



**The Corporation of the City of St. Catharines  
CITY COUNCIL AGENDA  
Regular, Monday, May 7, 2018  
Council Chambers, City Hall, 6:30 PM**

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

- 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 23, 2018](#)
  - 3.2 General Committee, [Minutes of April 23, 2018](#)
- 4. Declarations of Interest**
- 5. Public Meetings Pursuant to Planning Act**
  - 5.1 Planning and Building Services, Planning Services  
Recommendation Report - Adoption of Official Plan Amendment 19 to implement the GO Transit Station Secondary Plan; and Approval of the GO Transit Station Secondary Plan Urban Design Guidelines  
*(Report contains a link to an appendix, which is available upon request)*
- 6. Delegations**
  - 6.1 Bernie Slepkov  
Re: Waste Reduction (see Council Agenda, Motions, Item 8.1)
  - 6.2 Diane Foster, Co-chair, and Bob Mahony, Member, Accessibility Advisory Committee  
Re: Accessibility Plan 2017 Year-end Report (see General Committee Agenda, Item 4.1)
- 7. Presentations**
- 8. Motions**
  - 8.1 Waste Reduction  
*At the meeting of April 23, 2018, Councillor Siscoe provided notice that he would present the following motion:*

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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.

- 8.2 Release of Funds for Lock One Greater Niagara Circle Route Extension  
*At the meeting of April 23, 2018, Councillor Britton provided notice that he would present the following motion:*

BE IT RESOLVED that the City of St. Catharines requests that the Region of Niagara release the funds for the Lock One Greater Niagara Circle Route (GNCR) extension project from the GNCR Reserve.

- 8.3 Cannabis Excise Tax Revenue  
*At the meeting of April 23, 2018, Councillor Sorrento provided notice that he would present the following motion:*

WHEREAS St. Catharines will be one of the first Ontario communities to have a legal Cannabis Sales outlet, as chosen by the Ontario Government; and

WHEREAS the Association of the Municipalities of Ontario (AMO) has forecast a substantial increase of cost to Policing, By-Law Enforcement,

Public Health, and other Services, with these costs being largely borne by Municipal Taxpayers; and

WHEREAS the Government of Canada has promised 75% of Federal Revenues derived from the sale of Cannabis shall be shared with Provinces and Territories;

THEREFORE BE IT RESOLVED that Council direct staff to seek cannabis excise tax revenues to cover any additional costs of Regional policing and City by-law enforcement; and

BE IT FURTHER RESOLVED that the Region of Niagara be made aware of possible additional policing costs for the City of St. Catharines and that all four local MPPs, MPs, Regional Council, the Police Service Board, Provincial leaders of the Opposition, the Premier, and Minister of Finance be informed of this motion.

8.4 Issuance of Debentures

*Councillor Siscoe will present the following motion:*

WHEREAS it is deemed desirable to issue debentures in the amount of \$16,523,730 in accordance with the terms of the various authorizing by-laws applicable to such expenditures;

THEREFORE BE IT RESOLVED by the Council of the Corporation of the City of St. Catharines that the City Clerk be and is hereby directed to request the Council of the Regional Municipality of Niagara to issue debentures, on behalf of the City, in the amount of \$16,523,730; and

BE IT FURTHER RESOLVED that the City Clerk and Treasurer be and are hereby directed to make available to the Regional Municipality of Niagara certified copies of all By-laws and Orders of the Ontario Municipal Board applicable and all other information required in this connection, to ensure the issue of the said debentures in the amount of \$16,523,730.

8.5 Amendment to Organizational Effectiveness Task Force Terms of Reference - Deputy CAO

*Councillor Garcia will present the following motion:*

BE IT RESOLVED that the Organizational Effectiveness Task Force Terms of Reference be amended to include the Deputy Chief Administrative Officer as a staff liaison.

[Addenda]



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**9. Call for Notices of Motion**

**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:

- Green Advisory Committee, [March 21, 2018](#), and [April 4, 2018](#) (draft)

**15. Adjournment**



CITY OF  
ST. CATHARINES

## Corporate Report

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

**Date of Report:** April 24, 2018

**Date of Meeting:** May 7, 2018

**Report Number:** PBS-099-2018

**File:** 60.33.190

**Subject:** *Recommendation Report*

Adoption of Official Plan Amendment 19 to implement the GO Transit Station Secondary Plan; and

Approval of the GO Transit Station Secondary Plan Urban Design Guidelines

### Recommendation

That Council close the Public Meeting with respect to the GO Transit Station Secondary Plan; and

That Council adopt Official Plan Amendment No.19 to approve and implement the GO Transit Station Secondary Plan as set out in Appendix 2, on the basis that it is consistent with the Provincial Policy Statement, and conforms with and does not conflict with Provincial Land Use Plans and the Niagara Region Official Plan; and

That Council approve the GO Transit Station Secondary Plan Urban Design Guidelines as set out in Appendix 3; and

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

That a record be compiled and forwarded to Niagara Region, the approval authority, including the prescribed information and material, pursuant to the Planning Act, R.S.O. 1990, C.P. 13; and

That the Notice of Adoption required by the Planning Act, R.S.O. 1990, C.P. 13, be processed by staff; and

That the Notice of Adoption include a statement that public input has been received, considered and has informed the decision of Council; and

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That Council authorize the City Solicitor or her designate and city staff, as appropriate, to attend any LPAT hearing in support of Council's decision in the event of an appeal; and

That Council direct staff to prepare an amendment to the City's Comprehensive Zoning By-law 2013-283 to implement and give effect to Official Plan Amendment 19; and

That Council direct the Budget Standing Committee to consider the Timing of Planned Improvements, attached as Appendix 4, during current and future budget deliberations; and

That Council request Regional Council to consider during current and future budget deliberations the Timing of Planned Improvements, attached as Appendix 4; and

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

## Summary

This Recommendation Report is a follow-up to the Information Report (attached as [Appendix 5](#) or available upon request) that was received by Council at the April 23, 2018 Public Meeting, in accordance with the requirements of the Planning Act, to receive input on the proposed GO Transit Station Secondary Plan (GTSSP) and Urban Design Guidelines. Council did not close but rather adjourned the public meeting at that time.

This report contains staff recommendations for adoption of Official Plan Amendment 19, which incorporates and implements the Secondary Plan policies within the City's Official Plan, and for approval of the Urban Design Guidelines. This report must be read in conjunction with the related Information Report (see [Appendix 5](#)).

## Background

The Information Report on this matter (PBS-091-2018) was received by Council at the April 23, 2018 Public Meeting. Please refer to the Information Report (see [Appendix 5](#), or available upon request) for details related to the following matters:

- Background and context for the GTSSP Study
- Regulatory and policy framework
  - Planning Act
  - Growth Plan for the Greater Golden Horseshoe
  - Niagara Region Official Plan
  - St. Catharines Official Plan (Garden City Plan)
- Public consultation process and input
- Proposed GO Transit Station Secondary Plan
  - Vision and Objectives
  - Land Use Policies
  - Transportation Policies
  - Public Realm Policies
  - Urban Design Policies

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- Proposed Urban Design Guidelines
  - Urban Design Improvements
  - Public Realm Guidelines
  - Private Realm Guidelines
- Phasing and timeline for capital improvements
- Circulation comments

## Report

### 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 347 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.

### April 23, 2018 Statutory Public Meeting

The following comments were received at the April 23, 2018, Statutory Public Meeting or in writing following the release of draft Official Plan Amendment and Urban Design Guidelines. Staff responses and necessary adjustments to the Secondary Plan and/or Urban Design Guidelines are included below each comment. Three letters of comment were received and are attached as Appendix 6.

**Comment:** Cameron Park should not be negatively impacted by St. Paul Street West bridge work and/or possible adjustment to Great Western Street.

**Response:** It is a priority of the Secondary Plan to see the use of Cameron Park maintained and improved. With the potential reconfiguration and closure of streets in the immediate vicinity of Cameron Park and the station site, there is an opportunity to enlarge and make improvements to the park. The proposed policy language will inform the Niagara Region's Environmental Assessment process for the St. Paul Street West rail overpass. Particular attention must be given to the intersection of Great Western Street and St. Paul Street West so as to not negatively impact Cameron Park.

**Comment:** Concern with traffic infiltration through residential neighbourhood to the east of station.

**Response:** Staff will continue to work closely with the neighbourhood, the Proactive Advisory Group, the Region and Metrolinx in this regard. Council has approved funding for a Traffic Management Study in 2018 to limit potential cut-through traffic and infiltration through the residential neighbourhood.

**Comment:** Concern with light trespass and overlook if parking structure is built on station site.

**Response:** To date, conceptual plans by Metrolinx for the station site have not included a parking structure. The proposed Secondary Plan does include policy language stating that parking structures are to be located and designed in a manner to minimize compatibility issues with surrounding land uses, including issues such as traffic and access, shadow impacts and light trespass. “Overlook and privacy” has been added to this list as a modification to the proposed Plan. The Urban Design Guidelines also contain standards for a parking structure. The proposed Official Plan Amendment limits the height of a parking structure, in addition to the aforementioned design policies, to 18 metres. To implement the policies of the Official Plan and Urban Design Guidelines, the Zoning By-law may further reduce the maximum height of parking structures if necessary. Staff have noted this concern and will carefully consider height permissions on the station site when proposing changes to the Zoning By-law, with input from the public.

**Comment:** Letter received from property owner of 10 Benfield Drive – no objections, however minor language modifications are requested to Official Plan Amendment and Urban Design Guidelines.

**Response:** Staff have discussed comments with the owner’s consultant and have made minor adjustments to policies and guidelines related to site and streetscape design standards, policy cross-references, labelling, and typos.

**Comment:** Letter received from property owner of 441 Louth Street – no objections, however minor language modifications are requested to Official Plan Amendment and Urban Design Guidelines.

**Response:** Staff have discussed comments with the owner’s consultant and have made minor adjustments to policies and guidelines related to site and streetscape design standards, policy cross-references, labelling, and typos.

**Comment:** Letter received from property owner of 301 Louth Street

- Concern that Minor Gateway at Louth Street & Crestcombe Drive will cause traffic impacts to business
- Request that warehousing be “grandfathered” as principal use at 301 Louth Street and subject lands and on 30, 40 & 50 Benfield Drive

**Response:** Staff have met with property owners and no changes were made to the Official Plan Amendment or Urban Design Guidelines as a result

- Minor Gateway Improvements Areas are locations that require enhancements to the public realm such as landscaping, public art, lighting and signage. It is anticipated that Louth Street will be used to access the station site via Ridley Road. Louth Street has been identified for streetscape improvements, including a potential widening

to relieve traffic demands, if necessary. Any improvements would be planned through a future Environmental Assessment process by the Niagara Region.

- Warehousing will continue to be permitted as a principal use at 30, 40 & 50 Benfield Drive. Warehousing is only being permitted as an accessory use at 301 Louth Street given its location within the West Transit Station Area as identified on Schedule E6/7. Uses such as warehousing would adversely affect the achievement of planned minimum densities within close proximity to the station site. However, if a warehouse use does exist legally prior to passing of an implementing Zoning By-law which restricts the use, it may be considered legal non-conforming and would be allowed to continue.

## Other Modifications

The following other modifications have been made by Staff since the Public Meeting:

- Language has been added to Urban Design Guidelines to speak to minor streetscape improvements envisioned along Ridley Road;
- Schedule E6/7 - C modified to include Minor Streetscape Improvement along Louth Street between Ridley Road and St. Paul Street West;
- Colour changes to schedules for increased clarity;
- Several formatting edits have been made to both the GTSSP and the Urban Design Guidelines.

## Planning Analysis

As detailed in the Information Report, decisions made by Council regarding amendments to the City's Official Plan shall be consistent with the Provincial Policy Statement (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 Regional Official Plan (ROP). The Information Report provides an overview of the regulatory and policy framework relevant to this Amendment. Appendix 7 provides an outline of the land use policy framework in Ontario to assist in Council's understanding.

Since the City's Official Plan came into effect in 2012, the Province has undertaken a review of Provincial Plans and approved new Plans in 2017. The Growth Plan, 2017 came into effect on July 1, 2017. The City is required to undertake a comprehensive Official Plan review to ensure conformity with new Provincial Plans (a "conformity exercise"), which will occur after the Region of Niagara has finalized their own Municipal Comprehensive Review and new Official Plan. Although this Official Plan Amendment to implement the GTSSP is not a conformity exercise, Council's decision must conform to the Growth Plan, 2017 and other Provincial Plans, in addition to being consistent with the PPS and conform/not conflict with the ROP. The GTSSP brings the Official Plan further into alignment with the Growth Plan and other Provincial Plans, and does not conflict with policy direction.

## Consistency/Conformity with Provincial Policy Statement and Growth Plan for the Greater Golden Horseshoe

The Information Report on this matter, attached as [Appendix 5](#), details the Provincial planning framework as it relates to the City of St. Catharines and the GTSSP area.

The GTSSP plans for residential and employment growth within the settlement area of the City, within the Built-Up Area and on Designated Greenfield Lands. Growth is envisioned in the immediate vicinity to a planned Major Transit Station, on lands identified as strategic/designated growth areas (i.e., Intensification Areas in the Official Plan) and in an area with existing public service facilities. The area has the potential to accommodate over 4000 people and jobs by the year 2041, and has existing municipal water and wastewater systems. The City will work with the Region to ensure that as the Plan is implemented (e.g., through the Zoning By-law) there continues to be adequate water and sanitary servicing to accommodate the long term planned development.

GTSSP sets out a policy framework whereby growth will be in the form of transit-supportive, mixed use development with a compact form. The area will be supportive of a mix of land uses and opportunities for residential and employment growth. In conjunction with the proposed Urban Design Guidelines, the Plan promotes high quality built form, with site design and urban design standards that will lead to an attractive and compatible private and public realm.

