



March 19, 2026

Town of Grimsby  
Planning and Development Services  
**Attn: Sawroop Sandhu, Planner**  
16 Livingston Avenue  
Grimsby, ON L3M 0J5

**Re: 13 Mountain Street and 19-23 Elm Street – ZBA & OPA Resubmission,  
Response to Town Comments**

## **1.0 INTRODUCTION**

BA Group is retained by Woolverton Holdings Corp. to provide transportation consulting services related to an Official Plan Amendment ('OPA') and Zoning By-law Amendment ('ZBA') application being made to the Town of Grimsby to permit a mixed-use development (the 'Project') on the lands municipally known as 13 Mountain Street, 19-23 Elm Street.

This report provides an update to the OPA and ZBA May 2025 application, reviews the urban transportation considerations of the revised development concept plan, and addresses outstanding agency comments.

### **1.1 Background**

An initial OPA and ZBA application for the lands was made to the Town of Grimsby in May 2025. As part of this application, BA Group prepared a report entitled "13 Mountain Street & 19-23 Elm Street Proposed Redevelopment – Transportation Considerations Study" dated May 2025 (herein referred to as the "May 2025 Report"). This initial development proposal included 177 purpose-built rental residential units (a portion of the units are provided as affordable housing), 279 m<sup>2</sup> of retail uses, and 450 m<sup>2</sup> of community hub uses. In addition, the development proposal included 150 parking spaces, 56 bicycle parking spaces and one (1) loading space.

Since the initial May 2025 submission, the Town of Grimsby and the Niagara Region technical staff issued comments on the application.

The Niagara Region provided transportation related comments in their August 22, 2025, memorandum entitled "*Regional Comments Official Plan and Zoning By-Law Amendments Town File Numbers: 26OP-16-2502 & 26Z-16-2505 Owner: Woolverton Holdings Corporation Applicant: Bousfields Inc. C/O Allison Chewter 13 Mountain Street & 19-23 Elm Street Town of Grimsby*". In these comments, staff had questions related to both the future

traffic analysis and the driveway width. Please note that these transportation related comments can be addressed as part of the Site Plan Approval stage of the project, as noted in the Region's comments.

The Town of Grimsby have also provided transportation related comments in the form of a peer review prepared by R.J. Burnside & Associates Ltd. Their comments were provided in a letter entitled “*13 Mountain Street & 19-23 Elm Street Transportation Study Peer Review Town of Grimsby, Ontario Project No. 300059263.0000*” dated October 29, 2025. The key comments relate to the adequacy of the proposed parking supply, traffic analysis and small car parking space dimensions.

Since the issuance of the Region’s and the Town’s comments, the applicant submitted a revised (informal) submission to the Town of Grimsby dated December 19, 2025. This revised proposal included a reduction of 27 residential units and a slight increase in the number of on-site parking spaces (4 spaces). The Town of Grimsby provided further comments in response to this informal submission via email correspondence and meetings in January 2026.

The key comments addressed subsequent emails and meetings included the Town’s recommended parking supply ratios, a request for additional parking count information and information on the proposed affordable rental program.

## **1.2 Changes to the Development Proposal**

The development proposal has undergone a number of changes since the initial May 2025 submission. The key transportation-related changes include modifications to the development programme (i.e., reductions in the number of residential units and community uses), optimization of the parking facility, and modifications to the proposed TDM strategy. As a result of the reduction in the overall number of residential units, the proposed residential parking supply ratio has increased.

The current and modified development proposal incorporates 150 purpose-built rental residential units (a combination of market and affordable units), and 279 m<sup>2</sup> of retail gross floor area (GFA). Details of the proposed development programme and site plan related aspects of the current proposal are discussed further in **Section 2.0**.

## **1.3 This Study**

This letter is provided as part of the resubmission of the OPA and ZBA applications currently being submitted to the Town of Grimsby for the site. In addition, this letter provides:

- A description of the changes to the transportation related elements of the plan since the previous May 2025 submission;
- An updated parking justification for the revised parking supply that is proposed as part of this submission; and,
- A response to both the Town of Grimsby and Niagara Region transportation-related technical comments.

The following sections provide a summary discussion relating to the above.

## 2.0 DEVELOPMENT PROGRAMME OVERVIEW

### 2.1 Changes to the Development Programme

A number of changes have been made to the revised development programme in response to ongoing discussions with Town of Grimsby staff regarding the proposed parking supply. These changes include a reduction in the number of residential units, removal of the community space uses, optimization of the parking facility layout and adjustments to the TDM plan. **Table 1** provides a comparison between the current and the previous (initial – May 2025) development concept plans.

**Table 1 Development Program Comparison**

Use		May 2025 Application	Current Concept Plan	Net Change
<b>Land Use Provisions</b>				
<b>Residential Units</b>	Market Rental	159 units	135 units	<i>- 27 units</i>
	Affordable Rental	18 units	15 units	
	<b>Total</b>	<b>177 units</b>	<b>150 units</b>	
<b>Non-Residential Use</b>	Retail	279 m <sup>2</sup> of GFA	279 m <sup>2</sup> of GFA	<i>No Change</i>
	Community Hub	450 m <sup>2</sup> of GFA	0 m <sup>2</sup> of GFA	<i>Removed following discussions with the Town</i>
<b>Vehicle Parking Provisions</b>				
<b>Vehicle Parking Provided On-Site</b>	Residential	121 spaces <sup>2</sup>	147 spaces <sup>2</sup>	<i>+ 4 spaces</i>
	Car-share	2 spaces	0 spaces	
	Non-Residential	27 spaces <sup>3</sup>	7 spaces <sup>3</sup>	
	<b>Total</b>	<b>150 spaces</b>	<b>154 spaces</b>	
<b>Off-Site Parking Provisions</b>	Exception 115 of Zoning By-law 14-45 <sup>4</sup>	2 spaces	2 spaces	<i>+ 5 cash-in-lieu spaces</i>
	21 Elm Street Parking Certificate <sup>5</sup>	1 space	1 space	
	Cash-in-lieu <sup>6</sup>	15 spaces	20 spaces	
	<b>Total</b>	<b>18 spaces</b>	<b>23 spaces</b>	
<b>Bicycle &amp; Loading Provisions</b>				
<b>Bicycle Parking</b>	Residential (Long-Term)	54 spaces	46 spaces	<i>- 8 long-term bicycle spaces</i>
	Non-Residential (Short-Term)	2 spaces	2 spaces	
	<b>Total</b>	<b>56 spaces</b>	<b>48 spaces</b>	
<b>Loading</b>	<b>Total</b>	<b>1 space</b>	<b>1 space</b>	<i>No Change</i>

Notes:

1. Site statistics are based upon site plans prepared by Studio JCI, dated March 19, 2026.
2. Excluding 6 tandem parking spaces. Includes 3 small-car parking spaces.

3. Shared parking between commercial and visitor uses.
4. Town of Grimsby Zoning By-law 14-45 Exception 115 (By-law # 95-105) allows the reduction of 2 parking spaces where a road widening has been dedicated for 19 Elm Street.
5. A parking certificate has been obtained for 21 Elm Street permitting payment-in-lieu of one parking space. This payment has been made and the certificate enacted (File No: 5007-221).
6. Town of Grimsby Zoning By-law 14-45 Exception 377 (OLT-22-003541) permits the use of cash-in-lieu for up to a maximum of 15 spaces for any deficiency from the parking requirement. Updated development program proposes to increase the permitted cash-in-lieu allotment to 25 spaces.

## 2.2 Site Access and Circulation

No changes to the overall site access and circulation are proposed since the initial May 2025 application was made to the Town of Grimsby.

Please refer to BA Group's May 2025 report for more information on the proposed access arrangements.

Please note that we received a comment from the Niagara Region regarding the driveway width. The Region has requested that the driveway width be widened from 6.0 metres to 7.2 metres. Given that this is a Site Plan related comment and we are only in the OPA and ZBA phases of the project, this comment will be addressed at a later date once in the Site Plan application process.

## 2.3 Vehicular Parking

A three-level parking garage located above- and below-grade, provides a total of 154 parking spaces, accessed via the northwest corner of the site to/from Mountain Street. The parking facilities are generally consistent with the previous May 2025 submission, albeit the garage has been optimized to increase the parking supply where possible. In addition, the proposed parking supply ratios have been adjusted to reflect comments from agency staff, the reduction in the number of residential units, and updated parking demand surveys recently collected.

Further details are provided in **Section 4.0**.

## 2.4 Bicycle Facilities

The bicycle parking supply is generally consistent with the previous application, but has been reduced to reflect the updated, lower residential unit count.

The development proposal includes 48 bicycle parking spaces. Of these spaces, 46 spaces are for residential uses, and 2 spaces are for non-residential uses.

## 2.5 Loading and Servicing

No changes to the overall loading and servicing facilities are proposed since the initial May 2025 application was made to the Town of Grimsby.

Please refer to BA Groups May 2025 report for more information on the proposed loading and servicing arrangements.

### 3.0 TRANSPORTATION DEMAND MANAGEMENT

As part of the changes made to the development proposal, an updated transportation demand management (TDM) plan has been developed to reflect the revised development, which includes a higher residential parking supply ratio.

The proposed development will provide the following Transportation Demand Management (TDM) measures:

#### Residential TDM

- **Reduced Vehicular Parking Supply:** The reduction of parking supply (compared to the applicable requirements) is itself a TDM measure as it will force residents/visitors to consider alternative travel modes
- **Unbundled Parking:** Parking will be offered to prospective residents independently from the rental of residential units, encouraging residents to reconsider the use or ownership of a vehicle, as there will be an additional cost to rent parking.
- **Bicycle Parking:** The proposed development will provide 46 dedicated resident bicycle spaces (0.31 per unit). Tenant lockers are also provided, in addition to the long-term bike storage set out in the Town By-law 14-45.
- **Enhanced Pedestrian Facilities:** The provision of continuous walkways, including a publicly accessible plaza area, will improve walkability within and to/from the site.
- **Discounted NRT On-Demand Transportation Passes:** To provide residents without parking spaces with access to alternative transportation options, the following measures are proposed:
  - Provision of an initial one-month transit pass for each affordable unit (i.e., one pass per unit) during the first 3 to 6-months the building is in operation;
  - Following this period, consideration of a continuous transit incentive program (for up to 5-years) whereby residents of affordable units may opt into a subsidized transit package offered by the building, which could include pre-paid access (e.g., a 10-ride pass) to the NRT ON Demand service.

#### Non-Residential TDM

- **Shared Parking Provisions:** Permits the efficient sharing between land uses and reduces the total number of parking spaces required for residential visitors.
- **Bicycle Parking:** The proposed development will provide 48 total bicycle spaces, consisting of 2 short-term bicycle parking spaces in highly visible locations in close proximity to the entrance for visitors.
- **Enhanced Pedestrian Facilities:** The provision of continuous walkways, including a publicly accessible plaza and courtyard, will improve walkability within and to/from the site.

## 4.0 VEHICLE PARKING CONSIDERATIONS

### 4.1 Zoning By-law Requirements

The site is currently subject to multiple Zoning By-law parking requirements and the applicable zoning by-laws are discussed below.

#### Site Specific Zoning By-law (OLT 24-001)

13 Mountain Street and 19-21 Elm Street is currently subject to the Site-Specific requirements of Town of Grimsby Zoning By-law 14-45 Exception 377 (OLT 24-001) permitted by the Ontario Land Tribunal (OLT) in February 2024. The inclusion of the 23 Elm Street property to the site occurred after the passing of this Site-Specific Zoning By-law and is not applicable to the 23 Elm Street property.

The minimum parking supply standards of the Site-Specific Zoning By-law have been applied to the entire site and is summarized in **Table 2**.

**Table 2 Site Specific Parking Requirements (OLT 24-001)**

Building Use	Units/GFA	Minimum Parking Rate	Minimum Required Parking Spaces
<b>Residential Tenant</b>			
Residential Dwelling Unit	150 units	1.0 space / unit	150 spaces
<b>Residential Sub-Total</b>			<b>150 spaces</b>
<b>Non-Residential</b>			
Residential Visitor	150 units	0.25 space / unit	38 spaces
Retail Uses	279 m <sup>2</sup>	1.0 space / 28 m <sup>2</sup> GFA	10 spaces
<b>Non-Residential Sub-Total</b>			<b>48 spaces</b>
<b>Total Parking Requirements</b>			<b>198 spaces</b>
Exception 115 of Zoning By-law 14-45 <sup>3</sup>			-2 spaces
21 Elm Street Parking Certificate <sup>4</sup>			-1 spaces
Cash-in-lieu <sup>5</sup>			-15 spaces
<b>Total Residential Parking Requirements with Cash-in-Lieu</b>			<b>180 spaces</b>

Notes:

1. Site statistics are based upon site plans prepared by Studio JCI, dated March 19, 2026.
2. Vehicular parking calculations resulting in a fraction have been rounded up to the nearest whole number in accordance with the requirements outlined in Section 5.2 of the Town of Grimsby Zoning By-law 14-45.
3. Town of Grimsby Zoning By-law 14-45 Exception 115 (By-law # 95-105) allows the reduction of 2 parking spaces where a road widening has been dedicated for 19 Elm Street.
4. A parking certificate has been obtained for 21 Elm Street permitting payment-in-lieu of one parking space. This payment has been made and the certificate enacted (File No: 5007-221).
5. Town of Grimsby Zoning By-law 14-45 Exception 377 (OLT-22-003541) permits the use of cash-in-lieu for up to a maximum of 15 spaces for any deficiency from the parking requirement.

Application of these standards would require a total of 198 parking spaces including 150 residential spaces, 38 residential visitor spaces and 10 retail spaces.

Exception 115 of Zoning By-law 14-45 allows the reduction of 2 parking spaces, 21 Elm Street’s acquired parking certificate allows the reduction of 1 parking space, and Exception 337 of Zoning By-law 14-45 (OLT 24-001) permits the use of cash-in-lieu for up to a maximum of 15 spaces. Application of these Site-Specific exceptions results in a total required parking supply of 180 parking spaces.

**Town of Grimsby Zoning By-law 14-45**

23 Elm Street is currently subject the Town of Grimsby Zoning By-law 14-45 parking requirements.

The minimum parking supply standards of Zoning By-law 14-45 have been applied to the entire site and is summarized in **Table 3**. Application of these standards would require a total of 236 parking spaces including 188 residential spaces, 38 residential visitor spaces and 10 retail spaces.

Exception 115 of Zoning By-law 14-45 allows the reduction of 2 parking spaces, and 21 Elm Street’s acquired parking certificate allows the reduction of 1 parking space. Application of these exceptions results in a total required parking supply of 233 parking spaces.

**Table 3 Zoning By-law 14-45 Parking Requirements**

Building Use	Units/GFA	Minimum Parking Rate	Minimum Required Parking Spaces
<b>Residential Tenant</b>			
Residential Dwelling Unit	150 units	1.25 space / unit	188 spaces
<b>Residential Sub-Total</b>			<b>188 spaces</b>
<b>Non-Residential</b>			
Residential Visitor	150 units	0.25 space / unit	38 spaces
Retail Uses	279 m <sup>2</sup>	1.0 space / 28 m <sup>2</sup> GFA	10 spaces
<b>Non-Residential Sub-Total</b>			<b>48 spaces</b>
<b>Total Parking Requirements</b>			<b>236 spaces</b>
Exception 115 of Zoning By-law 14-45 <sup>3</sup>			-2 spaces
21 Elm Street Parking Certificate <sup>4</sup>			-1 spaces
<b>Total Residential Parking Requirements with Cash-in-Lieu</b>			<b>233 spaces</b>

Notes:

1. Site statistics are based upon site plans prepared by Studio JCI, dated March 19, 2026.
2. Vehicular parking calculations resulting in a fraction have been rounded up to the nearest whole number in accordance with the requirements outlined in Section 5.2 of the Town of Grimsby Zoning By-law 14-45.
3. Town of Grimsby Zoning By-law 14-45 Exception 115 (By-law # 95-105) allows the reduction of 2 parking spaces where a road widening has been dedicated for 19 Elm Street.
4. A parking certificate has been obtained for 21 Elm Street permitting payment-in-lieu of one parking space. This payment has been made and the certificate enacted (File No: 5007-221).

### 4.1.1 Accessible Parking Requirements

Town of Grimsby Zoning By-law 24-75 requires accessible parking to be provided at the following minimum rates:

- Supply of 1 – 12 spaces: 1 Type A space;
- Supply of 13 – 100 spaces: 4% of the supply;
- Supply of 101 – 200 spaces: 3% of the supply + 1 space;
- Supply of 201 – 1,000 spaces: 2% of the supply + 2 spaces; and
- Supply of 1,001+ spaces: 1% of the supply + 11 spaces.

The Zoning By-law states that for lots with an even number of total accessible parking spaces, an equal number of Type 'A' and Type 'B' spaces must be provided. Where the minimum number of accessible parking spaces is odd, an equal number of Type 'A' and Type 'B' accessible parking spaces shall be provided but the last accessible parking space may be a Type B. Both types must include a 1.5-metre (width) access aisle adjacent to the accessible space, which extends the full length of the parking space.

Application of Zoning By-law 24-75 to the site results in a total minimum accessible parking requirement of 7 accessible spaces under the Site-Specific minimum parking requirement of 198 spaces, or 7 accessible spaces under the Zoning By-law 14-45 minimum parking requirement of 236 spaces.

## 4.2 Proposed Parking Strategy

### 4.2.1 Proposed Parking Supply

The proposed parking supply includes a total of **154 on-site parking spaces** within a consolidated parking garage and **23 off-site spaces**. The proposed breakdown of parking is as follows:

- Residential Parking 147 spaces (excluding 6 tandem parking spaces)
- Non-Residential Parking 30 spaces (including 7 on-site spaces, and 23 off-site spaces)
- **Total Provided On-Site 154 parking spaces**

It is proposed provide 147 residential parking spaces inclusive of 135 spaces for the market rental units and 12 spaces for the affordable rental units. The proposal includes 30 non-residential parking spaces to be shared between the visitor and commercial (retail) uses on the site, a portion of which will be provided off-site.

Of the proposed 23 off-site parking spaces, 20 spaces are proposed to be accommodated through cash-in-lieu of parking contribution made to the Town of Grimsby. The remaining three (3) spaces are accommodated through previously approved parking exceptions and parking certificates.

There are an additional 6 tandem parking spaces that are proposed for the site. While not considered as part of the supply, these will be available for future residential unit tenants who would like to rent an additional parking space.

The proposal includes 5 non-standard parking spaces (5.55-m by 2.75-m) which represents 3% of the overall parking supply. These proposed non-standard spaces are generally consistent with those proposed in BA Group's May 2025 report; refer to Section 6.0 of the previous submitted report for further information.

#### 4.2.1.1 Accessible Parking Supply

Since a reduced parking requirement is being sought for the site, the requirements for the accessible parking supply have been determined by the proposed parking supply (154 spaces) for the site.

Application of Zoning By-law 24-75 to the site results in a total minimum accessible parking requirement of 6 spaces. The current proposal incorporates 6 accessible parking spaces, including 3 Type A and 3 Type B spaces, meeting the requirement of the Zoning By-law 24-75. These spaces are located in close proximity to the elevator core, allowing convenient pedestrian access to and from the space.

### 4.3 Adequacy of Proposed Parking Supply

The following section reviews the adequacy of the proposed parking supply of 154 parking spaces.

#### 4.3.1 Review of Residential Parking Provisions

As discussed in Section 6.4 of the May 2025 Report, the proposed market rental rate of 1.0 spaces per unit is appropriate due to the site context, its alignment with zoning by-law requirements of other municipalities, and its proposed TDM measures. Additionally, the proposed market rental rate corresponds to the February 2024 OLT approved rate of 1.0 spaces / unit.

The proposed affordable rental rate of 0.7 spaces per unit is also in our opinion appropriate, as discussed in Section 6.4.2 of the May 2025 Report. As per discussions with Town staff in January 2026, the Town noted they will accept an affordable rental rate in the order of 0.7 spaces per unit subject to the proponent providing more information about the affordable housing program. This additional information has been provided in memorandum outlining the partnership with WoodGreen Community Housing Inc. (WCHI) for the delivery and administration of affordable housing units at the site. This memo is provided in **Appendix C**.

Further details regarding the appropriateness of the site's proposed residential parking supply are provided in Section 6.0 of the previous submitted BA Group report entitled *13 Mountain Street & 19-23 Elm Street Proposed Redevelopment – Transportation Considerations Study* dated, May 2025.

Based upon the above, it is proposed to adopt the following residential parking rates:

- Market Rental Units 1.0 spaces / unit
- Affordable Rental Units 0.7 spaces / unit
- **Blended Rate 0.97 spaces / unit**

Application of the above rates to the current proposal of 150 units, inclusive of 135 market rental units and 15 affordable rental units, would require 146 vehicle parking spaces to support the development as planned.

The current parking supply of 147 spaces meets the above the requirements and will appropriately accommodate the needs of the site.

### 4.3.2 Review of Residential Visitor Parking Provisions

Conversations with Town staff in December 2025 and January 2026 indicated that the Town will accept a reduced residential visitor parking rate, subject to additional proxy surveys which support a rate lower than the zoning by-law standard of 0.25 spaces per unit.

Since the submission of the May 2025 Report, a number of discussions have occurred between BA Group, Town of Grimsby staff, and R.J. Burnside & Associates Ltd. regarding the appropriateness of the proposed visitor parking supply.

As outlined in Section 6.5.4 of BA Group's May 2025 Report, the proposed reduced visitor parking standard was supportable based on the following:

- A review of other municipal zoning by-law visitor parking standards in the GTHA range from 0 to 0.25 spaces / unit. Of which, 9 of the 12 reviewed municipalities, require visitor parking to be provided at a rate of 0.15 spaces per unit or lower. (See **Table 15** of this letter)
- There are examples of reduced residential visitor parking supply standards approved in the Town of Grimsby, particularly 27 John Street (approved visitor rate of 0.1 spaces per unit).

To supplement the above, BA Group has conducted visitor parking demand studies to further support the reduced visitor parking rate. BA Group has surveyed a number of proxy sites, as per the recommendations provided by Town staff in the January 2026 email (**Appendix B**). The details of the visitor parking demand surveys are further discussed in **Section 4.3.2.1** of this letter.

As per the assessment of the visitor parking demand surveys, it is proposed to provide a visitor parking rate of **0.16 spaces per unit**, which equates to 24 visitor parking spaces to be utilized by visitors during peak demand periods. The development program proposes 30 non-residential parking spaces to be shared between the residential visitors and retail uses of the site.

The following section reviews the appropriateness of the proposed reduced residential visitor parking supply of 0.16 spaces per unit.

### 4.3.2.1 Visitor Parking Demand Studies

As per discussions with Town staff, BA Group conducted visitor parking utilization studies at five (5) residential buildings within the Town of Grimsby and in Beamsville (Town of Lincoln).

The selected residential buildings are rental apartments or residential condominiums located within similar contexts of the proposed development. The proxy sites were selected in agreement with the Town of Grimsby, as per the January 2026 email (**Appendix B**).

To assess the existing residential visitor parking demand, a parking study was conducted at the following sites, recording hourly occupancy during the specified dates and times.

- Surveyed Proxy Sites:
  - 1 Slessor Boulevard, Grimsby;
  - 10 Winward Drive, Grimsby;
  - 10 Concord Place, Grimsby;
  - 16 Concord Place, Grimsby; and,
  - 5055 Greenlane, Beamsville.
  
- Surveyed Dates and Times:
  - Thursday, October 17, 2024 (5:00 pm – 2:00 am);
  - Friday, February 6, 2026 (4:00 pm – 10 pm);
  - Saturday, February 7, 2026 (10:00 am – 10 pm);
  - Friday, February 13, 2026 (4:00 pm – 10 pm);
  - Saturday, February 14, 2026 (10:00 am – 10 pm);
  - Friday, February 20, 2026 (4:00 pm – 10 pm); and,
  - Saturday, February 21, 2026 (10:00 am – 10 pm).

The peak parking demands observed at each of the five (5) proxy sites surveyed are summarized in **Table 4**. In addition, a graphical illustration for each of studied sites is provided in **Exhibit 1**. Detailed parking demand counts are attached in **Appendix F**.

The observed residential visitor parking demand ranged from 0.01 to 0.15 spaces per unit. The average and 95<sup>th</sup> percentile observed residential visitor parking demand was 0.08 spaces per unit and 0.14 spaces per unit, respectively. In addition, the 95<sup>th</sup> percentile observed parking demand ranged from 0.01 to 0.14 spaces per unit.

Based upon the above, it is proposed to adopt a visitor parking rate of **0.16 spaces per unit** for the site. This proposed rate includes the observed 95<sup>th</sup> percentile peak parking demand of 0.14 spaces per unit and incorporates a 10% buffer. Application of the proposed visitor parking rate is summarized below:

- 0.14 spaces / unit (observed demands) = 21 spaces
- 10% buffer to account for variations in parking demand = 3 spaces
- **Recommended visitor parking supply** = **24 spaces (0.16 spaces / unit)**

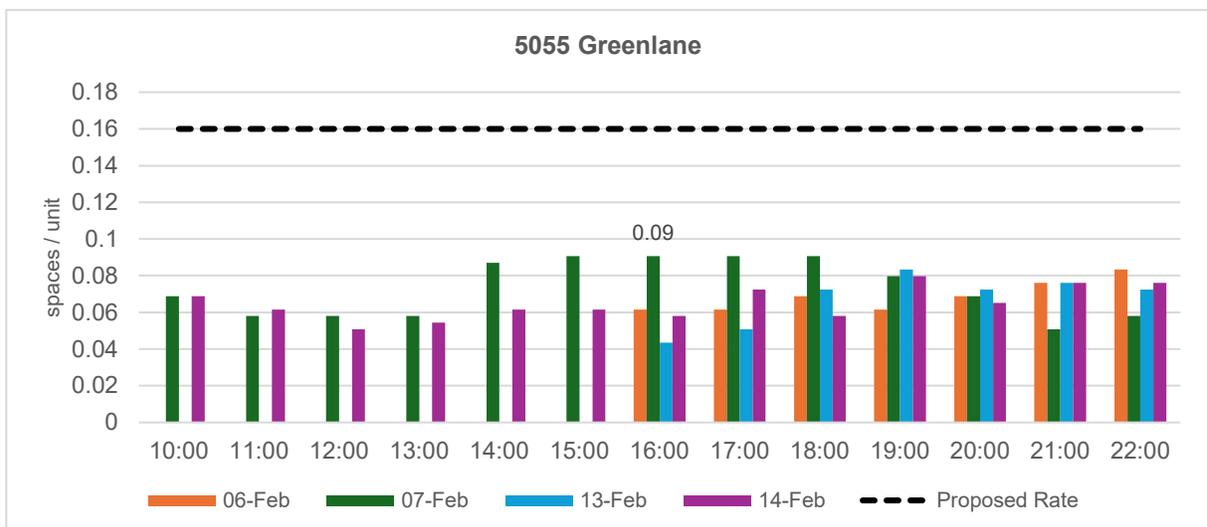
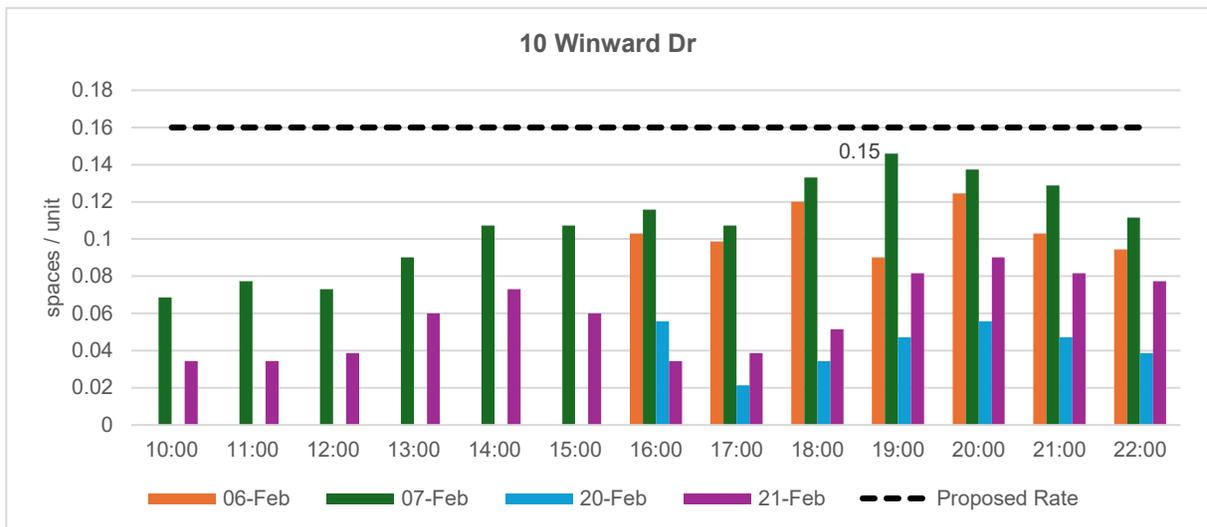
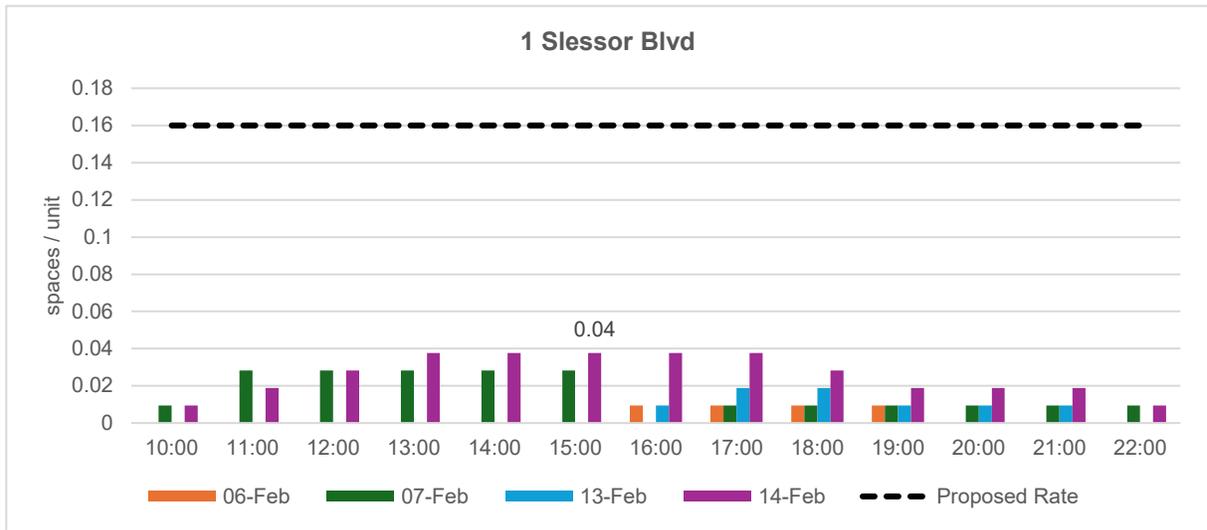
A base rate of 0.14 spaces per unit was selected as it represents both the 95<sup>th</sup> percentile of the peak observed demand across all surveyed sites, and the maximum of the 95<sup>th</sup> percentile observed demands across all surveyed sites, as outlined in **Table 4**. A rate of 0.14 spaces per unit was selected to ensure the supply accommodates the typical peak conditions; particularly as the peak observed parking demand rate (0.15 spaces per unit) only occurred once during the survey period, for a maximum of 1-hour. A 10% buffer was then applied to the 0.14 spaces per unit rate to consider any additional variations that may not have been captured during the study. Resulting in the recommended visitor parking supply rate of 0.16 spaces per unit.

The proposed visitor parking rate of 0.16 spaces per unit is appropriate as it still exceeds the 95<sup>th</sup> percentile observed demand (0.14 spaces per unit) and the peak observed demand (0.15 spaces per unit) during the survey period. Additionally, as illustrated in **Exhibit 1**, the proposed rate of 0.16 spaces per unit exceeds all visitor parking demands observed.

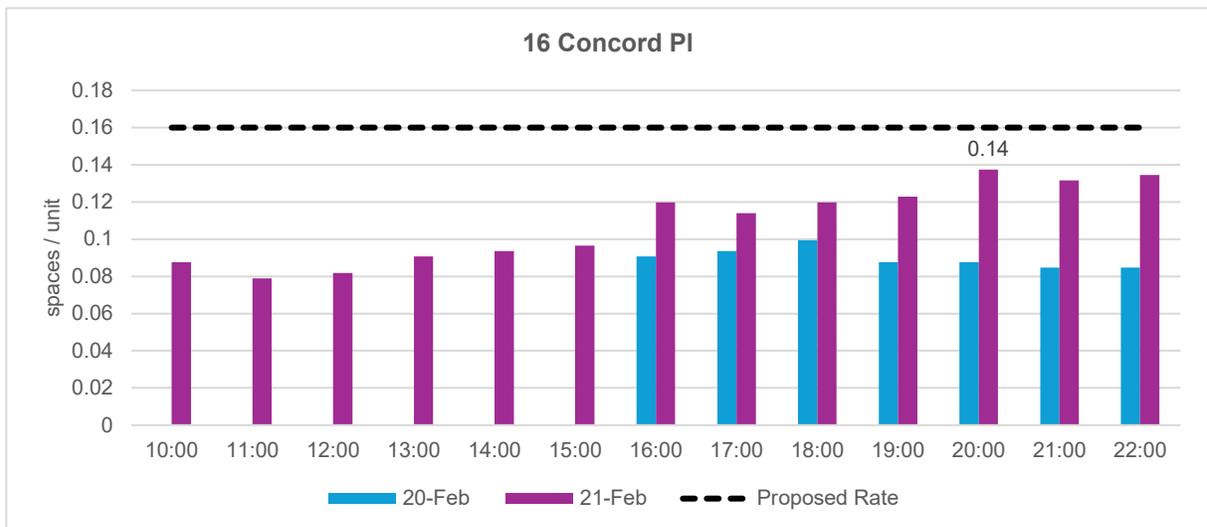
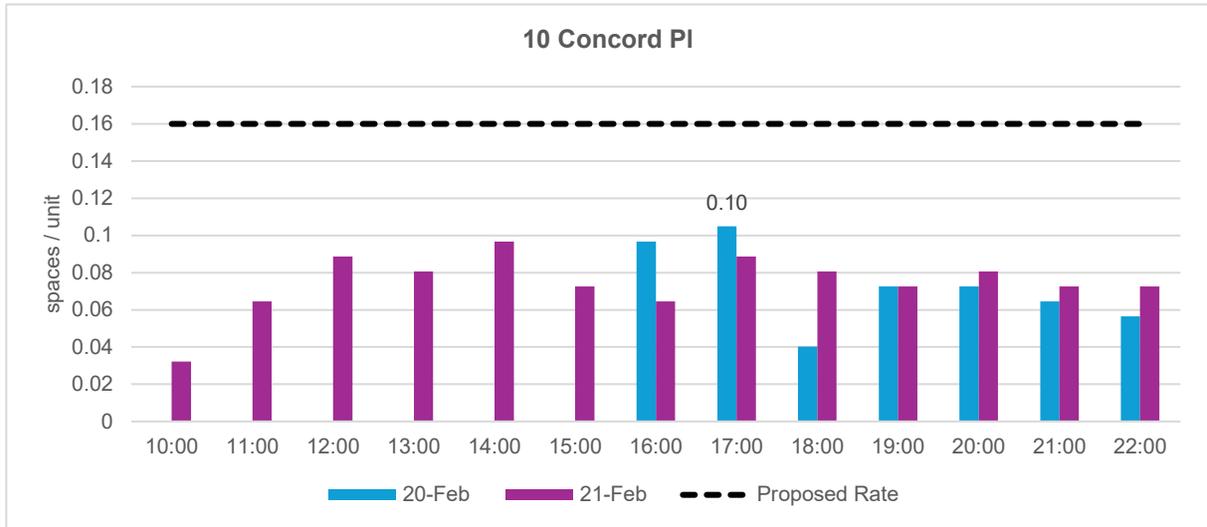
**Table 4 Proxy Site Visitor Parking Demand**

Study Location	Housing Tenure	Visitor Parking Supply (Rate)	Survey Date	Peak Observed Parking Demand	Peak Parking Demand Ratio	95 <sup>th</sup> Percentile Observed Demand	95 <sup>th</sup> Percentile Demand Ratio
<b>1 Slessor Boulevard, Grimsby</b> 106 units	Rental Apartment	9 spaces (0.08 sps / unit)	Thu., Oct. 17, 2024	5 spaces	0.05 spaces / unit	5 spaces	0.05 spaces / unit
			Fri., Feb. 06, 2026	1 space	0.01 spaces / unit	1 space	0.01 spaces / unit
			Sat., Feb. 07, 2026	3 spaces	0.03 spaces / unit	3 spaces	0.03 spaces / unit
			Fri., Feb. 13, 2026	2 spaces	0.02 spaces / unit	2 spaces	0.02 spaces / unit
			Sat., Feb. 14, 2026	4 spaces	0.04 spaces / unit	4 spaces	0.04 spaces / unit
<b>10 Winward Drive, Grimsby</b> 233 units	Condominium	34 spaces (0.16 sps / unit)	Fri., Feb. 06, 2026	29 spaces	0.12 spaces / unit	29 spaces	0.12 spaces / unit
			Sat., Feb. 07, 2026	34 spaces	0.15 spaces / unit	33 spaces	0.14 spaces / unit
			Fri., Feb. 13, 2026	13 spaces	0.06 spaces / unit	13 spaces	0.06 spaces / unit
			Sat., Feb. 14, 2026	21 spaces	0.09 spaces / unit	20 spaces	0.09 spaces / unit
<b>10 Concord Place, Grimsby</b> 124 units	Condominium	24 spaces (0.19 sps / unit)	Fri., Feb. 13, 2026	13 spaces	0.10 spaces / unit	13 spaces	0.10 spaces / unit
			Sat., Feb. 14, 2026	12 spaces	0.10 spaces / unit	11 spaces	0.09 spaces / unit
<b>16 Concord Place, Grimsby</b> 342 units	Condominium	71 spaces (0.21 sps / unit)	Fri., Feb. 13, 2026	34 spaces	0.10 spaces / unit	33 spaces	0.10 spaces / unit
			Sat., Feb. 14, 2026	47 spaces	0.14 spaces / unit	46 spaces	0.13 spaces / unit
<b>5055 Greenlane, Beamsville</b> 276 units	Condominium	25 spaces (0.09 sps / unit)	Fri., Feb. 06, 2026	23 spaces	0.08 spaces / unit	22 spaces	0.08 spaces / unit
			Sat., Feb. 07, 2026	25 spaces	0.09 spaces / unit	25 spaces	0.09 spaces / unit
			Fri., Feb. 13, 2026	23 spaces	0.08 spaces / unit	22 spaces	0.08 spaces / unit
			Sat., Feb. 14, 2026	22 spaces	0.08 spaces / unit	21 spaces	0.08 spaces / unit
<b>Overall</b>				<b>Average</b>	<b>0.08 spaces / unit</b>		<b>0.08 spaces / unit</b>
				<b>95<sup>th</sup> Percentile</b>	<b>0.14 spaces / unit</b>		<b>0.14 spaces / unit</b>
				<b>Maximum</b>	<b>0.15 spaces / unit</b>		<b>0.14 spaces / unit</b>

## Exhibit 1 Observed Visitor Parking Demands



**Exhibit 1 Cont'd** Observed Visitor Parking Demands



### 4.3.3 Review of Commercial (Retail) Parking Provisions

Conversations with Town staff in December 2025 and January 2026 indicated that the Town is open to reducing the proposed commercial (retail) parking supply, subject to additional data provided to support a lower rate.

