connections</i></b>		
St. Paul Street West	Between Louth Street and the Burgoyne Bridge	Short-Term
St. Paul Street West	Between Louth Street and First Street Louth	Long-term
Ridley Road	Between Henrietta Street and Louth Street	Short-Term
Ridley Road West	Ridley Rd. West between Louth St and end of Ridley Rd. West.	Long-Term

Louth Street	Between Crestcombe Street and St. Paul Street West	Mid-Term
Fourth Avenue		Mid-Term
Pelham Road		Mid-Term
Henrietta Street		Mid-Term
St. Paul Crescent		Mid-Term
Transit Station Trail	Connecting St. Paul Street West via Great Western with Ridley Road	Short-Term
Ridley Road West Trail	Connecting Ridley Road West with Louth Street via the south side of the CN Rail corridor	Long-Term
<i>Streetscape Improvements</i>		
Ridley Road Major Streetscape Improvements	Between Louth Street and Ambrose Street	Short-Term
St. Paul Street West Major Streetscape Improvements	Between Henrietta Street and Louth Street	Mid-Term
Louth Street Major Streetscape Improvements	Between Vintage Crescent/Benfield Drive and Ridley Road	Mid-Term
Ridley Road Minor Streetscape Improvements	Between Ambrose Street and Saint Joseph Street	Mid-Term
Louth Street Minor Streetscape Improvements	Between Ridley Road and St. Paul Street West.	Mid-Term
Ambrose Street Minor Streetscape Improvement		Mid-Term
<i>Gateway Features</i>		
Ridley Road and Louth Street Major Gateway		Short-Term
St. Paul Street West and Louth Street Major Gateway		Mid-Term
St. Paul Street West and Henrietta Street Minor Gateway		Mid-Term
Crestcombe Road and Louth Street Minor Gateway		Mid-Term
<i>Public Space</i>		
New Public Space at Fourth Avenue and Louth Street	Southwest of Fourth Avenue and Louth Street within existing commercial node	Mid-Term
Public Space Improvement at Ambrose Street and Great Western Street	Cameron Park	Short-Term
Public Space Improvement west of Louth Street between St. Paul Street and Ridley Road West	Identified at the Seymour-Hannah Sports and Entertainment Centre	Mid-Term
Public Space Improvement at St. Paul Crescent by Twelve Mile Creek		Mid-Term



## DISTRICT SCHOOL BOARD OF NIAGARA

191 CARLTON ST. ■ ST. CATHARINES, ON ■ L2R 7P4 ■ 905-641-1550 ■ DSBN.ORG

June 20, 2017

Ms. Diana Morreale, MCIP, RPP  
 Manager of Community Planning  
 Planning and Development Services  
 Niagara Region  
 1815 Sir Isaac Brock Way  
 P.O. Box 1042  
 Thorold, ON L2V 4T7

**Re: Elementary and Secondary School Needs  
 Niagara GO Hub and Transit Study**

Dear Ms. Morreale,

Thank you for your inquiry regarding future school needs within the context of the Niagara GO Hub and Transit Study. The Niagara GO Hub and Transit Study has identified four station locations, one in Grimsby, Lincoln, St. Catharines, and Niagara Falls. The Niagara Region along with the local municipalities are currently drafting secondary plans for the four station locations. The goal is to ensure the needs of the current, and future, secondary plan community are met by supporting uses that support the creation of a complete community. This includes school uses.

The DSBN has a number of existing schools that serve the secondary plan areas, as follows:

**Grimsby:** The secondary plan area identified for the Grimsby station is located around the Casablanca/QEW interchange in the west end of the municipality. This area is currently served by Smith Street Public School (elementary) and Grimsby Secondary School. Neither school is located within the secondary plan area.

**Lincoln:** The secondary plan area identified for the Lincoln station is located generally south of the Ontario Street/QEW interchange in Beamsville and includes a number of residential areas south of the rail line. This area is currently served by Senator Gibson Public School (elementary) and Beamsville District Secondary School. Neither school is located within the secondary plan area but Senator Gibson Public School is located close to the southern boundary of the plan area.