Further, the GTSSP is consistent with the Provincial Policy Statement, 2014 and conforms with the Growth Plan, 2017 as it:

- promotes the wise use and management of land;
- promotes compact built form and transit-supportive development, a diversity and mix of uses and opportunities, and facilitates the efficient use of land, infrastructure and service capacities to support development, redevelopment and growth;
- represents transit-supportive planning in a major transit station area and achieves multi-modal access to the station with appropriate connections;
- supports development in a major transit station area, which is planned for a diverse mix of uses to support existing and planned transit service levels, including affordable housing such as second units, providing alternative development standards including reduced parking, and prohibiting land uses and built form that would adversely affect the achievement of transit-supportive densities;
- identifies an appropriate type and scale of development and transition of built form to adjacent areas;
- sets out a land use pattern that minimizes the length and number vehicle trips to the transit station and active transportation connections;
- supports multi-modal transportation, including active transportation and transit;
- supports a complete community that expands convenient access to transportation options, public services facilities and open spaces;

- supports development in greenfield areas to achieve complete communities, active transportation and viability of transit services;
- establishes a land use plan and pattern that supports financial sustainability and cost effective development and provision of services;
- provides for a range of uses and opportunities through development, redevelopment, intensification and adaptive reuse to accommodate projected growth and longer term need;
- accommodates an appropriate range and mix of housing opportunities, as well as employment, recreation, institutional, and active and passive recreation;
- supports an accessible, connected and complete community;
- better connects employment areas to transit;
- fosters safe, interactive, active transportation and connected communities;
- establishes appropriate development standards to promote/facilitate intensification, redevelopment and compact built form;
- promotes high quality built form, and an attractive/vibrant public realm through site design and urban design standards;
- supports 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;
- creates viable long term development and community investments;
- maintains and enhances vitality of main streets, and conservation of neighbourhoods;
- encourages a 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;
- supports opportunities for sustainable tourism;
- adapts to climate change through compact and nodal development;
- protects and preserves natural heritage features and hazards, landform systems and functions;
- conserves and promotes cultural heritage to support social, economic and cultural well-being;
- mitigates/adapts to climate change impacts by reducing dependence on the automobile and supporting planned transit and active transportation;
- has been planned using an engaged public process, working with stakeholders in development of policies/strategies for the identification, wise use and management of cultural heritage resources;
- has been planned in consultation with Metrolinx.

### **Conformity with Niagara Region Official Plan**

As detailed in the Information Report on this matter (see [Appendix 5](#)), the GTSSP is within the Urban Area Boundary of the City of St. Catharines, as identified on the Regional Structure Plan of the 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 Secondary Plan Area contains Intensification Areas as per the ROP. The City's Official Plan has been approved by the Niagara Region and currently implements this policy framework, however the proposed Secondary Plan builds upon these policies to refine the land use plan for the area.

The GTSSP refines the policy framework direct by the ROP further plan for transit-supportive, mixed use development in the immediate vicinity of a Major Transit Station. The area will be supportive of a mix of land uses and opportunities for residential and employment growth. In conjunction with the proposed Urban Design Guidelines, the Plan promotes high quality built form, with site design and urban design standards that will lead to an attractive and compatible private and public realm.

Further, the GO Transit Station Secondary Plan conforms with the Niagara Region Official Plan as it:

- provides a mix of employment uses, including industrial, commercial and institutional uses;
- promotes redevelopment of commercial areas into mixed use areas;
- promotes the “main street” form of commercial development, with building facades closer to the street, a mix of uses, and support and access for transit and active transportation;
- provides for alternative parking standards;
- directs growth to the Built-Up Area, with intensification in locally designated Intensification Areas;
- supports compact, mixed use, transit supportive, active transportation friendly communities within the Built-Up Area, including Intensification Areas, and designated Greenfield Areas;
- plans Intensification Areas to achieve higher densities than currently exist;
- supports the development of intra and inter-city transit;
- provides for appropriate densities and transitional areas within the Intensification Areas to ensure relative compatibility with surrounding neighbourhoods, including the use of minimum and maximum heights and densities;
- ensures the availability of residential and employment land to accommodate growth;
- supports the achievement of residential intensification and greenfield density targets;
- provides a framework for developing a complete community, including a diverse mix of land uses, a range of local employment opportunities and housing types, high quality public open spaces, and easy access to local stores and services via automobile, transit and active transportation;

- emphasizes compact, mixed use development to reduce the need for travel, and supports transit, walking and cycling;
- provides for a variety of housing types,
- promotes green space, tree preservation and natural heritage conservation;
- promotes efficient use of municipal services;
- maintains a healthy natural environment for present and future generations;
- considers the timing/phasing of necessary infrastructure improvements to facilitate future development;
- guides the development of a transit station site with context sensitive design;
- promotes the provision of adequate pedestrian and cycling facilities to accomplish achieve safety and encourage cycling;
- plans for an enhanced public realm along Regional and local roads, including street trees, public art, gateway features, unique lighting, decorative paving and street furniture;
- makes public transit a priority, improves bus route planning and pedestrian access to bus routes;
- incorporates and supports cycling considerations for on- and off-road facilities and amenities;
- provides cycling linkages between Intensification Areas, adjacent neighbourhoods and transit stations;
- supports the conservations of built heritage resources.

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 City's Official Plan establishes a land use planning framework to accommodate future population, housing and employment growth and development in keeping with the direction of Provincial and Regional land use policy, and having regard for our local context. As detailed in the Information Report on this matter (see [Appendix 5](#)), the majority of lands in the GTSSP are within the City's Built Boundary, with some Greenfield Areas within the City's urban boundary.

The area consists of the West Major Transit Station, an Intensification Area, and two Special Study Areas. Key components of the Official Plan, which are supported and advanced in the GTSSP and GTSSP Urban Design Guidelines are set out below.

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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.

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

The proposed Urban Design Guidelines (“the Guidelines”), attached as Appendix 3, 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. The Guidelines have been details in the Information Report.

## **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 4 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.

## **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**

This report, read in conjunction with the related Information Report, presents and explains staff's recommendation to approve the GO Transit Station Secondary Plan and Urban Design Guidelines. The Secondary Plan and Urban Design Guidelines 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:**

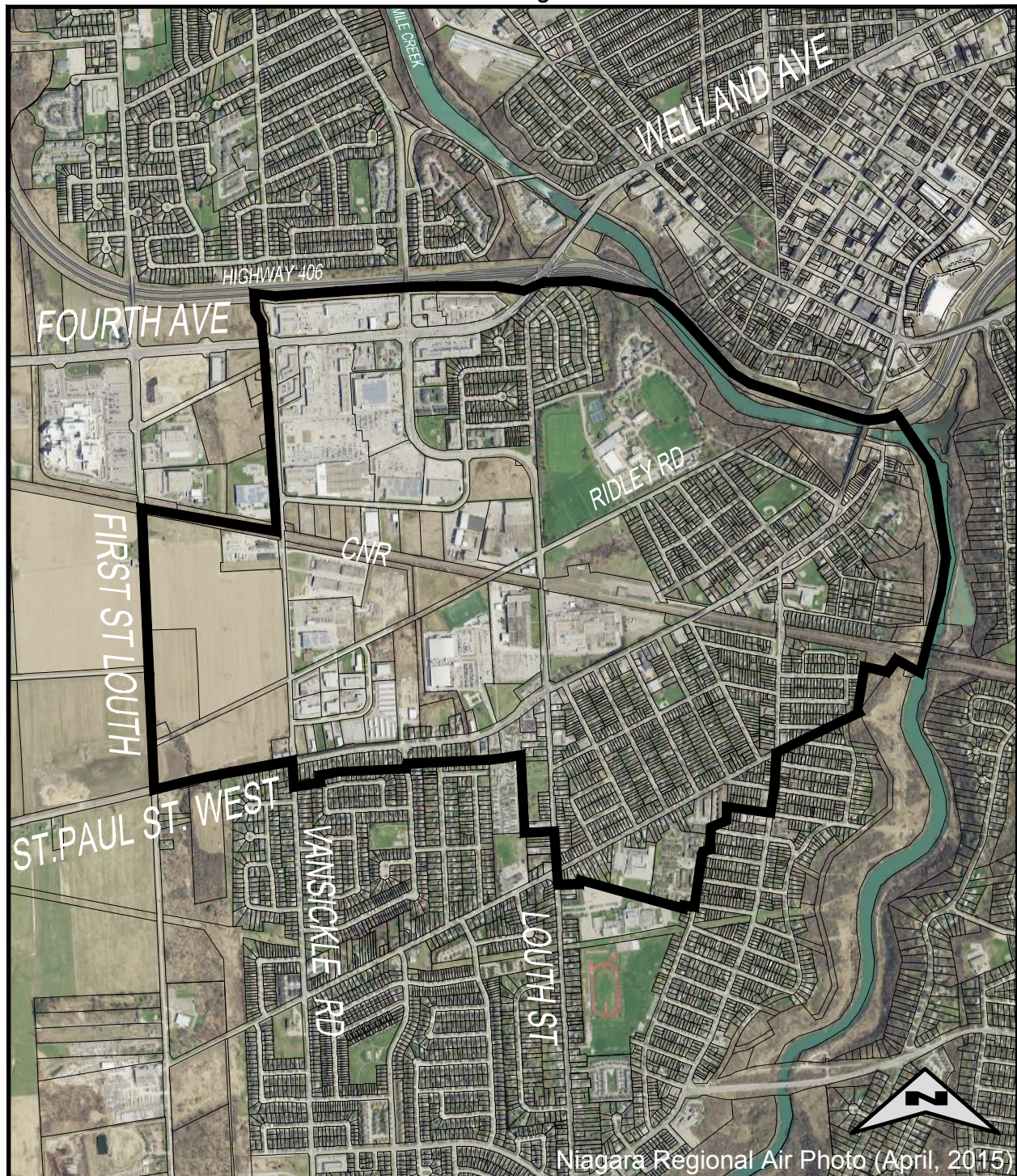
James N. Riddell, M.P.L., MCIP, RPP  
Director of Planning and Building Services


## Appendices

1	Location Map
2	Official Plan Amendment No. 19 (GO Transit Station Secondary Plan)
3	GTSSP Urban Design Guidelines
4	Timing of Planned Improvements
5	Information Report PBS-091-2018
6	Additional public comments
7	Ontario Land Use Policy Framework



# 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.

## 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 exceed 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 vii) 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
  - Overlook and privacy
- 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 Vintage Crescent and Rykert Street and four lanes wide between Fourth Avenue and Vintage Crescent. 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 intersections, 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:

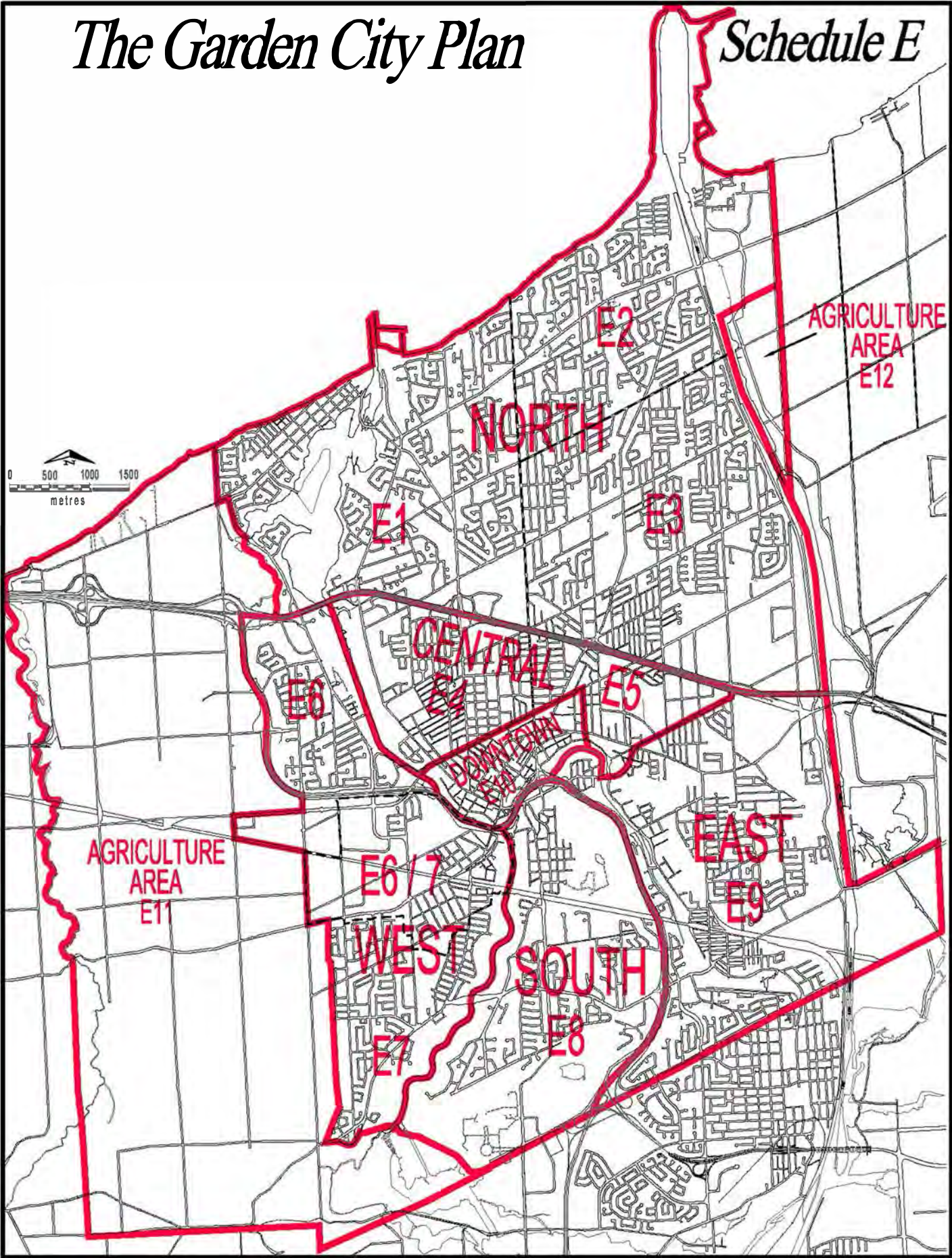
**‘16.21 Secondary Plans**

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).