Since the submission of the BA Group's May 2025 Report, a number of discussions have occurred between BA Group, Town of Grimsby staff, and R.J. Burnside & Associates Ltd. regarding the appropriateness of the proposed commercial parking supply.

Section 6.5.2 of the BA Group's May 2025 Report outlined the following as rationale to support a reduced time-of-day-sharing percentage for the retail uses during the evening time period, when compared to the applicable Zoning By-law requirements:

- A review of public commercial parking demand surveys conducted by BA Group (Balsam Lane public lot survey, December 2021) and the Town of Grimsby (*Phase 1 Report Strategic Parking Management Study*, October 2023) indicated that during the evening periods there was less than 40% parking spaces occupied in the reviewed lots.
- A review of the proposed retail uses on the site, and that they are anticipated to be similar to the retail uses which exist on the site today, having hours of operation typically peaking during the daytime and tapering off in the evenings.
- A review of the time-of-day shared parking provisions suggest that there will be retail parking available in the evening period that can be utilized by residential visitors, as the retail parking demand reduces in the evening.

To supplement the above, BA Group has conducted commercial parking demand studies to further support the proposed shared parking strategy, as provided in our May 2025 report, as per by Town staff. In addition to reviewing the time-of-day-sharing provisions BA Group has also conducted a review of the overall parking supply rate that would be most appropriate for the proposed development. The details of the commercial parking demand surveys are further discussed in **Section 4.3.3.1** of this letter.

It is proposed to adopt a commercial parking rate of **3 spaces per 100 m<sup>2</sup> of GFA** and adopt a reduced retail shared parking rate of **65%** during the evening period. The development program proposes 30 non-residential parking spaces to be shared between the residential visitors and commercial (retail) uses on the site.

The following sections review the appropriateness of the proposed commercial parking strategy and evaluate:

- The commercial parking demand studies and the resulting recommended commercial parking rate for the proposed development; and
- The appropriate time-of-day shared parking provisions to be adopted for the development.

#### 4.3.3.1 Summary of Commercial Parking Demand Studies

BA Group conducted commercial parking utilization studies at five (5) proxy sites within the Town of Grimsby and in Beamsville (Town of Lincoln).

The selected proxy sites include existing standalone retailers within the immediate vicinity of the development site, including one tenant that is proposed to continue its occupancy within the development’s proposed retail space. Other proxy sites included two shopping plazas with varied retail mix, one of which is located within Downtown Grimsby. These selected sites provide a good assessment of the existing parking demand and occupancy patterns within the site context. A summary of the selected proxy sites and their characteristics are provided in **Table 5**.

To assess anticipated commercial parking demand, a parking study was conducted at the following sites, recording hourly occupancy during the specified dates and times:

- **Surveyed Commercial Sites**
  - 13 Mountain Street, Grimsby
  - 19 Elm Street, Grimsby
  - 21 Elm Street, Grimsby
  - 36 Main Street E, Grimsby
  - 5041 King Street, Beamsville
  
- **Surveyed Dates and Times**
  - Friday, February 6, 2026 (4:00 pm – 10 pm)
  - Saturday, February 7, 2026 (10:00 am – 10 pm)
  - Friday, February 13, 2026 (4:00 pm – 10 pm)
  - Saturday, February 14, 2026 (10:00 am – 10 pm)

**Table 5 Commercial Proxy Sites – Characteristics**

Study Location	GFA <sup>2,3</sup>	Type	Tenants	Hours of Operation
<b>13 Mountain Street, Grimsby</b>	458 m <sup>2</sup>	Service-based Retail	H&R Block	Weekdays: 9am - 6pm Saturday: 9am - 5pm
<b>19 Elm Street, Grimsby</b>	406 m <sup>2</sup>	Retail store	Simply Moto	Wed. to Fri.: 11am - 7pm Weekends: 11am - 5pm
<b>21 Elm Street, Grimsby <sup>1</sup></b>	251 m <sup>2</sup>	Clinic	Zanon Denture & Anti-Snoring Clinic	Weekdays: 8am - 5pm Weekends: Closed
<b>36 Main Street E, Grimsby</b>	800 m <sup>2</sup>	Shopping Plaza	M&M Food Market, Dominos, First Choice Haircutters, Royal LePage	Retailers: ~ 9am - 8pm Restaurant: 10:30am -12am
<b>5041 King Street, Beamsville</b>	1650 m <sup>2</sup>	Shopping Plaza	Kingsway Family Dentistry, Mini Retreat Childcare, Chestnut Preschool, Coin Laundry, WTF Burger Co., Gigi’s Pizza, Fibre Art Shop, Lincoln Chiropractic Centre	Retailers: ~ 8am - 5:30 pm Restaurant: 11:30am - 8pm

Notes:

1. 21 Elm Street, no parking was observed during all 4 surveyed dates. Provides a parking supply of 5 spaces (2.0 / 100 m<sup>2</sup> of GFA)
2. Gross Floor Area (GFA) for 13 Mountain Street, 19 Elm Street and 21 Elm Street provided by Castlepoint Numa.
3. 36 Main Street E and 5041 King Street commercial GFA calculated based on Google Earth approximate area.

The proposed retail uses are expected to operate similarly to the existing retail on the site today, with hours of operation during the daytime and limited to no operations in the evening. The anticipated hours of operation for the proposed retail site most closely align with those of 13 Mountain Street, 19 Elm Street and 21 Elm Street, as outlined in **Table 5**. Notably, some of the selected commercial proxy sites operate later than the proposed development; the inclusion of these studies represents a conservative approach in the assessment of the parking demand.

#### **4.3.3.2 Review of Observed Commercial (Retail) Parking Demands**

The following section reviews the commercial (retail) parking surveys completed at the proxy sites, to understand the existing parking demand in order to inform an appropriate commercial (retail) parking rate for the proposed development.

The parking demand is evaluated based on the observed parking occupancy during the survey periods (weeknights and weekends), by comparing the number of occupied spaces to the proxy site's total parking supply and gross floor area (GFA). Additionally, the survey data was broken down further into two components: the peak observed demand over the full survey period and the peak observed demand specifically during the evening period (6:00pm to 10:00pm).

The commercial parking demands observed at the proxy sites surveyed are summarized in **Table 6**. Detailed parking demand counts are attached in **Appendix F**.

The observed commercial parking demand occupancy (occupied spaces relative to total parking supply) across the surveyed sites ranged from 18% to 85% throughout the study period; indicating that no site reached full parking utilization at any time. During the evening periods (6:00pm to 10:00pm), parking demand was generally lower across all the sites, with observed peak occupancy ranging from 0% to 56%, further demonstrating that the parking supply exceeds demand during the evening period.

The peak observed parking demand rate was calculated by the approximate GFA of each site, with the rate expressed per 100 m<sup>2</sup> GFA. For context, the Grimsby Zoning By-law 14-45 requires a retail rate of 1 space / 28 m<sup>2</sup> of GFA, this is equivalent to approximately 3.6 spaces / 100 m<sup>2</sup> of GFA. Based on the surveys, the peak and 95<sup>th</sup> percentile observed parking demand rates during the all-day study were 2.88 spaces / 100 m<sup>2</sup> of GFA and 2.69 spaces / 100 m<sup>2</sup> of GFA, respectively. These results demonstrate that the observed parking demand is well below the zoning by-law requirement. Application of the Zoning By-law 14-45 retail parking rate to the proposed site would likely result in an oversupply of parking, as none of the surveyed sites experienced parking demand meeting the zoning by-law rate or their total lot capacity.

The proposed commercial parking rate of **3.0 / 100 m<sup>2</sup> of GFA** is consistent with and exceeds the peak observed demand at the proxy sites. It should also be noted that some sites (e.g. 36 Main Street and 5041 King Street) include restaurant uses, which contribute to a higher peak parking demand. As proposed commercial space will consist of small individual retailers, the parking demand is expected to be more consistent with the lower demand observed at the comparable stand-alone retail sites.

**Table 6 Commercial Proxy Sites – Parking Demand Survey**

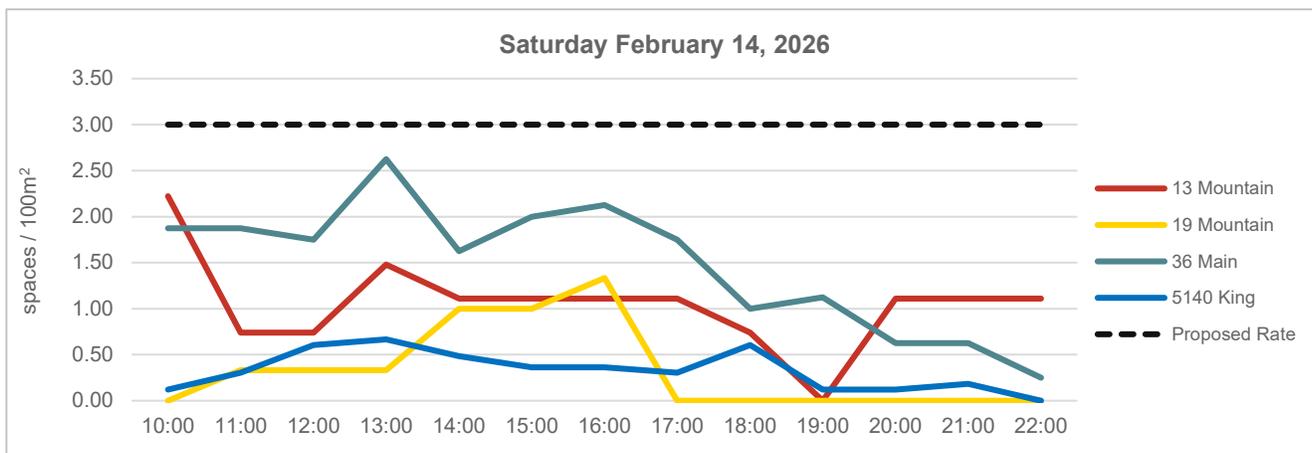
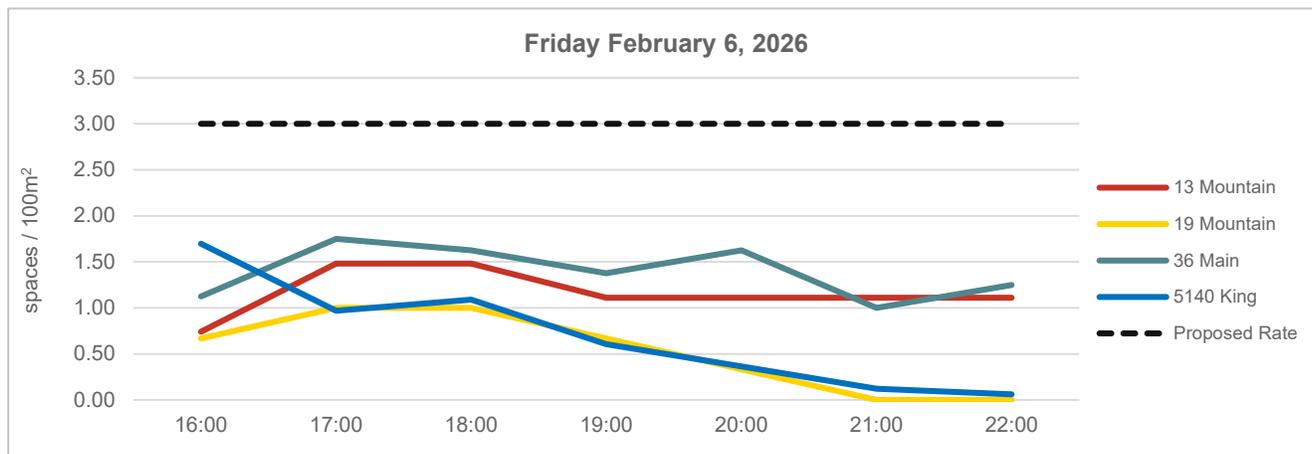
Study Location (GFA) <sup>1</sup>	Parking Supply (Rate)	Survey Date	Peak Observed Parking Demand			Evening Peak Observed Parking Demand <sup>1</sup>		
			Spaces	Occupancy <sup>2</sup>	Rate <sup>3</sup>	Spaces	Occupancy <sup>2</sup>	Rate <sup>3</sup>
<b>13 Mountain Street, Grimsby</b> (458 m <sup>2</sup> )	16 spaces (3.5 / 100 m <sup>2</sup> )	Fri., Feb. 06, 2026	4 spaces	25%	0.87	4 spaces	25%	0.87
		Sat., Feb. 07, 2026	4 spaces	25%	0.87	2 spaces	13%	0.44
		Fri., Feb. 13, 2026	3 spaces	19%	0.66	3 spaces	19%	0.66
		Sat., Feb. 14, 2026	6 spaces	38%	1.31	3 spaces	19%	0.66
<b>19 Elm Street, Grimsby</b> (406 m <sup>2</sup> )	6 spaces (3.5 / 100 m <sup>2</sup> )	Fri., Feb. 06, 2026	3 spaces	50%	0.74	3 spaces	50%	0.74
		Sat., Feb. 07, 2026	2 spaces	33%	0.49	2 spaces	33%	0.00
		Fri., Feb. 13, 2026	2 spaces	33%	0.49	2 spaces	33%	0.49
		Sat., Feb. 14, 2026	4 spaces	67%	0.99	0 spaces	0%	0.00
<b>36 Main Street E, Grimsby</b> (800 m <sup>2</sup> )	27 spaces (3.6 / 100 m <sup>2</sup> )	Fri., Feb. 06, 2026	14 spaces	52%	1.75	13 spaces	48%	1.63
		Sat., Feb. 07, 2026	23 spaces	85%	2.88	5 spaces	19%	0.63
		Fri., Feb. 13, 2026	15 spaces	56%	1.88	15 spaces	56%	1.88
		Sat., Feb. 14, 2026	21 spaces	78%	2.63	9 spaces	33%	1.13
<b>5041 King Street, Beamsville</b> (1650 m <sup>2</sup> )	53 spaces (3.2 / 100 m <sup>2</sup> )	Fri., Feb. 06, 2026	28 spaces	45%	1.70	18 spaces	29%	1.09
		Sat., Feb. 07, 2026	13 spaces	21%	0.79	7 spaces	11%	0.42
		Fri., Feb. 13, 2026	24 spaces	39%	1.45	10 spaces	16%	0.61
		Sat., Feb. 14, 2026	11 spaces	18%	0.67	10 spaces	16%	0.61
<b>Overall</b>		<b>Average</b>		<b>43%</b>	<b>1.26</b>		<b>24%</b>	<b>0.74</b>
		<b>95<sup>th</sup> Percentile</b>		<b>80%</b>	<b>2.69</b>		<b>51%</b>	<b>1.69</b>
		<b>Maximum</b>		<b>85%</b>	<b>2.88</b>		<b>56%</b>	<b>1.88</b>

Notes:

1. Parking demand observed between 6:00 pm and 10:00 pm are considered the “Evening Peak”.
2. Peak observed parking demand occupancy, expressed as the percentage of occupied spaces relative to the total parking supply.
3. Peak observed parking demand rate per 100 m<sup>2</sup> Gross Floor Area (GFA).
4. 21 Elm Street, no parking was observed during all 4 surveyed dates. Provides a parking supply of 5 spaces (2.0 / 100 m<sup>2</sup> of GFA)

**Exhibit 2** compares the proposed commercial rate of 3.0 / 100 m<sup>2</sup> of GFA with the busiest weekday and weekend survey periods, demonstrating the proposed rate exceeds the observed parking demand across all periods.

It is proposed to provide a commercial (retail) parking rate of 3.0 / 100 m<sup>2</sup> of GFA, which equates to 9 commercial parking spaces to be utilized during commercial peak periods. The development program proposes 30 non-residential parking spaces to be shared between the residential visitors and retail uses of the site.



**Exhibit 2** Observed Commercial Parking Demand (Weekday and Weekend)

#### 4.3.3.3 Time-of-Day Sharing Considerations

As introduced in Section 6.5.1 of BA Group’s May 2025 Report, the Town of Grimsby considers time-of-day shared parking provisions for sites within Mixed-Use Zones, permitting parking to be shared between uses to optimize the parking supply while providing sufficient parking for the uses provided on the property. Given that the site is located within the Downtown Intensification area in the Town of Grimsby’s Official Plan and the fact that the proposed development is comprised of mixed-uses following the redevelopment of the site, it is proposed to adopt shared parking provisions between the residential visitor and commercial uses.

Zoning by-law 14-45 permits a retail shared parking rate of 90% during the evening periods. However, it is our opinion, based upon our review of the proxy survey results as well as the intended retail uses that the Zoning By-law shared parking rate during the evening period will overstate the shared parking retail occupancy needs of the site by some margin.

The commercial survey indicates a clear reduction in commercial parking utilization during the evening periods (after 6:00 pm), as summarized in **Table 6**. The maximum observed parking demand during the survey periods was 2.88 spaces per 100 m<sup>2</sup> of GFA, while the maximum observed parking during the evening period was only 1.88 spaces per 100 m<sup>2</sup> of GFA. This represents approximately 65% of the peak demand, indicating that commercial parking activity during the evening periods is substantially lower than the observed daytime peaks.

Applying the observed peak evening demand rate of 1.88 spaces per 100 m<sup>2</sup> of GFA to the site’s proposed retail use of 279 m<sup>2</sup> GFA, and including a 10% buffer for variability, results in an estimated evening parking demand of 6 parking spaces, or roughly 65% of the 9 proposed retail parking spaces. This aligns with the reduced commercial activity observed and confirms that the proposed parking provision is sufficient for both daytime and evening periods.

Application of the proposed commercial rate during the evening period is summarized below:

- 1.88 spaces / 100 m<sup>2</sup> of GFA (observed demands) = 5 spaces
- 10% buffer to account for variations in demand = 1 space
- **Recommended retail evening parking supply = 6 spaces (65% of total retail supply)**

#### 4.3.3.4 Proposed Alternative Time-of-Day Shared Parking Provisions

It is proposed to adopt an alternative time-of-day shared parking provision for the retail components on site as indicated in **Table 7**.

The hours of operation for the uses proposed on the site would be similar to the retail on the site today having hours of operation typically peaking during the daytime and tapering off in the evenings. As such, the parking demands on the evening would be less than the 90% parking allocation during the evening that is outlined in the By-law, therefore allowing for additional parking within the garage to be used by residential visitors. This is further supported by two of the surveyed sites, 36 Main Street and 5041 King Street which both include restaurant uses that typically generate higher levels of evening activity. Despite this, the observed evening occupancy at this location remained below the 90% evening parking allocation outlined in the By-law.

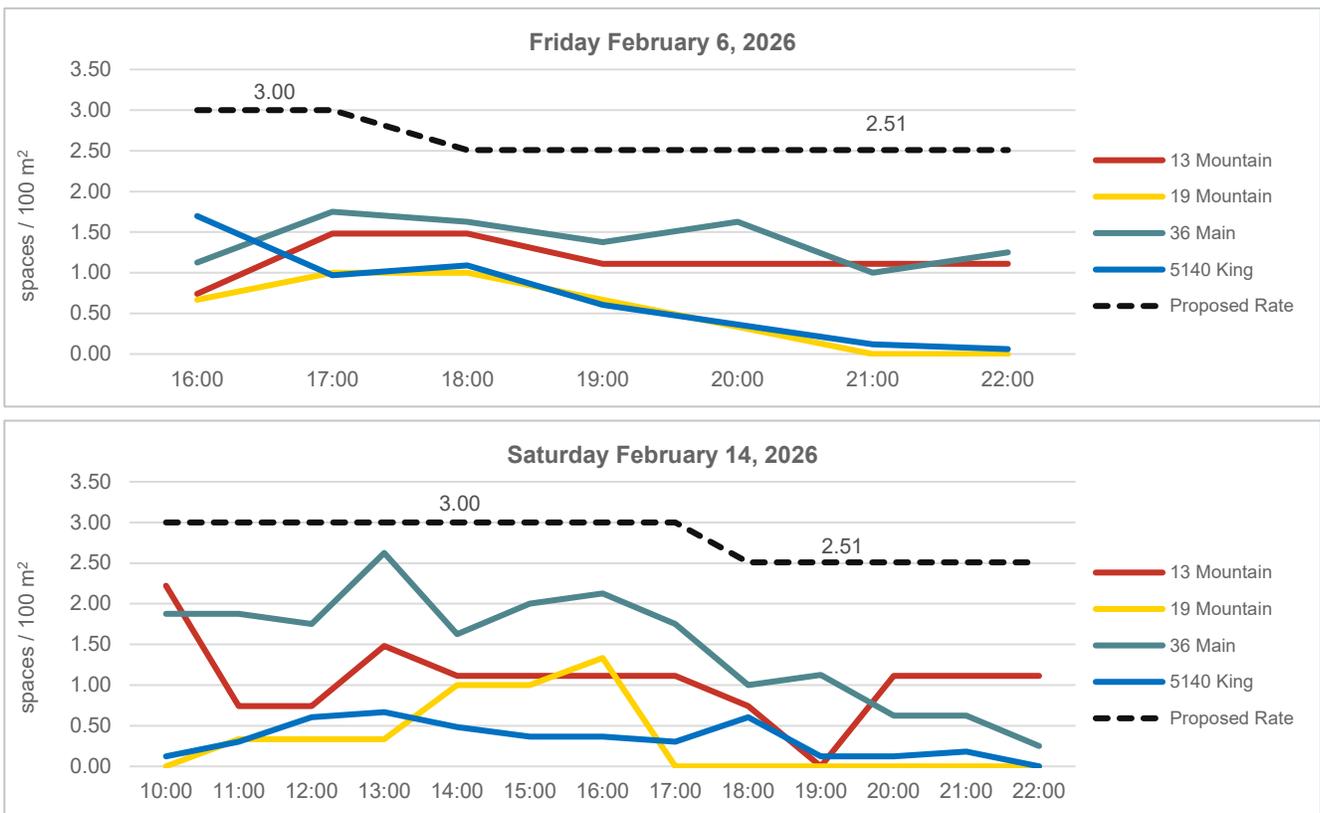
**Table 7 Proposed Alternative Time-of-Day Shared Parking Provisions**

Land Use	AM (1:00 am – 12:00 pm)	PM (1:00 pm – 5:00 pm)	EVE (6:00 pm – 12:00 am)
Apartment Building	80%	80%	100%
Apartment Building – visitor parking	0%	35%	100%
Retail Store	40%	100%	<b>65%</b>

Application of the proposed commercial rate of 3.0 / 100 m<sup>2</sup> of GFA and the reduced retail shared parking rate to the proposed retail uses of the site are as follows:

- Morning – 40%                      1.43 spaces / 100 m<sup>2</sup> of GFA (4 spaces) – consistent with By-law
- Afternoon – 100%                    3.0 spaces / 100 m<sup>2</sup> of GFA (9 spaces) – consistent with By-law
- **Evening – 65%**                      2.51 spaces / 100 m<sup>2</sup> of GFA (6 spaces) – consistent with counts

**Exhibit 3** compares the proposed commercial parking rate of 3.0 / 100 m<sup>2</sup> of GFA with sharing rules applied to the busiest weekday and weekend survey period demonstrating the proposed rate and sharing provisions exceeds the observed parking demand across all periods. This analysis illustrates that, even with a reduced shared evening parking provision, the resulting parking supply at the site would remain well above the peak demands observed at all five (5) proxy sites; confirming that the proposed commercial parking strategy is appropriate.



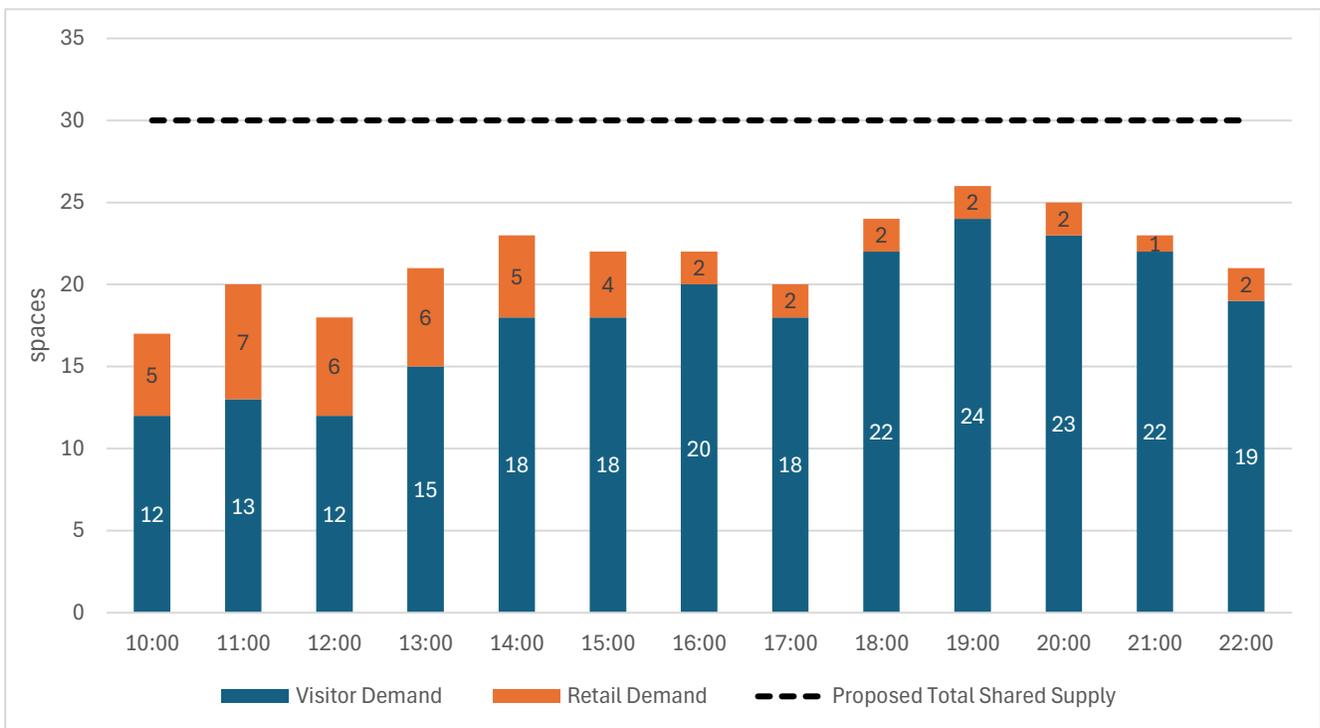
**Exhibit 3** Proposed Commercial Rate (with Sharing) vs Observed Demand

### 4.3.4 Adequacy of Shared Non-Residential Parking Supply during Weekend Periods

The development proposes 30 non-residential parking spaces to be shared between the residential visitors and retail uses of the site. The proposed parking standard considers a visitor parking supply rate of 0.16 spaces per unit or 24 parking spaces to be utilized by visitors during peak demand periods that is consistent with the Zoning By-law provisions. In addition, the proposed parking standard considers a commercial parking supply rate of 3.0 / 100 m<sup>2</sup> of GFA or 9 parking spaces to be utilized by retail users during peak demand periods. Additionally, the proposal incorporates the time-of-day shared parking provisions outlined in **Table 7**, which notably includes a retail parking allocation rate of 65% in the evening.

To validate the adequacy of the proposed non-residential parking strategy, a parking profile was created to visualize anticipated weekend activity on the proposed site. We have selected a representative residential visitor and retail pattern, to ensure the proposed parking supply will meet the demands of the site, particularly in the evening period. Utilizing the observed occupancy rates of the visitor parking profile captured at 10 Winward Drive and commercial parking profile captured at 36 Main Street on a weekend in February 2026, a shared parking demand profile was created for the proposed development. **Exhibit 4** illustrates the anticipated activity on the site based on this created profile.

As seen in **Exhibit 4**, the anticipated parking demand never exceeds the proposed total shared parking supply of 30 spaces. As such the proposed shared parking strategy will meet the needs of the site during the weekend time periods in addition to the weekday time periods.



**Exhibit 4 Site Anticipated Shared Parking Activity**

## 4.4 Proposed Parking Standards

It is proposed to adopt a reduced parking standard for the site development which would be sufficient to support the residential and non-residential uses proposed on site. A summary of the allocation of the proposed residential and non-residential parking supply is provided in **Table 8** and **Table 9**, respectively.

The proposed reduced parking standard includes:

- A reduction in the residential parking supply to an overall blended residential parking supply ratio of **0.97 spaces per unit** (from 1.25 spaces per unit) is proposed, comprising of 1.0 spaces per unit for market rental units and 0.7 spaces per unit for affordable rental units.
- A reduction in the residential visitor parking supply to **0.16 spaces per unit** (from 0.25 spaces per unit).
- A reduction in the retail parking rate to **3 spaces per 100 m<sup>2</sup> of GFA** (from 1 space per 28 m<sup>2</sup> of GFA).
- An adoption of alternative time-of-day shared parking provisions for retail uses.
- Cash-in-lieu of parking contribution for the non-residential parking spaces of up to 25 spaces.

The proposed parking standards result in a requirement of 146 resident parking spaces and 7 non-residential parking spaces to be provided on-site, along with up to 25 cash-in-lieu parking spaces and 3 parking spaces accommodated through previously approved parking exceptions and parking certificates.

**Table 8 Proposed Residential Parking Ratio**

Parking Provision	Use	Units/GFA	Effective Parking Rate		Parking Supply	
<b>Residential Parking Standard</b>						
<b>On-Site Parking Provisions</b>	Market Rental	135 units	1.0 sps / units	0.97 sps / unit	135 spaces	146 spaces
	Affordable Rental	15 units (10%)	0.70 sps / unit		11 spaces	
<b>Total Residential Parking</b>					<b>146 spaces <sup>2</sup></b>	

Notes:

1. Site statistics are based upon site plans prepared by Studio JCI, dated March 19, 2026
2. Proposed residential parking supply excludes 6 tandem parking spaces.
3. Vehicular parking calculations resulting in a fraction have been rounded up to the nearest whole number in accordance with the requirements outlined in Section 5.2 of the Town of Grimsby Zoning By-law 14-45.

**Table 9 Proposed Non-Residential Parking Ratio**

Parking Provision	Use	Units/ GFA	Parking Rate	Time-of-Day Shared Parking Provisions <sup>6</sup>				Parking Supply
				Before Sharing	Morning	Afternoon	Evening	
<b>Non-Residential Parking Standard</b>								
Shared Parking Provision	Residential Visitor	150 units	0.16 sps / unit	24 spaces	0 spaces (0%)	8 spaces (35%)	24 spaces (100%)	30 spaces (shared)
	Retail Uses	279 m <sup>2</sup>	3 sps / 100 m <sup>2</sup>	9 spaces	4 spaces (40%)	9 spaces (100%)	6 spaces (65%)	
<b>Non-Resident Parking Standard Requirement</b>				<b>33 spaces</b>	<b>4 spaces</b>	<b>17 spaces</b>	<b>30 spaces</b>	
<b>Provided Non-Residential Parking Supply</b>								
On-Site Parking Provisions	Non-Residential – Shared between Residential Visitors and Retail Uses							7 spaces <sup>7</sup>
Off-Site Parking Provisions	Exception 115 of Zoning By-law 14-45 <sup>3</sup>			--				2 spaces
	21 Elm Street Parking Certificate <sup>4</sup>							1 space
	Cash-in-lieu <sup>5</sup>							20 spaces
<b>Total Commercial Parking</b>				<b>30 spaces</b>				

Notes:

1. Site statistics are based upon site plans prepared by Studio JCI, dated March 19, 2026.
2. Vehicular parking calculations resulting in a fraction have been rounded up to the nearest whole number in accordance with the requirements outlined in Section 5.2 of the Town of Grimsby Zoning By-law 14-45.
3. Town of Grimsby Zoning By-law 14-45 Exception 115 (By-law # 95-105) allows the reduction of 2 parking spaces where a road widening has been dedicated for 19 Elm Street.
4. A parking certificate has been obtained for 21 Elm Street permitting payment-in-lieu of one parking space. This payment has been made and the certificate enacted (File No: 5007-221).
5. Town of Grimsby Zoning By-law 14-45 Exception 377 (OLT-22-003541) permits the use of cash-in-lieu for up to a maximum of 15 spaces for any deficiency from the parking requirement. Updated development program proposes to increase the permitted cash-in-lieu allotment to up to a maximum of 25 spaces.
6. Shared parking provisions between visitor and retail uses are based on Zoning By-law requirements and have been adjusted according to time-of-day sharing as outlined in the by-law. Further details are provided in **Section 4.3** of this letter.
7. The on-site provided non-residential parking supply (7 spaces) has been calculated by subtracting the permitted off-site parking provisions (23 spaces) from the proposed commercial supply (30 spaces).

#### 4.4.1 Cash-in-Lieu of Parking Provisions

As part of a previous application, an Official Plan and Zoning By-law Amendment was approved through a settlement with the Town of Grimsby at the Ontario Land Tribunal (OLT) in December 2023, with the final order issued by the OLT in February 2024. As part of this approval, Town of Grimsby Zoning By-law 14-45 Exception 377 (OLT-22-003541) permits the use of cash-in-lieu for up to a maximum of 12 spaces.

The development program proposes an increase in the permitted cash-in-lieu allotment to up to a maximum of 25 spaces, to be paid to the Town of Grimsby as part of the Town’s cash-in-lieu of parking program currently under consideration. This increased contribution would support municipal parking initiatives, such as the enhancement or development of public parking facilities within the downtown Grimsby core. Currently, the development program will provide the equivalent of 20 parking spaces as cash-in-lieu to meet the needs of the site.

## 5.0 BICYCLE PARKING CONSIDERATIONS

### 5.1 Bicycle Parking Requirements

The Town of Grimsby Zoning By-law 14-45 bicycle parking standards have been applied to the updated site statistics and are summarized in **Table 10**.

**Table 10 Zoning By-law 14-45 Bicycle Parking Requirements**

Building Use	Units / GFA	Bicycle Parking Standard	Required Bicycle Spaces
Apartment Building	150 units	0.3 spaces per unit	45 spaces
Commercial (Retail)	279 m <sup>2</sup> GFA	7% of the required vehicle parking	1 space
<b>Total Bicycle Parking Requirements</b>			<b>46 spaces</b>

Notes:

1. Site statistics are based upon site plans prepared by Studio JCI, dated March 19, 2026.

Application of the Town of Grimsby Zoning By-law 14-45 bicycle parking standards to the proposed development results in a required provision of 46 bicycle parking spaces, including 45 spaces for residential tenant and visitor uses and 1 space for non-residential uses.