**Niagara Falls:** The secondary plan area identified for the Niagara Falls station is focused around the downtown area of the City, where the existing passenger rail station is located, and includes areas to the north and south (Silvertown). This area is currently served by Simcoe Street Public School (elementary)

and Stamford Collegiate Secondary School. Simcoe Street Public School is located within the secondary plan area.

**St. Catharines:** The secondary plan area identified for the St. Catharines station is focused around the St. Paul/Louth streets area of the City, where the existing passenger rail station is located, and includes parts of the Western Hills and Ridley Heights areas. This area is currently served by Edith Cavell Public School (elementary), Westdale Public School (elementary), St. Catharines Collegiate, and Sir Winston Churchill Secondary School. Edith Cavell Public School is located within the secondary plan area while Westdale Public School is located just outside the secondary plan area boundary.

The need for a new school in any area depends on a number of factors that include the demographic makeup of the community, the potential for future growth, the amount and type of residential housing (existing and proposed), and the rate of growth. For the most part, the secondary plan areas include already established neighbourhoods with existing schools either within the plan area or nearby. The existing residential housing bases would not provide a sufficient student yield to warrant a new school to serve the secondary plan areas. In addition, the availability of large, vacant parcels of land with future residential development potential is limited in the secondary plan areas. The DSBN maintains residential development potential information provided by the area municipalities including any plans for the secondary plan areas. This information is incorporated, where appropriate, into enrolment projection analysis. At this time, based on our review and the information available, the DSBN's enrolment projections indicate that the existing schools, and the planned secondary school for the West Niagara area, are sufficient to serve the secondary plan areas over the long term. This includes the ability to expand existing school facilities if ever warranted in the future.

Moving forward, the DSBN will continue to monitor school site needs throughout the Niagara Region as development information becomes available, and we will provide the respective municipality and/or Niagara Region with further comment.

The DSBN appreciates the opportunity to collaborate with the Niagara Region in the secondary plan process. If you require anything further from DSBN staff, please feel free to contact me at 905-641-2929, ext. 54225.

Yours truly,



Sue Mabee, MCIP, RPP  
Supervisor of Planning



**Morrison, Alexander**

---

**From:** Mott, Nancy (MNRF) <Nancy.Mott@ontario.ca>  
**Sent:** Wednesday, November 08, 2017 4:36 PM  
**To:** GoHubStudy  
**Subject:** Niagara GO Hub and Transit Stations Study

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Good afternoon:

Staff of the NEC have received the request for comments on the GHTSS. All the proposed stations and secondary plan areas are outside the Niagara Escarpment Plan Area.

We note that in the case of the Grimsby area that the secondary plan is in close proximity to the NEP Area and that heights and densities may increase if the policies are approved. Consideration for the impact of views through the NEP Area and to the Niagara Escarpment as a result of the increased heights should be undertaken.

Thank you for the opportunity to comment.

Best regards,

Nancy

Nancy Mott, MCIP, RPP  
*Senior Strategic Advisor*



**Niagara Escarpment Commission**  
An agency of the Government of Ontario

232 Guelph Street | Georgetown, ON | L7G 4B1  
Tel: 905-877-8363 | Cell: 289-839-0106  
Website: [www.escarpment.org](http://www.escarpment.org)

Please let me know if you require communication supports or alternate formats.



November 22, 2017

Dear Diana Morreale,

### **Comments on Niagara Region Secondary Plans around GO Stations**

Thank you for keeping Metrolinx informed during the drafting of Secondary Plans around planned GO Station in Niagara Region. We appreciate the efforts of the Region of Niagara and the Towns to support these major public infrastructure investments with good long-term planning. This planning will not only greatly help the success of the new transit service, but will be the foundation of strong community building.