## 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

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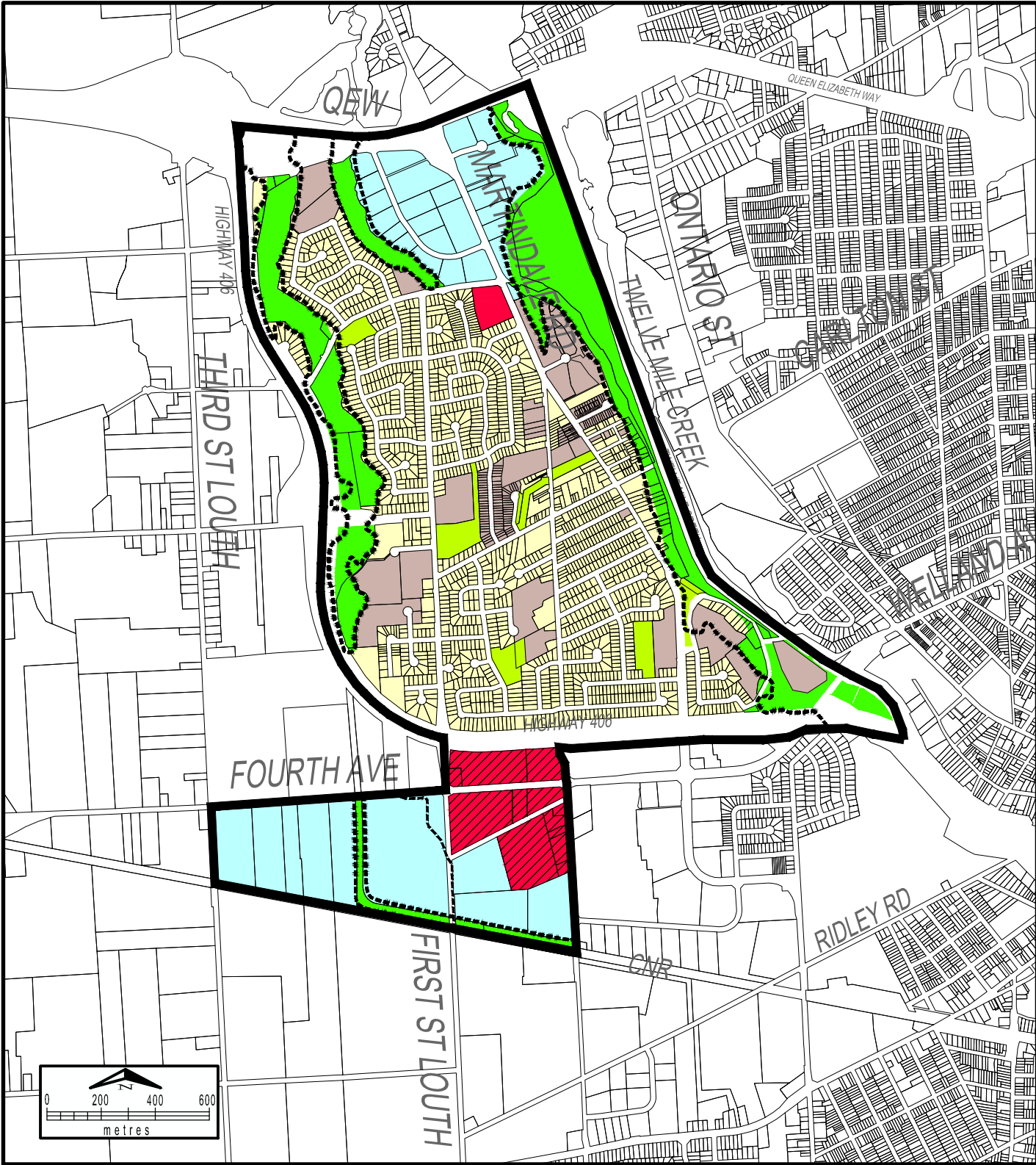
PLANNING AND BUILDING SERVICES

OFFICIAL PLAN JULY 31, 2012



The Garden City Plan

West Planning District Schedule 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

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

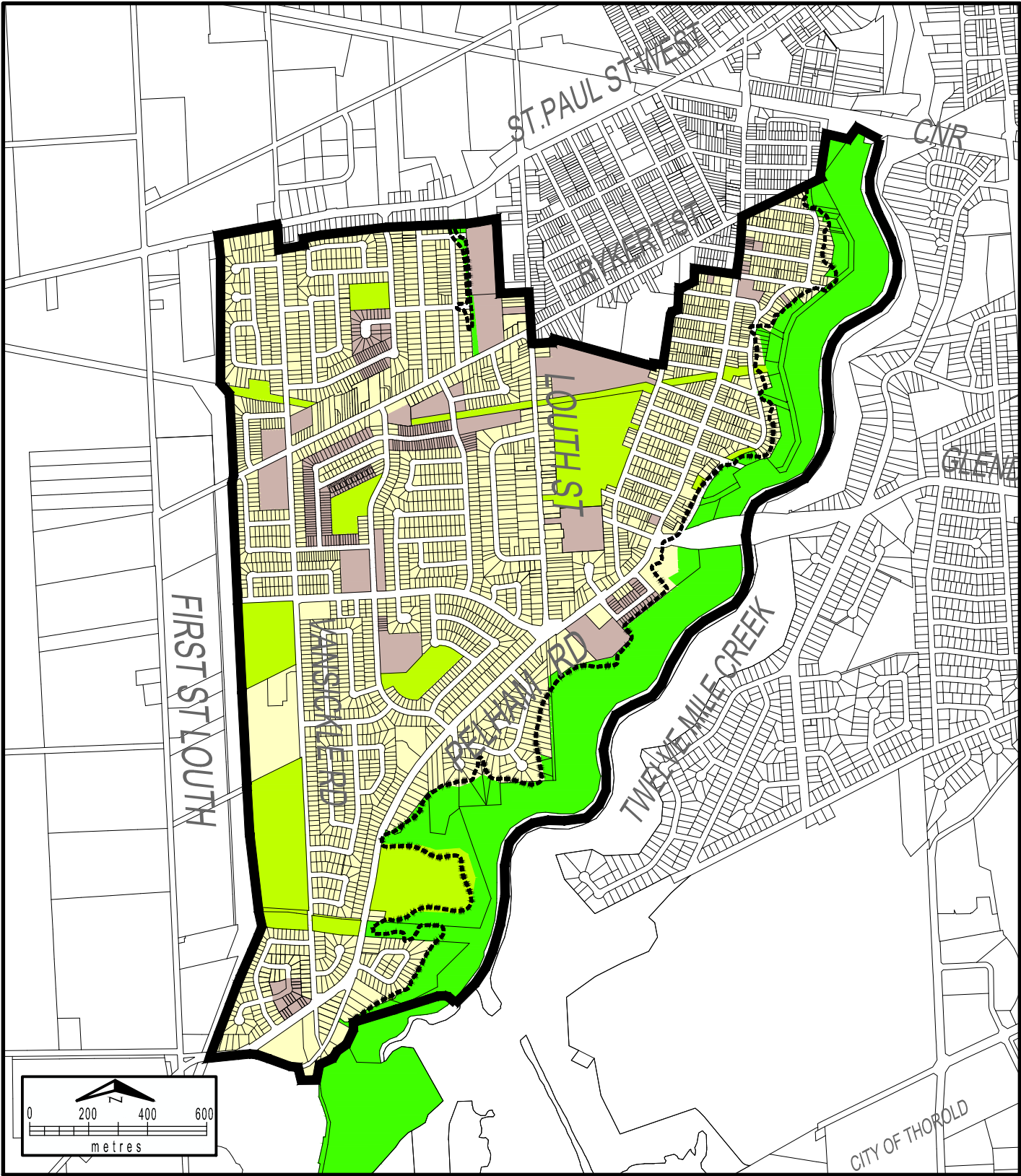
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Planning and Building Services, Planning Services Recommendation Report

Page 45 of 111

# 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

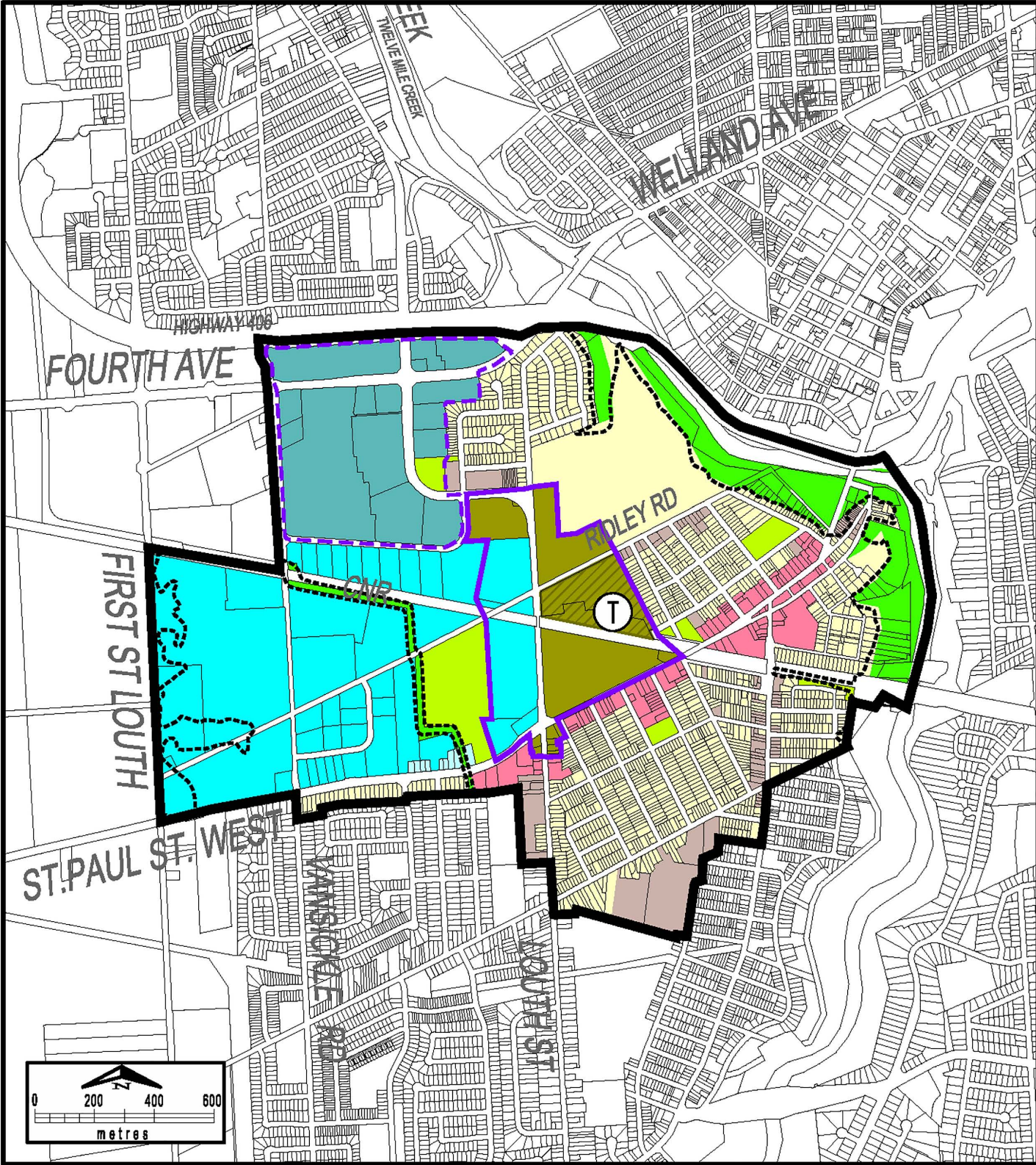
- Special Study Area
- Mixed Use
- General Employment
- Business Commercial Employment
- Parkland & Open Space
- Natural Areas
- Natural Area Extent Line

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 Secondary Plan Area
Mixed Use 2		
Mixed Use 3		

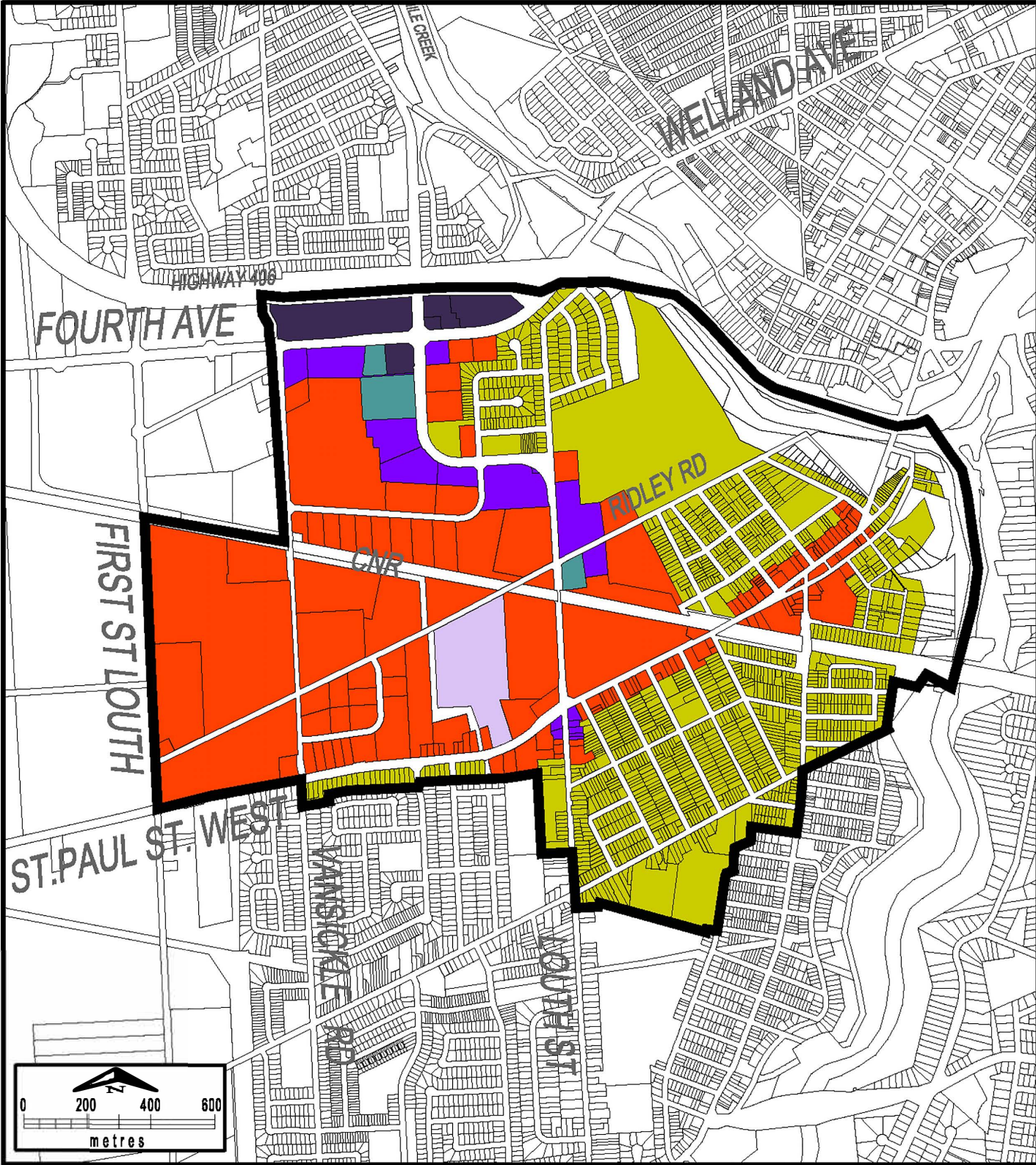
CITY OF ST. CATHARINES  
PLANNING AND BUILDING SERVICES  
OFFICIAL PLAN May 7, 2018