### 5.2 Proposed Bicycle Parking Supply

The development proposal includes a total of 48 bicycle parking spaces, including 46 residential and 2 non-residential bicycle parking spaces.

The proposed bicycle parking supply arrangements are generally consistent with the previous May 2025 proposal. The proposed residential tenant and visitor-use bicycle spaces are located on the first level of the building, in a secure bike room, and close to the main entrance with convenient elevator access. In addition, the proposed non-residential bicycle spaces are located at-grade adjacent to the commercial entry at the south-east corner of the site.

The proposed bicycle parking supply facilities and supporting access arrangements, based upon the above, are appropriate and will adequately support the proposed non-residential development as planned.

## 6.0 LOADING

### 6.1 Loading Zoning By-Law Requirements

Application of the loading requirements outlined in the Town of Grimsby Zoning By-law 14-45 to the updated development statistics results in a requirement of one (1) loading space.

A summary of the minimum loading requirements for the proposed development is provided in **Table 11**.

**Table 11 Zoning By-law 14-45 Loading Requirements**

Building Use	Proposed GFA (m <sup>2</sup> )	Range of GFA (m <sup>2</sup> )	Loading Space Requirement
Commercial (Retail)	279 m <sup>2</sup>	251 – 2,350	1 space
<b>Total Loading Space Requirement</b>			<b>1 space</b>

Notes:

1. Site statistics are based upon site plans prepared by Studio JCI, dated March 19, 2026.

### 6.2 Proposed Loading Supply

No changes to the proposed loading area have been made compared to the May 2025 development plans. The plans continue to incorporate one (1) loading space located at-grade to accommodate the loading/unloading, moving activity, delivery and refuse collection needs of the building.

Please refer to BA Group's May 2025 report for more information on the proposed loading arrangements.

## 7.0 UPDATE TO TRAFFIC VOLUMES & ANALYSIS

BA Group's May 2025 report included projections of existing and future traffic volumes and traffic operations analyses within the defined study area during weekday morning and afternoon peak hours.

### 7.1 Updated Travel Demand Forecasts

As part of BA Group's May 2025 report, projected site-related traffic volumes were prepared based upon the review of the ITE Trip Generation Manual (11th Edition) and mode share characteristics in the area. These site-related traffic volume projections reflected the proposed development programme assumptions of 177 residential units and 279 m<sup>2</sup> of retail area

As discussed earlier in this letter, there have been several changes to the development proposal made since the previous submission, including reducing the number of residential units from 177 to 150 (a reduction of 27 units) and the removal of the on-site community uses. These changes result in lower travel demand for the site when compared to the May 2025 proposal. Notwithstanding that comments related to site trip generation can be addressed as part of the Site Plan Approval stage of the project, as noted in the Region's comments, a comparison of site-based residential trips with the old and new building statistics is provided in **Table 12**.

**Table 12 Site Residential Trip Generation**

	AM Peak Hour			PM Peak Hour		
	In	Out	2-Way	In	Out	2-Way
Peak Hour Person Trip Rate ITE 221 – Multifamily Housing (Mid-Rise) (trips / unit)	0.11	0.37	0.48	0.31	0.22	0.53
Residential Person Trips (177 units)	20	65	85	55	40	95
Residential Person Trips (150 units)	15	55	70	45	35	80
<b>Difference</b>	<b>-5</b>	<b>-10</b>	<b>-15</b>	<b>-10</b>	<b>-5</b>	<b>-15</b>

As summarized in the table above, the residential trip forecast for the site has been reduced by approximately 15 person trips during both peak hours.

### 7.2 Updated Traffic Operations

Existing traffic volumes and forecasted background traffic increases in the study area remain the same as those detailed in the May 2025 report. Existing and future background traffic operations analyses therefore remain unchanged. With the modest decrease in site travel demand summarized in **Table 12**, the future total traffic operations analysis from the May 2025 report can be considered conservative, but is still general reflective of anticipated operations following the buildout of the proposed development.

Please refer to the May 2025 report for a summary of existing, future background, and future total traffic operations.

## 8.0 RESPONSE TO TOWN COMMENTS

Transportation related comments were provided within letters and memorandum prepared by the Town and Regional staff as follows:

- Town of Grimsby, Public Works (Transportation) – Letter dated October 29, 2025
- Niagara Region, Infrastructure Planning & Development Engineering – Letter dated August 22, 2025

The comments received from Town and Regional staff are addressed in the following section. The responses have been organized by comment with a summary discussion provided in each case which refers, as appropriate, to technical materials provided within this letter.

### 8.1 Town of Grimsby – Transportation Comments (October 29, 2025)

R.J. Burnside & Associates Limited (herein referred to as “Burnside”) was retained by the Town of Grimsby to undertake a peer review of the May 2025 Report, below are the transportation related comments received from Burnside on behalf of the Town of Grimsby.

#### 1.0 TRANSPORTATION STUDY

##### Section 4.0 Area Transportation Context

###### Comment – 1

*Table 2 and Figure 3 identify Balsam Lane as a local road. Balsam Lane is not a local road, but a public laneway. Please update accordingly.*

###### Response

Noted. **Table 13** and **Figure 1** have been updated to note Balsam Lane as a public laneway.

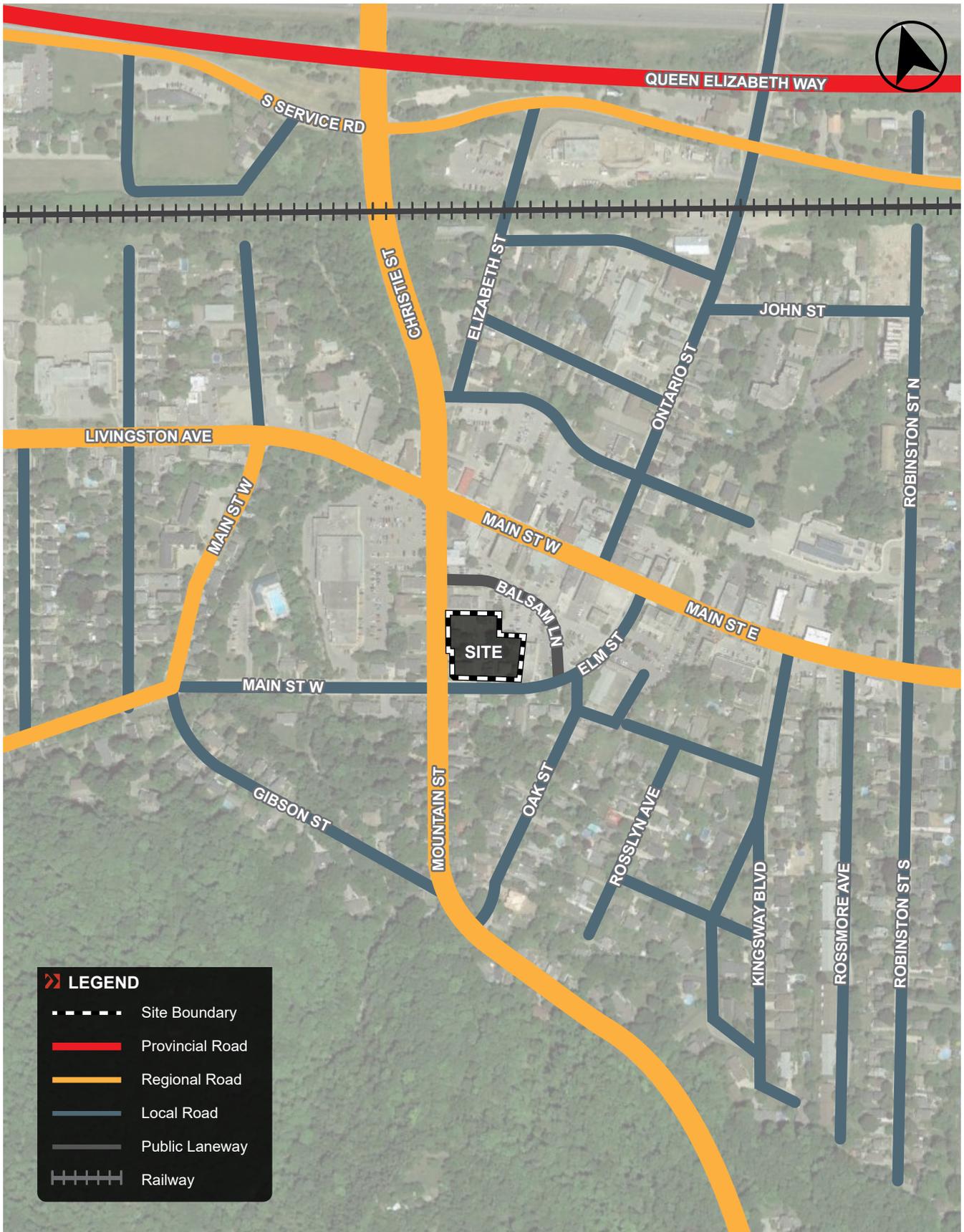
Further details regarding the site’s area transportation context are outlined in Section 4.0 of the previous submitted BA Group report entitled *13 Mountain Street & 19-23 Elm Street Proposed Redevelopment – Transportation Considerations Study* dated, May 2025.

**Table 13 Summary of Area Street Network**

	Name	Orientation	Extent of Street	Number of Lanes	Speed Limit	Future Changes
Regional Roads	<b>Mountain Street – Christie Street<sup>1</sup></b> (Regional Road 12)	North – South	North Limit: Main St. E. & continues as Christie St.  South Limit: Mud St. & continues as Grimsby Rd.	2 lanes (one lane in each direction) with centre left turn lanes at the key intersections	50 km/h	Road widening is proposed adjacent to the site. Plans unknown at this time for any future road work.
	<b>Main St. E.<sup>2</sup></b> (Regional Road 81)	East – West	East Limit: Chardonnay Pl. & continues as King St.  West Limit: Main St. W. & continues as Livingston Ave.	4 lane cross section (two lanes in each direction) with one lane used per direction for on-street parking	50 km/h	As part of Downtown Reimagined plan, Main Street reconstruction is planned between Mountain Street and east of Elm Street, to widen sidewalks and reduce asphalt lane widths to promote pedestrian movement.
	<b>Main St. W.<sup>1</sup></b> (Regional Road 81)	Mostly East – West  With a small North – South portion of the road between Main Street East & Elm St.	North Limit: Main St. E.  West Limit: Lampman Dr.	2 lanes (one lane in each direction)	50 km/h	No Changes
	<b>South Service Road – Clarke Street</b> (Regional Road 40)	East – West	East Limit: Twenty-First Street, Jordan Harbour  West Limit: Centennial Parkway North, Hamilton	2 lanes (one lane in each direction)	50-60 km/h	No Changes
Local Roads	<b>Elm Street<sup>1</sup></b>	East – West	East Limit: Main St. E.  West Limit: Gibson St. & continues as Main St. W.	2 lanes (one lane in each direction) with centre left turn lanes at the key intersections	50 km/h	No Changes
Laneways	<b>Balsam Lane<sup>1</sup></b> (Public Laneway)	Curved Road	North Limit: Mountain St.  South Limit: Elm St.	2 lanes (one lane in each direction)	40 km/h	No Changes

Notes:

1. No parking is permitted anytime.
2. Parking is permitted: 1 hr parking permitted Saturday to Wednesday 8 AM to 6PM & Thursday to Friday 8 AM to 9PM.



6541-20.indd

Aerial maps provided courtesy of Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, the GIS User Community and/or Google Earth/Maps.

**FIGURE 1 EXISTING STREET NETWORK**

#### **Comment – 2**

*Figure 4 illustrates the existing lane configuration and traffic control of the study intersections. A westbound left turn is prohibited at the intersection of Main Street / Mountain Street. As a result, it is anticipated that site traffic approaching from the east would instead turn left at the Elm Street / Main Street intersection. Please review this intersection as an additional study intersection to account for the impact of the site- related traffic.*

#### **Response**

Noted. The agreed upon Terms of Reference did not include the Elm Street / Main Street intersection. In addition, based upon our discussions with Town staff on December 12, 2025, it was agreed that this intersection does not need to be studied. No additional actions are required at this time to address this comment.

### **Section 5.0 Transportation Demand Management (TDM)**

#### **Comment – 1**

*There are two car share spaces proposed as part of a TDM measure. However, the report also acknowledges that no car share program is currently operating within the Town of Grimsby or the Niagara Region. Given the absence of an established operator, it is our opinion that the inclusion of two car share spaces is not a strong or viable TDM measure at this time. Please reconsider the need for these spaces or identify an alternative, implementable TDM measure.*

#### **Response**

Noted. As part of the updated proposal, car-share parking spaces are no longer provided.

#### **Comment – 2**

*While shared parking can improve the efficiency of parking supply, it is more appropriately categorized as a parking management strategy rather than a true TDM measure, as it does not directly influence travel behaviour or reduce vehicle trips. Please clarify or reframe this item accordingly.*

#### **Response**

It is our opinion that shared parking is considered a TDM measure as the permission to efficiently share parking between land-uses reduces the number of parking spaces required. The reduction of parking supply (compared to the applicable requirements) is itself a TDM measure as it will force visitors to consider alternative travel modes.

The provision of a reduced shared parking supply will result in fewer vehicle trips. In the absence of shared parking, additional parking would be required resulting in increased traffic trips to and from the site.

Further details regarding the proposed TDM plan are provided in **Section 3.0**.

## Section 6.0 Vehicular Parking

### Comment – 1

*There are no details regarding the community hub's intended program or activities. Please provide clarification on the expected functions, hours of operation, and user groups to confirm whether parking demand for this use can be shared with other non- residential uses and visitor parking.*

### Response

As part of the updated proposal, the community hub space has been removed and converted into amenity space to be used by the future residents of the building. Therefore, this comment no longer applies.

### Comment – 2

*Table 4 reviews the minimum parking requirements based on the Town's Zoning By- Law. However, the community hub component has not been included in the analysis. Please update the analysis to include the community hub use in all applicable Zoning By-Law reviews including vehicular parking, shared parking, accessible parking, and bicycle parking.*

### Response

As part of the updated proposal, the community hub space has been removed and converted into amenity space to be used by the future residents of the building. Therefore, this comment no longer applies. Furthermore, no additional vehicle, bicycle or accessible parking is required for proposed residential amenity space.

### Comment – 3

*The proposed residential parking supply includes eight small car spaces. As these spaces do not meet the minimum dimensional requirements of the Town's Zoning By-Law, they should not be counted toward the overall parking supply. Please revise the proposed parking supply accordingly.*

### Response

Section 6.7 of BA Group's May 2025 Report provides justification for including non-standard spaces within the overall parking supply. The previous May 2025 submission proposed 8 non-standard parking spaces which represented approximately 5% of the overall parking supply, inclusive of:

- Three (3) length deficient spaces - 5.00 metres length by 2.75 metres width.
- Five (5) length deficient spaces - 5.55 metres length by 2.75 metres width.

Conversations with Town staff on December 12, 2025, indicated that the Town will accept the proposed 8 non-standard spaces towards the overall parking supply. In addition, the number of spaces and dimensions of the proposed non-standard spaces must be written into the site-specific zoning-by-law as part of the proposal application.

The current plans have been revised, and as a result of the design development changes the number of non-standard parking spaces has been reduced compared to the May 2025 submission. The proposal currently includes 5 non-standard parking spaces which represents 3% of the overall parking supply, inclusive of:

- Five (5) length deficient spaces - 5.55 metres length by 2.75 metres width.

These proposed non-standard spaces are generally consistent with the spaces previously proposed, with the non-standard spaces located in the north-east and south-east quadrants of the above grade parking garage. Given the fact that no changes are proposed to these 5 non-standard parking spaces compared to the May 2025 application, please refer to the non-standard parking justification provided in Section 6.0 of the previous submitted BA Group report entitled *13 Mountain Street & 19-23 Elm Street Proposed Redevelopment – Transportation Considerations Study* dated, May 2025 for more information.

#### **Comment – 4**

*Under Section 6.4, clarify how the municipal parking supply can accommodate spillover residential parking demand. Please reference and review the existing time regulations and proposed parking regulations from the Town Parking Study.*

#### **Response**

This comment no longer applies to the revised proposal. Please refer to **Section 4.3** that reviews the appropriateness of the proposed parking supply. No external parking is required beyond the cash-in-lieu contributions that is being proposed.

#### **Comment – 5**

*Table 5 and 8 provide a benchmark on residential and visitor parking rates across various municipalities' Zoning By-Laws. However, it is our opinion that the municipalities listed are not sufficiently comparable to the Town of Grimsby in terms of population size and travel characteristics. To ensure the benchmarking is contextually relevant, please update tables to include municipalities with similar population and mode split (percent auto driver, transit, walk/cycle).*

#### **Response**

The summary tables have been updated to include population and a variety of municipalities comparative to the Town of Grimsby. By way of context the Town of Grimsby has an estimated population of 28,900 based on the 2021 Census. As noted in the updated tables, there is a variation in parking requirements across regions. **Table 14** provides a summary of residential parking standards and **Table 15** provides a summary of comparable visitor parking standards.

**Table 14** outlines that residential parking standards within other Municipalities range between having no minimum parking standards to a parking standard of 1.0 space per unit in a downtown context area. Most comparable in size and travel to the Town of Grimsby, the towns of Collingwood and Niagara on the Lake, require a minimum resident parking rate of 0.5 and 1.0 spaces per unit, respectively; which is in line with the site's proposed blended resident rate of 0.97 spaces per unit (1.0 spaces per market rental unit and 0.7 space per affordable rental unit).

**Table 15** outlines that residential visitor parking stand within other Municipalities range between having no minimum parking standards to a visitor parking standard of 0.25 spaces. Of the which, 9 of the 12 reviewed municipalities, require visitor parking to be provided at a rate of 0.15 spaces per unit or lower.

To supplement the above, additional information and parking surveys have been conducted within the Town of Grimsby itself, to verify the adequacy of the proposed resident and residential visitor parking rates. Further details regarding the adequacy for the proposed parking supply is discussed in **Section 4.3**.

**Table 14 Summary of Comparable Zoning By-law Resident Parking Standards**

Municipality	Population (2021 Census)	Resident Parking Rates			Zoning By-law (Applicable Area or Unit Type)
City of Brampton	656,480	0.5 spaces / unit			By-law 270-2004 (Central Area / Downtown)
City of Burlington	186,950	1.0 spaces / unit			By-law 2020 (Downtown)
City of Hamilton	569,300	Units < 50 m <sup>2</sup>	1 m <sup>2</sup> to 12 m <sup>2</sup> 13 m <sup>2</sup> +	0.0 sps / unit 0.3 sps / unit	By-law 05-200 (Transit Oriented Corridor Zone)
		Units > 50 m <sup>2</sup>	1 m <sup>2</sup> to 12 m <sup>2</sup> 13 m <sup>2</sup> to 50 m <sup>2</sup> 51 m <sup>2</sup> +	0.0 sps / unit 0.5 sps / unit 0.7 sps / unit	
		Blended		0.7 sps / unit	
City of Kitchener	256,900	No Minimum			By-law 2019-051 (Urban Growth Ctr. / Downtown)
City of Mississauga	718,000	1.0 spaces / unit			By-law 0225-2007 (City Centre)
		0.7 spaces / unit			By-law 0225-2007 (Non-Profit Rental Apartment)
City of Pickering	99,200	0.8 spaces / unit			By-law 7553-17 (City Centre)
City of St. Catherines	136,800	Downtown Apartment	No Minimum		By-law 2013-283 (Downtown)
		Affordable Units	No Minimum		By-law 2025-003 (Affordable Housing)
Town of Collingwood	24,800	0.50 spaces / unit			By-law 2024-053 (Apartment Dwellings)
Town of Niagara on the Lake	19,100	1.0 spaces / unit			By-law 4316-09
City of Vaughan	323,100	Studio	1.0 sps / unit		By-law 1-88 (Vaughan Metropolitan Centre)
		1 – Bed	0.7 sps / unit		
		2 – Bed	0.9 sps / unit		
		3 - Bed	1.0 sps / unit		
		Blended		0.9 sps / unit	

**Table 15 Summary of Comparable Zoning By-law Residential Visitor Standards**

Municipality	Population (2021 Census)	Resident Visitor Parking Rates	Applicable Zoning By-law
City of Burlington	186,950	0.25 spaces / unit	By-law 2020 (Downtown)
City of Mississauga	718,000	0.15 spaces / unit	By-law 0225-2007 (City Centre)
City of Brampton	656,480	0.10 spaces / unit	By-law 270-2004 (Central Area / Downtown)
City of Hamilton	569,300	No Minimum	By-law 05-200 (Transit Oriented Corridor Zone)
City of St. Catharines	136,800	No Minimum	By-law 2013-283 (Downtown)
City of Kitchener	256,900	No Minimum	By-law 2019-051 (Urban Growth Ctr. / Downtown)
City of Vaughan	323,100	0.15 spaces / unit	By-law 1-88 (VMC)
City of Pickering	99,200	0.15 spaces / unit	By-law 7553-17 (City Centre)
Town of Collingwood	24,800	0.25 spaces / unit	By-law 2010-40
Town of West Lincoln	15,500	No Minimum	By-law 2017-07
Town of Aurora	62,000	0.20 spaces / unit	By-law 6000-17
Town of Niagara on the Lake	19,100	No Minimum	By-law 4316-09

**Comment – 6**

*As mentioned in Comment 4, a car-share program is not currently viable, as there is no established operator in the Town of Grimsby or the Niagara Region. In addition, the report applies a reduction of eight residential parking spaces based on the inclusion of two car-share spaces (a 4:1 reduction ratio). The justification references similar practices in the City of Vaughan and City of Toronto. It is our opinion that these municipalities listed are not comparable to the Town of Grimsby as there are various established car-share providers within Vaughan and Toronto. In the absence of a confirmed and operational car-share provider, and justification for the use of the ratio, the proposed reduction of eight residential parking spaces should not be applied. Please update the parking supply and / or provide appropriate justification accordingly.*

**Response**

It is still our opinion that the provision of car share would result in a reduction of residents from needed to own a vehicle, but the updated proposal has removed the car-share parking spaces.

### **Comment – 7**

*Please provide additional context on the parameters and assumptions applied in the Transportation Tomorrow Survey (TTS) analysis and expand on the composition of the non-auto mode share to clarify which modes contribute to reduced parking demand.*

### **Response**

As discussed with Town of Grimsby Transportation staff on December 12, 2025, no further action is required to address this comment.

### **Comment – 8**

*The elimination of parking supply for the affordable residential component is based on a letter from the Grimsby Benevolent Fund (GBF) attached in Appendix J, which states that many (but not all) tenants rely on taxi services and Niagara Region Transit (NRT). Additionally, the report references only one municipality (St. Catharines) as having no parking requirement for affordable residential units. There is insufficient justification for eliminating parking supply for the affordable residential component. Given GBF's presence in the Town of Grimsby, it is recommended that at least two proxy surveys be conducted at comparable affordable housing sites to better understand the actual parking demand associated with this type of use.*

### **Response**

The updated development plan proposes a parking supply rate of 0.70 spaces per unit for the affordable units. This supply ratio is inline with recent January 2026 Town staff recommendations. As per further comments and email correspondence with Town staff, the Town as indicated that the proposed 0.70 spaces per unit rate for the affordable units would be acceptable, if further information is provided regarding the operations of the affordable component of the application.

Based upon the above, the Woolverton Holdings Corp. has prepared a letter discussing the details and operations of the affordable component of the site, provided in **Appendix C**.

Therefore, it is our opinion that the proposed parking supply for the affordable residential units is appropriate for the site; further details are provided in **Section 4.3** of this report.

### **Comment – 9**

*The analysis of parking demand at the Balsam municipal lot appears to include the demand for both public and private parking spaces. Since private spaces are not accessible to the general public, they should not be included in the assessment of available public parking capacity. Please update the parking demand analysis to clearly distinguish between public and private parking spaces within the Balsam Lane lot and revise the occupancy calculations accordingly.*

### **Response**

Noted. This comment no longer applies to the revised proposal. The updated development plan proposes a commercial parking rate of 3 spaces per 100 m<sup>2</sup> with a commercial evening rate of 65% for mixed use.

To better understand commercial parking demands in the Grimsby area an updated parking study was conducted by BA Group. Additional commercial counts have been conducted at 13 Mountain Street, 19 Elm Street, 21 Elm Street, 36 Main Street and 5041 King Street, on the following dates: February 6-7 and February 13-14, 2026. The peak observed commercial parking rate was 2.88 spaces per 100 m<sup>2</sup>, with an average observed commercial

parking rate across all proxy sites was 1.26 spaces per 100 m<sup>2</sup>. Additionally, the peak observed parking utilization in the evening periods (after 6pm) was 56%. As such the proposed commercial rate will meet the needs of the site; further details are provided in **Section 4.3.3** of this report.

#### **Comment – 10**

*Please clarify how the observed 80% peak utilization is being interpreted relative to the Town’s 85% threshold, as noted in the Town Parking Study, as framing it as “20% capacity remaining” may overstate the functional availability.*

#### **Response**

BA Group’s May 2025 Report provided a review of public commercial parking demand surveys conducted by BA Group (Balsam Lane public lot survey, December 2021) and the Town of Grimsby (*Phase 1 Report Strategic Parking Management Study*, October 2023).

The focus of the commercial parking demand section of the May 2025 report, was the evening parking demand rate occurring after 6:00 pm. The Town Parking Study indicated an 80% peak occupancy occurring at 5:00 pm and less than a 40% peak occupancy after 6:00 pm, as illustrated in Exhibit 3 of the May 2025 report.

To better understand commercial parking demands in the Grimsby area an updated parking study was conducted by BA Group. Additional commercial counts have been conducted at 13 Mountain Street, 19 Elm Street, 21 Elm Street, 36 Main Street and 5041 King Street, on the following dates: February 6-7 and February 13-14, 2026. Please refer to **Section 4.3.3** for more information.

#### **Comment – 11**

*The justification of the reduced residential parking rate lacks site-specific proxy parking demand data. Please provide parking demand data from at least three developments with similar site characteristics / context such as size of developments, comparable surrounding land uses and transit accessibility.*

#### **Response**

The updated development plan proposes a parking rate of 1.0 spaces per unit for the market units and 0.70 spaces per unit for the affordable units. These supply ratios are inline with the recent January 2026 Town staff recommendations.

The proposed market unit rate meets the site-specific requirements of Town of Grimsby Zoning By-law 14-45 Exception 377 (OLT 24-001) permitted by the Ontario Land Tribunal (OLT) in February 2024.

Additional justification regarding the proposed residential parking rate is provided in **Section 4.3** of this report.

#### **Comment – 12**

*Please provide additional information about the proxy sites to justify the reduced visitor parking rate, including the size of the developments, the proposed land uses, and their proximity to transit services. For example, 27 John Street is located within approximately 250 m (a four-minute walk) of the Grimsby VIA Rail Station. In addition, please provide at least 3 developments with similar site characteristics.*

## Response

Noted. The updated development plan proposes a visitor parking rate of 0.16 spaces per unit.

Additional visitor parking counts have been conducted at 1 Slessor Boulevard, 10 Winward Drive, 10 Concord Place, 16 Concord Place and 5055 Greenlane on the following dates: February 6-7 and February 13-14, 2026. The peak observed visitor parking rate was 0.15 spaces per unit. The average and 95<sup>th</sup> percentile observed residential visitor parking demand was 0.08 spaces per unit and 0.14 spaces per unit, respectively.

The proposed residential visitor parking supply of 0.16 spaces per unit was selected by applying an additional 10% buffer to the 95<sup>th</sup> percentile observed residential visitor parking demand rate (0.14 spaces per unit). The proposed residential visitor parking rate of 0.16 spaces per unit still exceeds the peak observed demand (0.15 spaces per unit) during the survey period.

As such the proposed rate of 0.16 spaces per unit will meet the needs of the site; further details are provided in **Section 4.3.2** of this report.

## Comment – 13

*Appendix H provides swept path analysis for the small car parking spaces. However, the diagrams primarily illustrate reverse-in and forward-out movements from one direction. Please update the analysis to include all maneuvers such as front-in and back-out movements, as well as access from both directions.*

## Response

Noted. Refer to vehicle manoeuvring diagrams VMD-01 to VMD-10 in **Appendix D**. Access to the parking spaces in the vehicle manoeuvring diagrams is provided from the entrance to the parking garage.

## Comment – 14

*The site plan includes a dead-end configuration near the residential parking gate, intermediate floor level and visitor parking. Please provide swept path analysis to demonstrate that a passenger vehicle can turn around.*

## Response

The gate separating the visitor / commercial and residential parking area has been removed from the updated plans. The current proposal is to sign the visitor / commercial parking spaces as “visitor parking spaces only” spaces and provide a turnaround space that will allow for vehicles to turnaround in case all the spaces are occupied. Please refer to vehicle manoeuvring diagrams VMD-05 to VMD-06 in **Appendix E**.

## Comment – 15

*Please provide an additional swept path analysis illustrating two vehicles using the entrance to the parking area simultaneously to confirm that there is sufficient space for vehicles to pass each other.*

## Response

Noted. The Site has been designed with 6m aisle widths following the Town of Grimsby Zoning By-law requirements. A vehicle can enter the parking garage as a vehicle waits at the door to exit the garage. Refer to vehicle manoeuvring diagram VMD-07 in **Appendix E**.

## Section 8.0 Loading

### Comment – 1

*Appendix I provides swept path analysis for the single-unit trucks (move in trucks). Please update the analysis to include a back-in movement.*

### Response

As discussed with Town staff, given the site constraints, larger delivery and moving vehicles occurring within a TAC Single Unit Truck would only be able to access the loading space by driving forward into the proposed loading space and reverse out of the space. The proposed loading area has been designed in such a way that sufficient area is provided adjacent to the loading space to allow for goods to be transferred to / from the back of a truck to the service entrance. In addition, these vehicles are anticipated to access the site less frequently compared to smaller cube van vehicles that are more commonly used for moving activities within a primarily residential development.

Smaller vehicles, such as TAC Light Single Unit Vehicle and a Cub Van (Ford E350), will likely be more commonly used for moving activities. Both design vehicles have been tested forwarding into the loading space as well as reversing into the loading space. Please refer to the vehicular maneuvering diagrams provided in VMD-03 and VMD-04 in **Appendix E**.

The above suggests that even though larger vehicles can only drive forward into the site, there is sufficient room adjacent to the loading space to facilitate the transfer of goods to / from the back of the truck and service entrance. In addition, all the vehicles that are anticipated to access the site can be appropriately accommodated on the proposed development as planned.

## Section 10.0 Traffic Volumes Forecast

### Comment – 1

*Adjustments are made to the PM peak traffic volumes at the Mountain Street / Main Street intersection due to the closure of the east leg. Please confirm whether this closure was also in place during the AM peak period. If so, similar adjustments should be made to the AM peak traffic volumes to account for the closure and ensure consistency in the traffic analysis.*

### Response

As noted in BA Group's May 2025 report, the lane closure was only present during the PM peak hour periods. As discussed with Town staff on December 12, 2025, no additional actions are required to address this comment.

### Comment – 2

*The trip generation analysis did not include community hub. While the rationale appears to be that the community hub is ancillary and primarily serves nearby residents, this assumption is not explicitly stated or supported with data. In particular, this community hub appears to be the only facility in the area as there are no facilities east of the Town. As a result, please clarify.*

### Response

As part of the updated proposal, the community hub space has been removed and converted into amenity space to be used by the future residents of the building. This comment no longer applies to the application.

### **Comment – 3**

*A 2% growth is applied to through movements at the Mountain Street / Main Street intersection. Given that this is a major intersection within the study area, growth should be applied to all movements. Please provide a sensitivity analysis with this adjustment.*

### **Response**

As discussed with Town staff on December 12, 2025, the Niagara Region did not have any comments on our corridor growth allowances therefore no further actions are required at this time.

### **Comment – 4**

*Please provide the electronic Synchro files for review.*

### **Response**

Based upon our conversations with Town staff these files are no longer required at this time.

## **2.0 SITE PLAN**

### **Comment – 1**

*The Town's Zoning By-Law requires a minimum clear and unobstructed vertical clearance of 4.5 m for refuse truck maneuvering, including the path of travel and the loading area itself. Based on the elevation plan, the driveway appears to be less than 4.5 m. Please confirm that the full path of travel for the refuse truck including entry, exit, and the loading bay meets the minimum requirement.*

### **Response**

Noted. The proposed loading area has a minimum vertical clearance of 4.5-metres for refuse truck maneuvering, as illustrated in the updated site plan provided in **Appendix A**. Further details will be provided during the future Site Plan Approval process.

### **Comment – 2**

*Parking spaces located adjacent to walls or other physical structures should provide a minimum 0.3 m clearance to allow for vehicle door opening. Please update.*

### **Response**

Except for the 5 non-standard parking spaces, all parking spaces located on the site meet the Town of Grimsby Zoning By-law 14-45. Zoning By-law 14-45 does not require a 0.3 metre clearance to be provided to walls or other physical structures. The regular-sized parking spaces meet the dimensional requirements of the ZBL 14-45 (2.75m width by 5.75m length). Therefore, this comment does not apply to the site.

## 8.2 Niagara Region – Transportation Comments (August 22, 2025)

### TRANSPORTATION

#### Comment

Staff have reviewed the submitted Transportation Impact Study prepared by BA Group (dated May 2025) and note Table 22 suggests that the vehicle-to-capacity ratio and delays / level-of-service for the shared westbound through-right movement will improve in future years during the PM peak hour, despite increased traffic compared to existing conditions. Staff request these results be double checked and confirmed. A revised Transportation Impact Study is required to address the above comment at the future Site Plan application.

#### Response

Noted. We have reconfirmed that our analysis is correct.

Signal timings for the intersection of Christie Street – Mountain Street / Main Street West have been optimized within the existing cycle length under future conditions. The westbound through-right phase is increased by 11 seconds relative to existing conditions during the weekday afternoon peak hour. For this reason, operations for the westbound through-right movement improve despite an increase in vehicle traffic.

Signal timing changes for the intersection of Christie Street – Mountain Street / Main Street West are summarized in **Table 16**.

**Table 16 Christie Street – Mountain Street / Main Street West  
Signal Timing Adjustments**

Phase	AM Peak Hour			PM Peak Hour		
	Existing Split	Future Split	Change	Existing Split	Future Split	Change
EBL	23	15	-8	23	12	-11
EBTR	79.5	73.7	-5.8	79.5	79.7	+0.2
WBTR	56.5	58.7	+2.2	56.5	67.7	+11.2
NBL	13	9	-4	13	9	-4
NBTR	57.2	67	+9.8	57.2	61	+3.8
SBL	13	9	-4	13	9	-4
SBTR	57.2	67	+9.8	57.2	61	+3.8
<b>Total</b>	<b>149.7</b>	<b>149.7</b>	<b>0</b>	<b>149.7</b>	<b>149.7</b>	<b>0</b>

## Engineering Drawings

### Comment – 1

*Given the commercial uses, the access to Regional Road 12 (Mountain Street) must be designed and constructed as per OPSD 350.010 standards. The access width in the current design is substandard.*

### Response

Noted. The Region has requested that the driveway width be widened from 6.0 metres to 7.2 metres. Given that this is a Site Plan related comment and we are only in the OPA and ZBA phases of the project. This comment will be addressed at a later date while in the Site Plan application process.

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We trust the above provides an appropriate description of the revised development proposal for the site. Please feel free to let us know if you have any questions / comments or require additional information.