Below, we have provided comments on the Secondary Plans for Grimsby, St. Catharines and Niagara Falls:

#### **Grimsby**

- (p. 9, 30) Redesignating lands identified in the Greenbelt appears to contravene the Greenbelt Plan (2017), section 3.1.2, policy 2 - "Lands shall not be redesignated in official plans for non-agricultural uses. Non-agricultural uses may be permitted subject to the policies of sections 4.2 to 4.6. These non-agricultural uses are generally discouraged in specialty crop areas and may only be permitted after the completion of an agricultural impact assessment". Would suggest leaving the underlying land use designations with an overlay showing Transit Station Area. This should also be considered by the Town of Grimsby in their proposed OPA 6.
- (p. 30) Further to above, designating land use and density on Transit Station Area lands (where possible) would provide a long-term vision/permissions should an area such as a parking lot be redeveloped for TOD or where there is surplus land within the Transit Station Area that is not used for transit infrastructure. This would be a similar approach to that taken in the St. Catharines Secondary Plan, where there are land use and density designations within the hatched Transit Station Area. Also, see Burlington Mobility Hub Studies (Appleby, Burlington, Aldershot) for further examples.
- (p. 30) The limits of the Transit Station Area (in overlay) should, as a minimum, reflect the draft station site as communicated by Metrolinx. In the case of Grimsby, this includes additional land to the west on the north side of the corridor.

## St. Catharines

- (p. 27 and 40) Building Heights and Land Use on Transit Station Area overlay provides vision and flexibility for the site and similar approach should be used for Transit Station Areas in Grimsby and Niagara Falls.
- (p. 27) Extent of the Station Area should, at a minimum, reflect draft Metrolinx functional site plan. In absence of that plan (should the Secondary Plan proceed in advance), the St. Catharines station site identified through the 2011 EA should be used as a basis for the Transit Station Area.

## Niagara Falls

- (p. 28 and 42) Similar to the St. Catharines Secondary Plan, the Station Area should be an overlay with identified land uses and building heights to account for surplus land within the identified Transit Station Area.
- (p. 28) Extent of the Station Area should, at a minimum, reflect draft Metrolinx functional site plan. In absence of that plan (should the Secondary Plan proceed in advance), the Niagara Falls station site identified through the 2011 EA should be used as a basis for the Transit Station Area.
- (p. 40) If the Transit Station Area can be refined without amendment to the plan, how would you designate land that could shift outside the Transit Station Area? A Transit Station overlay would be easier to refine without amendment.

We appreciate the opportunity to participate as a key stakeholder in this planning process and look forward to continuing to work with you on the implementation of GO rail service in Niagara Region. Should you have any questions about these comments, please contact me.

Sincerely,



Rick Schippling  
Senior Advisor, RER Project Planning  
E [rick.schippling@metrolinx.com](mailto:rick.schippling@metrolinx.com)  
T 416.202.0460

**Morrison, Alexander**

---

**From:** Heather Ireland <hireland@npca.ca>  
**Sent:** Tuesday, May 30, 2017 10:22 AM  
**To:** Giancola, Justine  
**Cc:** Patrick Kennedy; Landry, Denise; Dick, Brian; Morrison, Alexander; David Deluce  
**Subject:** RE: Follow up on Grimsby and Beamsville GO Station Areas  
**Attachments:** Mark-up questions for NPCA on Grimsby and Beamsville.pdf

Justine,

My apologies for the delayed response.

Beamsville - Schedule 2 Land Use Plan

Schedule 2 appears to accurately depict the regulated floodplain on the subject lands. At the time, I believe I was referring to a plan that was shown on screen at the last committee meeting that was part of the Beamsville Secondary Plan document which showed plans for development in the floodplain.

Grimsby - Schedule 2 Land Use Plan

Regional, NPCA and Dillion Staff met on the May 16<sup>th</sup>, 2017 to discuss the requirement for floodplain mapping for the subject lands/secondary plan. There are some items that Regional and NPCA Staff must follow-up on. At which point, NPCA Staff will be in a better position to comment on the Grimsby Land Use Plan.

I trust this information is of assistance.