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)

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

CITY OF ST. CATHARINES  
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OFFICIAL PLAN MAY 7, 2018

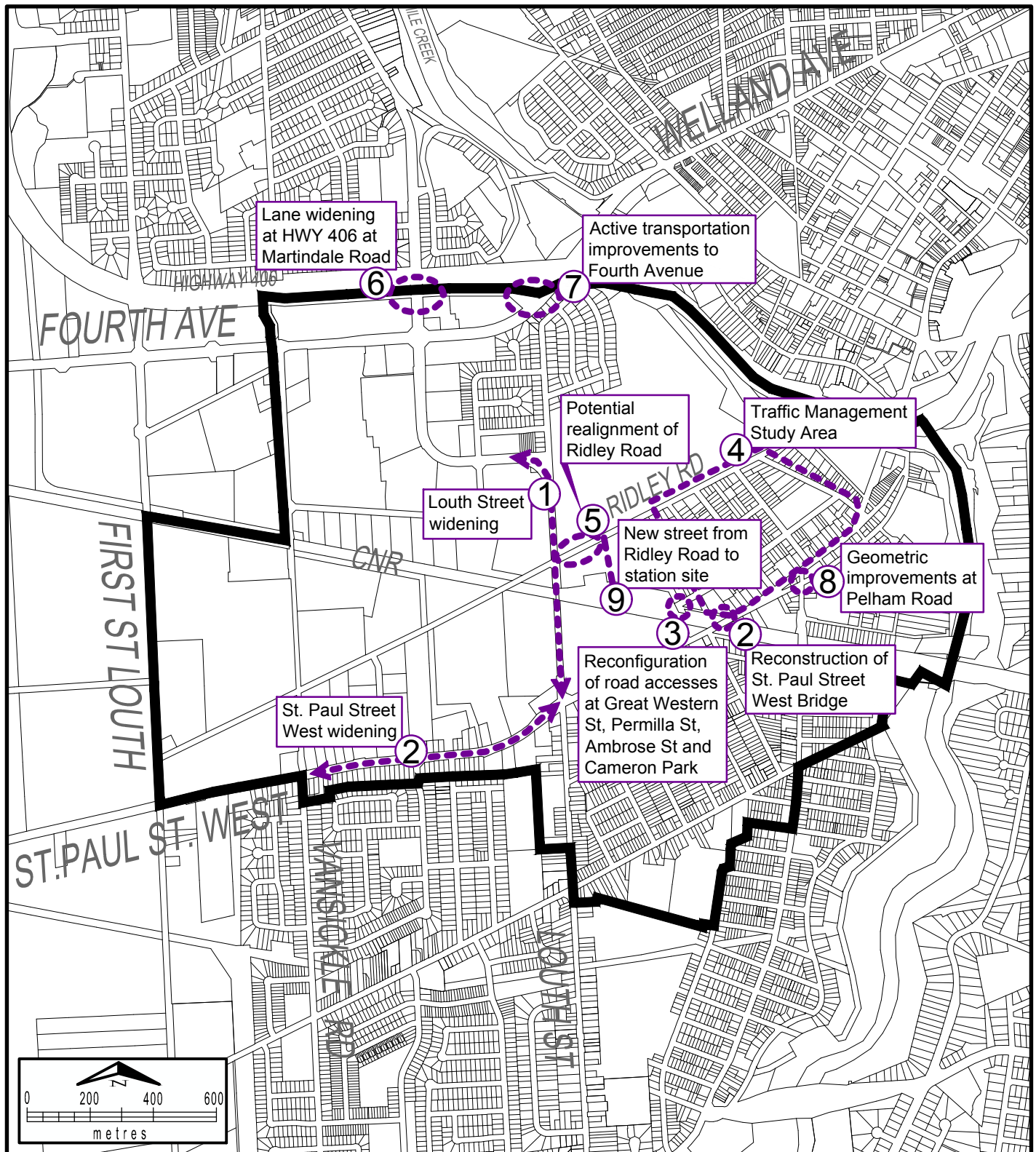
HEIGHT OF BUILDINGS WILL GENERALLY NOT  
EXCEED THOSE ILLUSTRATED ON THIS SCHEDULE

GO Transit Station Secondary Plan Area



# The Garden City Plan

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



## New Road Connections and Improvements

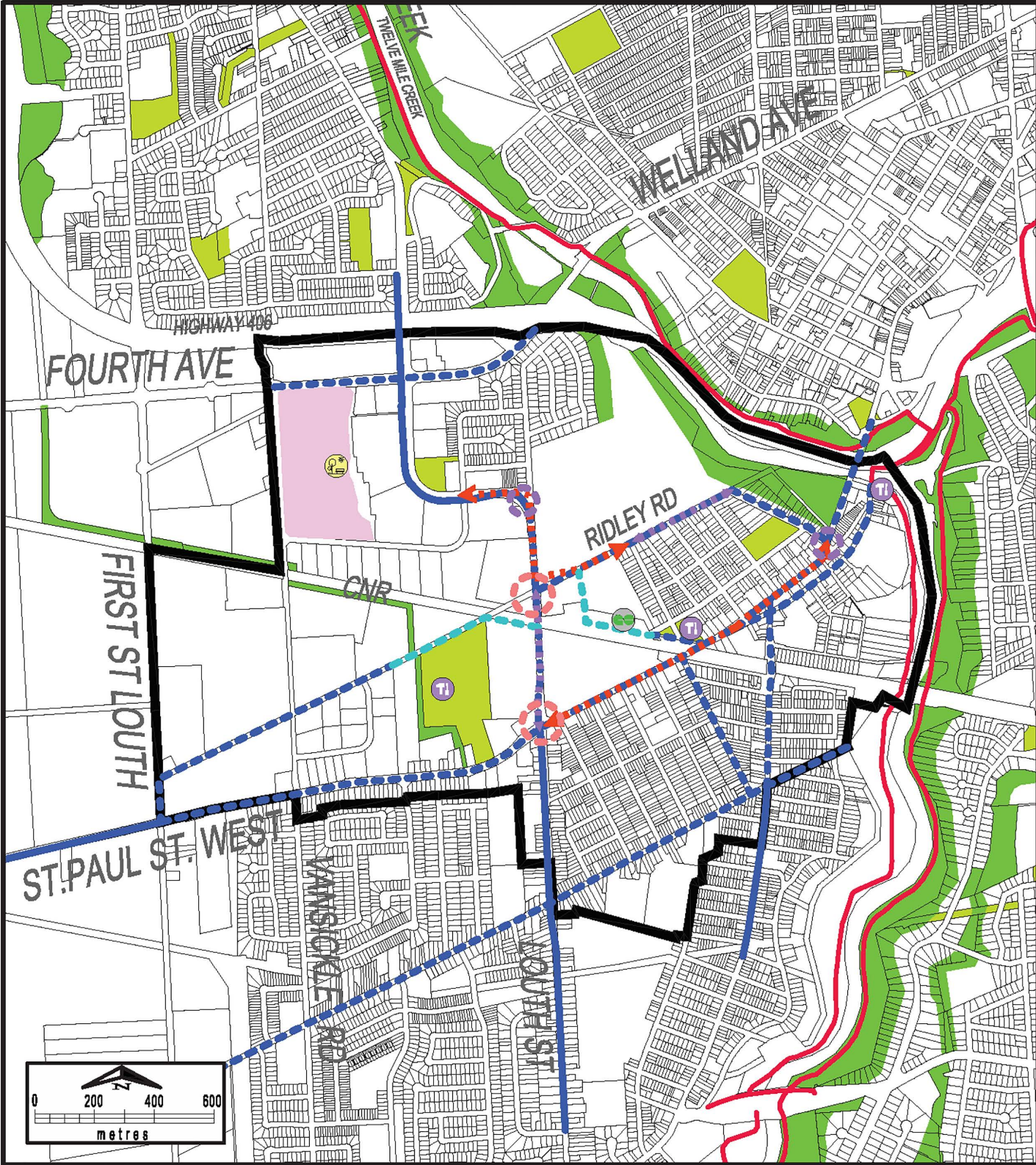
--- Location of Improvement

GO Transit Station Secondary Plan Area



# The Garden City Plan

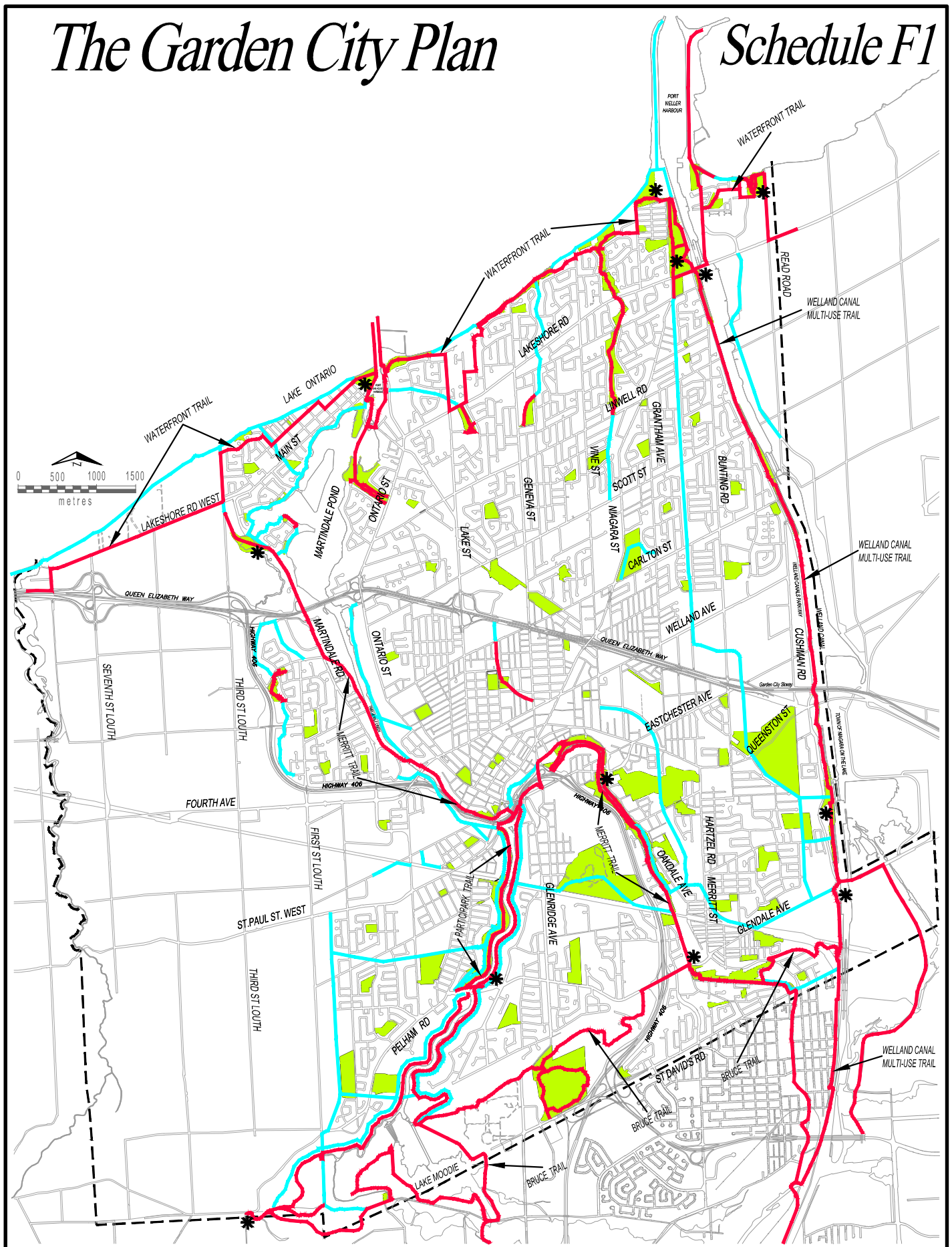
## West Planning District - GO Transit Station Secondary Plan (GTSSP) Schedule E6/7 - C



### 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 Bike Lane / Route (On Road) | Potential GO Station Location          |
| Planned Bike Lane / Route (On Road)  | Natural Areas                          |
| Potential Street Grid Refinement     | Parkland & Open Space                  |
|                                      | GO Transit Station Secondary Plan Area |





## Parkland and Major Trails



## 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

PART C – THE APPENDICES

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 | Copies of the staff reports which relate 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 and May 7, 2018.   |





# GO Transit Station Secondary Plan

## Urban Design Guidelines



## GO Transit Station Urban Design Guidelines

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## Chapter 1 Introduction

### 1.1 GO Transit Station Secondary Plan

On May 7, 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 347 ha land extending west from Burgoyne Bridge to Vansickle Road and First Street Louth, and south from Highway 406 to Rykert Street.