Sincerely,

**BA Consulting Group Ltd.**



Stephanie Hardes, P.Eng.  
Senior Associate



Cora Freudenberg  
Lead Transportation GIS Analyst

**Appendix A:  
Reduced Scale Architectural Plans**

# MULTI-UNIT RESIDENTIAL DEVELOPMENT

13 Mountain Street & 19 - 23 Elm Street, Grimsby, ON L3M 3J7

## DRAWING LIST

### ARCHITECTURAL

- A0.00 COVER
- CONTEXT PLAN
- A0.00A AERIAL VIEWS
- A0.00B PERSPECTIVE VIEWS
- A0.01 PROJECT STATISTICS
  
- A1.00 SITE PLAN
- A1.01 GROUND SITE PLAN
  
- A3.02 P1 FLOOR PLAN
- A3.00 GROUND FLOOR PLAN
- A3.01 INTERMEDIATE FLOOR PLAN
- A3.02 2ND FLOOR PLAN
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- A3.06 MECH FLOOR PLAN
- A3.07 ROOF PLAN
  
- A5.00 SOUTH ELEVATION
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- A5.05 STREETSCAPE ELEVATION - ELM STREET
  
- A6.00 BUILDING SECTION 1
- A6.01 BUILDING SECTION 2
- A6.02 BUILDING SECTION A

Issued for ZBA2 Mar. 19, 2026  
 Issued for OPA/ZBA1 May 16, 2025  
 Description: Date:

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1 CONTEXT PLAN  
 Scale 1:2000

ISSUED FOR ZBA2  
 March 19, 2026

Architects:  
**STUDIO JCI**  
 20 De Boers Drive suite 525  
 Toronto ON M3H 0H1  
 416.903.6529  
 www.studiojci.com

**MULTI-UNIT RESIDENTIAL DEVELOPMENT**  
 13 Mountain Street & 19 - 23 Elm Street  
 Grimsby, ON L3M 3J7

**COVER**  
 Project No.: 2416  
 Scale: NTS  
 Date: Mar. 19, 2026  
 Drawn by:

Drawing No.:  
**A0.00**



1 NORTHWEST AERIAL VIEW



2 SOUTHWEST AERIAL VIEW



3 SOUTHEAST AERIAL VIEW



4 NORTHEAST AERIAL VIEW

Issued

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Architects:  
**STUDIO JCI**  
 20 De Boers Drive suite 525  
 Toronto ON M3H 0H1  
 T: 416.903.0229  
 www.studiojci.com

**MULTI-UNIT RESIDENTIAL DEVELOPMENT**

13 Mountain Street & 19 - 23 Elm Street  
 Grimsby, ON L3M 3J7

**AERIAL VIEWS**

Project No.: 2416  
 Scale: NTS  
 Date: Mar. 19, 2026  
 Drawn by:

Drawing No.:

**A0.00A**

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1 STREET VIEW - PLAZA MOUNTAIN STREET



2 STREET VIEW - MAIN ENTRY MOUNTAIN STREET



3 STREET VIEW - COURTYARD ELM STREET



4 STREET VIEW - NE BALSAM LANE

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 20 De Boers Drive suite 525  
 Toronto ON M3H 0H1  
 416.903.0529  
 www.studiojci.com

**MULTI-UNIT RESIDENTIAL DEVELOPMENT**

13 Mountain Street & 19 - 23 Elm Street  
Grimsby, ON L3M 3J7

**PERSPECTIVE VIEWS**

Project No.: 2416  
 Scale: NTS  
 Date: Mar. 19, 2026  
 Drawn by:

Drawing No.: **A0.00B**

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**PROPOSED MULTI-UNIT RESIDENTIAL DEVELOPMENT**

13 Mountain Street & 19-23 Elm Street, Grimsby, ON

01. SITE AREA	(m <sup>2</sup> )
LOT AREA (existing)	4,710.0
LOT AREA (after road widening):	4,513.5
ROAD WIDENING AREA	196.5
MAXIMUM BUILDING FOOTPRINT (Including heritage)	2,777.3
LOT COVERAGE %	62%
HERITAGE BUILDING ( 6% OF SITE AREA)	273.7
-EXISTING WOOLVERTON HOUSE COVERAGE	117.5
-EXISTING WOOLVERTON HALL COVERAGE	156.2

02. FLOOR AREA SUMMARY	(m <sup>2</sup> )
TOTAL GCA (including Parking below grade)	21,014.8
TOTAL GCA (excluding Parking below grade)	14,878.2
NEW RESIDENTIAL GFA	11,033.2
NEW NON-RESIDENTIAL GFA (At Grade Commercial)	279.1
TOTAL GFA	11,312.3
NUMBER OF STORIES	7
03. F.S.I	PROPOSED
FSI IS CALCULATED BASED ON THE TOTAL GROSS FLOOR AREA AS A PERCENTAGE OF THE LOT AREA (After road widening)	2.51

04. RESIDENTIAL UNITS	PROPOSED
TOTAL	150
05. CAR PARKING	PROPOSED
STANDARD PARKING	143
SMALL CAR PARKING	5
ACCESSIBLE PARKING	6
TOTAL	154
06. BIKE PARKING	PROPOSED
RESIDENTIAL	46
RETAIL	2
TOTAL	48

07. ESTABLISHED GRADE	PROPOSED
AS PER BY-LAW	94.45 m
08. BUILDING HEIGHT	PROPOSED
BUILDING HEIGHT	26.70 m
BUILDING HEIGHT (including mech)	31.00 m

**BUILDING HEIGHT DETERMINED AS FOLLOWS:**

Height measured from average finished grade of the front wall of the building along Mountain Street and Elm street to the top 7th floor parapet.

**GROSS FLOOR AREA (Grimsby Zoning By-law No. 14-45,2019)**

GFA calculation based on definition per grimsby zoning by-law No. 14-45, 2019. Residential GFA includes only interior residential unit area, measured between the exterior faces of exterior walls or from the centre line of a common or party wall, excluding any cellar, basement, parking lot or mechanical room. GFA excludes amenity spaces, corridors and vertical and horizontal circulation, above and below grade parking and all other common areas.

**AREA STATISTICS**

LEVEL	TOTAL GCA		RESIDENTIAL AREA		COMMERCIAL/ RETAIL		LOCKERS		VEHICLE PARKING		INDOOR AMENITY		OUTDOOR AMENITY		GFA EXCLUSION		TOTAL GFA	
	m <sup>2</sup>	sf	m <sup>2</sup>	sf	m <sup>2</sup>	sf	m <sup>2</sup>	sf	m <sup>2</sup>	sf	m <sup>2</sup>	sf	m <sup>2</sup>	sf	m <sup>2</sup>	sf	m <sup>2</sup>	sf
P1	3,192.5	34,363.8	0.0	0.0	0.0	0.0	0.0	0.0	2,729.6	29,381.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
GROUND FLOOR	2,720.6	29,284.6	0.0	0.0	279.1	3,004.4	0.0	0.0	1,454.2	15,653.1	373.7	4,022.9	0.0	0.0	2,441.5	26,280.2	279.1	3,004.4
INTERMEDIATE FLOOR	1,591.0	17,125.3	0.0	0.0	0.0	0.0	0.0	0.0	1,489.9	16,037.6	0.0	0.0	190.0	2,045.1	1,591.0	17,125.3	0.0	0.0
FLOOR 2	2,404.7	25,883.4	2,015.7	21,696.9	0.0	0.0	113.6	1,222.3	0.0	0.0	0.0	0.0	0.0	0.0	388.9	4,186.5	2,015.7	21,696.9
FLOOR 3	2,404.5	25,881.9	2,115.0	22,765.2	0.0	0.0	37.5	403.8	0.0	0.0	0.0	0.0	0.0	0.0	289.6	3,116.7	2,115.0	22,765.2
FLOOR 4	2,016.9	21,709.5	1,725.6	18,574.5	0.0	0.0	37.5	403.8	0.0	0.0	0.0	0.0	0.0	0.0	291.3	3,135.0	1,725.6	18,574.5
FLOOR 5	2,016.9	21,709.5	1,725.6	18,574.5	0.0	0.0	37.5	403.8	0.0	0.0	0.0	0.0	0.0	0.0	291.3	3,135.0	1,725.6	18,574.5
FLOOR 6	2,016.9	21,709.5	1,725.6	18,574.5	0.0	0.0	37.5	403.8	0.0	0.0	0.0	0.0	0.0	0.0	291.3	3,135.0	1,725.6	18,574.5
FLOOR 7	2,016.9	21,709.5	1,725.6	18,574.5	0.0	0.0	37.5	403.8	0.0	0.0	0.0	0.0	0.0	0.0	291.3	3,135.0	1,725.6	18,574.5
MPH	634.0	6,824.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	634.0	6,824.5	0.0	0.0
<b>TOTAL</b>	<b>21,014.8</b>	<b>219,377.1</b>	<b>11,033.2</b>	<b>118,760.3</b>	<b>279.1</b>	<b>3,004.4</b>	<b>301.1</b>	<b>3,241.1</b>	<b>5,673.8</b>	<b>61,071.8</b>	<b>373.7</b>	<b>4,022.9</b>	<b>190.0</b>	<b>2,045.1</b>	<b>6,510.0</b>	<b>63,248.6</b>	<b>11,312.3</b>	<b>121,764.7</b>

ABOVE GROUND GCA EXCLUDING PARKING 14,878.2 160,147.2

**VEHICULAR PARKING**

REQUIRED VEHICULAR PARKING - Site Specific ZBL (OLT-24-001)			
USE	UNITS/GFA	MINIMUM PARKING RATE	MINIMUM REQUIRED
RESIDENTIAL DWELLING UNIT	150 units	1.00	150
RESIDENTIAL SUB-TOTAL			150
NON-RESIDENTIAL			
-RESIDENTIAL VISITOR	150 units	0.25	38
-RETAIL USE	279 sqm	1/28sqm	10
NON-RESIDENTIAL SUB-TOTAL			48
TOTAL PARKING REQUIREMENT			198
ACCESSIBLE PARKING REQUIREMENT 1 SPACES + 3% of supply 6			

Note: Vehicular parking calculations resulting in a fraction have been rounded up to the nearest whole number in accordance with the requirements outlined in Section 5.2 of the Town of Grimsby Zone By-law 14-45

PROPOSED VEHICULAR PARKING												
LEVEL	COMMERCIAL/VISITOR PARKING				RESIDENTIAL PARKING				TOTAL PARKING SUPPLY			
	STANDARD	ACCESSIBLE	SMALL CAR	TOTAL	STANDARD	ACCESSIBLE	SMALL CAR	TOTAL	STANDARD	ACCESSIBLE	SMALL CAR	TOTAL
P1	5	2	0	7	64	0	1	65	69	2	1	72
GROUND	0	0	0	0	35	2	3	40	35	2	3	40
INTERMEDIATE	0	0	0	0	39	2	1	42	39	2	1	42
<b>TOTAL</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>138</b>	<b>4</b>	<b>5</b>	<b>147</b>	<b>143</b>	<b>6</b>	<b>5</b>	<b>154</b>

\* Tandem parking spaces are not included in parking space calculations noted above. 6 Tandem parking spaces provided.

Note: 23 parking spaces are proposed off-site (including 20 spaces to be accommodated cash-in-lieu and 3 spaces accommodated through previously approved parking exceptions and parking certificates)

**BICYCLE PARKING**

BICYCLE PARKING STATISTICS				
REQUIREMENT (BY-LAW No. 14-45)				SPACES PROPOSED
USE	UNITS/SPACES	BIKE RATE	SPACES REQUIRED	
RESIDENTIAL	150 units	0.3	45	46
RETAIL	10 spaces	7% of supply	1	2
<b>TOTAL BICYCLE PARKING</b>			<b>46</b>	<b>48</b>

**LOADING AND WASTE**

PROPOSED LOADING AND WASTE	
UNITS COUNT	150
LOADING SPACE REQUIREMENT	Loading Space (3.5 x 9.0 m)
STAGING AREA	17.8 m <sup>2</sup>
WASTE STORAGE ROOM	65.64 m <sup>2</sup>

Architects:

**STUDIO JCI**

20 De Boers Drive suite 525  
 Toronto ON M3H 0H1  
 1-416-903-6529  
 www.studiojci.com

**MULTI-UNIT RESIDENTIAL DEVELOPMENT**

13 Mountain Street & 19 - 23 Elm Street  
 Grimsby, ON L3M 3J7

**PROJECT STATISTICS**

Project No.: 2416  
 Scale: NTS  
 Date: Mar. 19, 2026  
 Drawn by:

Drawing No.:

**A0.01**



Issued

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NOTE:  
SITE INFORMATION TAKEN FROM SURVEY, SURVEYOR'S REAL PROPERTY REPORT WITH TOPOGRAPHIC DETAILS PART 1 - PLAN OF SURVEY OF LOT 169, 170 AND PART OF LOT 168 & 190 CORPORATION PLAN 4, TOWN OF GRIMSBY, REGIONAL MUNICIPALITY OF NIAGARA.  
DRAWING BY J.D. BARNES LIMITED, DATED JUNE 19, 2024.

Architects:

**STUDIO JCI**

20 De Boers Drive suite 525  
Toronto ON M3H 0H1  
1-416-903-6528  
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**MULTI-UNIT RESIDENTIAL DEVELOPMENT**

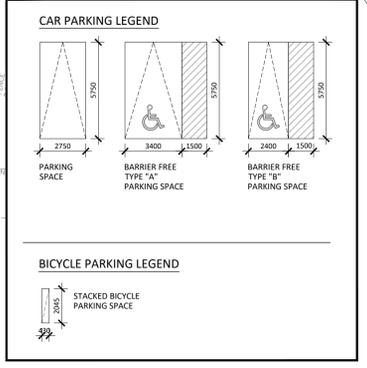
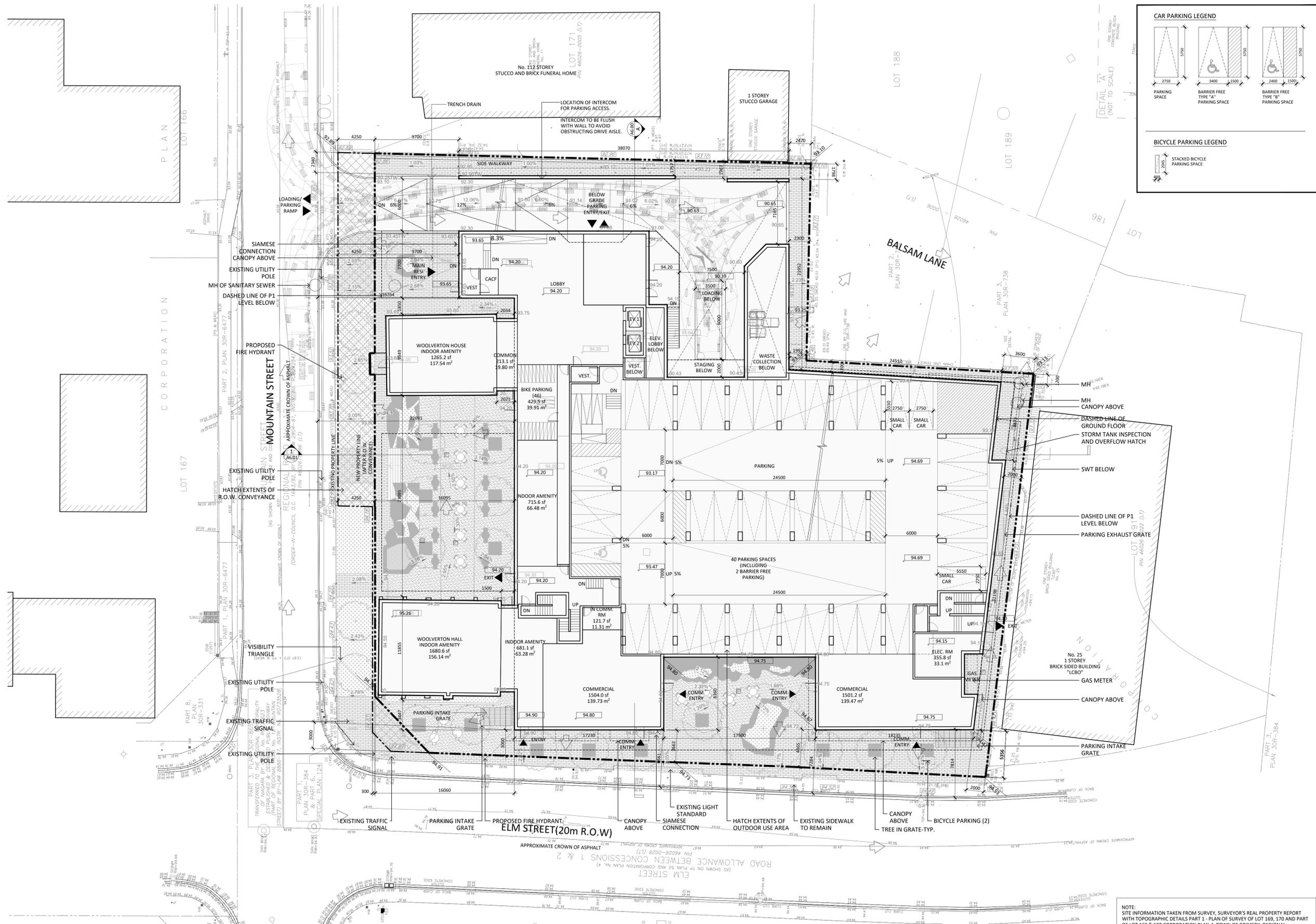
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**SITE PLAN**

Project No.: 2416  
Scale: 1:200  
Date: Mar. 19, 2026  
Drawn by: JCI

Drawing No.: **A1.00**

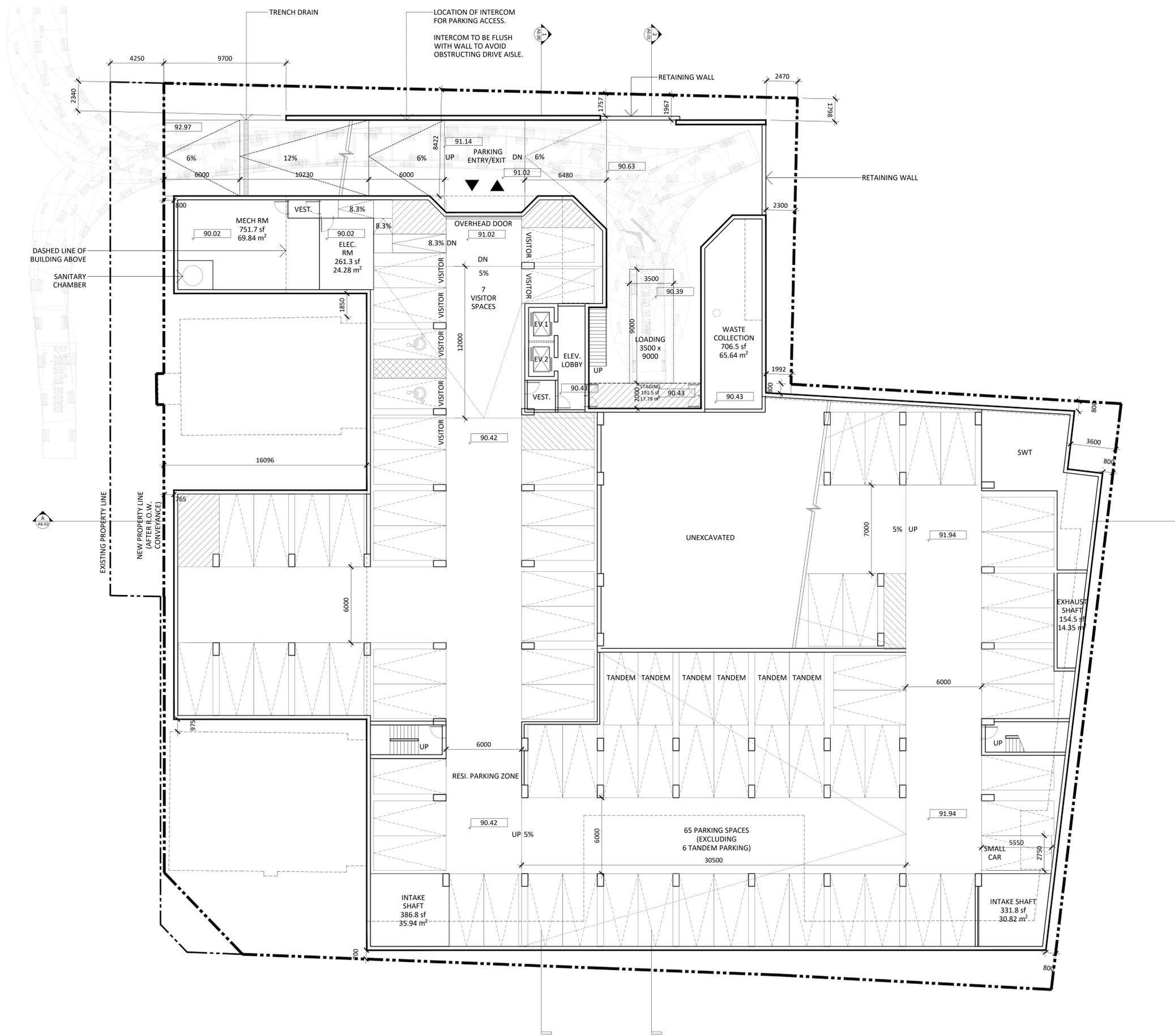
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20 De Boers Drive suite 525  
Toronto ON M3H 0H1  
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**GROUND FLOOR SITE PLAN**  
Project No.: 2416  
Scale: 1:200  
Date: Mar. 19, 2026  
Drawn by: JCI



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**STUDIO JCI**  
 20 De Boers Drive suite 525  
 Toronto ON M3H 0H1  
 1-416-903-0525  
 www.studiojci.com

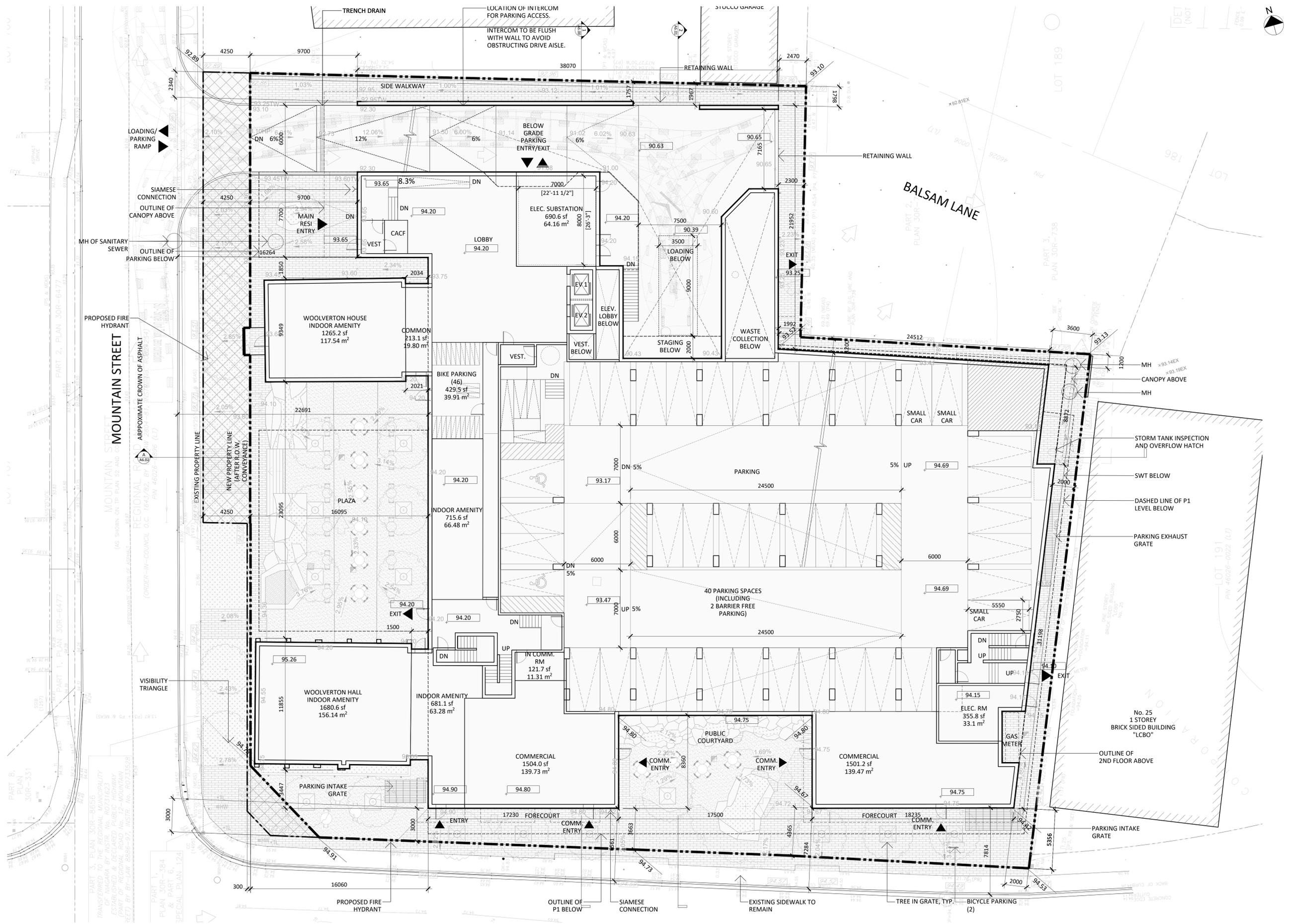
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**P1 FLOOR PLAN**  
 Project No.: 2416  
 Scale: 1:150  
 Date: Mar. 19, 2026  
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Drawing No.: **A3.0Z**

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**GROUND FLOOR PLAN**  
Project No.: 2416  
Scale: 1:150  
Date: Mar. 19, 2026  
Drawn by: JCI

Drawing No.: **A3.00**

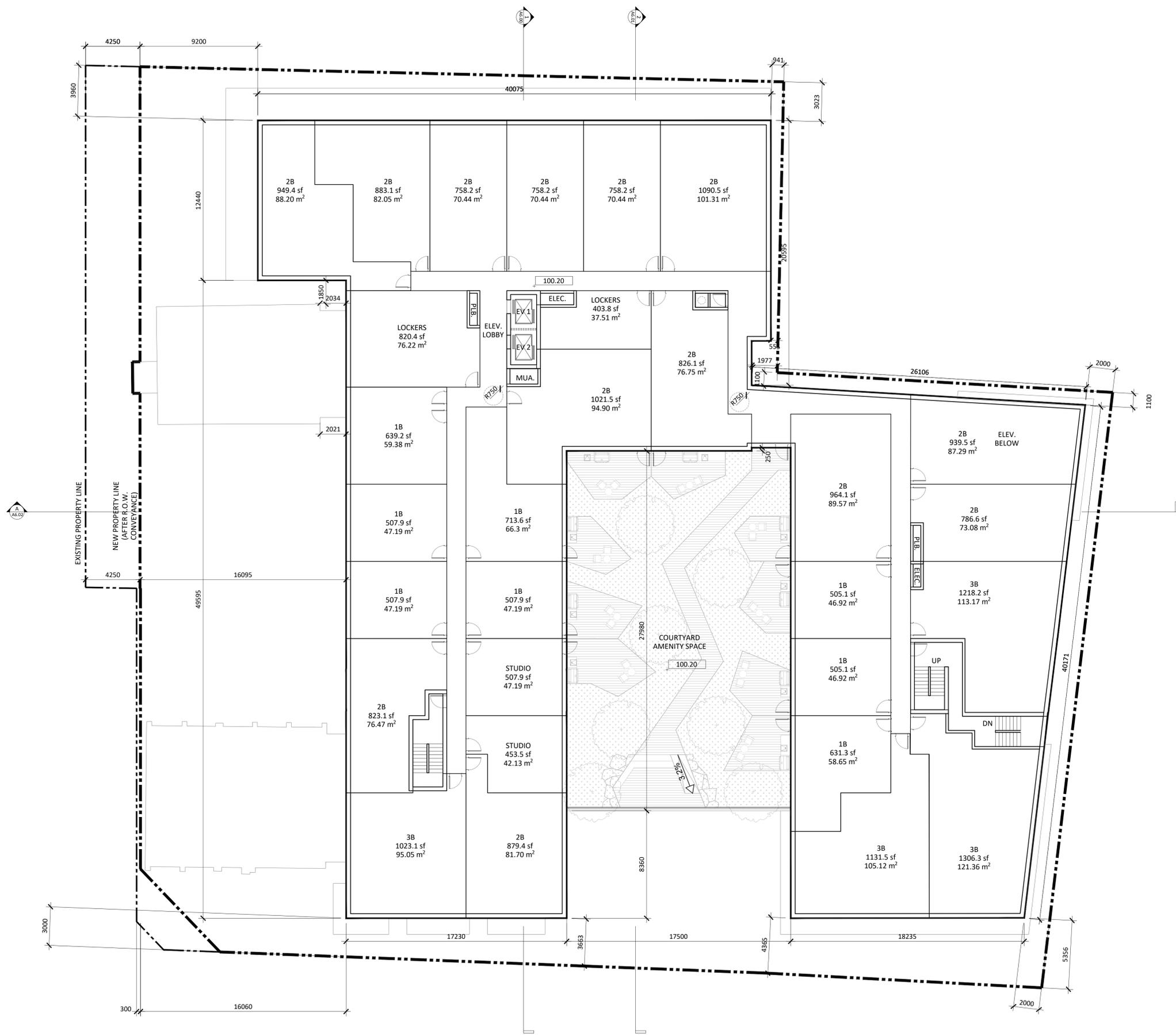




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**2ND FLOOR PLAN**  
 Project No.: 2416  
 Scale: 1:150  
 Date: Mar. 19, 2026  
 Drawn by: JCI

Drawing No.: **A3.02**







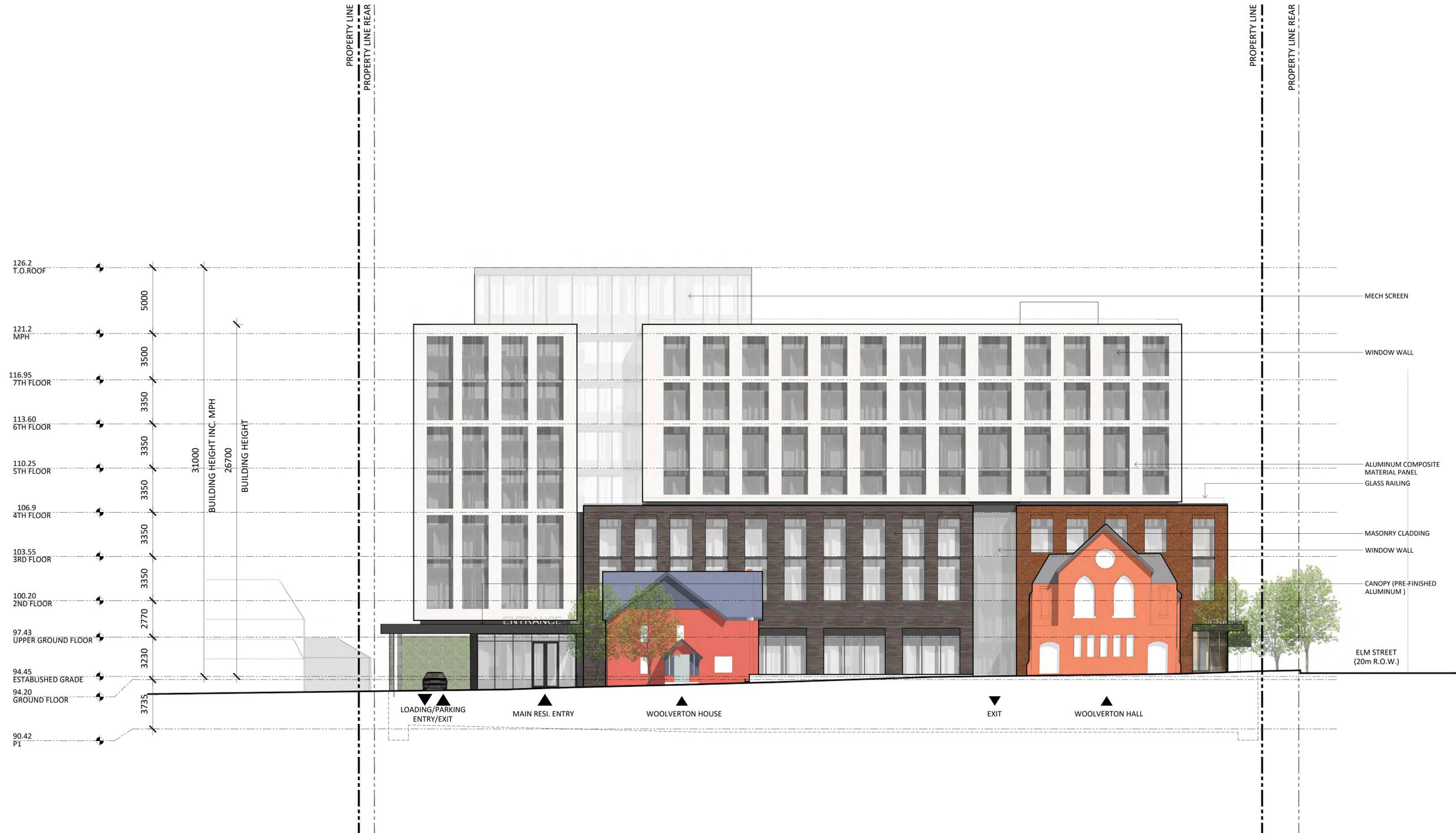






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**STUDIO JCI**  
 20 De Boers Drive suite 525  
 Toronto ON M3H 0H1  
 +1 416 903 6528  
 www.studiojci.com

**MULTI-UNIT RESIDENTIAL DEVELOPMENT**

13 Mountain Street & 19 - 23 Elm Street  
 Grimsby, ON L3M 3J7

**WEST ELEVATION**

Project No.: 2416  
 Scale: 1:150  
 Date: Mar. 19, 2026  
 Drawn by: JCI

Drawing No.: **A5.01**

Issued for ZBA2	Mar. 19, 2026
Issued for OPA/ZBA1	May 16, 2025
Description:	Date:

- General Notes:
- These Contract Documents are the property of the Architect. The Architect bears no responsibility for the interpretations of these documents by the Contractor. Upon written application the Architect will provide written/graphic clarification or supplementary information regarding the intent of the Contract Documents. The Architect will review Shop Drawings submitted by the Contractor for design conformance only.
  - Drawings are not to be scaled for construction. Contractor to verify all existing conditions and dimensions required to perform the Work and report any discrepancies with the Contract Documents to the Architect before commencing work.
  - Positions of exposed or finished mechanical or electrical devices, fittings, and fixtures are indicated on the Architectural drawings. The locations shown on the Architectural drawings govern over the Mechanical and Electrical drawings. Those items not clearly located will be located as directed by the Architect.
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Architects:  
**STUDIO JCI**  
 20 De Boers Drive suite 525  
 Toronto ON M3H 0H1  
 t: 416.903.6526  
 www.studiojci.com

**MULTI-UNIT RESIDENTIAL DEVELOPMENT**

13 Mountain Street & 19 - 23 Elm Street  
 Grimsby, ON L3M 3J7

**NORTH ELEVATION**

Project No.: 2416  
 Scale: 1:150  
 Date: Mar. 19, 2026  
 Drawn by: JCI

Drawing No.:

Issued for ZBA2	Mar. 19, 2026
Issued for OPA/ZBA1	May 16, 2025
Description:	Date:

General Notes:

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**MULTI-UNIT RESIDENTIAL DEVELOPMENT**

13 Mountain Street & 19 - 23 Elm Street  
Grimsby, ON L3M 3J7

**EAST ELEVATION**

Project No.: 2416  
Scale: 1:150  
Date: Mar. 19, 2026  
Drawn by: JCI

Drawing No.:

**A5.03**



Issued

Issued for ZBA2 Mar. 19, 2026

Issued for OPA/ZBA1 May 16, 2025

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**MULTI-UNIT RESIDENTIAL DEVELOPMENT**

13 Mountain Street & 19 - 23 Elm Street  
 Grimsby, ON L3M 3J7

**STREETSCAPE ELEVATION  
 ELM STREET**

Project No.: 2416  
 Scale: 1:200  
 Date: Mar. 19, 2026  
 Drawn by: JCI

Drawing No.:

**A5.05**







Issued

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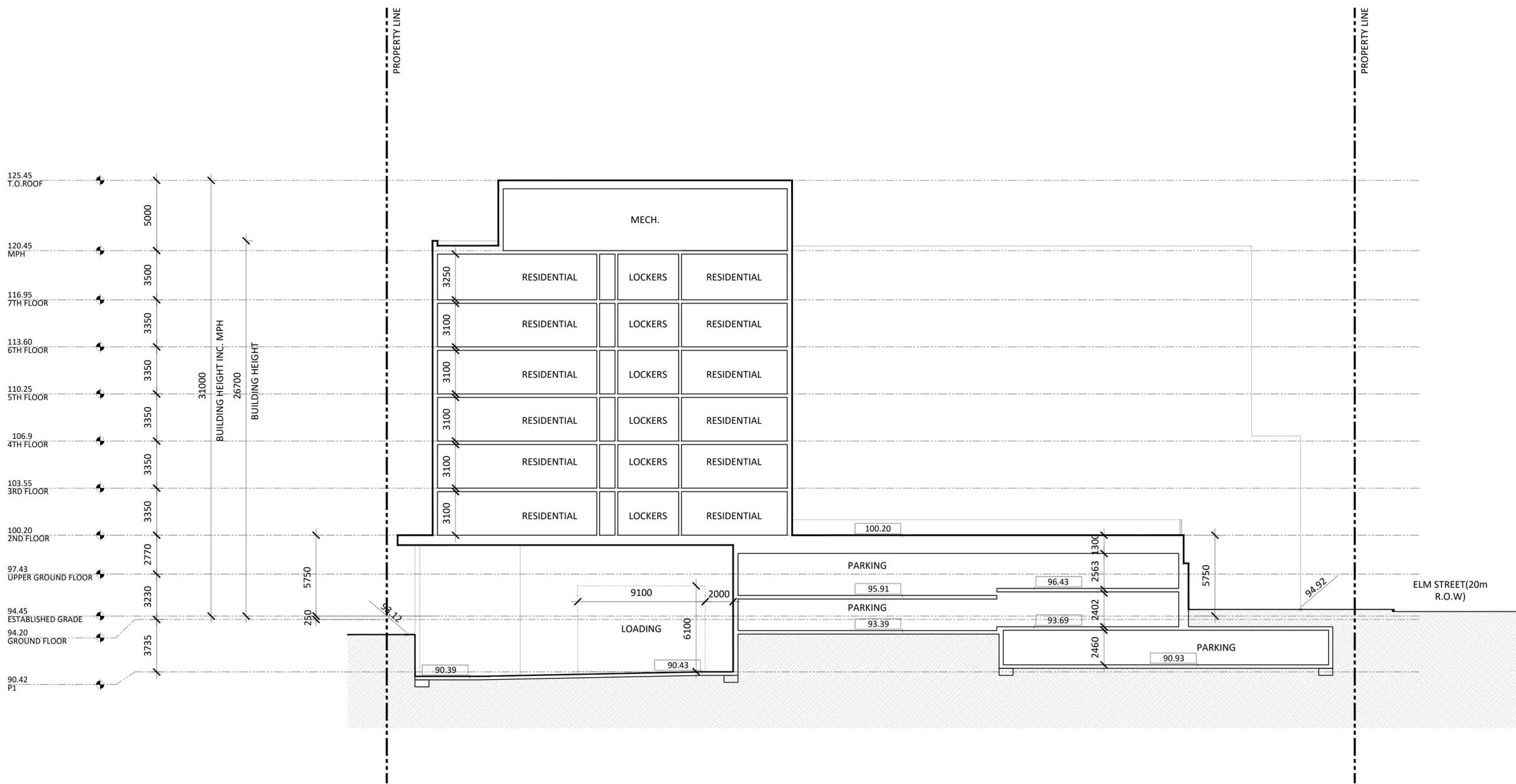