Regards,

**Heather Ireland**

**Watershed Planner**

*Niagara Peninsula Conservation Authority*

*250 Thorold Road West; 3rd Floor*

*Welland, ON L3C 3W2*

*Phone: 905-788-3135 ext 245*

*Fax: 905 788 1121*

*E-mail: [hireland@npca.ca](mailto:hireland@npca.ca)*

**From:** Giancola, Justine [mailto:[jgiancola@dillon.ca](mailto:jgiancola@dillon.ca)]

**Sent:** Tuesday, May 09, 2017 11:27 AM

**To:** Heather Ireland

**Cc:** Patrick Kennedy ; Morreale, Diana ; Landry, Denise ; Dick, Brian ; Morrison, Alexander ; 163195

**Subject:** Follow up on Grimsby and Beamsville GO Station Areas

Good day Heather,

Thank you for the input on the Niagara GO Hubs Study draft plans. We are in the process of updating the plans based on the feedback received from the Regional TAC and Local TAC meetings and wanted to follow up with you on a couple of items in Grimsby and Beamsville, as per my voice mail. Please see attached mark-ups with the questions indicated.

I was wondering if you might be able to give me a call to discuss these or respond via email regarding the edits.

Thank you,  
Justine



**Justine Giancola**  
*Associate*  
**Dillon Consulting Limited**  
Suite 200 - 51 Breithaupt Street  
Kitchener, Ontario, N2H 5G5  
T - 519.571.9833 ext. 3103  
F - 519.571.7424  
M - 416.454.2740  
[JGiancola@dillon.ca](mailto:JGiancola@dillon.ca)  
[www.dillon.ca](http://www.dillon.ca)

*Please consider the environment before printing  
this email*

----- Forwarded message -----

From: **Heather Ireland** <[hireland@npca.ca](mailto:hireland@npca.ca)>

Date: Wed, Apr 26, 2017 at 2:24 PM

Subject: GO Hub Transit Secondary Plans - Draft 1

To: "[pkennedy@dillon.ca](mailto:pkennedy@dillon.ca)" <[pkennedy@dillon.ca](mailto:pkennedy@dillon.ca)>

Cc: "[Diana.Morreale@niagararegion.ca](mailto:Diana.Morreale@niagararegion.ca)" <[Diana.Morreale@niagararegion.ca](mailto:Diana.Morreale@niagararegion.ca)>, "Landry, Denise" <[Denise.Landry@niagararegion.ca](mailto:Denise.Landry@niagararegion.ca)>, "Morrison, Alexander" <[Alexander.Morrison@niagararegion.ca](mailto:Alexander.Morrison@niagararegion.ca)>, David Deluce <[ddeluce@npca.ca](mailto:ddeluce@npca.ca)>, Suzanne McInnes <[smcinnnes@npca.ca](mailto:smcinnnes@npca.ca)>

Paddy,

The Niagara Peninsula Conservation Authority (NPCA) has reviewed the *GO Hub Transit Station Secondary Plans (Draft 1) for Town of Grimsby, Town of Lincoln, City of St. Catharines and City of Niagara Falls prepared by Dillion Consulting Limited (dated March 2017)* and can offer the following comments:

1. The Grimsby GO Hub site requires floodplain mapping to be undertaken to delineate the flood hazard on the subject lands due to the upstream drainage area of the watercourse, the topography and the size of the development. The flooding hazard has not been addressed in the Town of Grimsby Secondary Plan.
2. Niagara Region Natural Heritage Mapping identifies a Significant Woodlot that is not shown on the City of Niagara Falls Secondary Plan in the Mixed Use 2 block on Bridge Street.
3. The Ministry of Natural Resources and Forestry (MNRF) should be contacted to determine if there are any Species at Risk within the study areas.



The natural hazard and heritage features should be considered throughout the entire process (i.e. Secondary Plans, Zoning, Site Design, Environmental Assessments, etc.) and any potential impacts should be addressed.

I trust this information is of assistance. If you have any questions, please do not hesitate to contact this office.

Regards,

**Heather Ireland**

**Watershed Planner**

*Niagara Peninsula Conservation Authority  
250 Thorold Road West; 3rd Floor  
Welland, ON L3C 3W2  
Phone: 905-788-3135 ext 245*