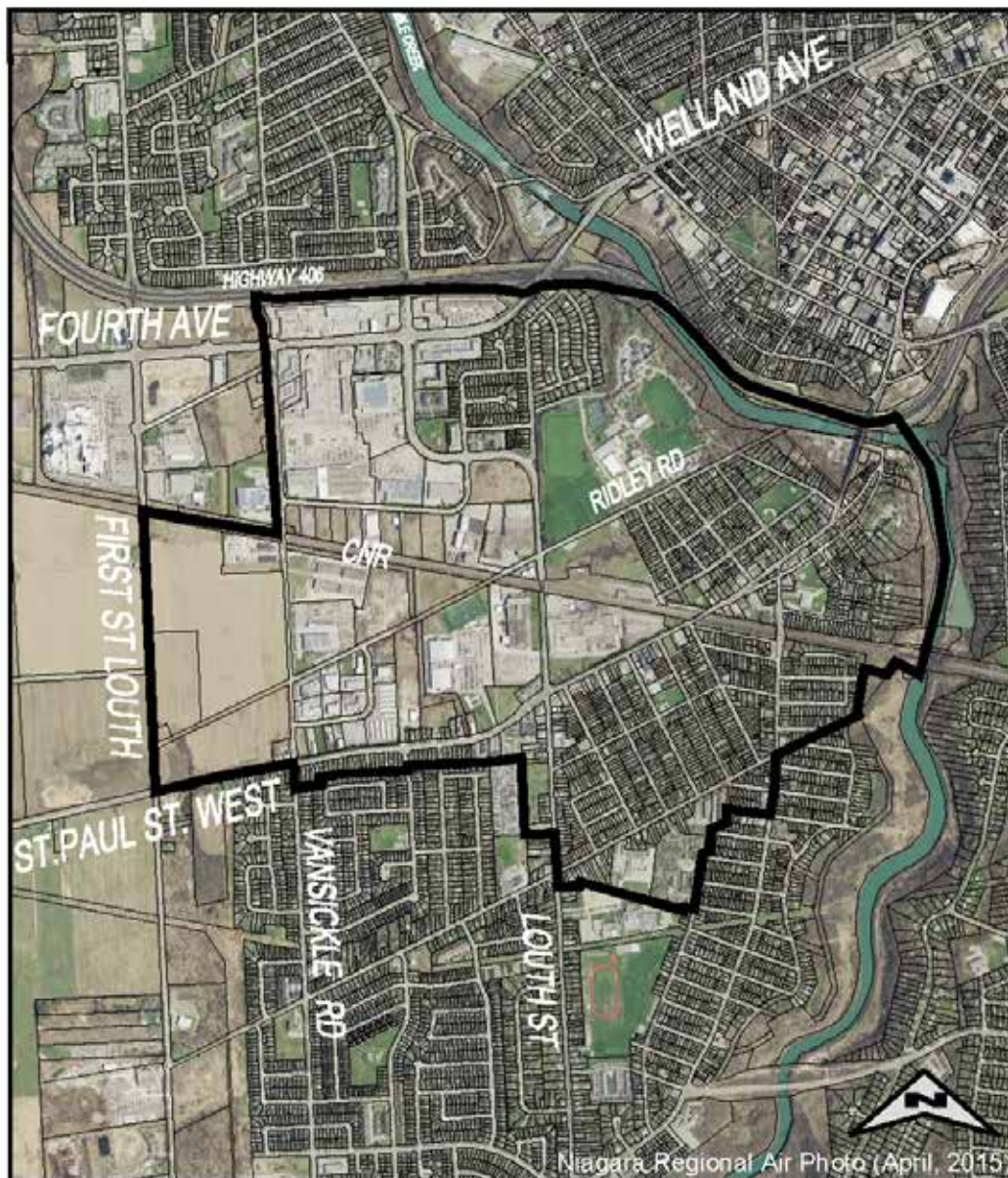


Figure 1 Urban Design Guidelines Area



## 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 (between Louth Street and Ambrose 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 3.2 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 Ridley Road (Between Ambrose Street and Henrietta 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 Crestcombe Road:** 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 Crestcombe Road 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.

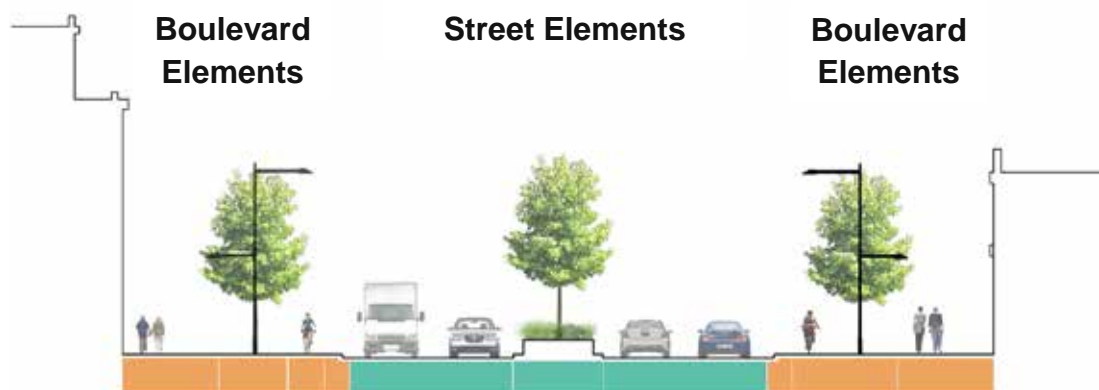


Figure 2 Boulevard and Street Elements

Development of these zones should adhere to the following guidelines:

### **Frontage 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 frontage 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 Clearway Zone**

Pedestrian clearway 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 clearway 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 clearway 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

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<sup>1</sup> Sign variance would be needed to locate signage into the road allowance.

within the adjacent pedestrian clearway zone.

The planting and furnishing zone can be hardscaped or softscaped or include a 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.



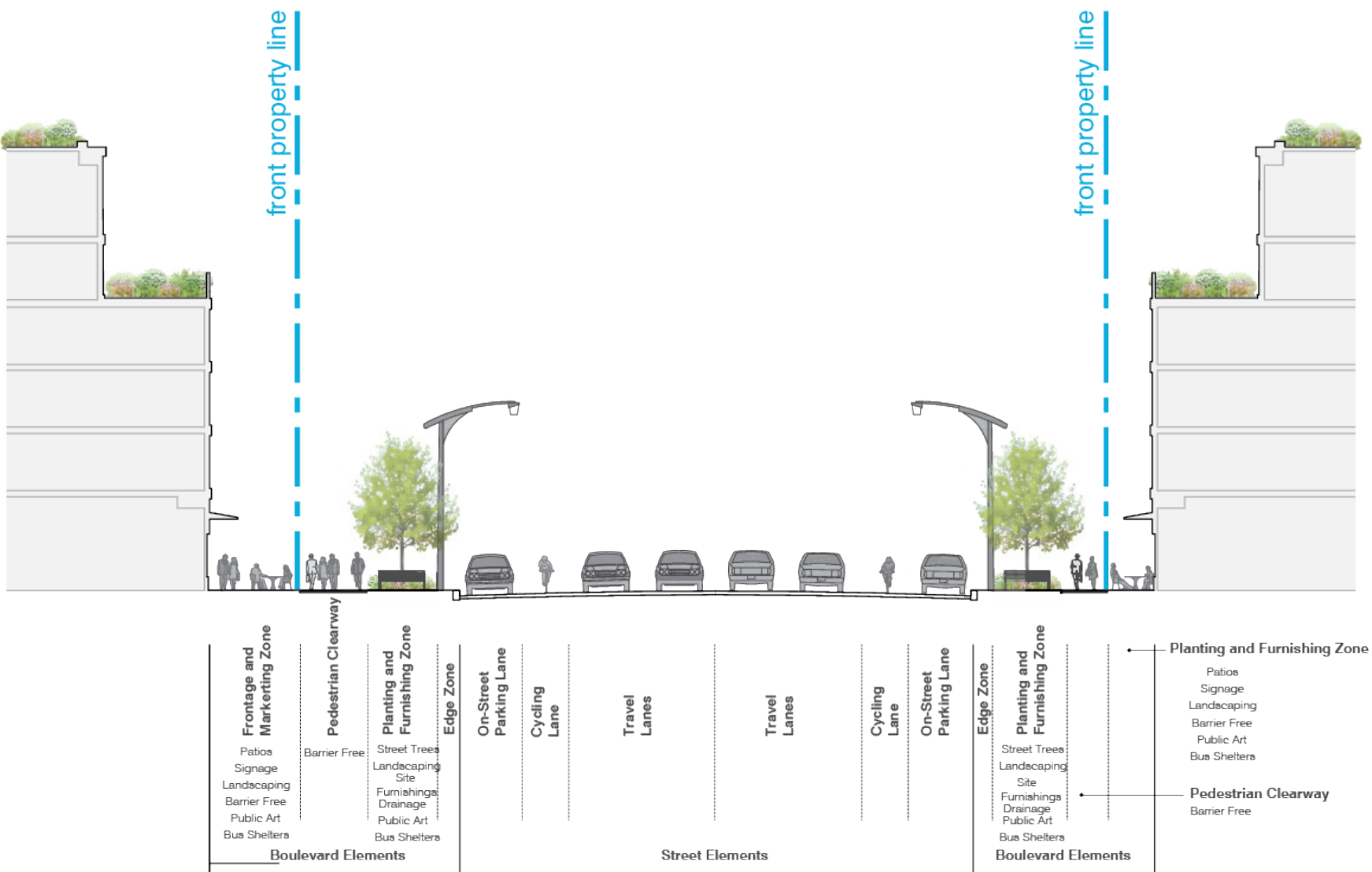


Figure 3 Example of typical street and boulevard elements within general right-of-way.

## 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 4.1.1 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 clearway 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.

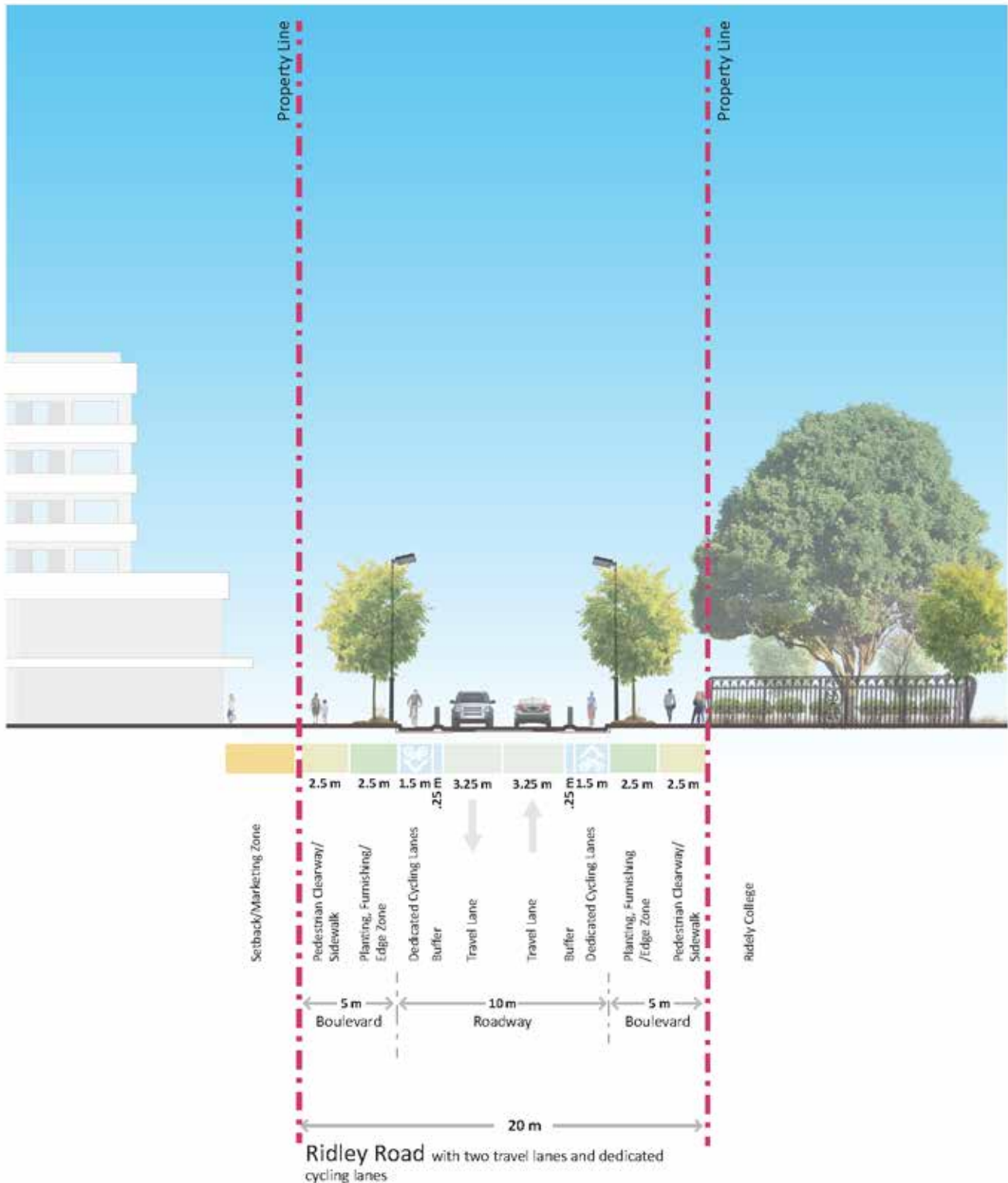


Figure 4 Cross Section - Ridley Road

### 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 2.3. Gateways.

Excluding the frontage 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.