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Issued for ZBA2 Mar. 19, 2026  
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**MULTI-UNIT RESIDENTIAL DEVELOPMENT**  
 13 Mountain Street & 19 - 23 Elm Street  
 Grimsby, ON L3M 3J7

**SECTION 2**  
 Project No.: 2416  
 Scale: 1:150  
 Date: Mar. 19, 2026  
 Drawn by: JCI

Drawing No.: **A6.01**



Issued

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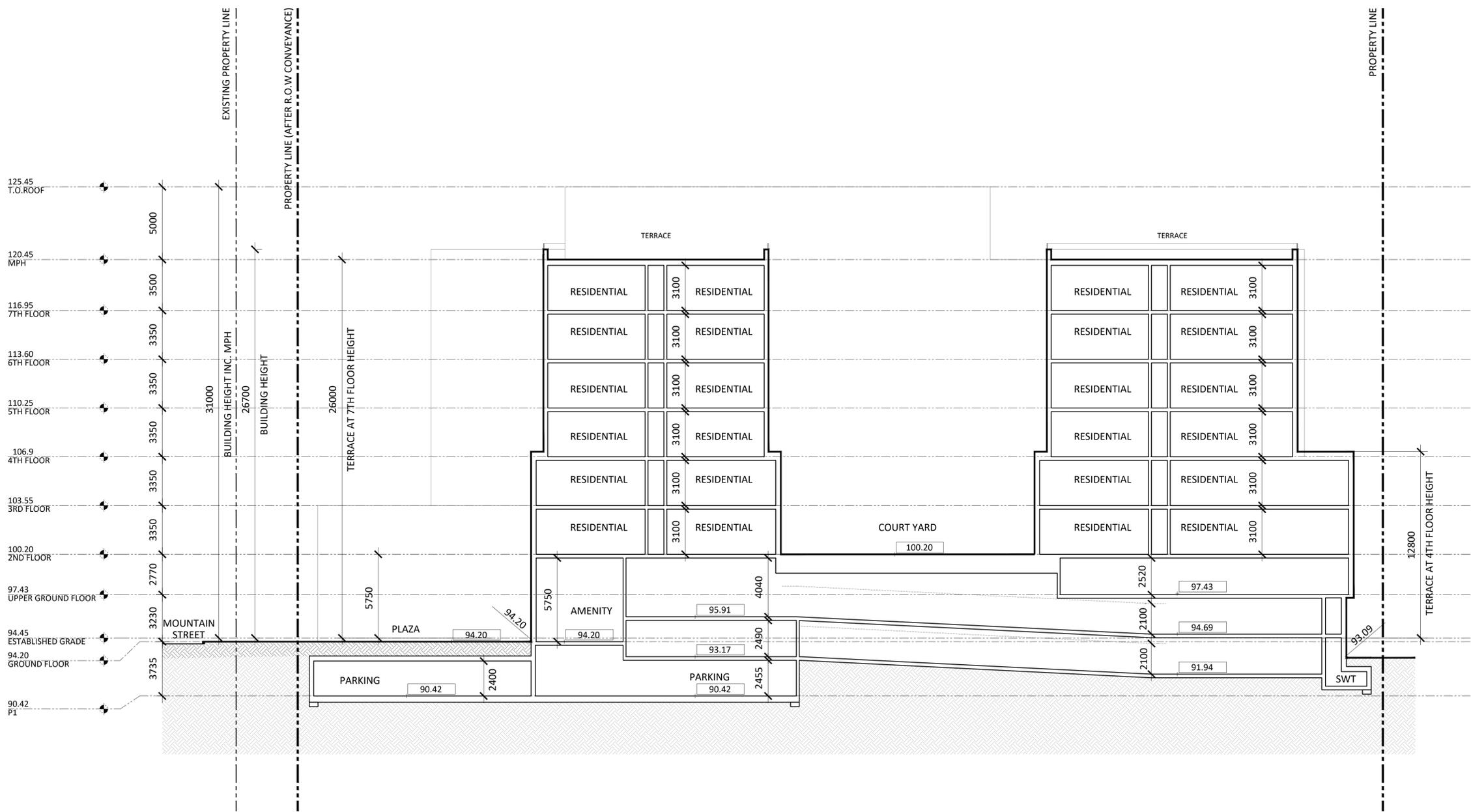
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**MULTI-UNIT RESIDENTIAL DEVELOPMENT**  
 13 Mountain Street & 19 - 23 Elm Street  
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**SECTION A**  
 Project No.: 2416  
 Scale: 1:150  
 Date: Mar. 19, 2026  
 Drawn by: JCI

Drawing No.: **A6.02**

**Appendix B:**  
**Town of Grimsby – Comments Follow-up (January 16, 2026)**



Sanjam Raisuada <sanjam@castlepointnuma.com>

---

## Mountain and Elm Project - Comments Follow Up

1 message

---

**Kirsten McCauley** <kmccauley@grimsby.ca>

Fri, Jan 16, 2026 at 1:54 PM

To: "harley@castlepointnuma.com" <harley@castlepointnuma.com>, "Sanjam@castlepointnuma.com"

<Sanjam@castlepointnuma.com>, "achewter@bousfields.ca" <achewter@bousfields.ca>

Cc: Sawroop Sandhu <ssandhu@grimsby.ca>, Walter Basic <wbasic@grimsby.ca>, Brandon Wartman

<bwartman@grimsby.ca>, Spencer Pierce <spierce@grimsby.ca>, Michael Palomba <mpalomba@grimsby.ca>, Michaela

Bray <mbray@grimsby.ca>

Hi Harley and Team,

I look forward to meeting with you to discuss the parking and other areas of the application to advance this project to a recommendation report. I understand Staff are working to confirm the meeting with your team and it will have an in-person and virtual option. I have dates held in my calendar for January 22 and 23.

I have attached the most recent plan that we have for circulation to the NEC. Can you please confirm if there is an intent to provide an updated plan to submit? Once we receive the confirmation, we will circulate the NEC.

In an effort to be efficient, I have summarized the details of the outstanding matters as follows:

- **NEC** – Current comments are requesting a revised Viewshed Analysis due to the signage on top of the building and the significant change in massing. Per our discussion, once confirmed, the Town will circulate the NEC and arrange a meeting to discuss the application prior to submission of their comments.
- **Transportation Comments** – Please see comments below.
- **Public comments** – Staff provided a public comment matrix, encouraging your team to provide response to public comments as these comments will be referenced in the staff recommendation report. This has not been provided to date.
- **Regional comments** – The region has reviewed the ESA's provided and note that the mandatory filing of the RSC remains outstanding. Flagging this, but also recognize that the RSC can be addressed through a holding provision by-law or through the site plan process. All other comments are to be addressed through site plan process.
- **LCBO** – The neighbouring property, LCBO, has hired a planning consultant to discuss the shared property line for 23 Mountain Street. We are flagging this as it may be beneficial if you would be interested in meeting with them directly ahead of a recommendation.

As referenced in my phone call with you, I have provided a summary of staff's review of the materials related to parking. I wanted to provide the following input in advance of our meeting to give you and your team an opportunity to review. These comments are provided on a without prejudice basis:

- Apartment - Market Rental = **1.00 spaces / unit**.
- Apartment - Affordable Rental = **1.00 spaces / unit**, a lower rate may be achieved, subject to the following:
  - Based on existing parking generation data, affordable units still achieve a rate of roughly **0.7 space per unit**.
  - The Town requires the proponent to provide more information about the affordable unit program to support a reduction in the parking requirement. This hasn't been provided yet, only a letter from GBF showing support for the creation of affordable units. If the units are subsidized, or more thorough and clear information about the affordable units program is provided, the Town could consider a reduction in this parking rate, subject to conditions:
    - An agreement with a recognized organization that provides the subsidy or support for an affordable unit placement program
    - A site-specific details must be provided in the zoning by-law.

- Details of the subsidy agreement needs to be tied to the site plan agreement as the Town will need to ensure there is a commitment to this arrangement in the long term.
- Apartment - Visitor = **0.25 spaces / unit**; a lower rate may be achieved, subject to the following:
  - No justification has been provided for a reduction. Town requires any reduction to be justified through a proxy site analysis. We require 3-4 proxy sites to include in their justification for a reduction in the visitor parking rate and therefore they can use this list to assist in their selection. We require at least 2 sites to be within Grimsby. Here are a few proxy sites that can be considered:
    - [1 Slessor Boulevard](#)
      - 3 Slessor Boulevard
      - 10 Windward (Odessey)
      - 2 Rossmore Avenue
      - [28 Robinson Street N](#)
      - 30 Robinson Street N (Niagara Region housing - can be considered)
      - 20 John Street
    - King St/Ontario St apartment in [Beamsville](#)
    - [5055 Greenlane](#) in Beamsville
- Commercial - Retail = **1 / 28 m2 with Evening Rate of 70% for Mixed Use**; comments:
  - The retail uses in denser urban centres have high use in the evening peak.
  - As Grimsby's downtown continues to develop, the goal is to have more retail activity in the evening. This will support the increase in the residential population in the downtown core.
  - The 70% is based off industry data for retail time of day uses, and therefore we can be comfortable using a lower rate of 70%.
- Car Share Spaces = **1:1 reduction can be applied**; comments below, and the Town is open to discussion on this at the upcoming meeting:
  - Proposed car share is said to be publicly available. This does not support a reduction for residential spaces as the tenants, and the public are now potentially competing for the use of the car share.
  - Although car share is being utilized in major urban centres like Toronto, Vaughan and Oakville, the Town has not had any experience with them. These centres also have established comprehensive transit systems, and a less car dependant culture.
  - The Town is supportive of the having car share spaces, however there isn't enough data or justification to support a 1 to 4 ratio in the Town.
  - The Town is supportive of permitting a 1:1 reduction to a maximum of 5 spaces, with the car share being limit to the use of tenants of the building.
- Transportation Demand Measures presented will need to be tied to the site plan agreement.
- To note for information: Cash in lieu rate is \$25,000 / space, to a maximum of 25 spaces.

Please reach out if you have any questions ahead of the meeting.

Have a wonderful weekend.

Thanks,

Kirsten

**Kirsten McCauley, MCIP, RPP**

Director of Planning and Development

Town of Grimsby | 160 Livingston Avenue | Grimsby ON L3M 0J5 | [www.grimsby.ca](http://www.grimsby.ca)



**Appendix C:  
Affordable Housing Partnership Memorandum (March 12, 2026)**



Date: March 12, 2026  
To: Town of Grimsby  
From: WoodGreen Community Housing Inc. (WCHI)  
Re: **Affordable Housing Partnership – 13 Mountain Street & 19-23 Elm Street, Grimsby**

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This memorandum outlines the partnership between WoodGreen Community Housing Inc. (WCHI) and Castlepoint Numa Inc. (Woolverton Housing Corp.) for the delivery and administration of affordable housing units within the proposed mixed-use development located at 13 Mountain Street and 19-23 Elm Street in the Town of Grimsby.

Through the partnership between WCHI and Castlepoint Numa, the project will deliver 10% of the total units as affordable rental units (15 affordable housing units) within the proposed residential building. These units will be integrated throughout the building and designed to the same standard as market-rate units. Affordable rents will be established in accordance with Canada Mortgage and Housing Corporation (CMHC) median renter income thresholds and will be maintained for a minimum 10-year affordability period.

WCHI will work with Castlepoint Numa to establish an Affordable Housing Access System to manage applications, eligibility screening, and tenant referrals for the affordable units. As part of this framework, WCHI will collaborate with the Grimsby Benevolent Fund (GBF) to identify prospective tenants from within the local community. GBF will assist in identifying households seeking housing assistance and will provide referrals to WCHI for initial screening. WCHI will review applicant documentation and confirm eligibility based on affordability requirements prior to submitting qualified applicants to the project's property management team for final application processing and leasing.

The Affordable Housing Access System will allow WCHI and its partners to collect relevant information regarding household composition and mobility needs during the intake and screening process. Through this process, WCHI and GBF will be able to identify and prioritize applicants whose housing needs align with the mobility characteristics of the development, including households that do not require access to on-site parking. This approach ensures that the affordable housing component of the development can support the reduced parking supply proposed for the project, while continuing to deliver meaningful housing opportunities for households in need within the Grimsby community.

WCHI and Castlepoint Numa are committed to delivering a well-integrated affordable housing component as part of the proposed development. The partnership and associated access system will ensure that the affordable units are allocated transparently, serve local housing needs, and align with the broader design and transportation strategy of the project.

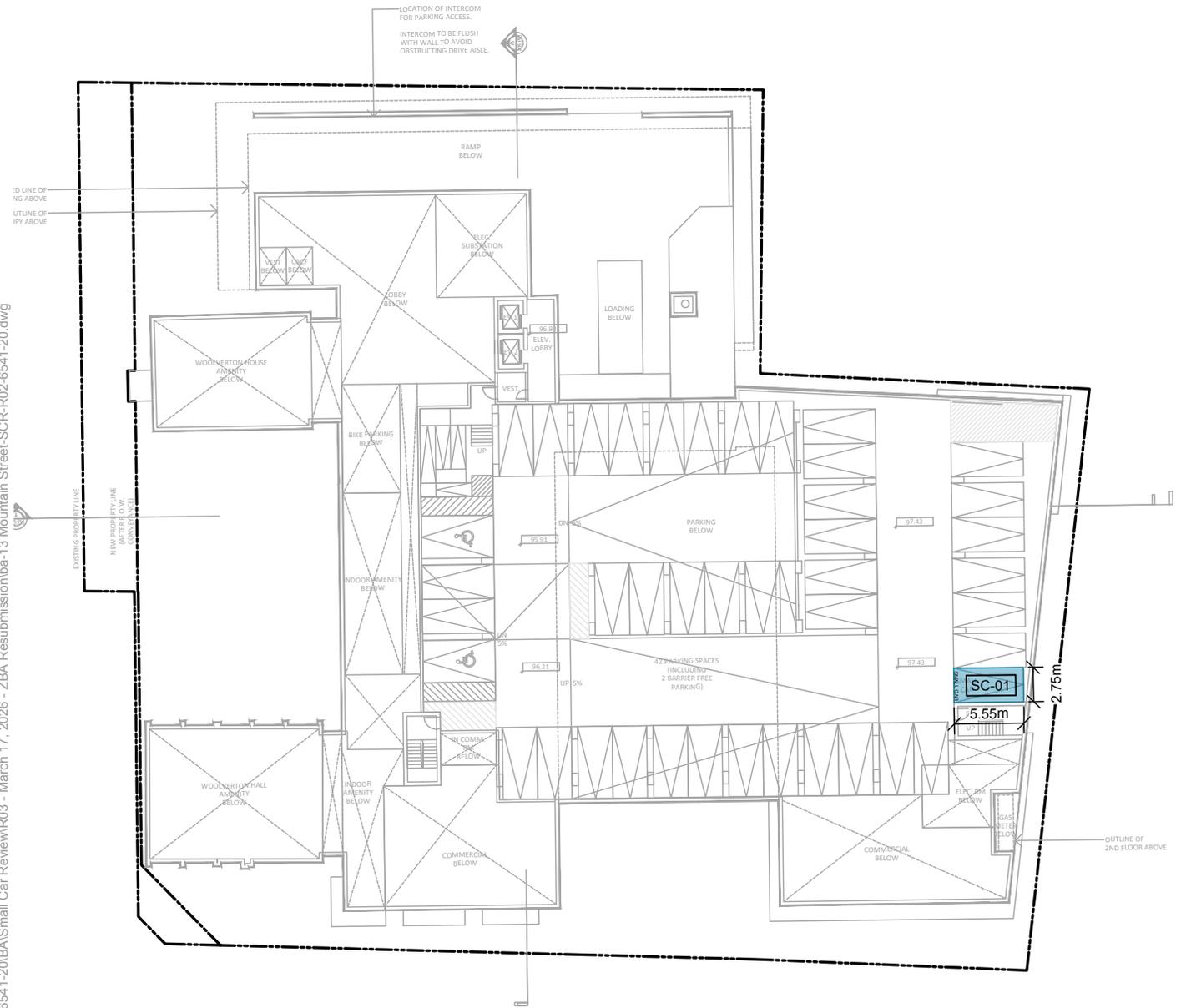
Sincerely,

**Alyssa Trivelli**  
*Director, Housing Development*  
*WoodGreen Community Housing INC.*

## **Appendix D: Non-Standard Parking Space Review**



Date Plotted: March 19, 2026  
Filename: J:\6541-20\BA\Small Car Review\03 - March 17, 2026 - ZBA Resubmission\ba-13 Mountain Street-SCR-R02-6541-20.dwg



**SMALL CAR PARKING SPACE LEGEND:**

LENGTH DEFICIENT (5.55m)

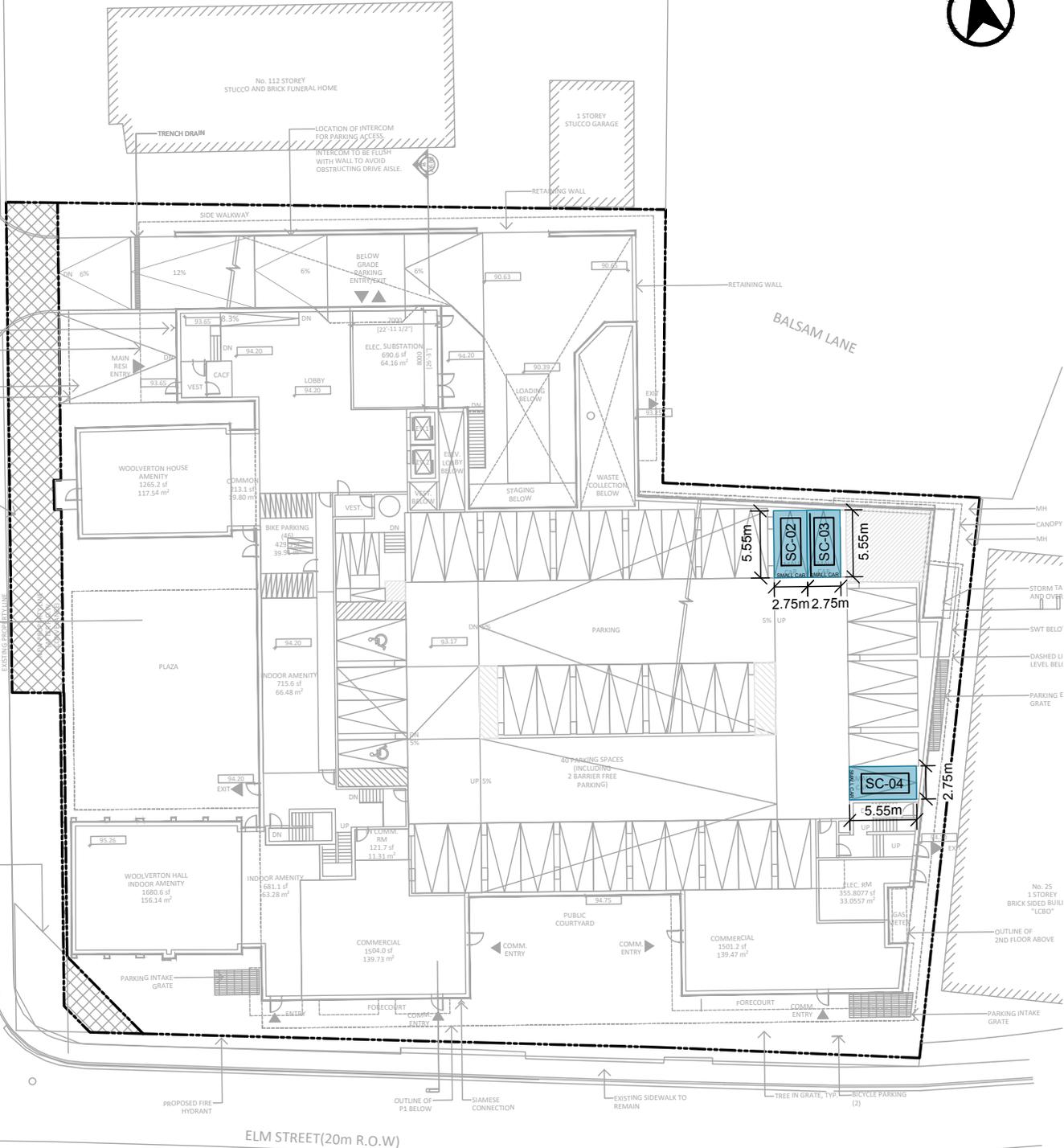


**13 MOUNTAIN STREET, GRIMSBY**  
**SMALL CAR PARKING INVENTORY**  
**INTERMEDIATE FLOOR**

Project:	13 MOUNTAIN STREET
Project No.	6541-20
Date:	MAY 16, 2025
Revised:	MARCH 19, 2026
Drawing No.	<b>SC-01</b>



Date Plotted: March 19, 2026  
Filename: J:\6541-20\BA (Small Car Review)\R03 - March 17, 2026 - ZBA Resubmission\ba-13 Mountain Street-SCR-R02-6541-20.dwg



**SMALL CAR PARKING SPACE LEGEND:**

LENGTH DEFICIENT (5.55m)



**13 MOUNTAIN STREET, GRIMSBY**  
**SMALL CAR PARKING INVENTORY**  
**GROUND FLOOR**

Project:	13 MOUNTAIN STREET
Project No.:	6541-20
Date:	MAY 16, 2025
Revised:	MARCH 19, 2026
Drawing No.:	<b>SC-02</b>



Date Plotted: March 19, 2026 File name: J:\6541-20\BA\Small Car Review\03 - March 17, 2026 - ZBA Resubmission\ba-13 Mountain Street-SCR-R02-6541-20.dwg



**SMALL CAR PARKING SPACE LEGEND:**

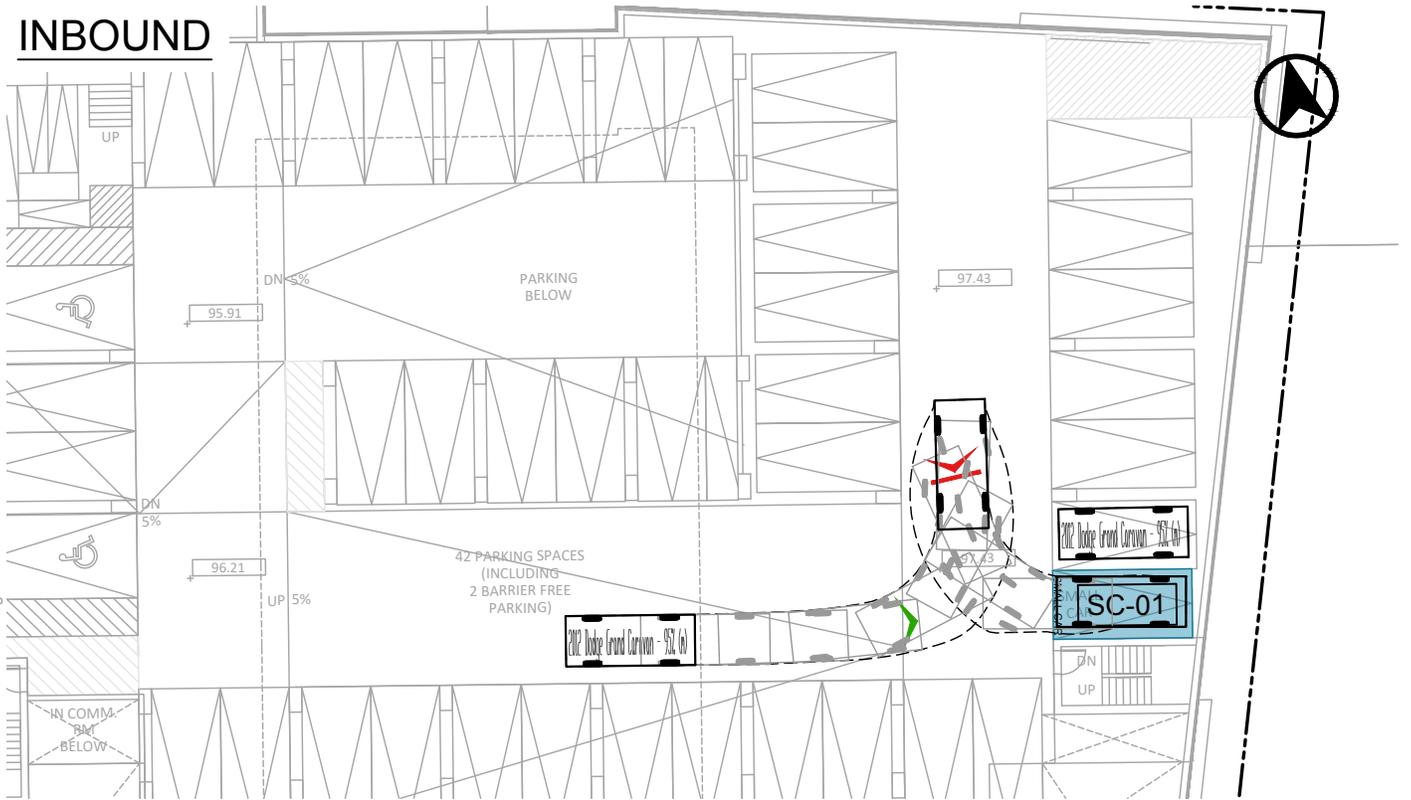
LENGTH DEFICIENT (5.55m)



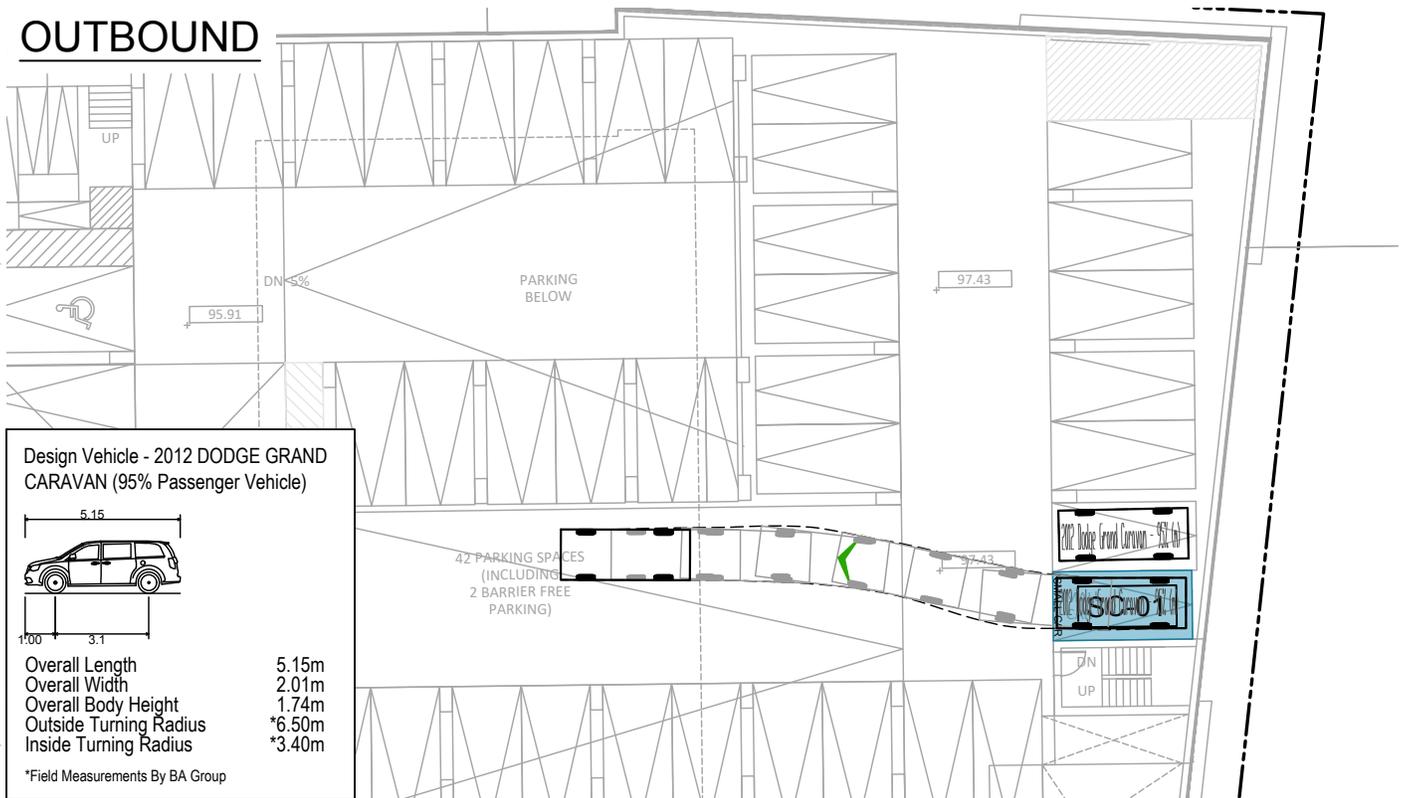
**13 MOUNTAIN STREET, GRIMSBY**  
**SMALL CAR PARKING INVENTORY**  
**P1 FLOOR**

Project:	13 MOUNTAIN STREET
Project No.:	6541-20
Date:	MAY 16, 2025
Revised:	MARCH 19, 2026
Drawing No.:	<b>SC-03</b>

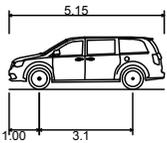
# INBOUND



# OUTBOUND



Design Vehicle - 2012 DODGE GRAND CARAVAN (95% Passenger Vehicle)



Overall Length 5.15m  
 Overall Width 2.01m  
 Overall Body Height 1.74m  
 Outside Turning Radius \*6.50m  
 Inside Turning Radius \*3.40m

\*Field Measurements By BA Group



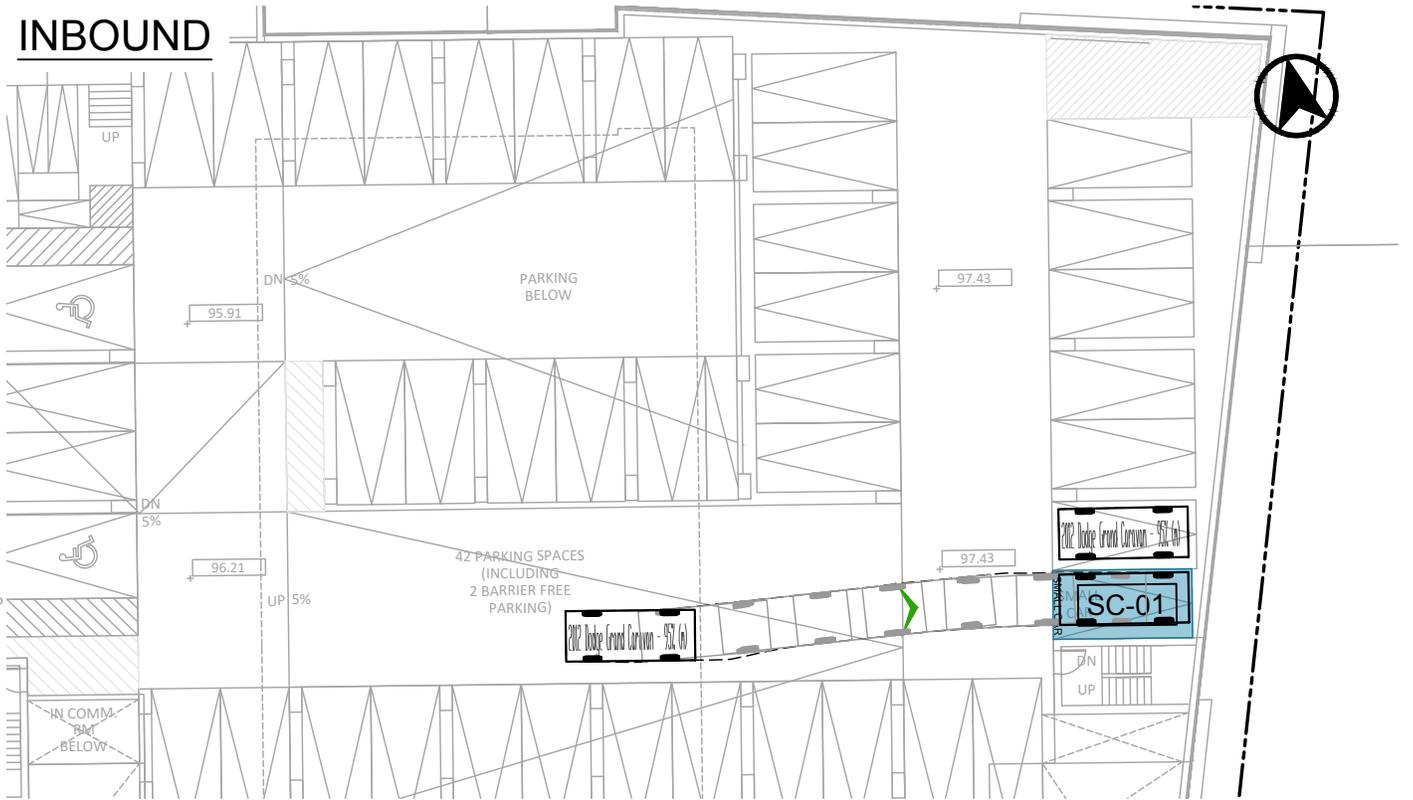
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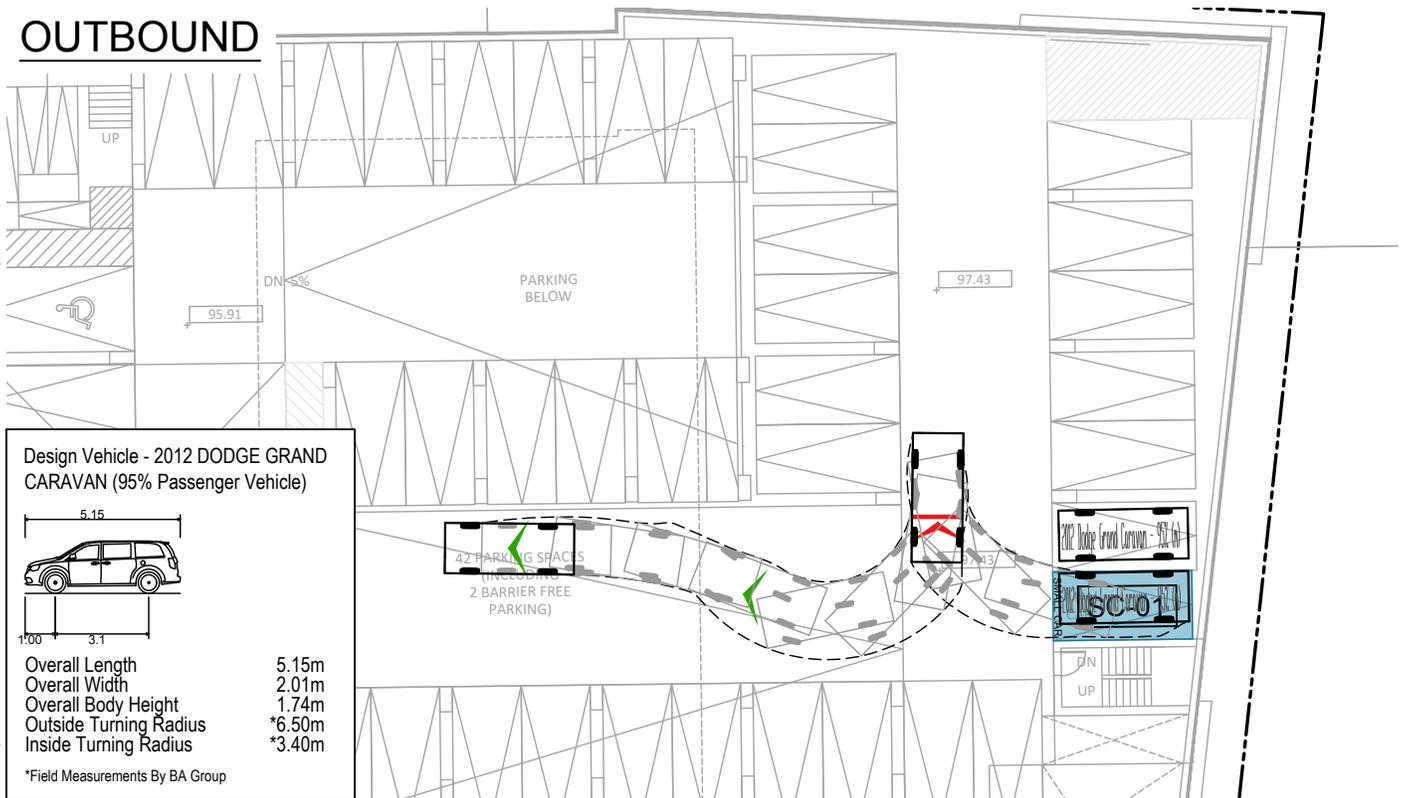
## 13 MOUNTAIN STREET, GRIMSBY VEHICULAR MANOEUVRING DIAGRAM SPACE SC-01 REVERSE IN & FORWARD OUT