*Fax: 905 788 1121*

*E-mail: [hireland@npca.ca](mailto:hireland@npca.ca)*

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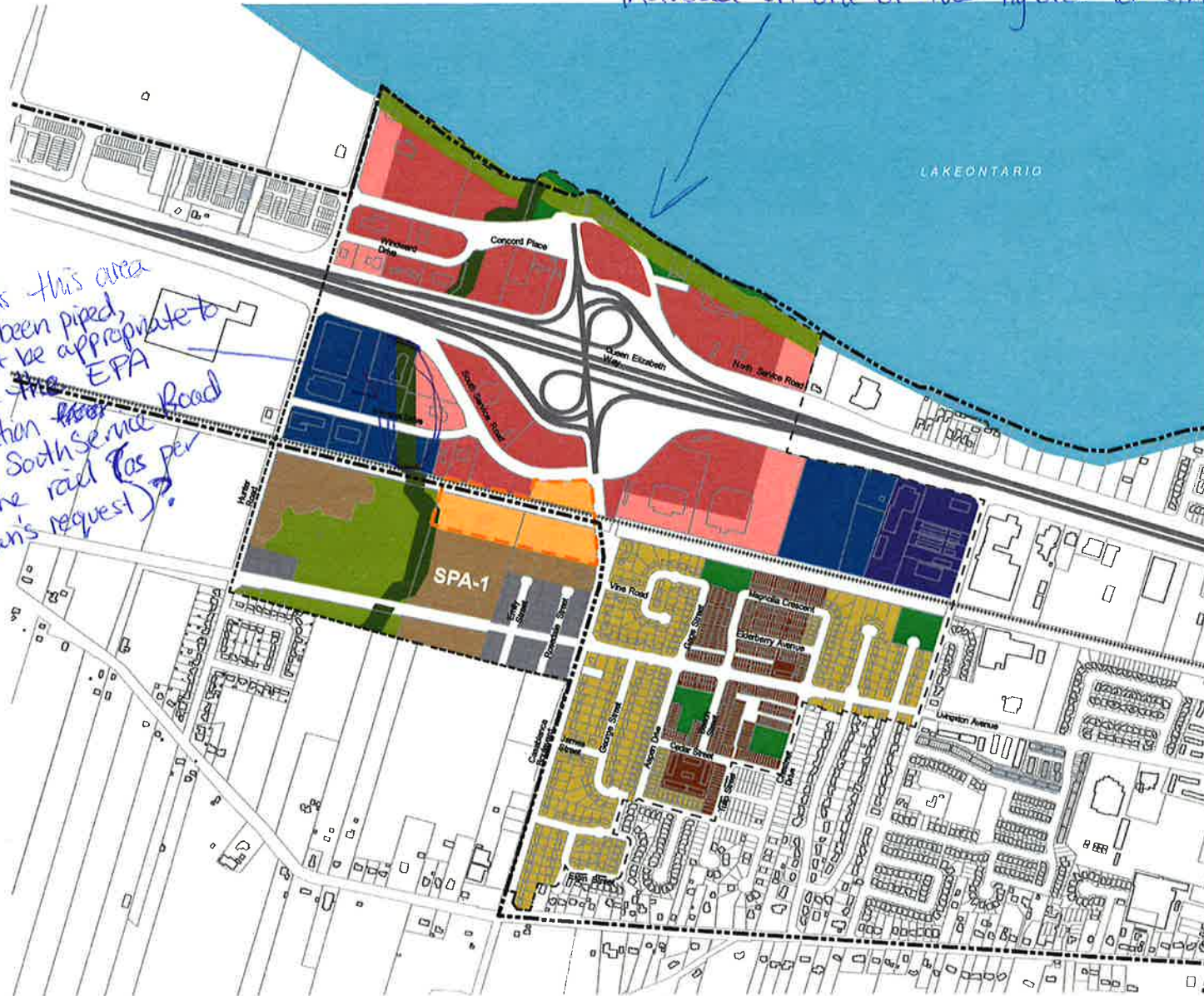
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## Schedule 2: Land Use Plan

*The Hazard Land Area is not included on this figure. Does it need to be included on one of the figures for Grimsby's waterfront?*

*As this area has been piped, should it be appropriate to remove the designation from the South Service Road and the rail (as per the Town's request)?*



### LEGEND

- Low Density Residential
- Medium Density Residential
- Mixed Use - High Density
- Mixed Use - Medium Density
- Employment - Office
- Employment - General Industrial
- Rural Area
- Agriculture - Specialty Crop Area
- Environmental Protection Area
- Environmental Conservation Area
- Parks and Open Space
- Transit Station Area
- Secondary Plan Limits
- Urban Area Boundary