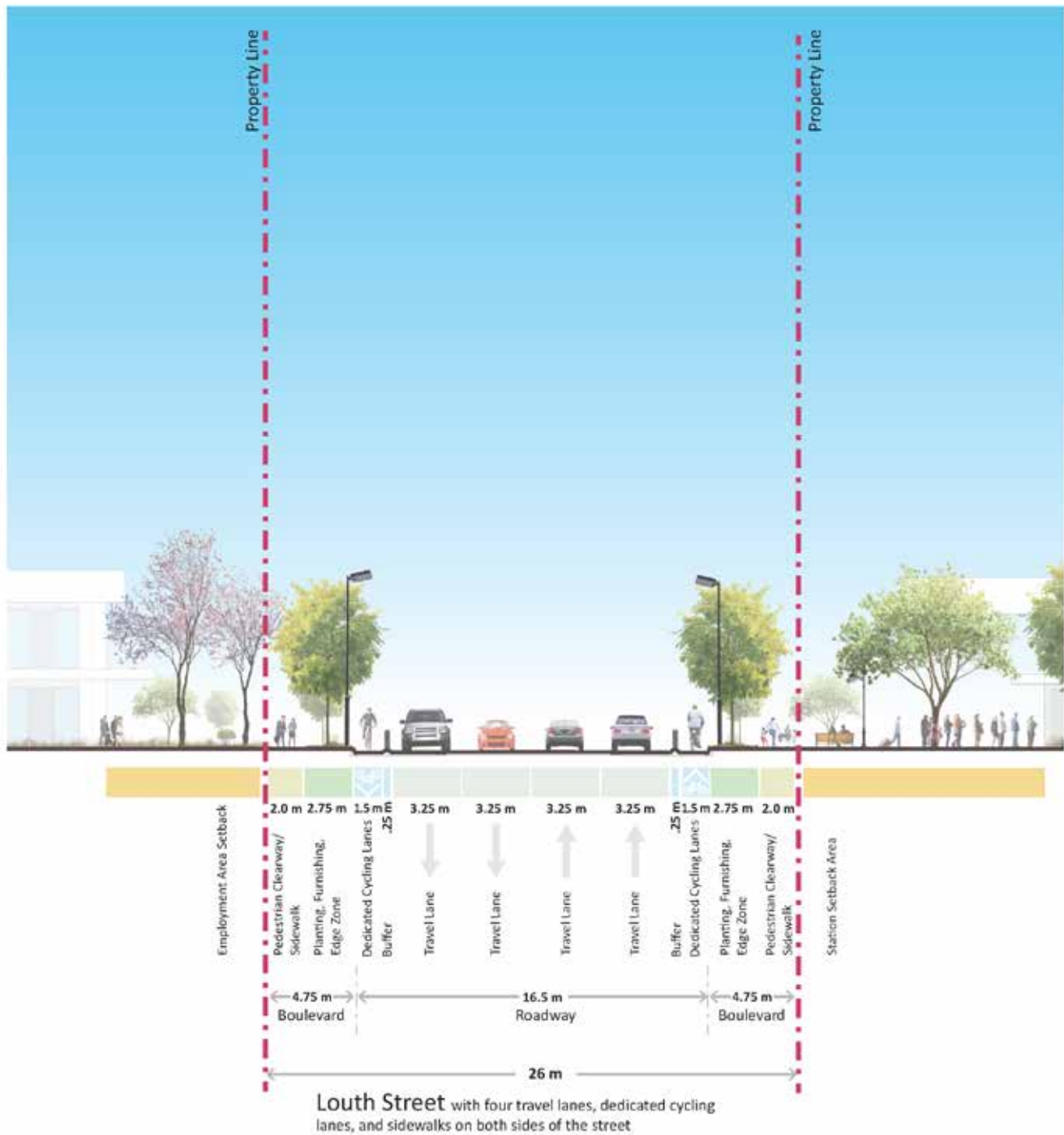


Figure 5 Cross Section - Louth Street

### 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 2.3 Gateways.

Excluding the frontage 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.

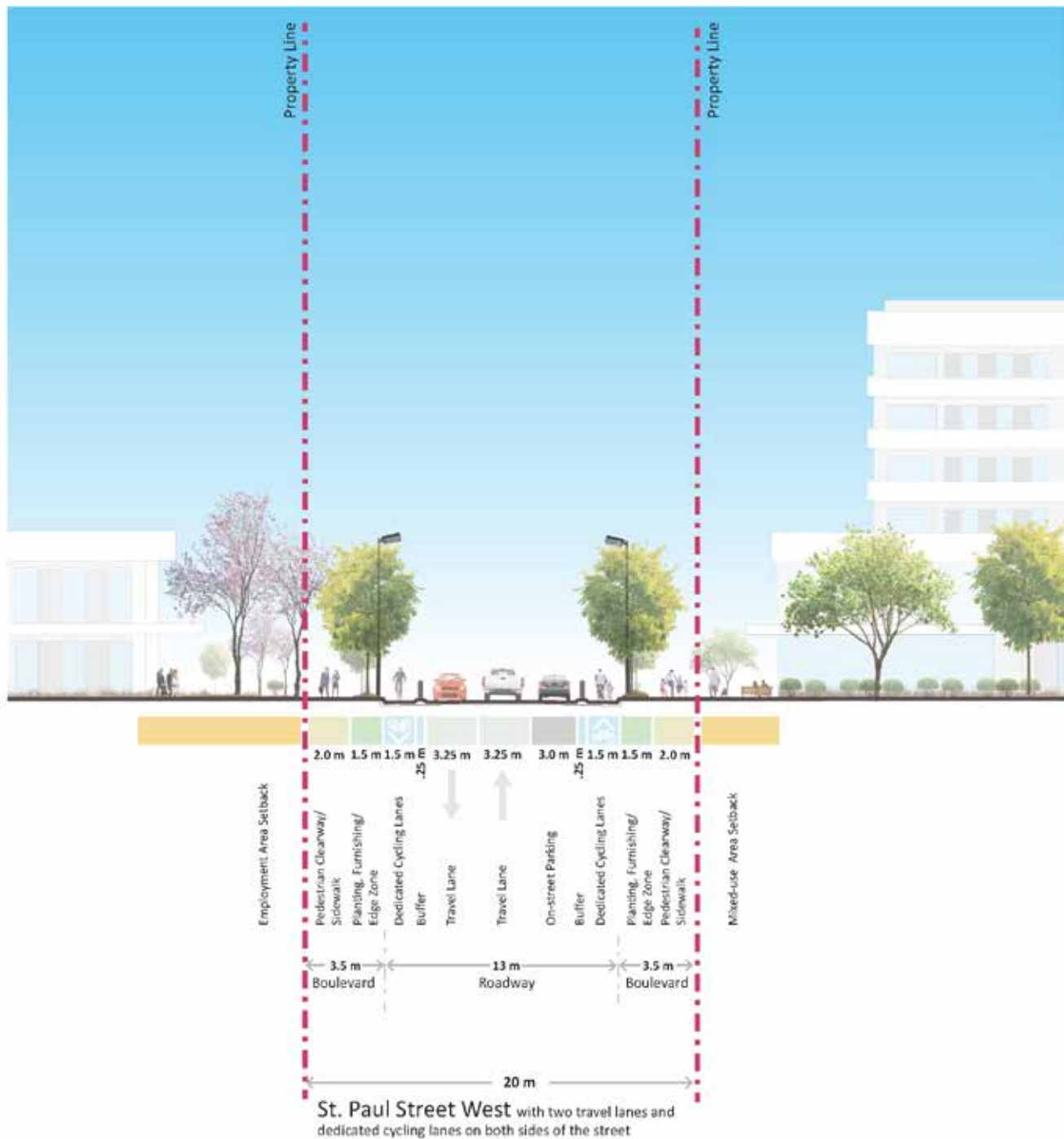


Figure 6 Cross Section - St. Paul Street West

### 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 3.1).

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.

Where provided, 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, within consideration given to specific contexts. 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.

Incorporate architectural design elements and articulation that breaks up the mass of the structure and reflects the character of the surrounding streetscape including colour and materials.

#### 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.

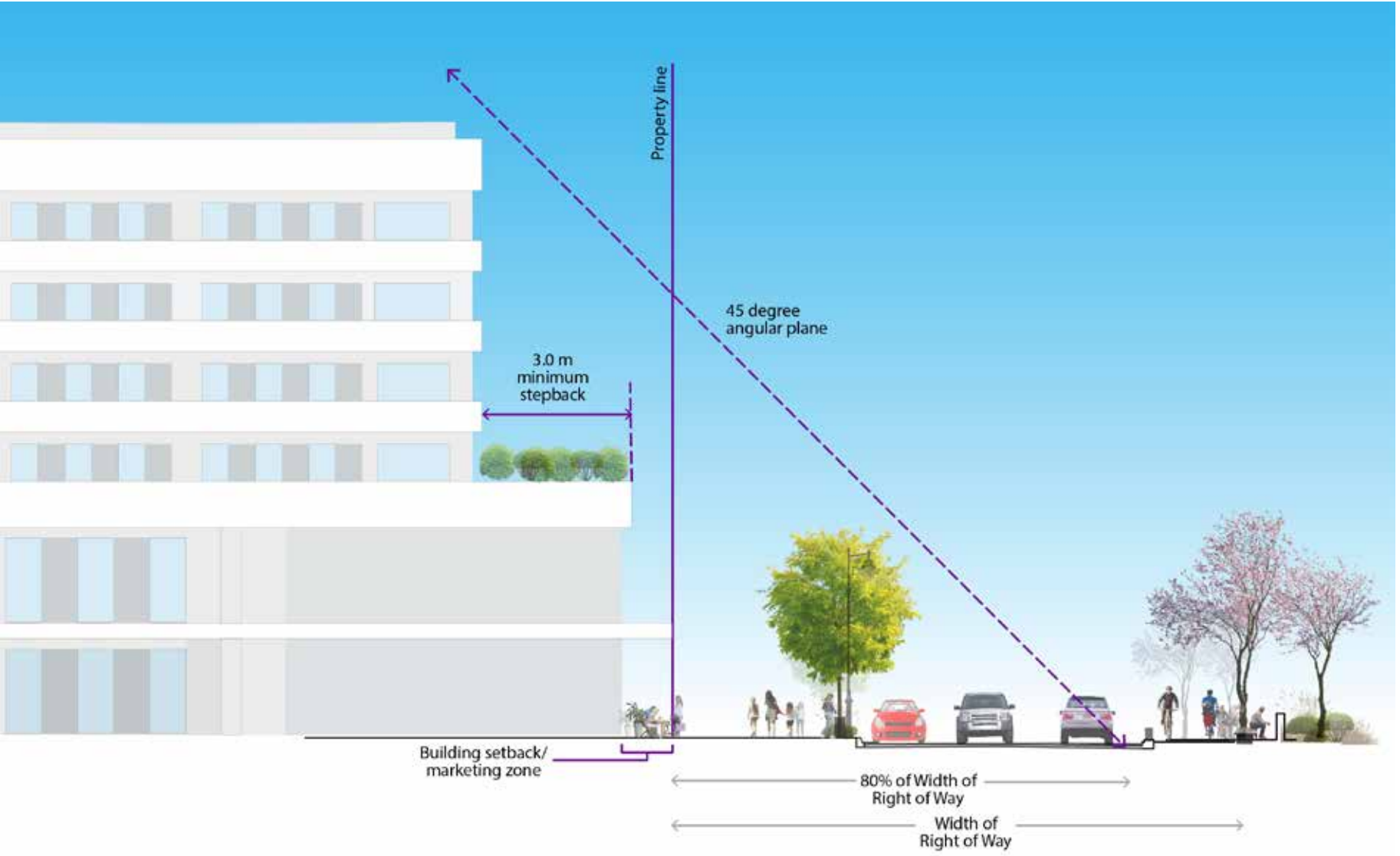


Figure 7 Schematic representation of building setbacks

#### 4.1.5 Front Property Setbacks

To promote more consistent street walls 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.

Weather protection through architectural details such as vestibules, recessed entrances, covered walkways, canopies and awnings is encouraged.

#### 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;
- Stormwater 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.

## 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



**ZELINKA PRIAMO LTD**

*A Professional Planning Practice*

**VIA EMAIL**

April 23, 2018

Legal and Clerks Services  
City of St. Catharines  
50 Church Street  
St. Catharines, ON L2R 7C2

Attention: Ms. Bonnie Nistico-Dunk, City Clerk

Dear Ms. Nistico-Dunk:

**Re: April 23, 2018 Public Meeting  
St. Catharines GO Transit Station Secondary Plan (File 60.33.190)  
Preliminary Comments on Behalf of  
Mountainview Belmont Ridley Heights Inc.  
10 Benfield Drive  
St. Catharines, Ontario  
Our File: BEP/STC/15-01**

We are the planning consultants for Mountainview Belmont Ridley Heights Inc. ("Mountainview"), which is the owner of the vacant lands known municipally as 10 Benfield Drive, St. Catharines, Ontario (the subject lands).

We have been monitoring the St. Catharines GO Transit Station Secondary Plan process. On behalf of Mountainview, we provided preliminary comments dated November 15, 2017, with regard to the St. Catharines GO Transit Station Secondary Plan (Draft October 2017). We met with City and Regional Staff on December 19, 2017 and received a response to our comments dated February 27, 2018.

On behalf of Mountainview, we have reviewed the Draft Official Plan Amendment No. 19 ("OPA 19") released on April 3, 2018 and the associated Schedules that implement the GO Transit Station Secondary Plan (GTSSP), the Draft Urban Design Guidelines and the Information Report dated March 8, 2018 in the context of the subject lands and we have preliminary comments as outlined below, and we will continue to review Draft OPA 19 and the Draft Urban Design Guidelines in more detail and may provide further comments as required.