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 Project No. 6541-20  
 Date: MAY 16, 2025  
 Revised: MARCH 19, 2026  
 Drawing No. **VMD-01**

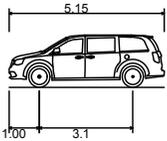
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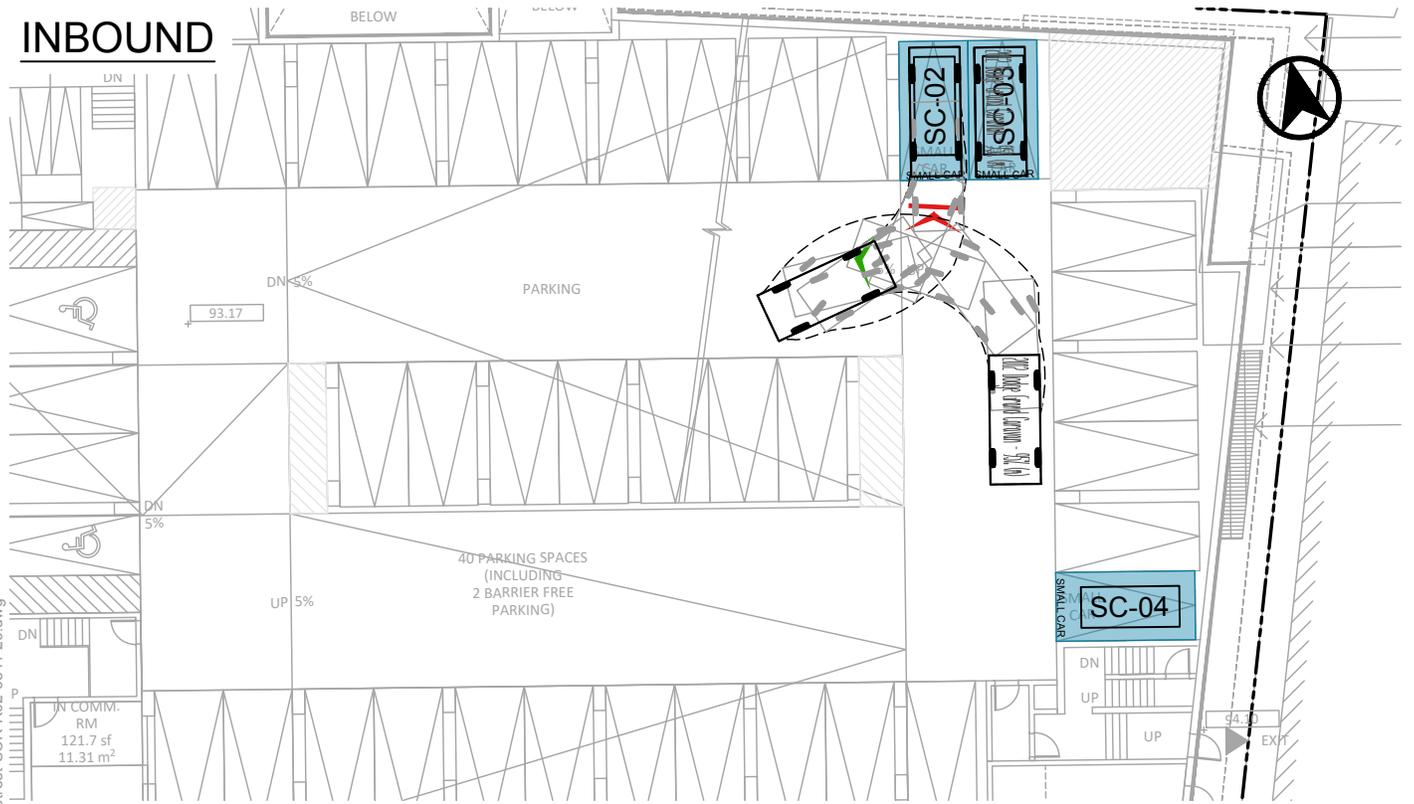
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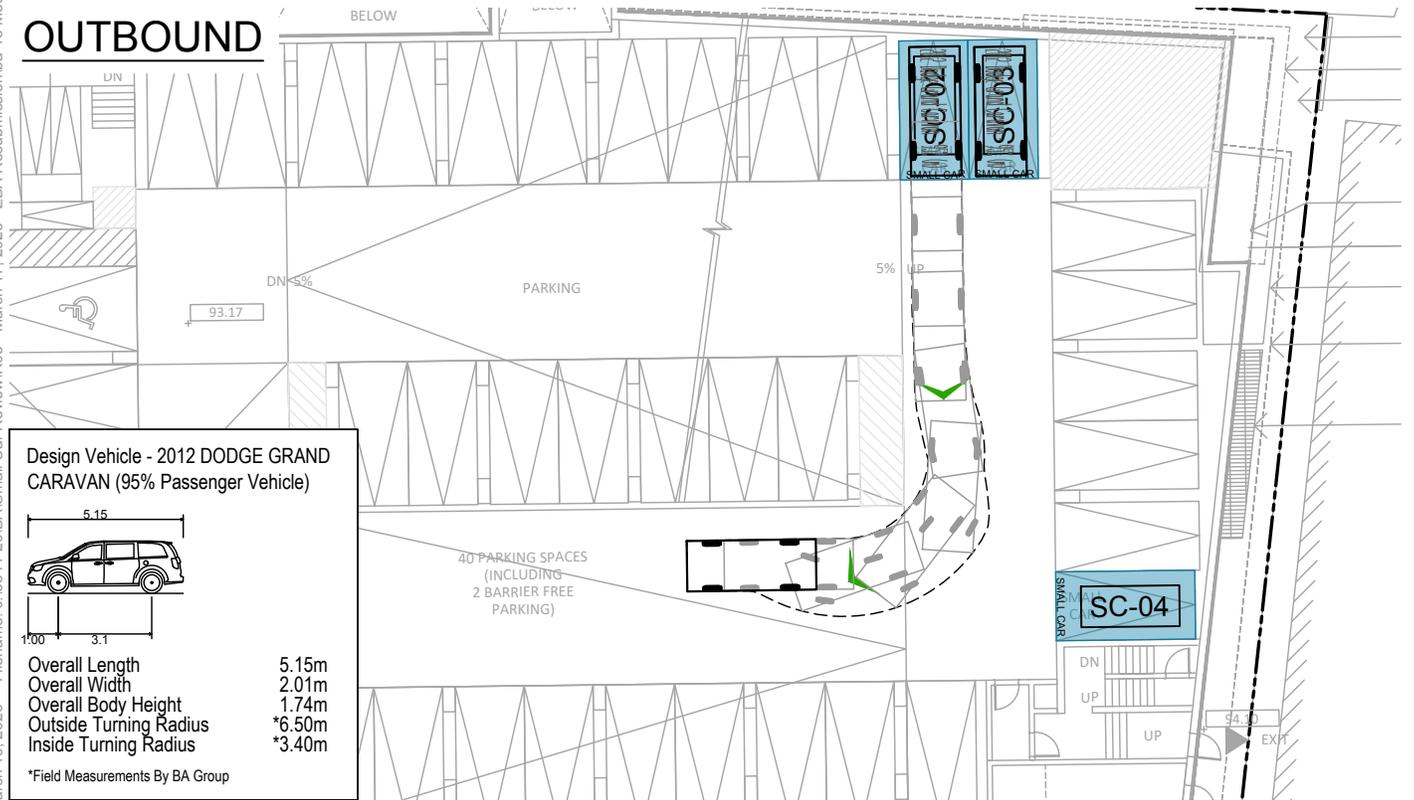
**13 MOUNTAIN STREET, GRIMSBY**  
**VEHICULAR MANOEUVRING DIAGRAM**  
**SPACE SC-01 FORWARD IN & REVERSE OUT**

Project: 13 MOUNTAIN STREET  
 Project No. 6541-20  
 Date: MAY 16, 2025  
 Revised: MARCH 19, 2026  
 Drawing No. **VMD-02**

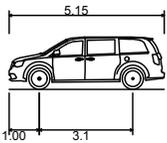
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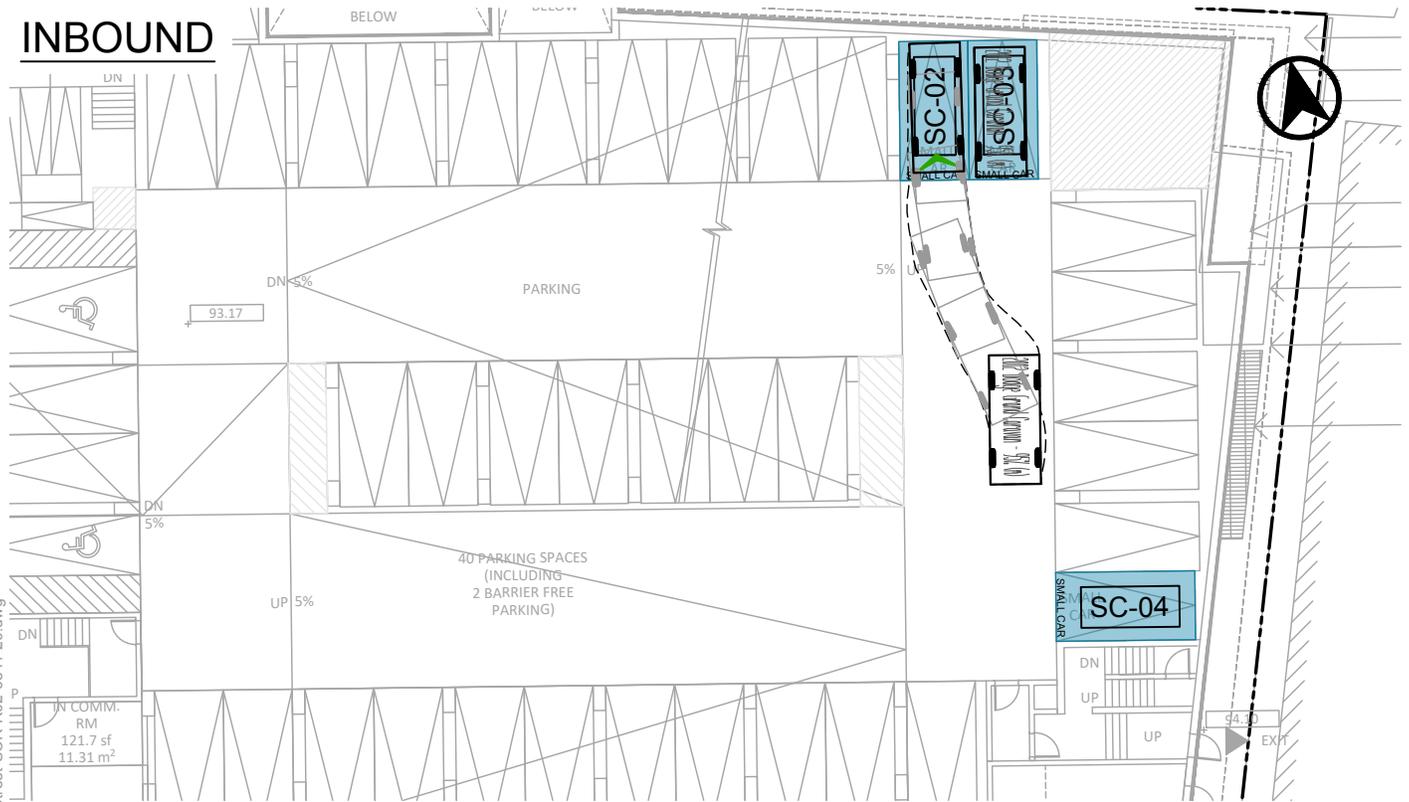
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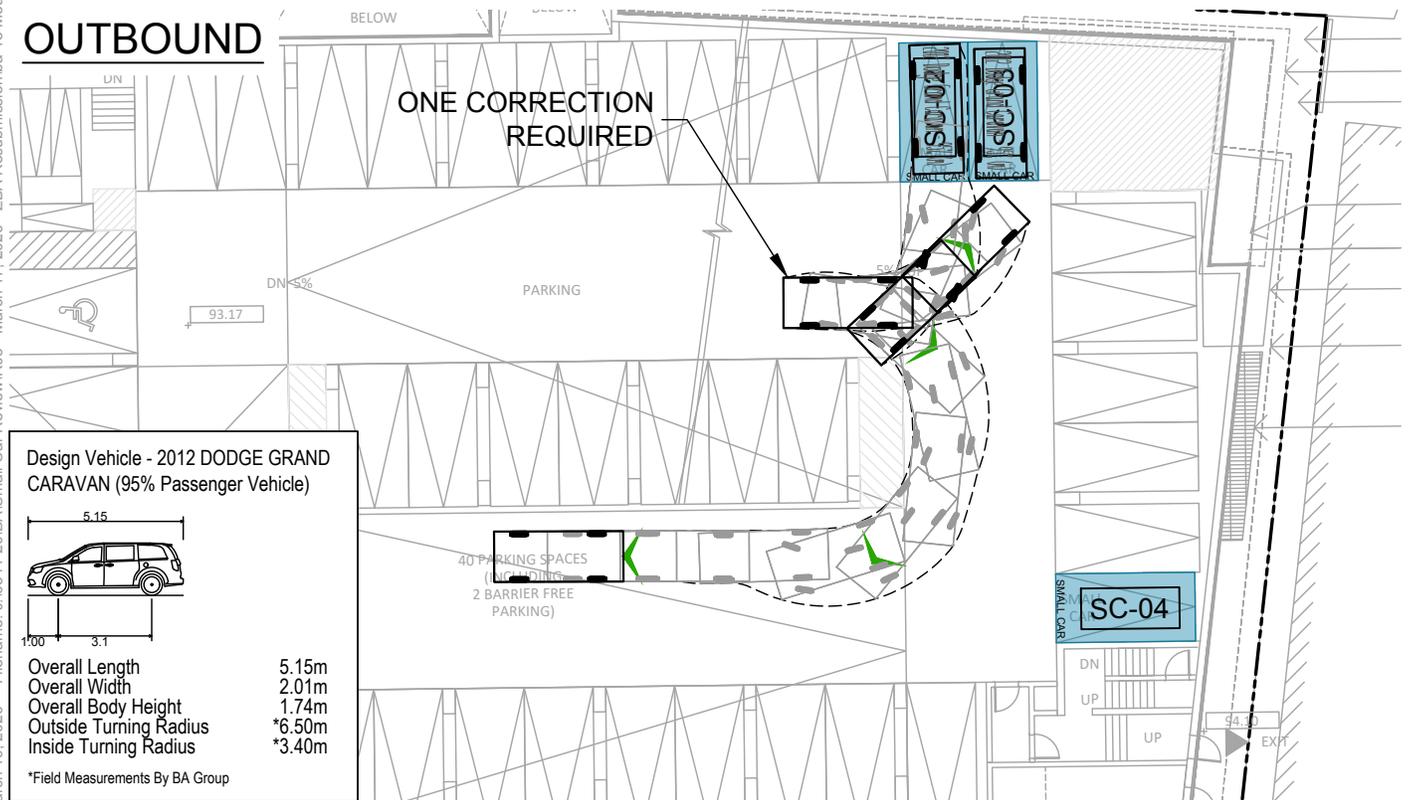
**13 MOUNTAIN STREET, GRIMSBY**  
 VEHICULAR MANOEUVRING DIAGRAM  
 SPACE SC-02 REVERSE IN & FORWARD OUT

Project: 13 MOUNTAIN STREET  
 Project No. 6541-20  
 Date: MAY 16, 2025  
 Revised: MARCH 19, 2026  
 Drawing No. **VMD-03**

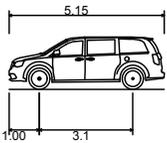
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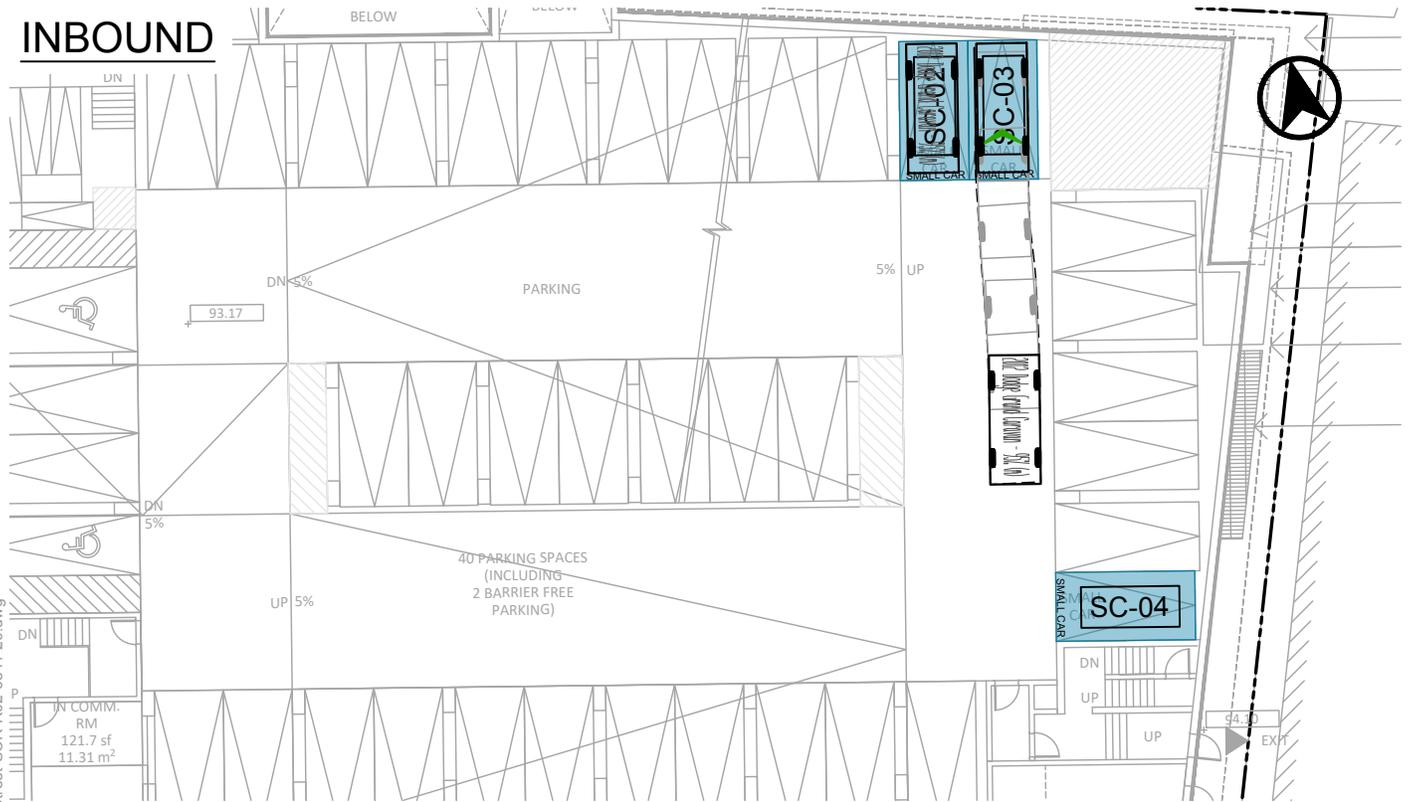


**13 MOUNTAIN STREET, GRIMSBY**  
**VEHICULAR MANOEUVRING DIAGRAM**  
**SPACE SC-02 FORWARD IN & REVERSE OUT**

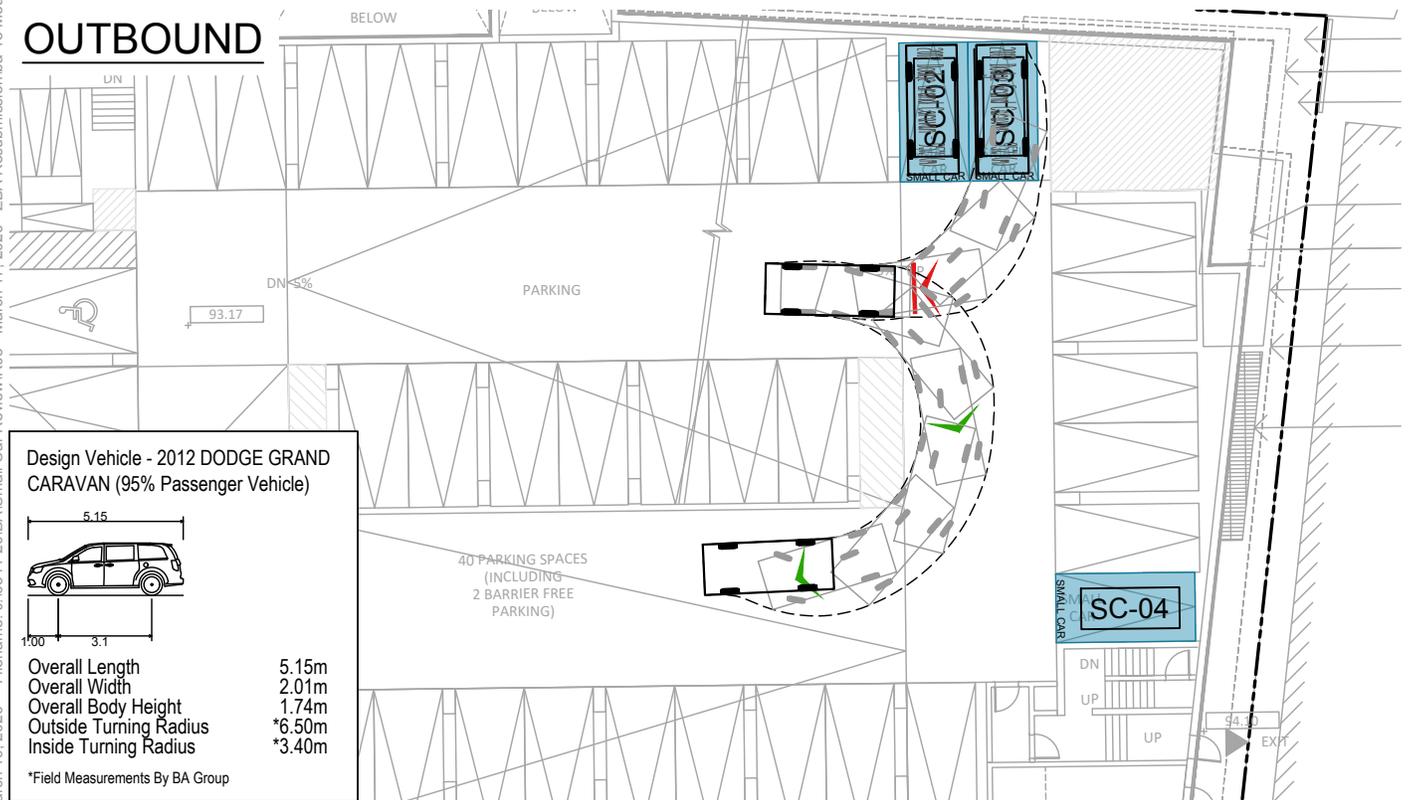
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 Project No. 6541-20  
 Date: MAY 16, 2025  
 Revised: MARCH 19, 2026  
 Drawing No. **VMD-04**



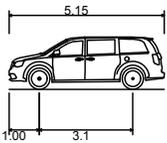
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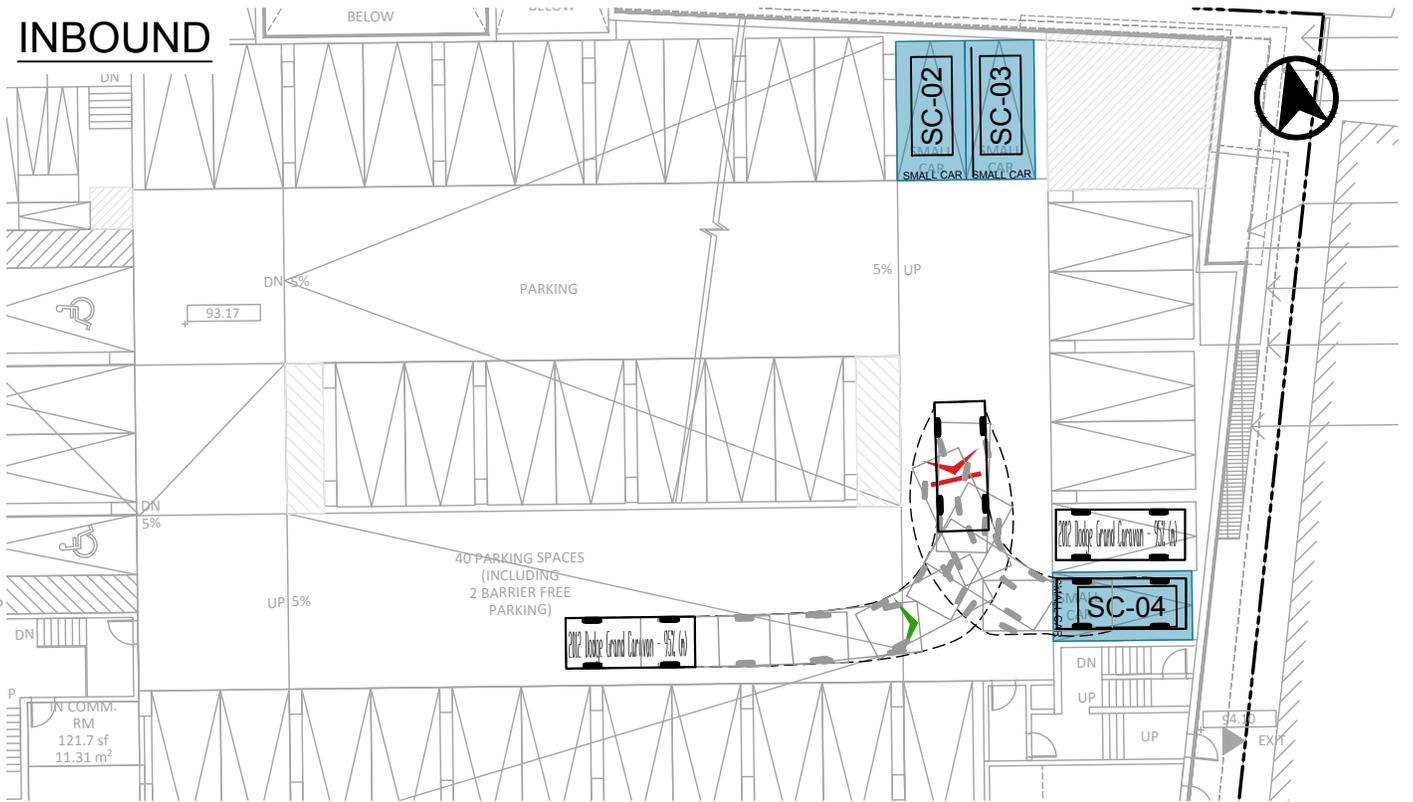
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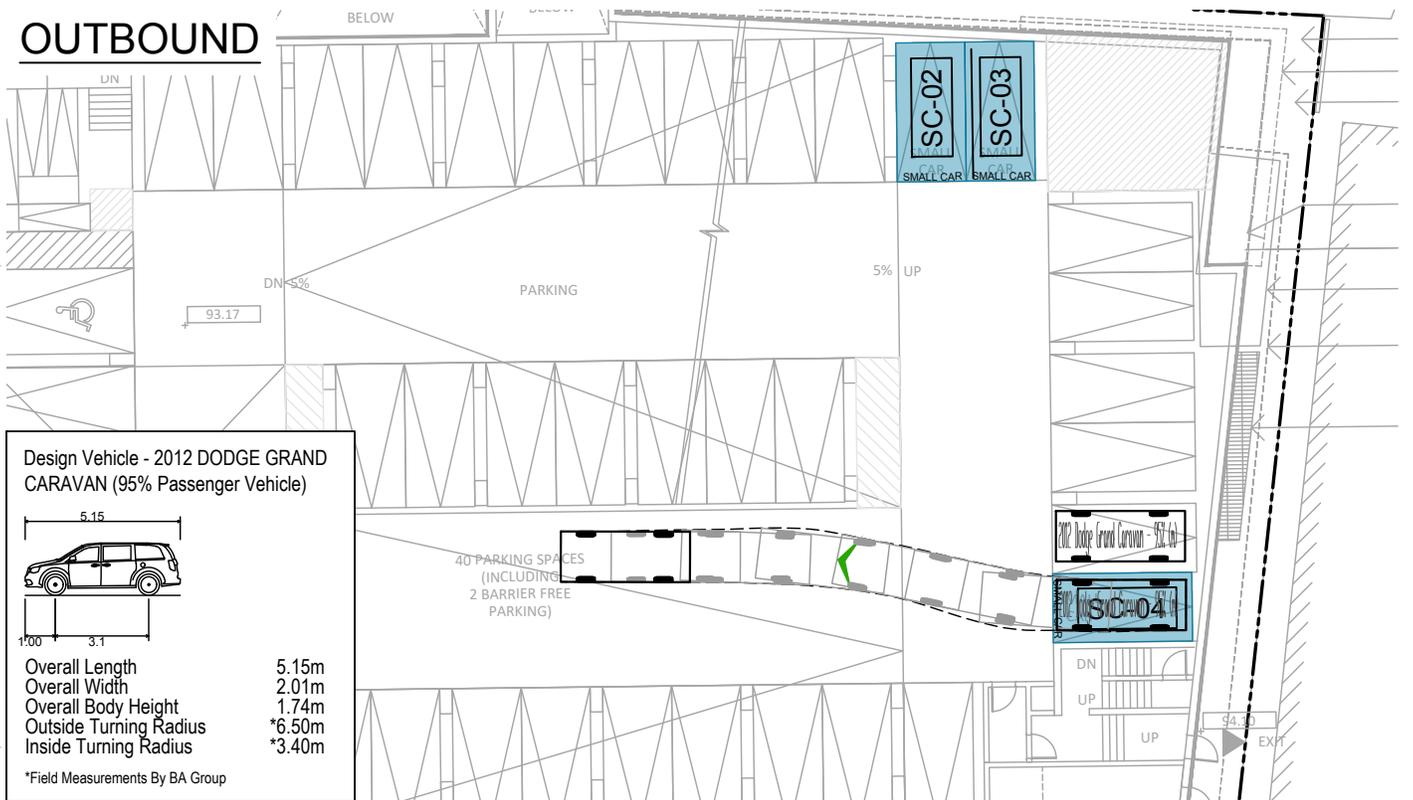
## 13 MOUNTAIN STREET, GRIMSBY VEHICULAR MANOEUVRING DIAGRAM SPACE SC-03 FORWARD IN & REVERSE OUT

Project: 13 MOUNTAIN STREET  
 Project No. 6541-20  
 Date: MAY 16, 2025  
 Revised: MARCH 19, 2026  
 Drawing No. **VMD-06**

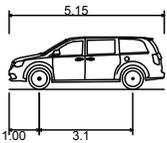
# INBOUND



# OUTBOUND



Design Vehicle - 2012 DODGE GRAND CARAVAN (95% Passenger Vehicle)



Overall Length 5.15m  
 Overall Width 2.01m  
 Overall Body Height 1.74m  
 Outside Turning Radius \*6.50m  
 Inside Turning Radius \*3.40m

\*Field Measurements By BA Group



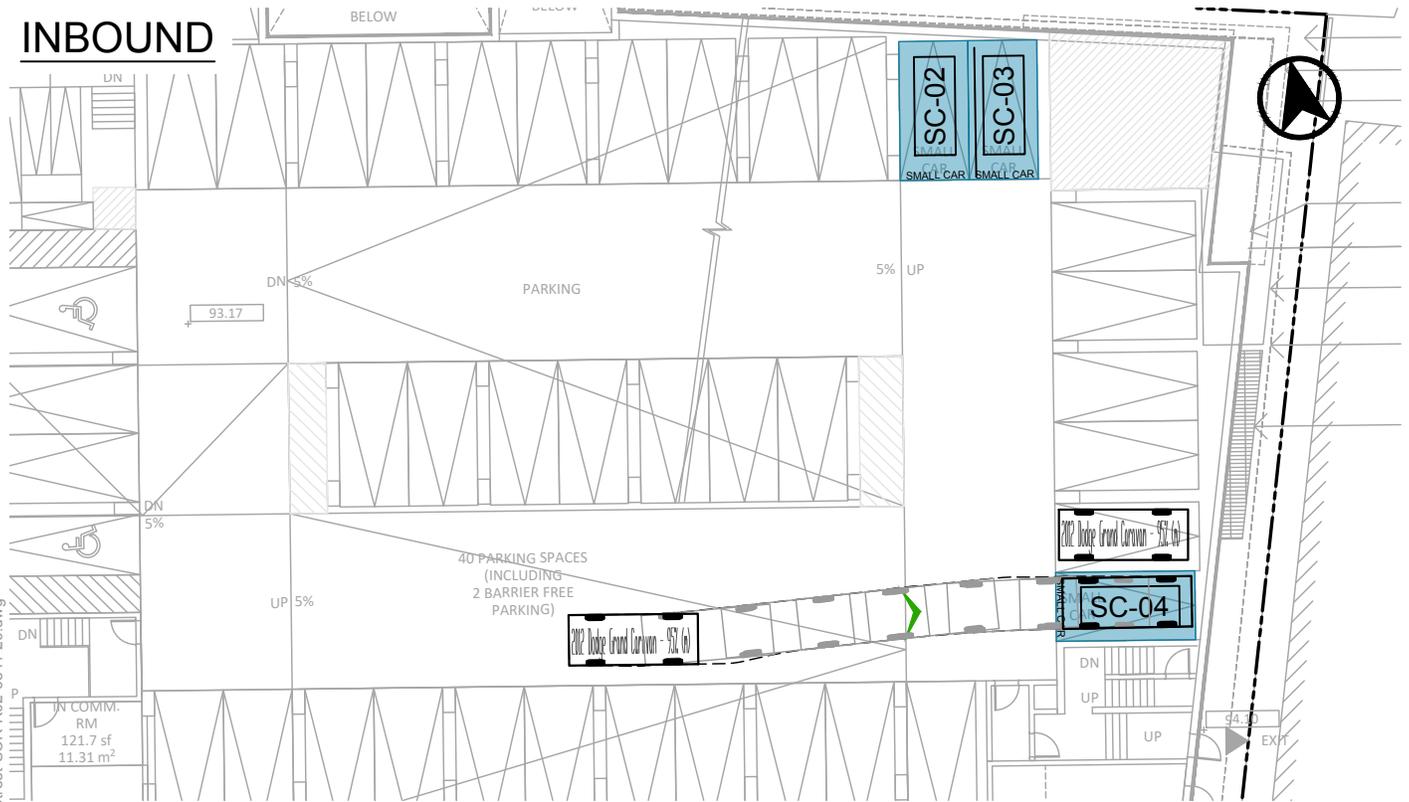
Date Plotted: March 19, 2026 File name: J:\6541-20\BA Small Car Review\03 - March 17, 2026 - ZBA Resubmission\ba-13 Mountain Street-SCR-R02-6541-20.dwg