MAP PREPARED BY: ZMJ  
DILLON CONSULTING  
CHECKED BY: PJK  
DILLON CONSULTING  
PROJECT: 16-  
3195 STATUS:  
DRAFT DATE:  
21/02/2017



Scale 0 50 100 200 400

**Morrison, Alexander**

**From:** Heather Ireland <hireland@npca.ca>  
**Sent:** Friday, December 01, 2017 10:45 AM  
**To:** Morreale, Diana  
**Cc:** David Deluce; Earl, Lindsay; Williamson, Britney; Morrison, Alexander  
**Subject:** GO Transit Secondary Plans -NPCA Review

Hi Diana,

NPCA Staff has reviewed the Secondary Plans for each GO Transit sites (Grimsby, Lincoln, St Catharines, Niagara Falls) and we can offer the following comments for consideration:

Grimsby – Section 4.2.13

- i. The wording used for the woodlot section is from the Region's Tree and Forest Conservation By-law and only discusses a small section of the by-law. We recommend that the specific wording is removed and just reference the By-law itself in order to avoid confusion.
- ii. There should be a paragraph on NPCA Regulations as there are features of interests in these areas and our regulations should be referenced in the plan for future development. Here is an example of some wording:  
*The Niagara Peninsula Conservation Authority (NPCA) regulates hazard lands through the Regulation of Development, Interference with Wetlands and Alterations to Shoreline and Watercourses" (O. Reg. 155/06). Regulation 155/06 includes hazards related to floodplains, slopes, erosion-prone sites and wetlands. The NPCA has developed policies to implement the Regulation, which prohibit development within these areas and on adjacent land. The NPCA should be contacted when development is proposed.*

Beamsville (Lincoln) – Section 4.2.13

- i. There should be a paragraph on NPCA Regulations as there are features of interests in these areas and our regulations should be referenced in the plan for future development. Here is an example of some wording:  
*The Niagara Peninsula Conservation Authority (NPCA) regulates hazard lands through the Regulation of Development, Interference with Wetlands and Alterations to Shoreline and Watercourses" (O. Reg. 155/06). Regulation 155/06 includes hazards related to floodplains, slopes, erosion-prone sites and wetlands. The NPCA has developed policies to implement the Regulation, which prohibit development within these areas and on adjacent land. The NPCA should be contacted when development is proposed.*

NPCA Staff has no additional comments for the St Catharines and Niagara Falls Secondary Plans.

I trust that this information is of assistance. If you have any additional questions, please do not hesitate to contact myself or David Deluce, Acting Manager, Plan Review & Regulations.

Regards,  
**Heather Ireland**  
**Watershed Planner**  
 Niagara Peninsula Conservation Authority  
 250 Thorold Road West; 3rd Floor  
 Welland, ON L3C 3W2  
 Phone: 905-788-3135 ext 245  
 Fax: 905 788 1121  
 E-mail: [hireland@npca.ca](mailto:hireland@npca.ca)