Based upon our review of the Draft OPA 19: according to Schedule A (Schedule D1 General Land Use Plan), the subject lands are proposed to be redesignated from Commercial to Mixed Use; according to Schedule E (West Planning District, GTSSP, Schedule E6/7, Land Use Designations) the subject lands are proposed to be redesignated from Major Commercial to Mixed Use 2; according to Schedule F (West Planning District, GTSSP, Schedule E6/7 - A, Building Heights) there is a maximum building height for the subject lands of 35 m (10 storey), with no minimum building height; according to Schedule H (West Planning District, GTSSP, Schedule E6/7 - B, New Road Connections and Improvements) improvements a Louth Street Widening is shown along the eastern frontage of the subject lands; and according to Schedule H (West Planning District, GTSSP, Schedule E6/7 - C, Public Realm and Active Transportation Plan), a Major Streetscape Improvement is shown along Louth Street with a Minor Gateway at Crestcombe Road in the proximity of the subject lands.

April 23, 2018

At this time our preliminary comments for Draft OPA 19 are as follows:

- In our letter dated November 15, 2017, we had comments related to the Mixed Use 2 policies as to clarifying that there is no requirement for “mixed-use” for individual properties. The Staff Response dated February 27, 2018 indicates that “it is clear that mixed use is not a requirement, since the list of permitted uses includes residential uses on its own.” Based on the Staff response and Draft OPA 19, we will continue to monitor in order to ensure appropriate implementation;
- For Section 15.3.3.3a)5.viii), where “individual non-residential uses should not 370 square metres”, it would appear that the word “exceed” is missing after “should not”;
- For Section 15.3.3.4.1.i)1 Louth Street Potential Widening and the first paragraph, the references to “Crestcombe Road” should be changed to “Vintage Crescent” for greater clarity and to be consistent with the reference to Vintage Crescent in the second paragraph; and
- For Section 15.3.3.4.2.i)ii), it would appear that “prominent intersection” should be changed to “prominent intersections”.

At this time our preliminary comments for the Draft Urban Design Guidelines are as follows:

- We note under Section 1.2.1, Weight of Provisions, additional clarity has been provided as to qualifiers for the priority and level of flexibility of the guidelines based on definitions for “Shall”, “Should” and “Encouraged”. In particular, we note that “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”. It would appear that “flexibly” in the sentence after the heading “Weight of Provision” should be corrected to read as follows: “These qualifiers indicate priority and level of flexibility as follows”;
- For Section 2.1.1 Major Streetscape Improvement Areas, we note that detailed concepts, including road cross sections, are referenced as being found “in Section 2.1 of the Guidelines.” Based on our review, Section 2.1.1 should be updated to correctly reference Section 3.2 of the Guidelines, where the cross sections have been provided;
- For Section 2.1.1 Major Streetscape Improvements, it is noted that a sidewalk should be included with respect to the Louth Street Major Streetscape Improvement Area, which would include the Mountainview lands. Further, under Section 3.2.2 Louth Street of the Guidelines, it is indicated that the extension of the active transportation network is planned along Louth Street. We request clarification regarding the intent of the future design/road upgrades of Louth Street since it is our understanding from Staff that the EA that is being contemplated for the Louth Street construction/road upgrades was not going to include a sidewalk and/or a sidewalk was never planned with this future roadwork, whereby Mountainview are required to fund the sidewalk construction;
- For Section 2.3.2 Minor Gateway Improvement Areas, we note that under Draft OPA 19 there is a Minor Gateway at Crestcombe Road, which does not correspond with the references in the Guidelines to “Louth Street at Vintage Crescent/Benfield



April 23, 2018

Drive" and the wording should be revised accordingly. Similarly, on page 16 of the Information Report dated March 8, 2018, we note that there is a reference to the Minor Gateway being at Louth Street and Vintage Crescent, and this reference should similarly be updated to Crestcombe Road. For the references to "public art" and "new public spaces", we note that the Staff Response dated February 27, 2018 indicates that a new public space and public art are not required for the Mountainview lands;

- For Section 3.1 Boulevard Design, the references to "Patio and Marketing Zone" and "Pedestrian Through Zone" are different than the associated "Frontage and Marketing Zone" and "Pedestrian Clearway" references in Figure 3, whereby clarity should be provided with consistent labelling;
- For Section 3.2.2 Louth Street and Section 3.2.3 St. Paul Street West, it appears that the cross sections illustrations for each street were reversed;
- Section 3.6 Landscaping states "Trees shall be incorporated into public street design and will frame all streets and pathways." We request clarification that this guideline is flexible to accommodate site conditions and restrictions. In particular that this guideline will take into account sight line restrictions, such as the curve of Louth Street where large trees may cause safety hazard;
- For Section 4.1.5 Front Property Setbacks, it would appear that there is a missing word or comma in the sentence "To promote more consistent street walls to and to create an attractive streetscape design should". In addition, there is an unnecessary "to" after "walls";
- In our letter dated November 15, 2017 we requested clarification regarding Section 5.3.2.6 regarding Façade Design being treated as guidelines. The Staff Response dated February 27<sup>th</sup>, 2018 stated: "Section 5.3.2.6 is contained within the Guidelines section and would be treated as such." This guideline is now in Section 4.2.3 Façade Design, stating "Provide weather protection through architectural details such as vestibules, recessed entrances, covered walkways, canopies and awnings." We request that this section be clarified with the following suggested replacement language: "Weather protection through architectural details such as vestibules, recessed entrances, covered walkways, canopies and awnings is encouraged."
- For Section 4.3 we request that clarity be provided for "key considerations for achieving sustainable building design", the list does not represent requirements; and
- Section 5.3 Microclimate and Shadows states: "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"; "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"; and "Shadow studies for blocks and individual buildings should be undertaken on the equinoxes and solstices". In our comment dated November 15, 2017, we submitted that shade and micro-climatic studies should only be required for buildings greater than 6 storeys. The Staff response February 27, 2018 noted agreement. We request that the wording under Section 5.3 be clarified to reflect the Staff response.


April 23, 2018

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Please accept this correspondence as our request for notification of any decision(s) by the Committee and/or City Council regarding this matter.

Yours very truly,

**ZELINKA PRIAMO LTD.**

  
Jonathan Rodger, MScPI, RPP, MCIP  
Senior Associate

cc. Mountainview Belmont Ridley Heights Inc. (via email)  
Aaron Butler, City of St. Catharines (via email)  
Diana Morreale, Region of Niagara (via email)



**ZELINKA PRIAMO LTD**  
*A Professional Planning Practice*

**VIA EMAIL**

April 23, 2018

Legal and Clerks Services  
 City of St. Catharines  
 50 Church Street  
 St. Catharines, ON L2R 7C2

Attention: Ms. Bonnie Nistico-Dunk, City Clerk

Dear Ms. Nistico-Dunk:

**Re: April 23, 2018 Public Meeting**  
**St. Catharines GO Transit Station Secondary Plan (File 60.33.190)**  
**Preliminary Comments on Behalf of CP REIT Ontario Properties Limited and**  
**Loblaw Companies Limited**  
**411 Louth Street**  
**St. Catharines, Ontario**  
**Our File: CHO/STC/17-01**

We are the planning consultants for CP REIT Ontario Properties Limited ("CP REIT") and Loblaw Companies Limited ("Loblaw"), owners and tenant, respectively, of lands known municipally as 411 Louth Street in the City of St. Catharines (the "subject lands"), which are developed for a Real Canadian Superstore, as well as associated parking.

We have been monitoring the St. Catharines GO Transit Station Secondary Plan process. On behalf of CP REIT and Loblaw, we provided preliminary comments dated January 9, 2018, with regard to the St. Catharines GO Transit Station Secondary Plan (Draft October 2017). We met with City and Regional Staff on February 22, 2018 and received a response to our comments dated April 10, 2018.

On behalf of CP REIT and Loblaw, we have reviewed the Draft Official Plan Amendment No. 19 ("OPA 19") released on April 3, 2018 and the associated Schedules that implement the GO Transit Station Secondary Plan (GTSSP), the Draft Urban Design Guidelines and the Information Report dated March 8, 2018 in the context of the subject lands and we have preliminary comments as outlined below, and we will continue to review Draft OPA 19 and the Draft Urban Design Guidelines in more detail and may provide further comments as required.

Based upon our review of Draft OPA 19: according to Schedule A (Schedule D1 General Land Use Plan), the subject lands are proposed to be redesignated from Commercial to Mixed Use; according to Schedule E (West Planning District, GTSSP, Schedule E6/7, Land Use Designations) the subject lands are proposed to be redesignated from Major Commercial to Mixed Use 3; according to Schedule F (West Planning District, GTSSP, Schedule E6/7 - A, Building Heights) there is a maximum building height of 54 m (16 storey) for the northern portion of the subject lands and 35 m (10 storey) for the southern portion of the subject lands, with no minimum building height; and according to Schedule H (West Planning District, GTSSP, Schedule E6/7 - C, Public Realm and Active Transportation Plan) the adjacent lands to the west indicate "Potential Street Grid Refinement" and "Potential New Public Space".

April 23, 2018

At this time our preliminary comments for Draft OPA 19 are as follows:

- In our comments dated January 9, 2018, we noted that in general, CP REIT have no plans as this time for the redevelopment of the subject lands and the existing supermarket, however there may be short and medium term opportunities for intensification with smaller infill commercial buildings as well as for additions and expansions to the existing commercial building. The Staff Response dated April 10, 2018 indicates "The draft Official Plan Amendment includes transitional policies for those sites currently designated Major Commercial in the Official Plan. The objective of these policies is to maintain a large scale commercial centre, while integrating intensification and redevelopment in the form of medium and higher density residential and mixed use developments. The area is planned to be maintained as a regional commercial destination." Based on the Staff response and Draft OPA 19, we will continue to monitor in order to ensure appropriate implementation;
- In our comments dated January 9, 2018, we requested that clarity be provided that the Urban Design Guidelines are "guidelines" and that there is flexibility to address site specific context and operational needs. The Staff Response dated April 10, 2018 indicates "The Urban Design Guidelines are a 'stand-alone' document from the Secondary Plan. There is reference to the Urban Design Guidelines within the body of the draft Official Plan Amendment." We have comments below specific to the revised draft Urban Design Guidelines;
- For our comments dated January 9, 2018 related to the Mixed Use 2 policies, the Staff Response dated April 10, 2018 indicates that the CP REIT lands are now proposed to be designated Mixed Use 3 and the policies "would accommodate new independent non-residential uses as well as expansions to existing non-residential uses without a residential provision". Based on the Staff response and Draft OPA 19, we will continue to monitor in order to ensure appropriate implementation; and
- For our comments dated January 9, 2018 related to the "Potential New Public Space" and a "Potential Street Grid Refinement" shown to the west of the subject lands, the Staff Response dated April 10, 2018 indicates "Icons depicted in [former] Schedule 7 are for illustrative purposes only and the need, location and design of public spaces shall occur through future development applications... As redevelopment occurs on these lands, the need for parkland will be evaluated more specifically... As redevelopment occurs on these lands, there could be an opportunity to integrate public streets into the existing road and driveway network. This would be assessed on a site-by-site basis as development applications are considered." Based on the Staff response and Draft OPA 19, we will continue to monitor in order to ensure appropriate implementation.
- Under Section 15.3.3.3a)6 and the Mixed Use 3 policies, Subsection viii) states that "Notwithstanding vi) above, existing non-residential buildings are permitted to expand for non-residential uses without a residential provision." Based on our review, the notwithstanding clause of Subsection viii) should reference Subsection vii) instead of the current vi), as the clause of Subsection vii) refers to new commercial as being in conjunction with a residential component.

April 23, 2018

At this time our preliminary comments for the Draft Urban Design Guidelines are as follows:

- We note Section 1.2.1, Weight of Provisions, additional clarity has been provided as to qualifiers for the priority and level of flexibility of the guidelines based on definitions for “Shall”, “Should” and “Encouraged”. In particular we note that “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.” It would appear that “flexibly” in the sentence following the heading “Weight of Provisions” should be corrected to read as follows: “These qualifiers indicate priority and level of flexibility as follows”;
- For Section 2.1.1 Major Streetscape Improvement Areas, we note that detailed concepts, including road cross sections, are referenced as being found “in Section 2.1 of the Guidelines.” Based on our review, Section 2.1.1 should be updated to correctly reference Section 3.2 of the Guidelines, where the cross section have been provided;
- For Section 3.1 Boulevard Design, in our comments dated January 9, 2018, we requested clarification as to the improvements contemplated within the public right-of-way. According to the Staff response dated April 10, 2018 “Areas described as Patio and Marketing Zone, Setback/Marketing Zone and Employment Area Setback, are intended to be outside of the public right-of-way. This is the intent for the frontage of the subject lands. Encroachments into the public right-of-way are examined on a case-by-case basis”. We note that the references to “Patio and Marketing Zone” and “Pedestrian Through Zone” are different than the associated “Frontage and Marketing Zone” and “Pedestrian Clearway” references in Figure 3, whereby clarity should be provided with consistent labelling;
- For Section 3.2.2 Louth Street and Section 3.2.3 St. Paul Street West, it appears that the cross sections illustrations for each street were reversed;
- For Section 3.4 Public Art, based upon our review there is a lack of clarity as to when public art may be appropriate. We suggest that “Where provided” be added before “The design of public art should.”;
- For Section 4.1.5 Front Property Setbacks, it would appear that there is a missing word or comma in the sentence “To promote more consistent street walls to and to create an attractive streetscape design should”. In addition, there is an unnecessary “to” after “walls”;
- For Section 4.3 we request confirmation that for “key considerations for achieving sustainable building design”, the list does not represent requirements; and
- Section 5.3 Microclimate and Shadows states: “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”; “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”; and “Shadow studies for blocks and individual buildings should be undertaken on the equinoxes and solstices”. In our comment dated January 9, 2018, we submitted that shade and micro-climatic studies should only be required for buildings greater than 6 storeys. The Staff



April 23, 2018

response dated April 10, 2018 noted that the guidelines were carried over and that "A Shadow Study may be required on a case-by-case basis as determined in accordance with the general policies of the Official Plan". We request that the wording under Section 5.3 be clarified to reflect the Staff response.