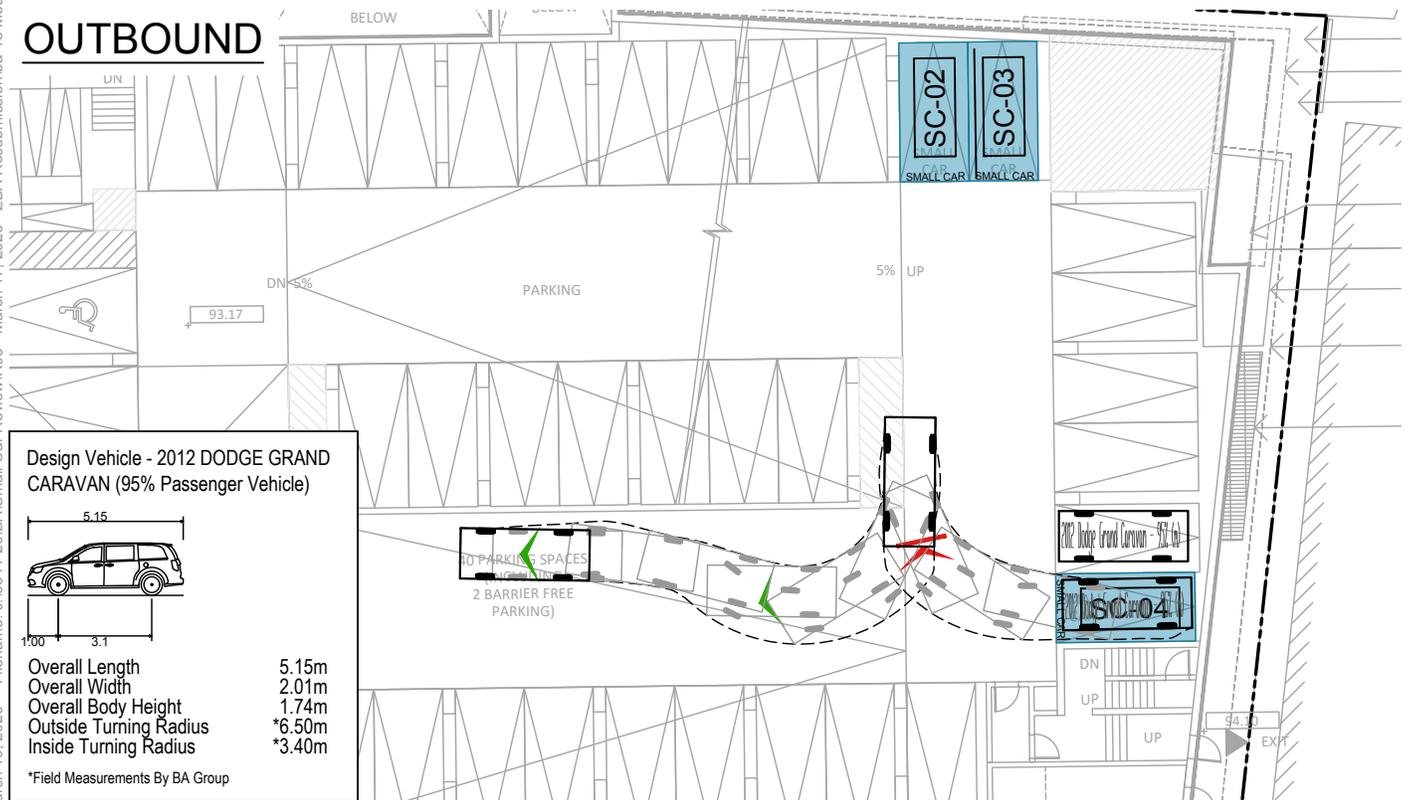
## 13 MOUNTAIN STREET, GRIMSBY VEHICULAR MANOEUVRING DIAGRAM SPACE SC-04 REVERSE IN & FORWARD OUT

Project:	13 MOUNTAIN STREET
Project No.	6541-20
Date:	MAY 16, 2025
Revised:	MARCH 19, 2026
Drawing No.	<b>VMD-07</b>

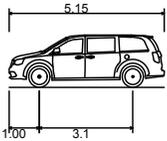
# INBOUND



# OUTBOUND



Design Vehicle - 2012 DODGE GRAND CARAVAN (95% Passenger Vehicle)



Overall Length 5.15m  
 Overall Width 2.01m  
 Overall Body Height 1.74m  
 Outside Turning Radius \*6.50m  
 Inside Turning Radius \*3.40m

\*Field Measurements By BA Group



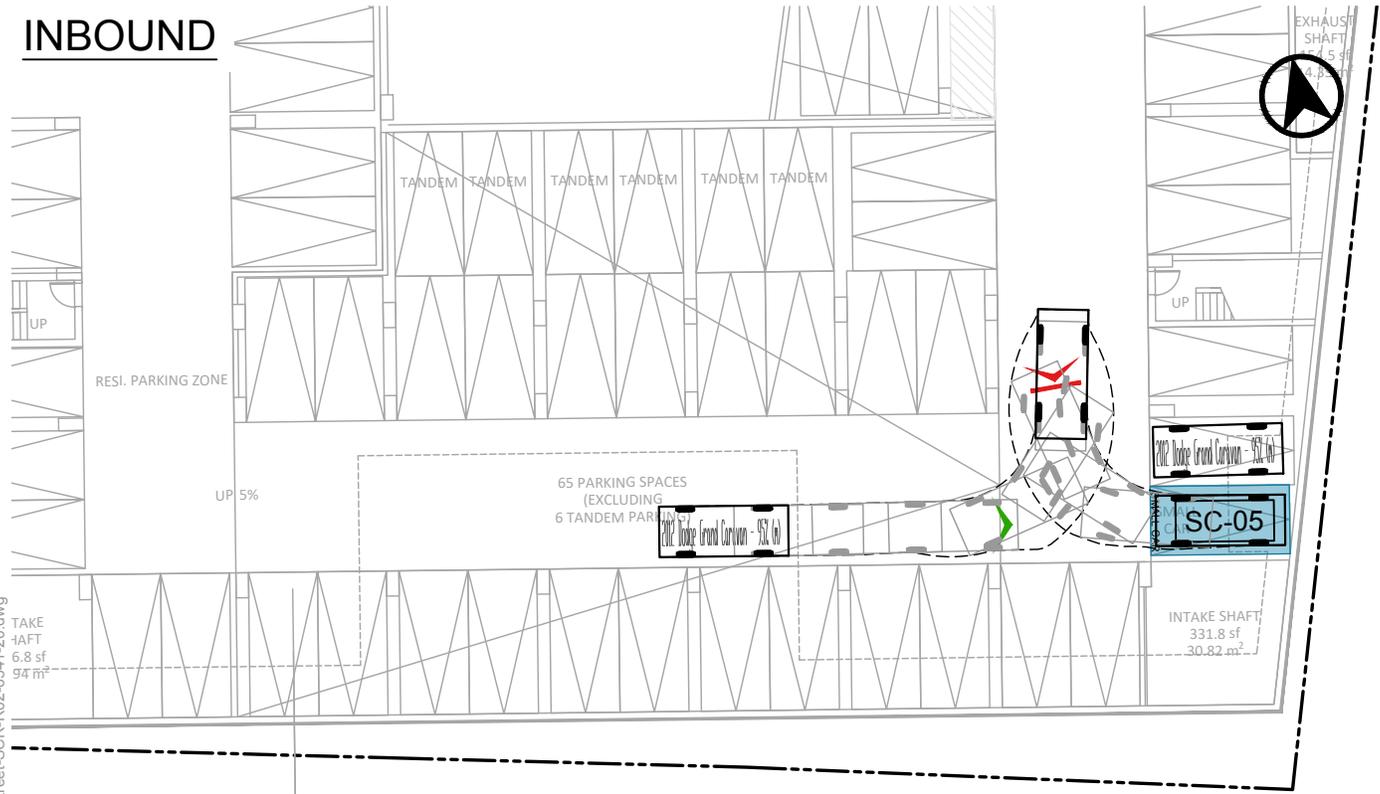
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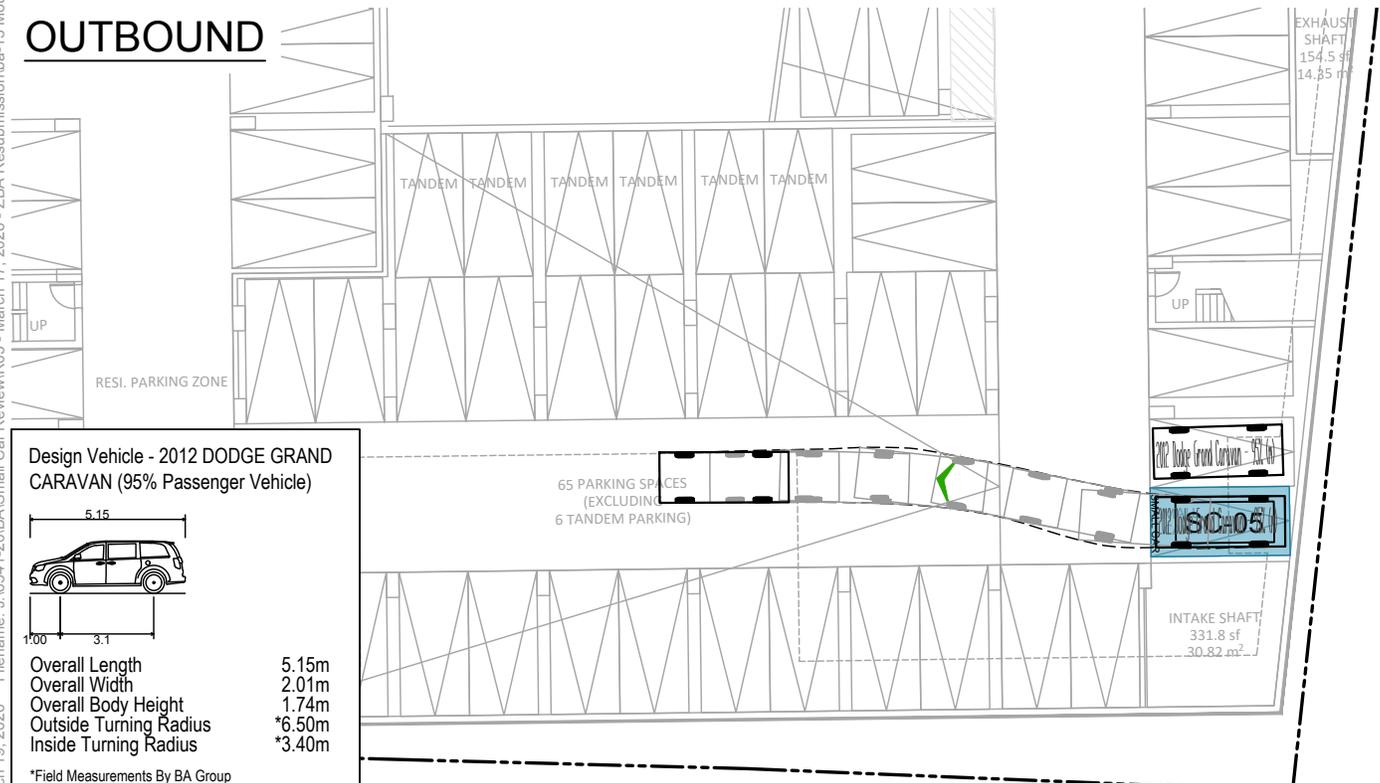
## 13 MOUNTAIN STREET, GRIMSBY VEHICULAR MANOEUVRING DIAGRAM SPACE SC-04 FORWARD IN & REVERSE OUT

Project: 13 MOUNTAIN STREET  
 Project No. 6541-20  
 Date: MAY 16, 2025  
 Revised: MARCH 19, 2026  
 Drawing No. **VMD-08**

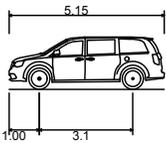
# INBOUND



# OUTBOUND

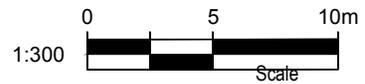


Design Vehicle - 2012 DODGE GRAND CARAVAN (95% Passenger Vehicle)



Overall Length 5.15m  
 Overall Width 2.01m  
 Overall Body Height 1.74m  
 Outside Turning Radius \*6.50m  
 Inside Turning Radius \*3.40m

\*Field Measurements By BA Group



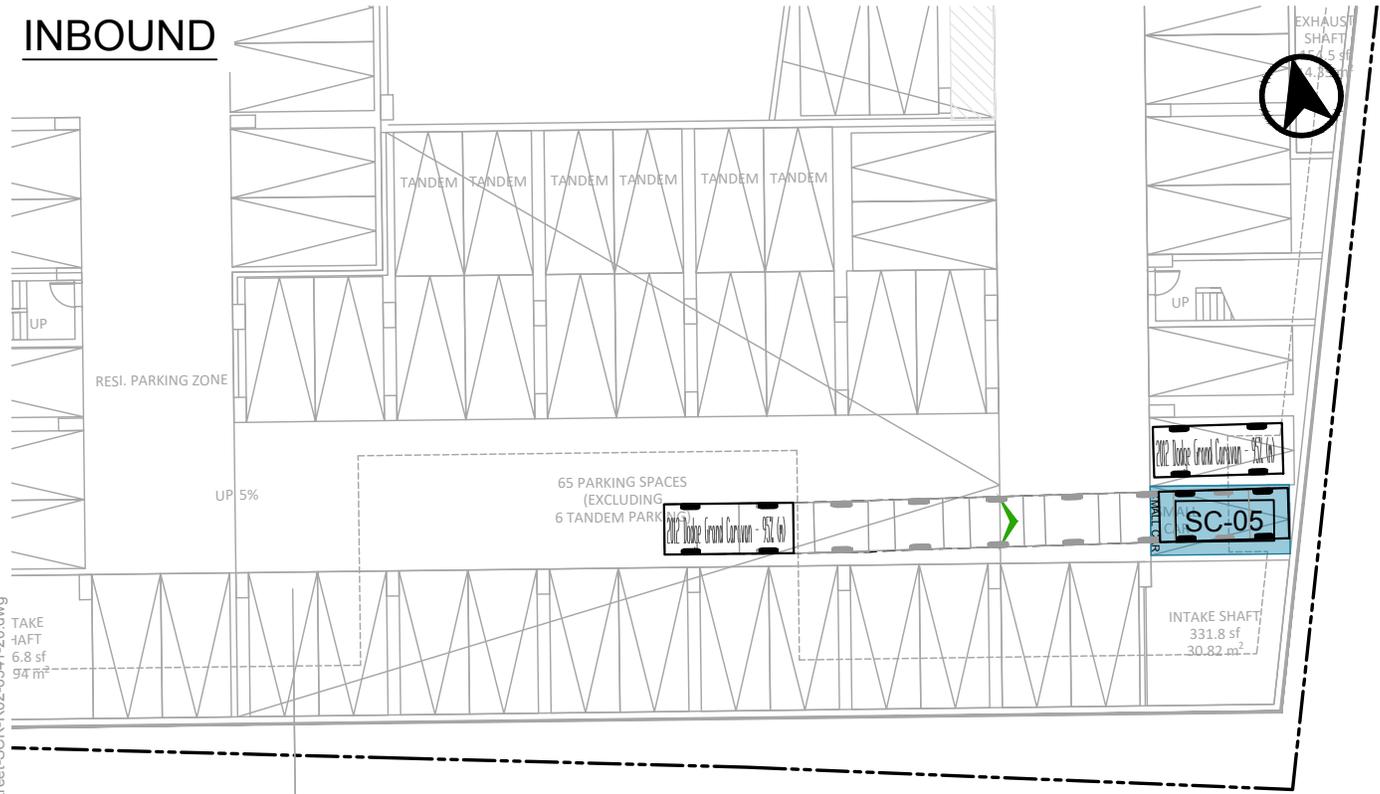
Date Plotted: March 19, 2026 File name: J:\6541-20\BA Small Car Review\03 - March 17, 2026 - ZBA Resubmission\ba-13 Mountain Street-SCR-R02-6541-20.dwg



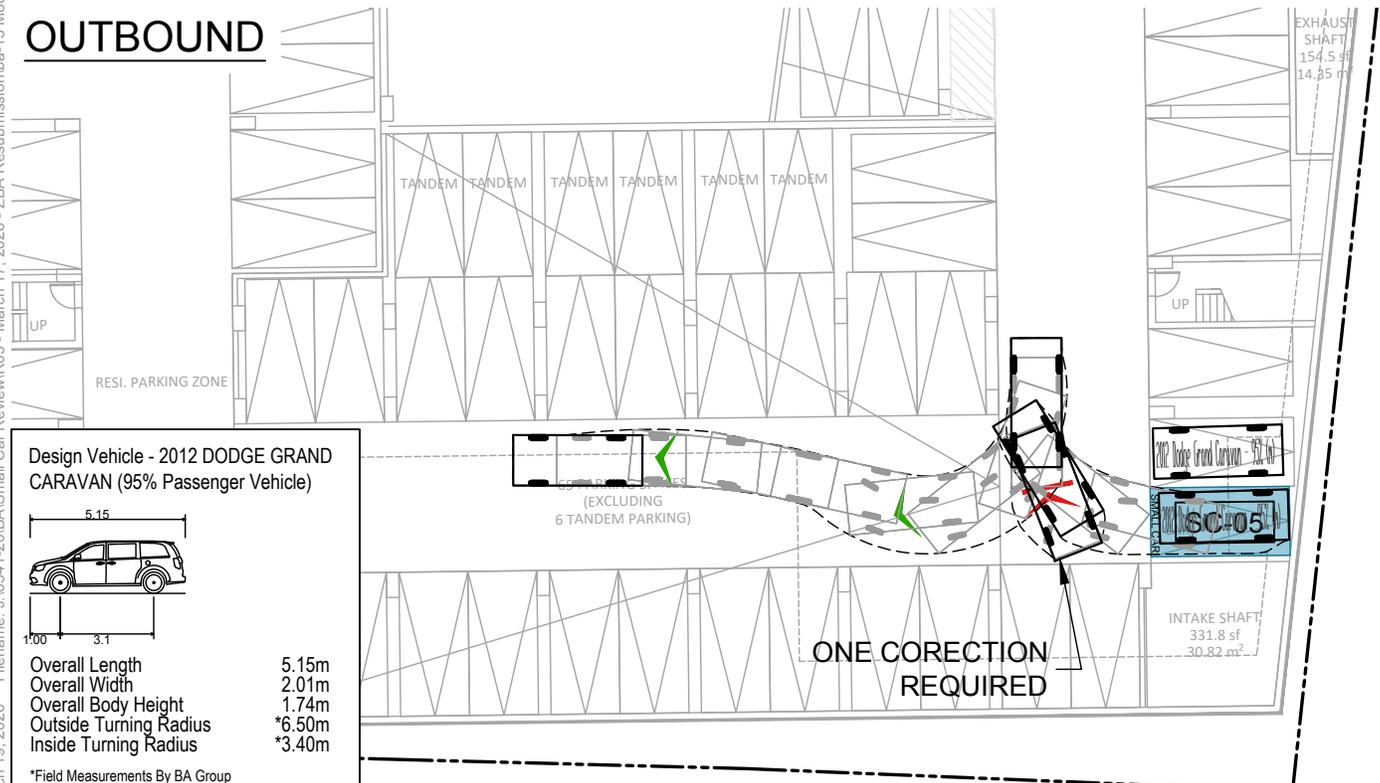
13 MOUNTAIN STREET, GRIMSBY  
 VEHICULAR MANOEUVRING DIAGRAM  
 SPACE SC-05 REVERSE IN & FORWARD OUT

Project: 13 MOUNTAIN STREET  
 Project No. 6541-20  
 Date: MAY 16, 2025  
 Revised: MARCH 19, 2026  
 Drawing No. VMD-09

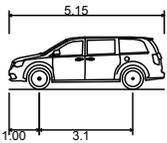
# INBOUND



# OUTBOUND

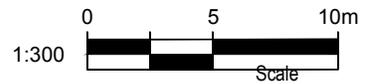


Design Vehicle - 2012 DODGE GRAND CARAVAN (95% Passenger Vehicle)



Overall Length 5.15m  
 Overall Width 2.01m  
 Overall Body Height 1.74m  
 Outside Turning Radius \*6.50m  
 Inside Turning Radius \*3.40m

\*Field Measurements By BA Group



Date Plotted: March 19, 2026 File name: J:\6541-20\BA Small Car Review\03 - March 17, 2026 - ZBA Resubmission\ba-13 Mountain Street-SCR-R02-6541-20.dwg



**13 MOUNTAIN STREET, GRIMSBY**  
**VEHICULAR MANOEUVRING DIAGRAM**  
**SPACE SC-05 FORWARD IN & REVERSE OUT**

Project: 13 MOUNTAIN STREET  
 Project No. 6541-20  
 Date: MAY 16, 2025  
 Revised: MARCH 19, 2026  
 Drawing No. **VMD-10**

# Automotive Top 100 Sales from 2013-2022

## Summary of All Vehicles Excluding Trucks and Cargo Vans



Year	Percentile	Length (cm)	Width (cm)	Height (cm)	Wheelbase (cm)
2013	Minimum	355	163	137	230
	Average	463	184	159	273
	85%	489	193	172	287
	90%	505	196	176	292
	95%	513	200	180	302
	Maximum	517	201	185	308
2014	Minimum	355	163	137	230
	Average	465	184	160	274
	85%	489	193	173	287
	90%	501	196	176	292
	95%	513	200	181	302
	Maximum	517	201	185	308
2015	Minimum	378	167	137	242
	Average	464	184	160	274
	85%	490	193	174	289
	90%	501	196	177	294
	95%	511	200	181	303
	Maximum	517	201	185	308
2016	Minimum	383	167	138	242
	Average	465	185	160	274
	85%	492	193	174	289
	90%	504	196	176	299
	95%	511	200	180	303
	Maximum	523	203	196	308
2017	Minimum	372	163	137	238
	Average	466	185	159	275
	85%	492	193	174	290
	90%	500	196	174	293
	95%	505	199	177	300
	Maximum	517	203	188	306
2018	Minimum	372	163	138	238
	Average	466	185	161	275
	85%	499	194	174	290
	90%	504	197	176	298
	95%	511	199	178	304
	Maximum	519	203	188	310
2019	Minimum	364	160	137	239
	Average	468	186	163	276
	85%	504	196	176	292
	90%	508	198	180	298
	95%	518	200	182	307
	Maximum	536	204	194	322
2020	Minimum	364	160	123	239
	Average	472	188	161	280
	85%	502	199	178	300
	90%	508	200	179	303
	95%	522	203	192	307
	Maximum	577	206	194	341
2021	Minimum	364	160	123	239
	Average	472	188	162	280
	85%	504	199	178	300
	90%	508	201	180	304
	95%	522	203	192	307
	Maximum	577	206	197	341
2022	Minimum	364	160	137	239
	Average	471	188	166	279
	85%	501	199	178	298
	90%	508	200	181	304
	95%	520	202	192	307
	Maximum	572	206	200	341

Vehicle Type	% of Vehicle Type
CAR	52%
SUV	43%
VAN	5%
CAR	48%
SUV	47%
VAN	5%
CAR	48%
SUV	48%
VAN	4%
CAR	44%
SUV	52%
VAN	4%
CAR	49%
SUV	48%
VAN	3%
CAR	41%
SUV	54%
VAN	5%
CAR	35%
SUV	60%
VAN	5%
CAR	38%
SUV	58%
VAN	4%
CAR	37%
SUV	58%
VAN	5%
CAR	20%
SUV	77%
VAN	3%

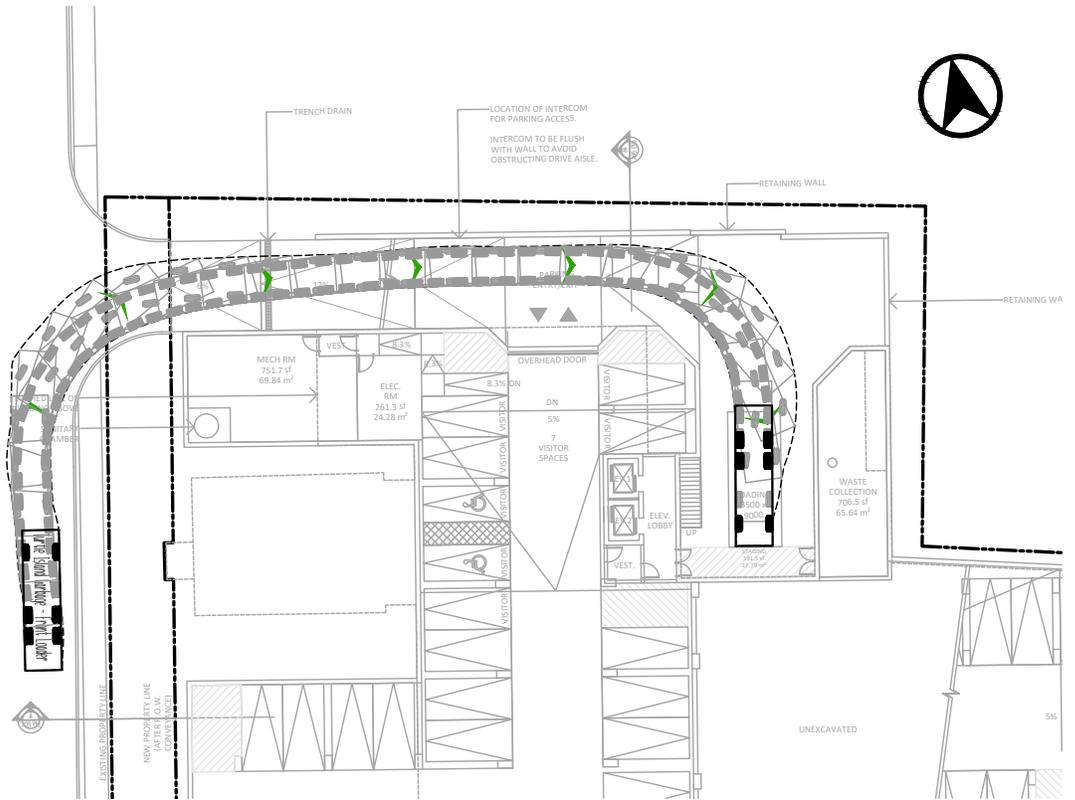
Year	Percentile	Length (cm)	Width (cm)	Height (cm)	Wheelbase (cm)
2013-2022	Minimum	355	160	123	230
	Average	467	186	161	276
	85%	499	196	175	292
	90%	505	199	178	300
	95%	514	200	182	305
	Maximum	577	206	200	341

Vehicle Type	% of Vehicle Type
CAR	41%
SUV	55%
VAN	4%

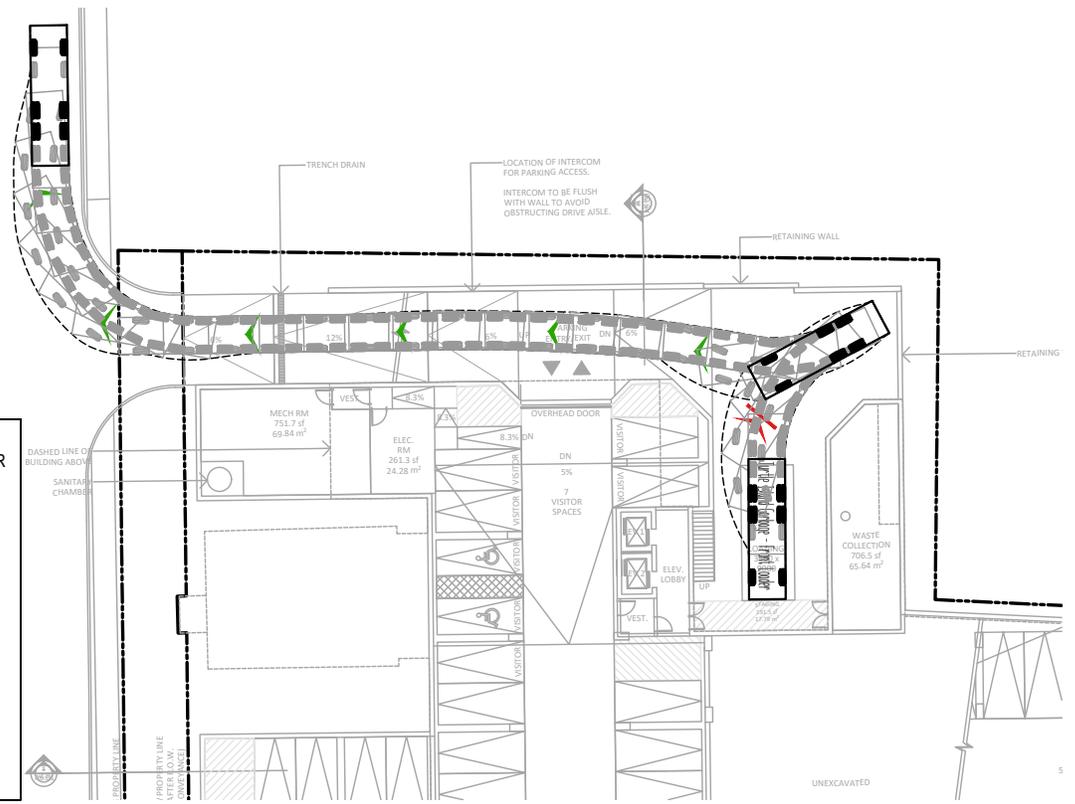
Percentile Finder			
Length Percentile			
Input Percentile:	60%	Length =	476 cm
Width Percentile			
Input Percentile:	60%	Width =	186 cm
Height Percentile			
Input Percentile:	60%	Height =	168 cm
Wheelbase Percentile			
Input Percentile:	60%	Wheelbase =	279 cm

## **Appendix E: Vehicle Manoeuvring Diagrams**

# INBOUND



# OUTBOUND



**Design Vehicle -  
TURTLE ISLAND GARBAGE - FRONT LOADER**

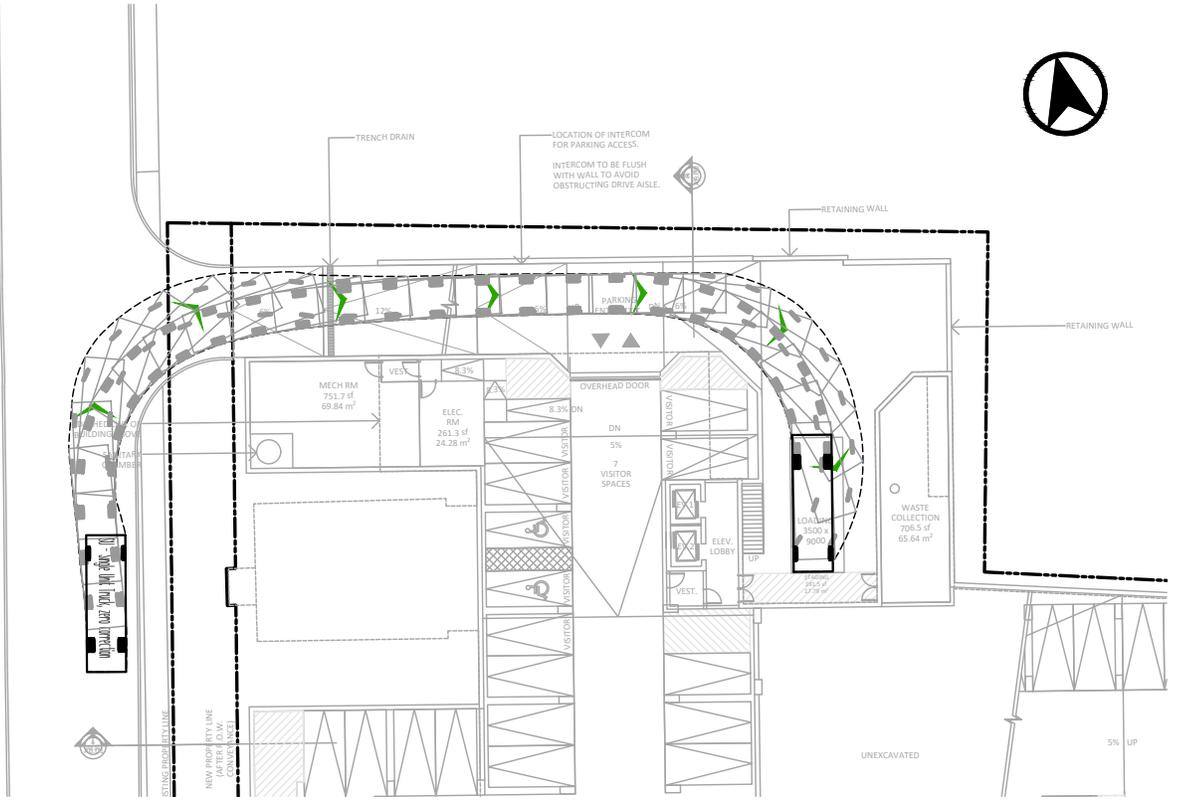
Overall Length	9.330m
Overall Width	2.440m
Overall Body Height	4.021m
Min Body Ground Clearance	0.250m
Track Width	2.440m
Lock-to-lock time	5.00s
Wall to Wall Turning Radius	11.700m



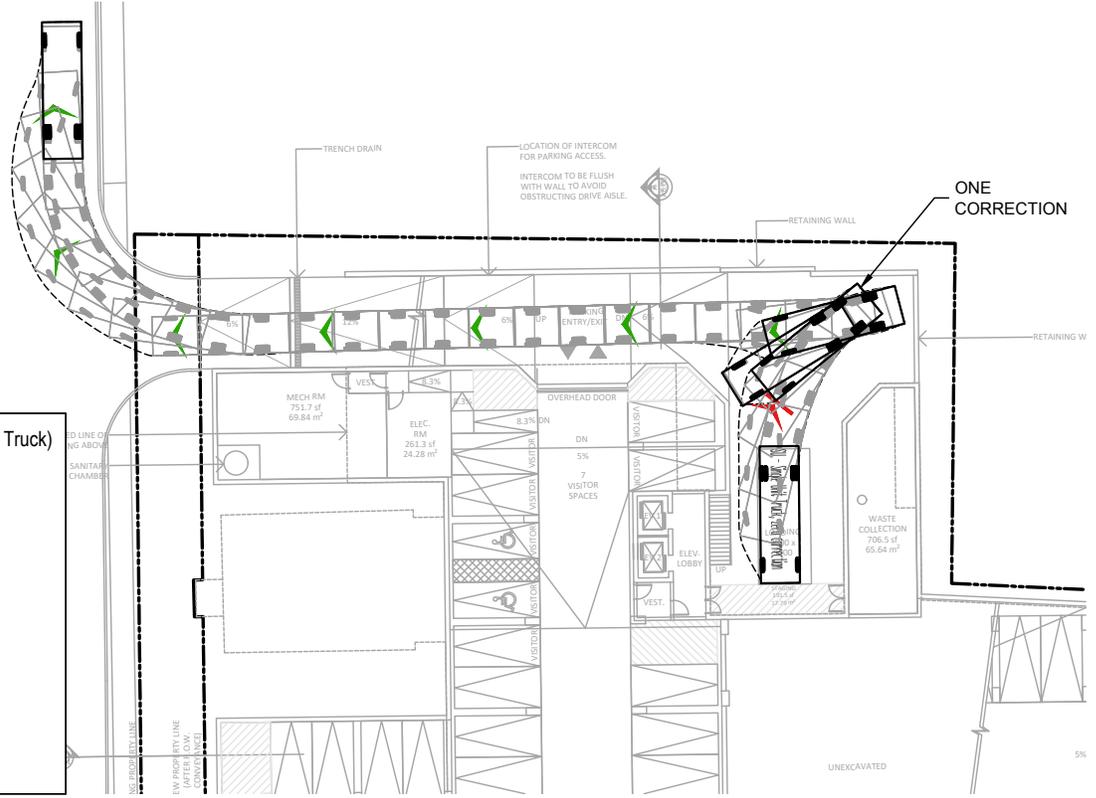
Date Plotted: March 19, 2026 File name: J:\6541-20\BA\Site Plan Review\2026\R22 - March 18, 2026\BA-13 Mountain Street-SPR-R22-6541-20.dwg

	<h2>13 MOUNTAIN STREET, GRIMSBY</h2> <h3>VEHICULAR MANOEUVRING DIAGRAM</h3> <h3>LOADING SPACE - TURTLE ISLAND WASTE COLLECTION TRUCK</h3>	Project: 13 MOUNTAIN STREET
		Project No. 6541-20
		Date: MAY 16, 2025
		Revised: MARCH 19, 2026
		Drawing No. <b>VMD-01</b>