## **By-laws to be considered Monday, April 23, 2018**

- (a) A By-law to authorize a contract with Star Tile Centre Limited. (One reading – with respect to Kiwanis Aquatic Centre – Pool Deck Re-Grouting under Project No. P18-174-1. Delegation By-law No. 2003-277, as amended.)
- (b) A By-law to amend By-law No. 89-2000 entitled “A By-law regulating traffic and parking on City Roads.” (One reading - with respect to Parking Prohibitions on Videl Cr. and Arran Drive. Delegation By-law No. 2004-277, as amended.)
- (c) A By-law to amend By-law No. 2002-81 entitled “A By-law to appoint certain employees of the Canadian Corps of Commissionaires (Hamilton) as municipal law enforcement officers.” (One reading - with respect to change in personnel. Delegation By-law No. 2004-277, as amended.)
- (d) A By-law to authorize a Servicing Agreement with 1333664 Ontario Inc. (One reading – with respect to 179 Rykert Street servicing and road improvements. Delegation By-law No. 2004-277, as amended.)
- (e) A By-law to authorize a Marketing Investment - Funding Agreement with The Tourism Partnership of Niagara. (One reading – with respect to 2018 FIBA U18 Boys Basketball Championship. Delegation By-law No. 2004-277, as amended.)
- (f) A By-law to appoint David Oakes as Deputy Chief Administrative Officer. (One reading - with respect to appointment of a new Deputy Chief Administrative Officer.)
- (g) A By-law to authorize the construction and issuing of debentures for Burleigh Hill/ Glendale CSO. (One reading - with respect to Project No. P13-019, formerly P08-019. General Committee, May 31, 2010, Item No. 254.)
- (h) A By-law to authorize the construction and issuing of debentures for Burleigh Hill/ Glendale CSO. (One reading - with respect to Project No. P13-019, formerly P08-013 (financing of combined sewer overflow storage facility and sewer upgrades). General Committee, July 22, 2013, Item No. 3.1 and General Committee, July 20, 2015, Item No. 3.3, and General Committee, August 22, 2016, Item No. 3.3., and General Committee, March 6, 2017, Item No. 3.2.)
- (i) A By-law to authorize the construction and issuing of debentures for Leeper / McDonald Reconstruction. (One reading - with respect to Project No. P17-001. General Committee, March 6, 2017, Item No. 3.2 and General Committee, June 12, 2017, Item No. 3.3.)
- (j) A By-law to authorize the construction and issuing of debentures for Oakdale Avenue Road Resurfacing. (One reading - with respect to Project No. P17-065. General Committee, March 6, 2017, Item No. 3.2.)



- (k) A By-law to authorize the construction and issuing of debentures for Barnes / Brighton / Lailey. (One reading - with respect to Project No. P17-002. General Committee, March 6, 2017, Item No. 3.2.)
- (l) A By-law to authorize the construction and issuing of debentures for Seymour Hannah Arena Rink Rehabilitation – Phase 2. (One reading - with respect to Project No. P17-166. General Committee, March 6, 2017, Item No. 3.2.)
- (m) A By-law to authorize the construction and issuing of debentures for Parkwood Drive Catchbasin / Storm Sewer Improvements. (One reading - with respect to Project No. P17-080. General Committee, March 6, 2017, Item No. 3.2.)
- (n) A By-law to authorize the construction and issuing of debentures for Oakdale Avenue Reconstruction. (One reading - with respect to Project No. P17-065. General Committee, March 6, 2017, Item No. 3.2.)
- (o) A By-law to authorize the construction and issuing of debentures for Catchbasin and Storm Service Installation, 2017. (One reading - with respect to Project No. P17-006. General Committee, March 6, 2017, Item No. 3.2.)
- (p) A By-law to authorize the construction and issuing of debentures for Third Street Louth Road Improvements. (One reading - with respect to Project No. P15-067. General Committee, March 6, 2017, Item No. 3.2.)
- (q) A By-law to authorize the construction and issuing of debentures for Moffatt Street Reconstruction. (One reading - with respect to Project No. P15-066. General Committee, March 6, 2017, Item No. 3.2.)
- (r) A By-law to authorize the construction and issuing of debentures for Merritton Community Centre – HVAC. (One reading - with respect to Project No. P14-148. General Committee, March 6, 2017, Item No. 3.2 and General Committee, June 9, 2014, Item 3.1.)
- (s) A By-law to authorize the construction and issuing of debentures for Churchill Street Reconstruction. (One reading - with respect to Project No. P16-062. General Committee, August 22, 2016, Item No. 3.3.)
- (t) A By-law to authorize the construction and issuing of debentures for New Sidewalk Construction Program (2016). (One reading - with respect to Project No. P16-041 (also P17-065). General Committee, August 22, 2016, Item No. 3.3.)
- (u) A By-law to authorize the construction and issuing of debentures for Old Courthouse – Exterior Staircase. (One reading - with respect to Project No. P16-143. General Committee, August 22, 2016, Item No. 3.3.)