Please accept this correspondence as our request for notification of any decision(s) by the Committee and/or City Council regarding this matter.

Yours very truly,

**ZELINKA PRIAMO LTD.**



Jonathan Rodger, MScPI, RPP, MCIP  
Senior Associate

cc. CP REIT Ontario Properties Limited (via email)  
Loblaw Companies Limited (via email)  
Pitman Patterson, Borden Ladner Gervais LLP (via email)  
Aaron Butler, City of St. Catharines (via email)  
Diana Morreale, Region of Niagara (via email)

PAUL MACE

REAL ESTATE CONSULTING

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APR 23 2018

CITY CLERK'S OFFICE  
ST. CATHARINES, ONTARIO

Monday April 23, 2018

Bonnie Nistico-Dunk  
City Clerk  
City of St. Catharines  
Legal and Clerks Services  
City Hall  
50 Church Street, P.O. Box 3012  
St. Catharines, ON L2R 7C2

Re: File 60.33.190  
Official Plan Amendment for the St. Catharines GO Transit Station Secondary Plan

I have been retained by the owners of Brighton Business Centre [Mr. I. Watson and Mr. E. Baldassi] who, through holding or limited corporations or otherwise own and control all of built form and vacant land marked in red on my Schedule "A" attached herein, and hereinafter for the purpose of this commentary is referred to as "Brighton".

Brighton has several uses on this property which include but is not limited to: office use, warehousing, manufacturing, powder coating, moving companies, storage and includes a freestanding vacant office building to be re-developed and as mentioned vacant development lands fronting on Benfield Avenue.

The Brighton property will be severely impacted by the St. Catharines GO Transit Station Secondary Plan [SCGTSSP].

Schedule H to the Draft OPA 19 shows the intersection of Ridley and Louth being a Major Gateway. Within the Draft Urban Design Guidelines Section 2.3.1 it speaks to Major Gateways including signage, enhanced lighting, intensive landscaping, public art plus other amenities. Nice to have but not important to traffic management for a GO Train. Within the draft by law we see suggestions of traffic improvements possibly needed. Our concern is that the traffic impact of a GO Station has not yet been completed thoroughly and Brighton's entrance is the "Major Gateway" based upon our review of the materials. Brighton instant has tractor trailers, moving vans, passenger cars, couriers and other truck traffic accessing the site between 7:00 AM - 6:00 PM Monday to Friday. New condominiums will be constructed in the immediate area adding to traffic.

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40 CONFEDERATION DRIVE, RR3, NIAGARA ON THE LAKE

ONTARIO, CANADA L0S 1J0

Page 2  
City of St Catharines  
File 60.33.190

This Major Gateway needs special attention due to high traffic volumes which will be occurring instantly when GO trains arrive and also in the morning when people rush to catch a train, all this GO Train traffic as new traffic to the area.

With the Draft bylaw Section 7 General Employment, subsection [i] Exceptions [i] grandfathering of uses insofar as 301 Louth Avenue is proposed, however we suggest that grandfathering needs to apply to all areas as marked with our Schedule "A".

If Brighton is perceived as a difficult location for access and safety it will affect the ability to lease space to new tenants. We would appreciate being involved in discussions with staff as it is our opinion Brighton at this moment will be negatively impacted economically and our existing tenants will have difficulty operating their businesses if the Major Gateway at Louth and Ridley is not implemented correctly.

Regards,



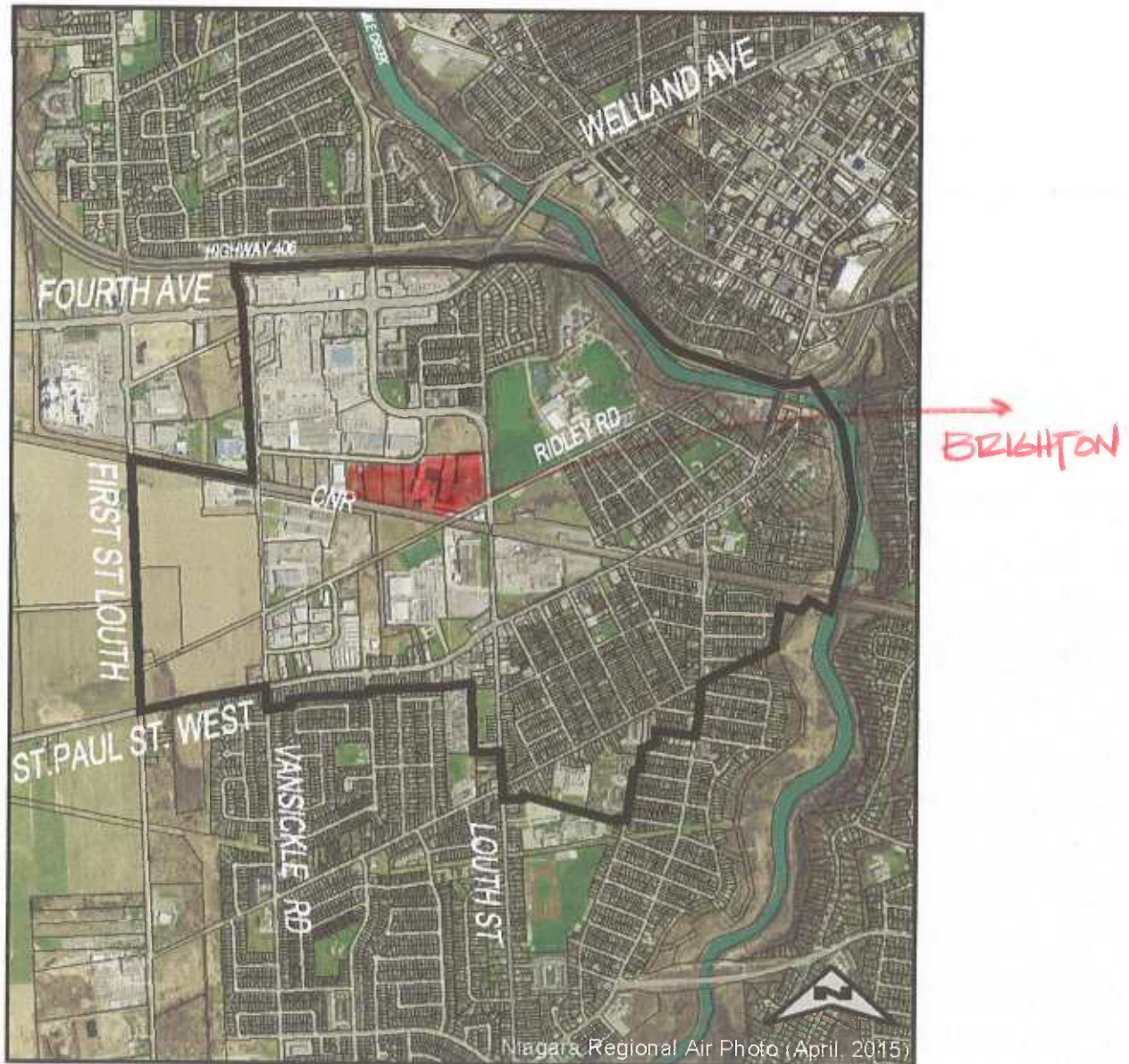
Paul Mace



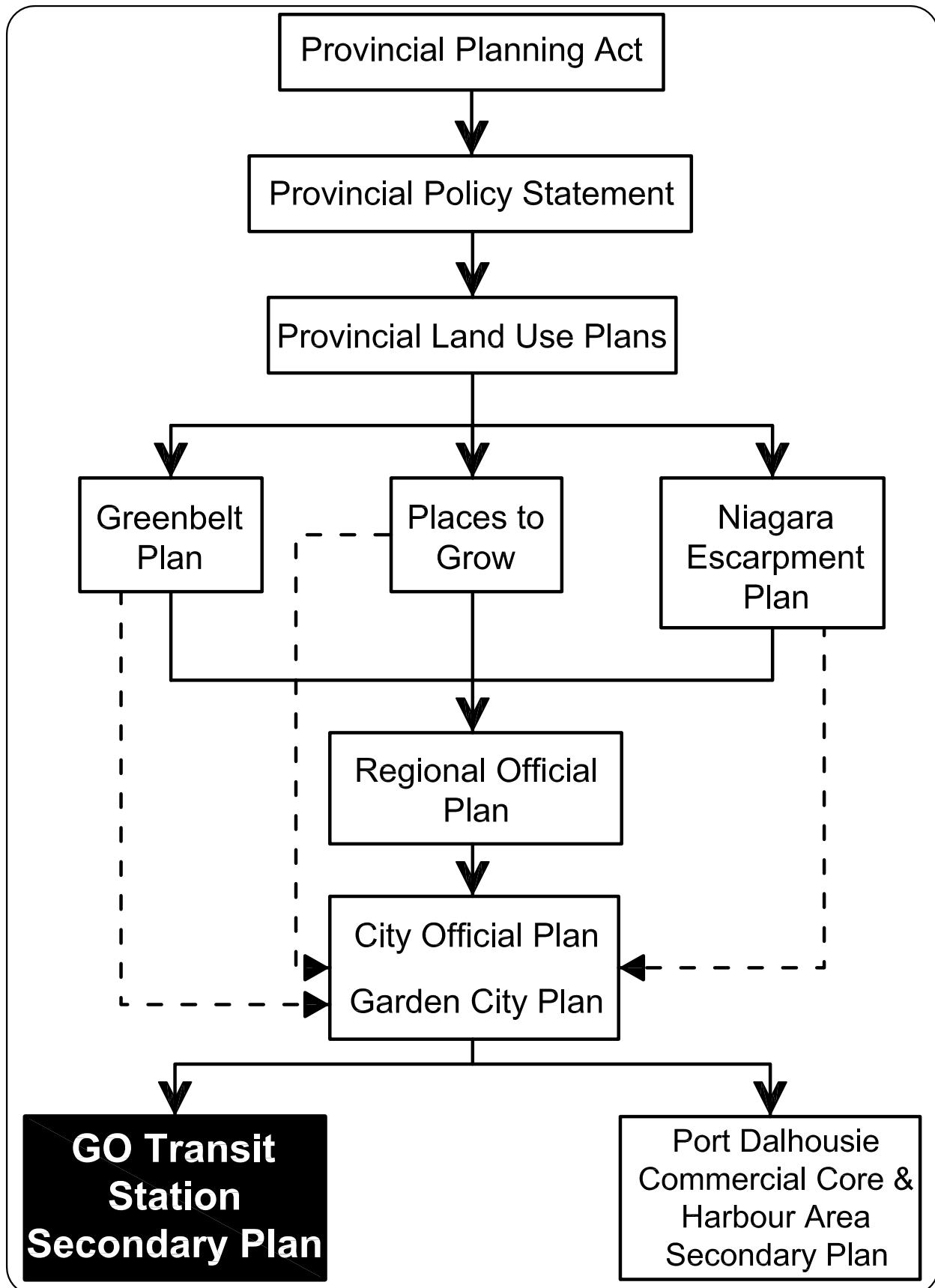
## Schedule A Paul Mace Brighton Business Centre

**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*





## **By-laws to be considered Monday, May 7, 2018**

- (a) A By-law to authorize a contract with Gauboc Construction Limited. (One reading - with respect to 2018 Sidewalk Repair Program, under Project No. P18-040, and renewal for 2019 and 2020. Delegation By-law No. 2004-277, as amended.)
- (b) A By-law to authorize a contract with Springside Paving Ltd. (One reading - with respect to 2018 Asphalt Patching, under Project No. P18-091, and renewal for 2019 and 2020. Delegation By-law No. 2004-277, as amended.)
- (c) A By-law to authorize a tender award to Archer Truck Services Limited. (One reading - with respect to purchase of a Single Axle Truck with Dump Body and Underslung Plow, under RFT 18-18. Delegation By-law No. 2004-277, as amended.)
- (d) A By-law to authorize the release of an agreement over certain lands municipally known as 281 Martindale Road. (One reading - with respect to release of Development Agreement. Delegation By-law No. 2004-277, as amended.)
- (e) A By-law to remove certain lands from part lot control. (One reading - with respect to 19, 24, 32 and 40 Manhattan Court. Delegation By-law No. 2004-277, as amended.)
- (f) 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.)
- (g) A By-law to authorize an Amendment No. 1 to the Hardware Rental, Software License and Services Agreement with Dominion Voting Systems Corporation. (One reading - with respect to removal of the tabulator rental from the agreement for the October 2018 Election. General Committee, November 27, 2017, Item No. 4.7.)
- (h) A By-law to authorize a Voting Technology Lease Agreement with Her Majesty the Queen in Right of Ontario as represented by the Chief Electoral Officer of Ontario. (One reading - with respect to tabulator rental for the 2018 Election. General Committee, November 27, 2017, Item No. 4.7.)
- (i) A By-law to provide for the adoption of an amendment to the Official Plan of St. Catharines. (One reading - with respect to Port Dalhousie Commercial Core and Harbour Area Secondary Plan. To be considered by General Committee, May 7, 2018.)
- (j) A By-law to designate the Port Dalhousie Commercial Core and Harbour area of the City of St. Catharines as a heritage conservation district under Part V of the *Ontario Heritage Act* and to adopt a heritage conservation district plan. (One reading - with respect to Port Dalhousie Commercial Core and Harbour Area Heritage Conservation District. To be considered by General Committee, May 7, 2018.)

- (k) A By-law to provide for the adoption of an amendment to the Official Plan of St. Catharines. (One reading - with respect to GO Transit Station Secondary Plan. To be considered by General Committee, May 7, 2018.)
- (l) A By-law to provide for the setting and levying of rates of taxation for City purposes for the year 2018, and to provide for the payment of taxes after interim taxes. (One reading - with respect to the 2018 Tax Rates. To be considered by General Committee, May 7, 2018.)
- (m) A By-law to confirm the proceedings of council at its meeting held on the 7th day of May, 2018. (One reading - with respect to confirming the proceedings of the meeting held on May 7, 2018.)