- (v) A By-law to authorize the construction and issuing of debentures for Market Square Roof Replacement. (One reading - with respect to Project No. P16-149. General Committee, August 22, 2016, Item No. 3.3.)
- (w) A By-law to authorize the construction and issuing of debentures for Pollution Control Plan. (One reading - with respect to Project No. ST15-09. General Committee, July 20, 2015, Item No. 3.3 and General Committee, August 22, 2016, Item No. 3.3.)
- (x) A By-law to authorize the construction and issuing of debentures for New Sidewalk Construction Program (2015). (One reading - with respect to Project No. P15-041, also P16-040/P16-041. General Committee, July 20, 2015, Item No. 3.3.)
- (y) A By-law to authorize the construction and issuing of debentures for Third Street Louth Road Improvements. (One reading - with respect to Project No. P15-067. General Committee, July 20, 2015, Item No. 3.3.)
- (z) A By-law to authorize the construction and issuing of debentures for Moffatt Street Reconstruction. (One reading - with respect to Project No. P15-066. General Committee, July 20, 2015, Item No. 3.3.)
- (aa) A By-law to authorize the construction and issuing of debentures for Lowell Avenue Reconstruction. (One reading - with respect to Project No. P15-065. General Committee, July 20, 2015, Item No. 3.3.)
- (bb) A By-law to authorize the construction and issuing of debentures for Michigan Avenue CSO Control. (One reading - with respect to Project No. P13-020. General Committee, July 20, 2015, Item No. 3.3 and General Committee, July 22, 2013, Item No. 3.1.)
- (cc) A By-law to authorize the construction and issuing of debentures for New Sidewalk Construction Program (2014). (One reading – with respect to Project No. P14-041. General Committee, June 9, 2014, Item No. 3.1.)
- (dd) A By-law to authorize the construction and issuing of debentures for Lakeside Park. (One reading – with respect to Project No. P14-134. General Committee, June 9, 2014, Item No. 3.1.)
- (ee) A By-law to authorize the construction and issuing of debentures for Robertson School Annex. (One reading – with respect to Project No. P15-147. General Committee, June 9, 2014, Item No. 3.1.)
- (ff) A By-law to authorize the construction and issuing of debentures for Burgoyne Bridge. (One reading – with respect to Project No. RN13-04. General Committee, June 9, 2014, Item No. 3.1 and General Committee, July 22, 2013, Item No. 3.1.)

- (gg) A By-law to authorize the construction and issuing of debentures for Victoria Lawn Cemetery New Administration Building. (One reading – with respect to Project No. P18-168 (formerly P10-163 and P13-180). General Committee, May 31, 2010, Item No. 254; General Committee, July 22, 2013, Item No. 3.1; General Committee, June 9, 2014, Item No. 3.1; and Council, March 5, 2018, Item No. 5.2.)
- (hh) A By-law to authorize the construction and issuing of debentures for RCS Administration Building. (One reading – with respect to Project No. P15-142 (formerly P11-143). General Committee, July 25, 2011, Item No. 387.)
- (ii) A By-law to authorize the construction and issuing of debentures for RCS Administration Building – Engineering Services. (One reading – with respect to Project No. P15-142, formerly P10-143. General Committee, May 31, 2010, Item No. 254.)
- (jj) A By-law to authorize the construction and issuing of debentures for RCS Administration Building – Washroom. (One reading – with respect to Project No. P15-142, formerly P09-143. General Committee, August 24, 2009, Item No. 390.)
- (kk) A By-law to authorize a Pilot Project Agreement with 2400795 Ontario Inc. and Vann Niagara Ltd. (One reading – with respect to installation and operation of a digital LED advertising sign on 142 St. Paul Street. To be considered by General Committee, April 23, 2018.)
- (ll) A By-law to authorize a Municipal Funding Agreement with The Association of Municipalities of Ontario (“AMO”). (One reading – with respect to the Ontario Main Street Revitalization Initiative. To be considered by General Committee, April 23, 2018.)
- (mm) A By-law to authorize an Agreement with Alectra Utilities Corporation. (One reading with respect to installation of Electric Vehicle (EV) Charging Stations at City Hall. To be considered by General Committee, April 23, 2018).
- (nn) A By-law to confirm the proceedings of council at its meeting held on the 23rd day of April, 2018. (One reading - with respect to confirming the proceedings of the meeting held on April 23, 2018.)