# INBOUND



# OUTBOUND



**Design Vehicle - TAC SU (Single Unit Truck)**

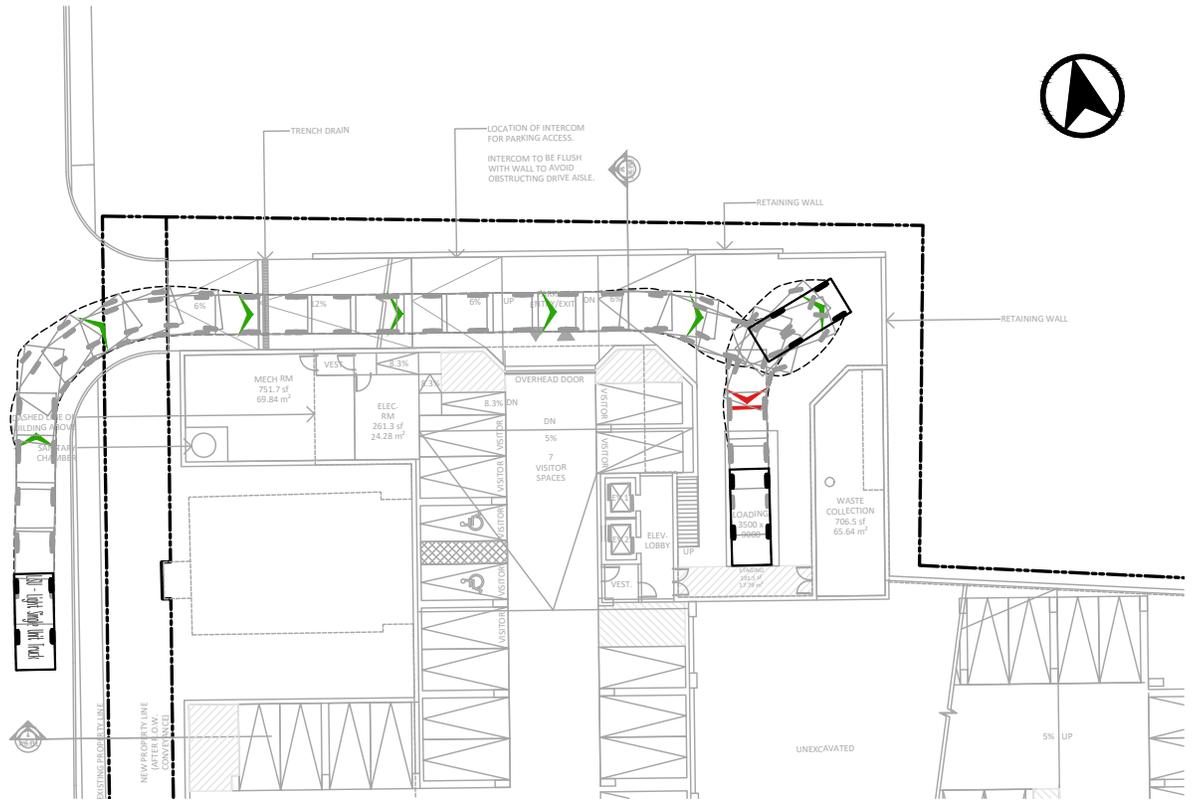
Overall Length 9.10m  
 Overall Width 2.60m  
 Overall Body Height 4.11m  
 Outside Turning Radius 13.40m  
 Inside Turning Radius 8.60m



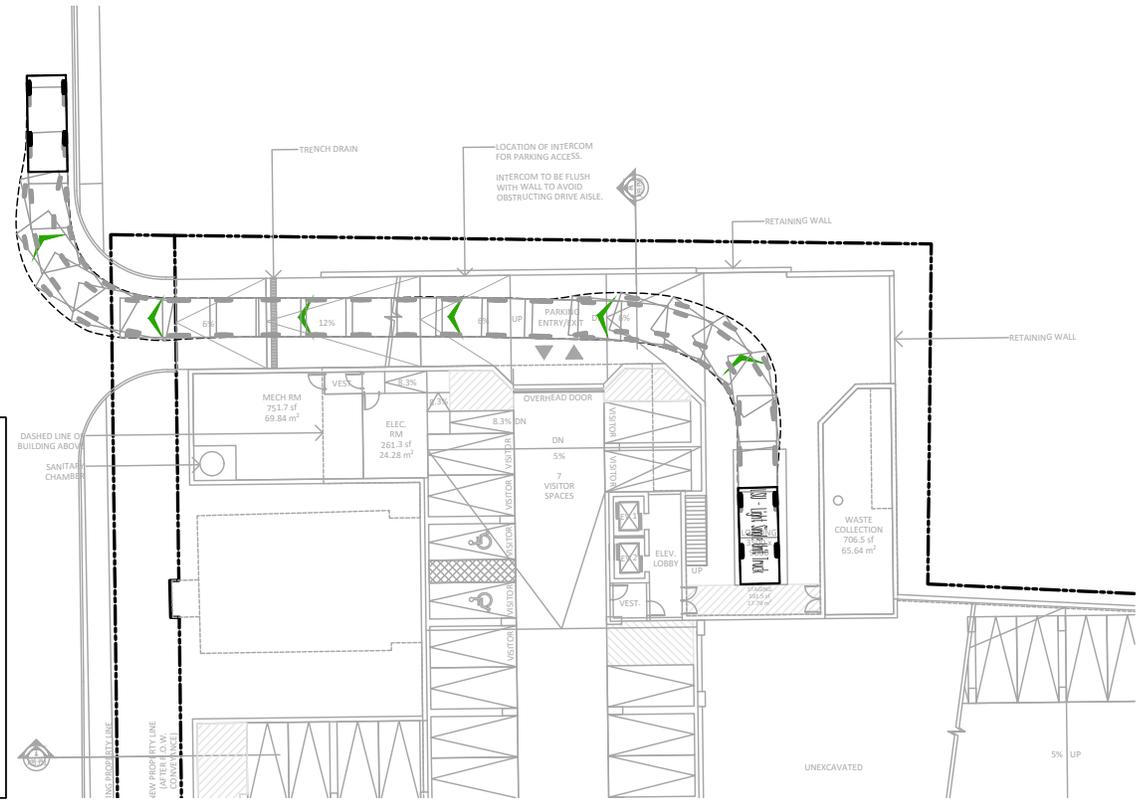
Date Plotted: March 19, 2026 File name: J:\6541-20\BA Site Plan Review\2026\IR22 - March 18, 2026\BA-13 Mountain Street-SPR-R22-6541-20.dwg

	<h2>13 MOUNTAIN STREET, GRIMSBY</h2> <h3>VEHICULAR MANOEUVRING DIAGRAM</h3> <h3>LOADING SPACE - TAC SINGLE-UNIT VEHICLE</h3>	Project: 13 MOUNTAIN STREET
		Project No. 6541-20
		Date: MAY 16, 2025
		Revised: MARCH 19, 2026
		Drawing No. <b>VMD-02</b>

# INBOUND

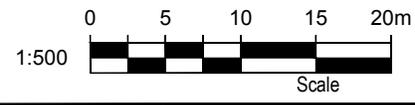


# OUTBOUND



**Design Vehicle - TAC LSU (Light Single Unit Truck)**

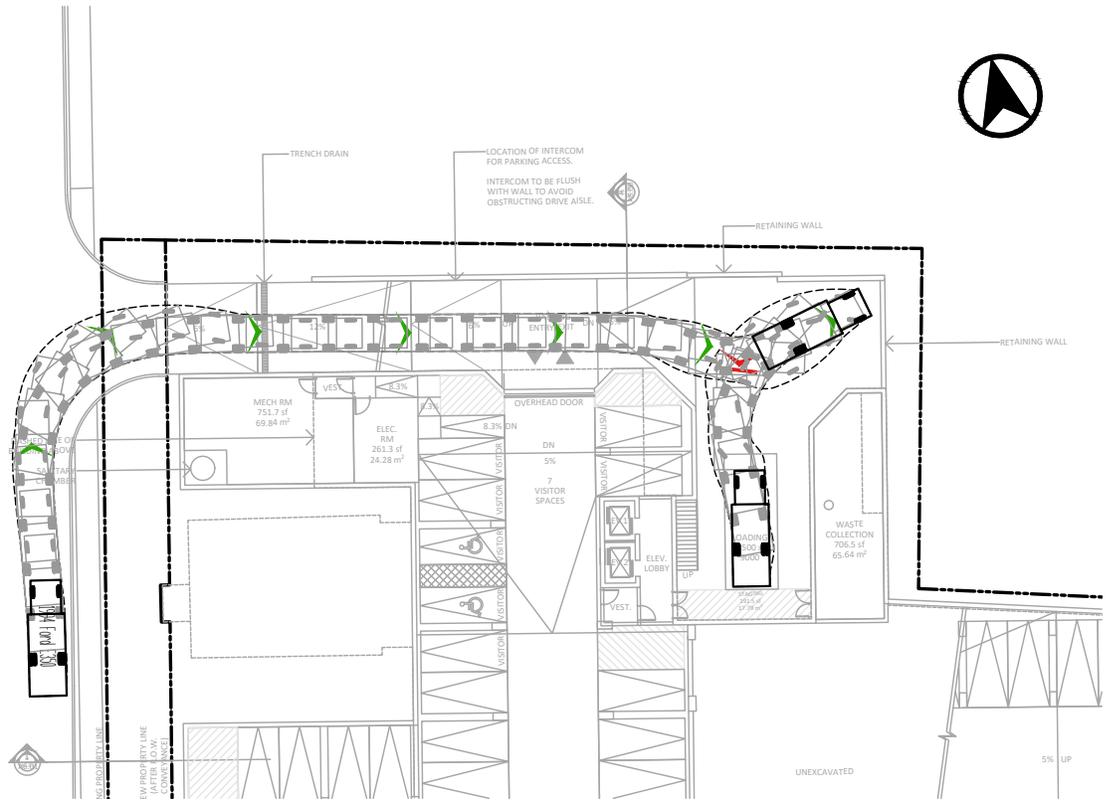
Overall Length 6.40m  
 Overall Width 2.60m  
 Overall Body Height 3.65m  
 Inside Turning Radius 2.67m  
 Outside Turning Radius 6.74m



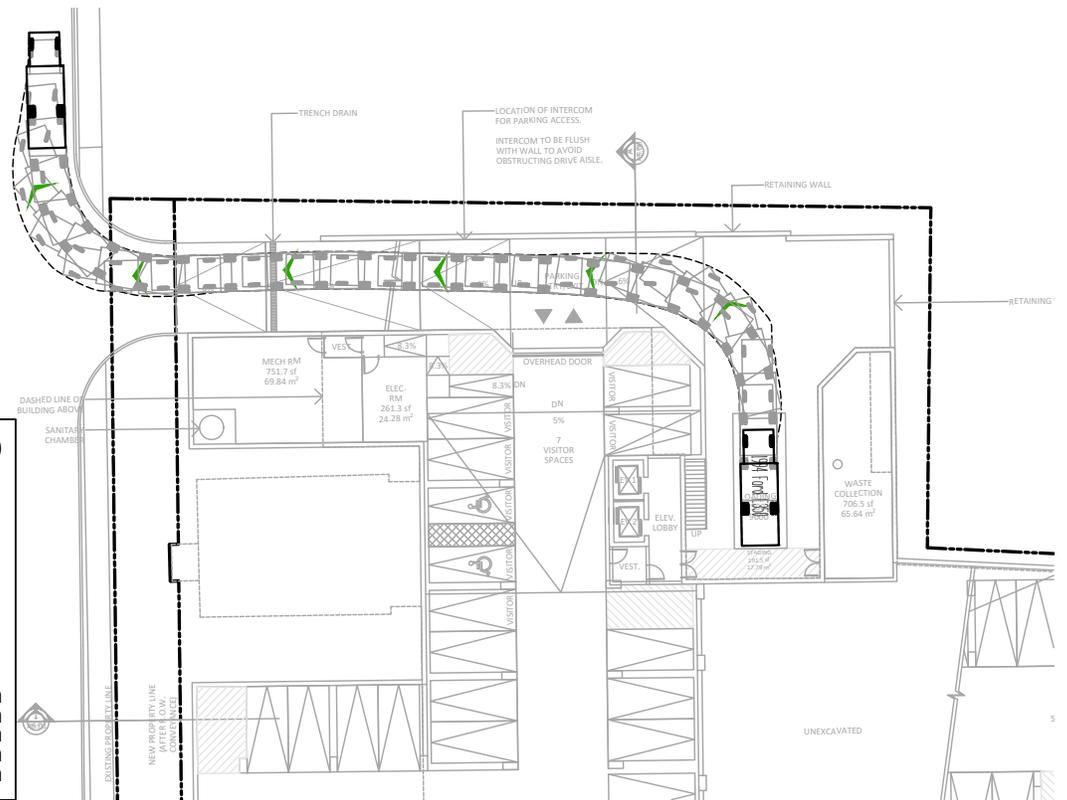
Date Plotted: March 19, 2026 File name: J:\6541-20\BA Site Plan Review\2026\IR22 - March 18, 2026\BA-13 Mountain Street-SPR-R22-6541-20.dwg

	<b>13 MOUNTAIN STREET, GRIMSBY</b> <b>VEHICULAR MANOEUVRING DIAGRAM</b> <b>LOADING SPACE - TAC LIGHT SINGLE-UNIT</b> <b>VEHICLE</b>	Project: 13 MOUNTAIN STREET
		Project No. 6541-20
		Date: MAY 16, 2025
		Revised: MARCH 19, 2026
		Drawing No. <b>VMD-03</b>

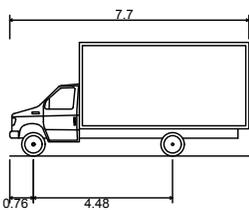
# INBOUND



# OUTBOUND



Design Vehicle - CUBEVAN (Ford E350)



- Overall Length 7.70m
- Overall Width 2.45m
- Overall Body Height 3.66m
- Outside Turning Radius 9.49m
- Inside Turning Radius 5.68m



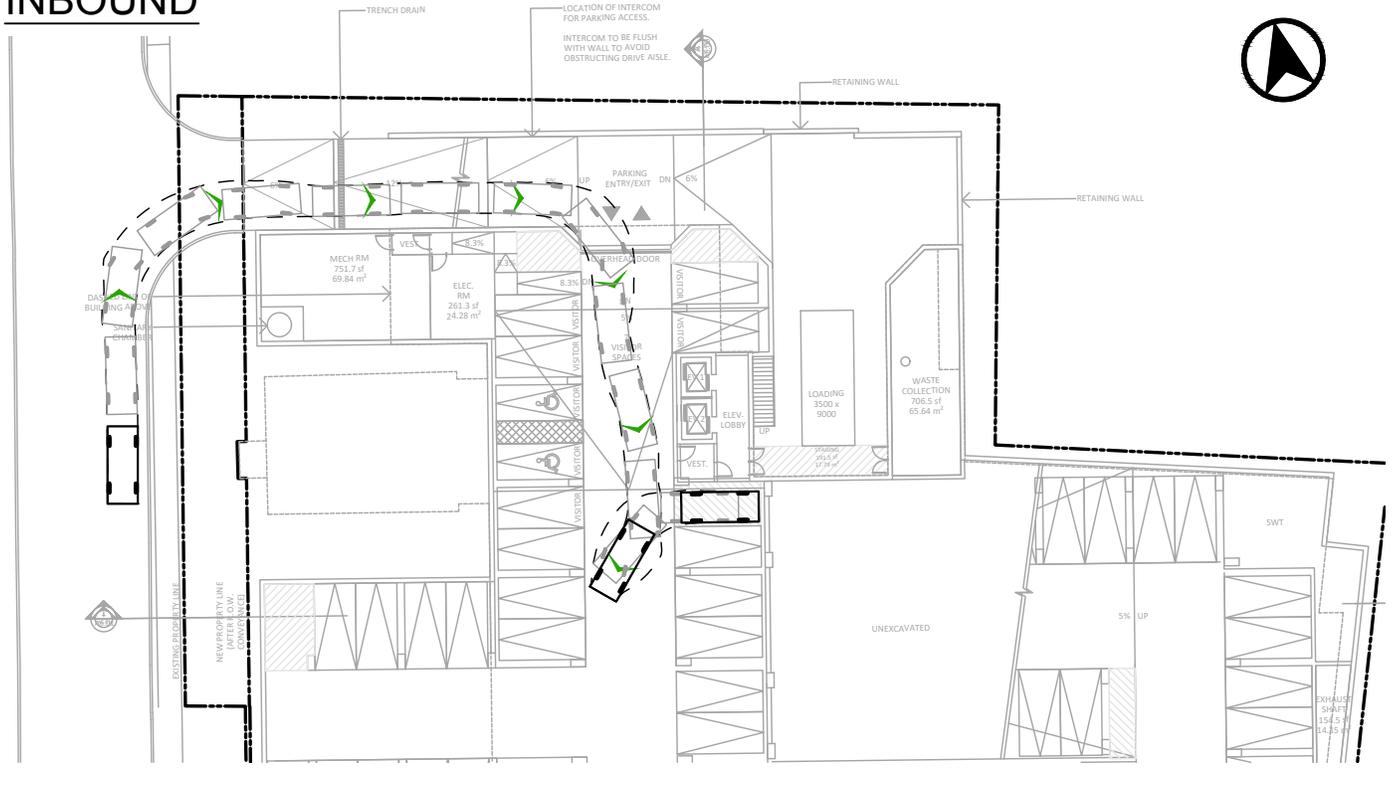
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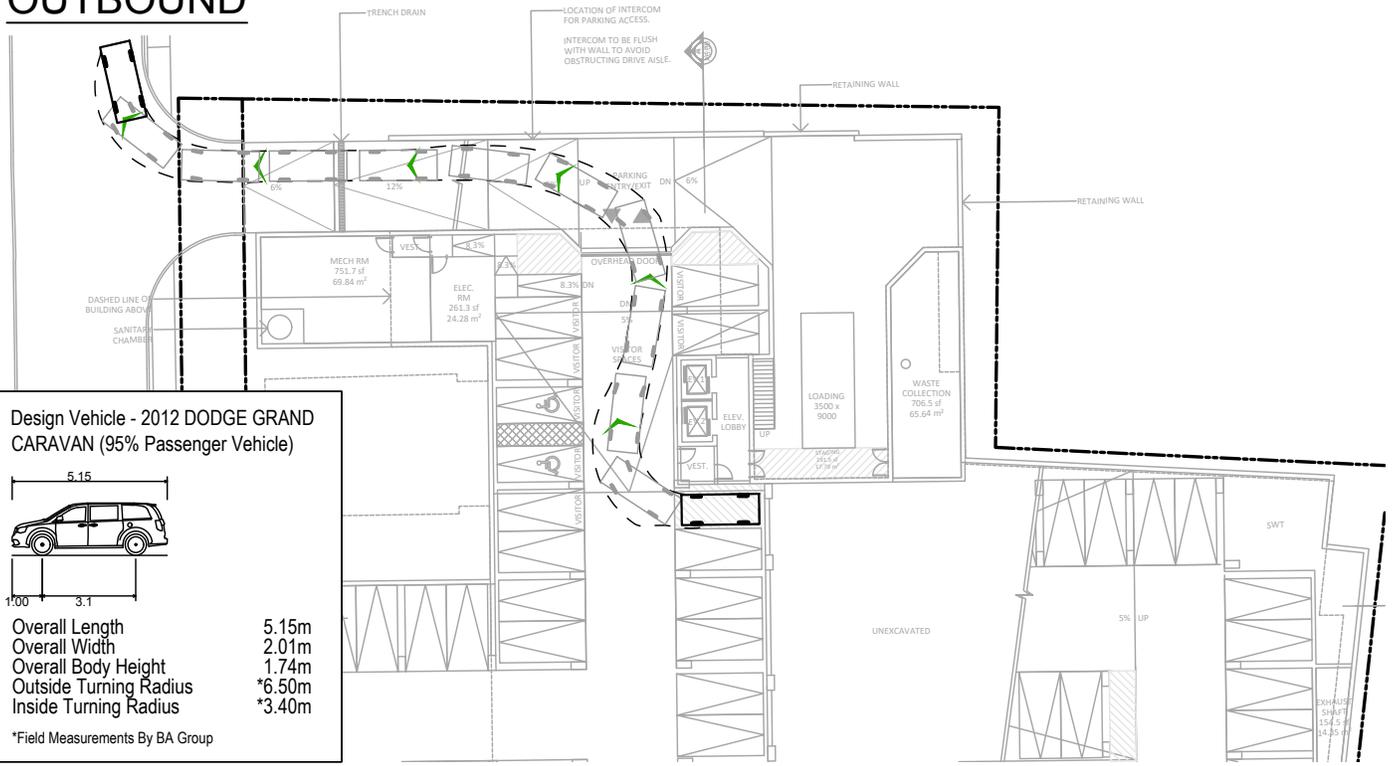
## 13 MOUNTAIN STREET, GRIMSBY VEHICULAR MANOEUVRING DIAGRAM LOADING SPACE - CUBE VAN FORD E350

Project:	13 MOUNTAIN STREET
Project No.:	6541-20
Date:	MAY 16, 2025
Revised:	MARCH 19, 2026
Drawing No.:	<b>VMD-04</b>

# INBOUND



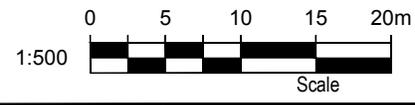
# OUTBOUND



**Design Vehicle - 2012 DODGE GRAND CARAVAN (95% Passenger Vehicle)**

Overall Length 5.15m  
 Overall Width 2.01m  
 Overall Body Height 1.74m  
 Outside Turning Radius \*6.50m  
 Inside Turning Radius \*3.40m

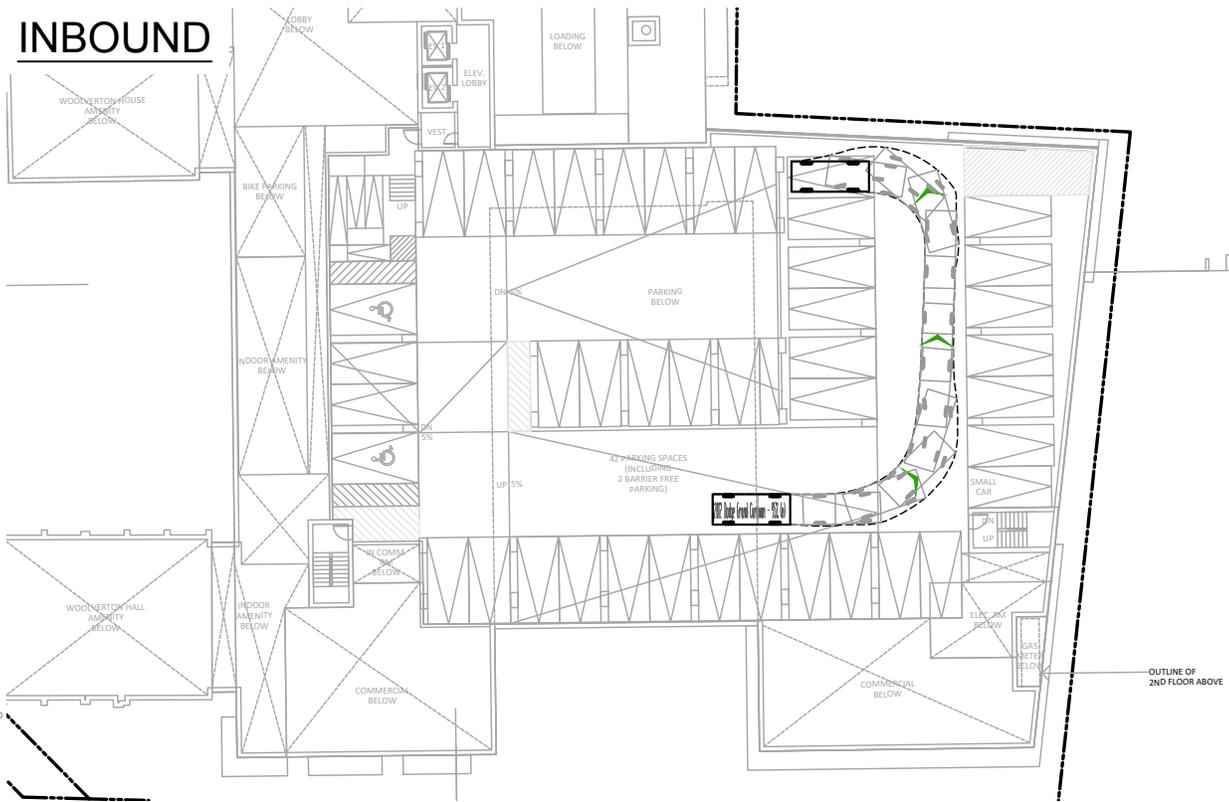
\*Field Measurements By BA Group



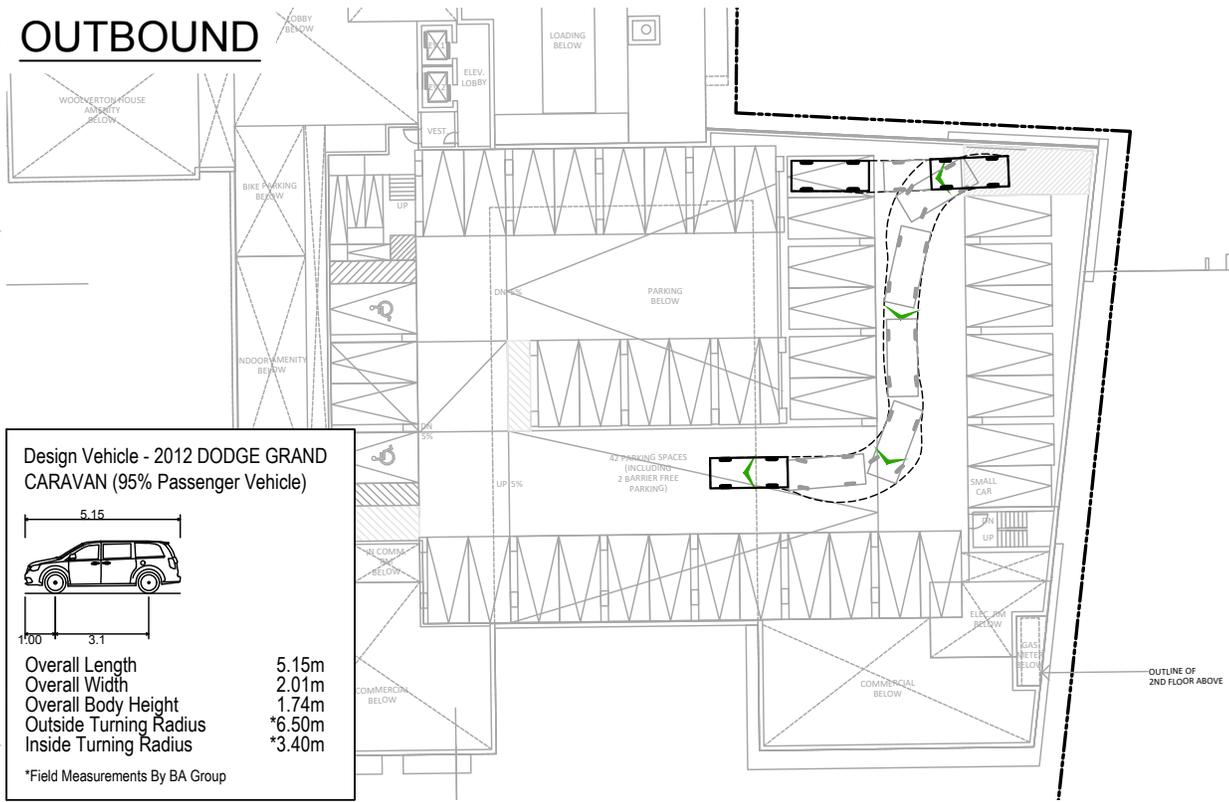
Date Plotted: March 19, 2026 File name: J:\6541-20\BA Site Plan Review\2026\IR22 - March 18, 2026\BA-13 Mountain Street-SPR-R22-6541-20.dwg

	<h2>13 MOUNTAIN STREET, GRIMSBY</h2> <h3>VEHICULAR MANOEUVRING DIAGRAM</h3> <h3>VISITOR TURNAROUND SPACE</h3>	Project: 13 MOUNTAIN STREET
		Project No. 6541-20
		Date: MAY 16, 2025
		Revised: MARCH 19, 2026
		Drawing No. <b>VMD-05</b>

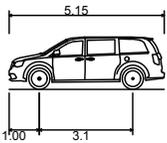
# INBOUND



# OUTBOUND



Design Vehicle - 2012 DODGE GRAND CARAVAN (95% Passenger Vehicle)



Overall Length 5.15m  
 Overall Width 2.01m  
 Overall Body Height 1.74m  
 Outside Turning Radius \*6.50m  
 Inside Turning Radius \*3.40m

\*Field Measurements By BA Group



Date Plotted: March 19, 2026 File name: J:\6541-20\BA Site Plan Review\2026\IR22 - March 18, 2026\BA-13 Mountain Street-SPR-R22-6541-20.dwg

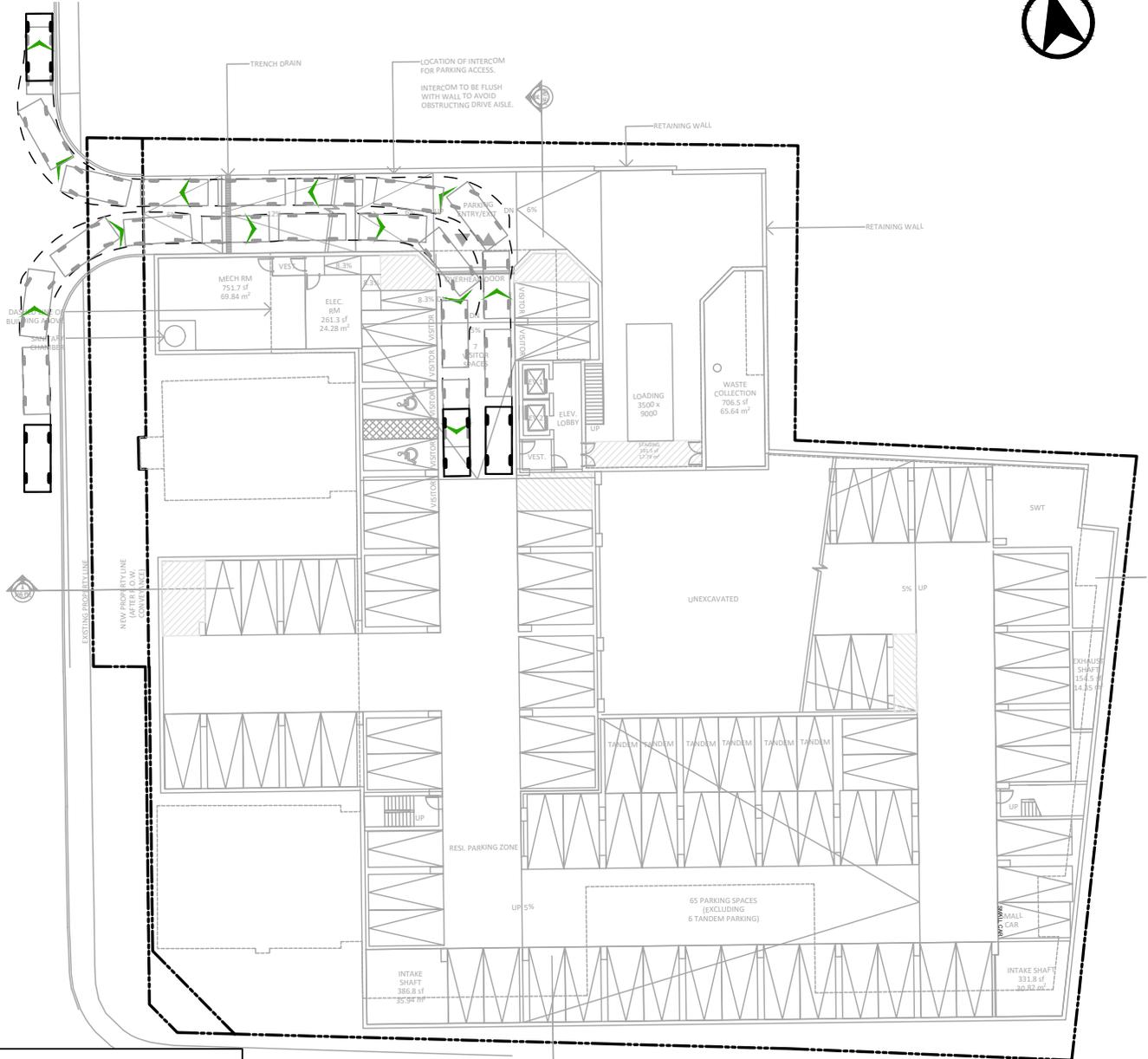


## 13 MOUNTAIN STREET, GRIMSBY VEHICULAR MANOEUVRING DIAGRAM INTERMEDIATE FLOOR - TURNAROUND

Project: 13 MOUNTAIN STREET  
 Project No. 6541-20  
 Date: MAY 16, 2025  
 Revised: MARCH 19, 2026

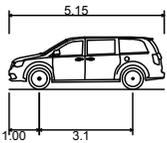
Drawing No. **VMD-06**

# TWO-WAY MANOEUVRING



Date Plotted: March 19, 2026 File name: J:\6541-20\BA\Site Plan Review\2026\IR22 - March 18, 2026\BA-13 Mountain Street-SPR-R22-6541-20.dwg

Design Vehicle - 2012 DODGE GRAND CARAVAN (95% Passenger Vehicle)



Overall Length 5.15m  
 Overall Width 2.01m  
 Overall Body Height 1.74m  
 Outside Turning Radius \*6.50m  
 Inside Turning Radius \*3.40m

\*Field Measurements By BA Group



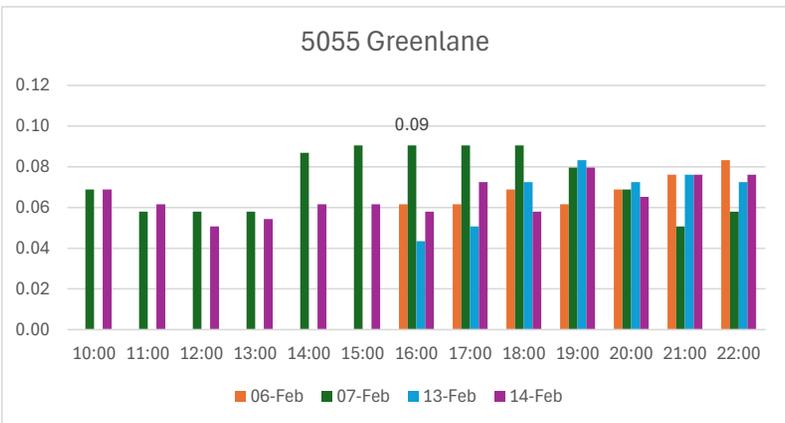
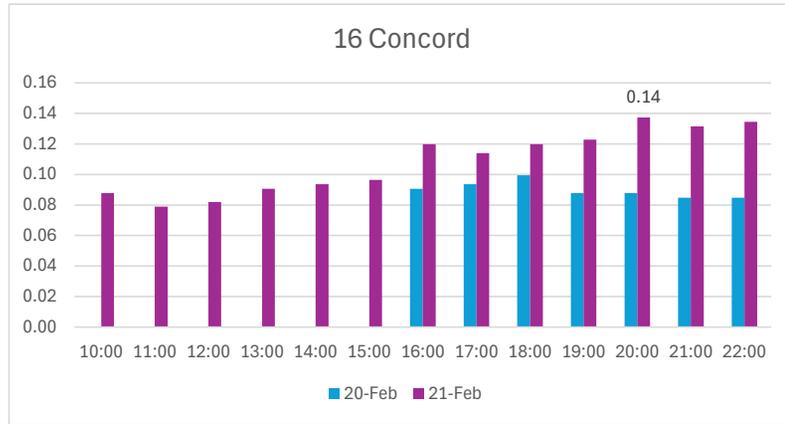
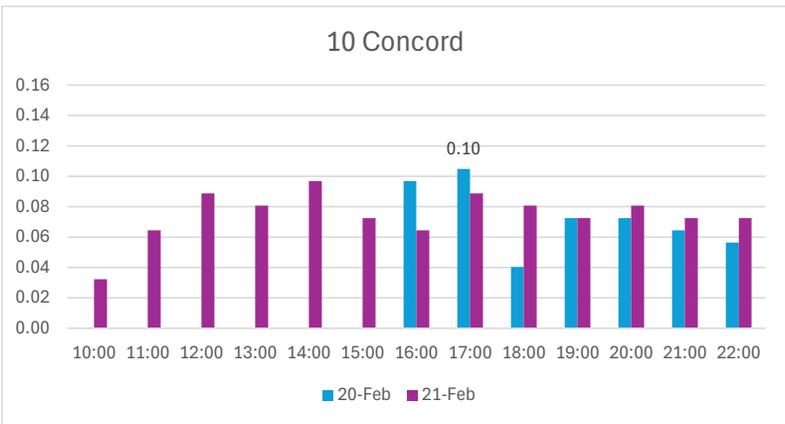
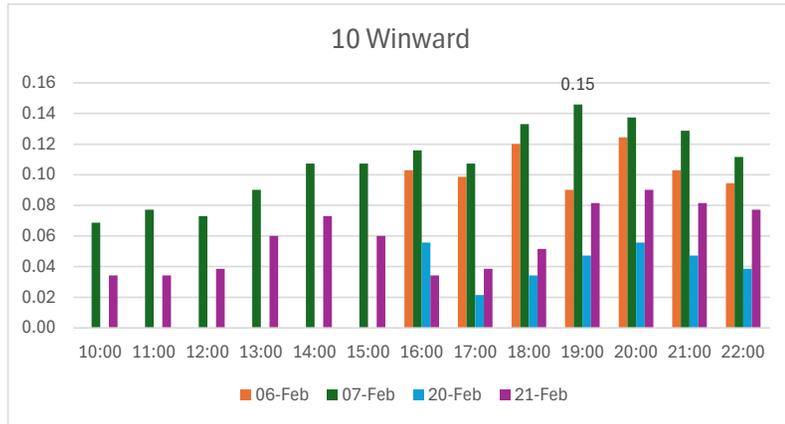
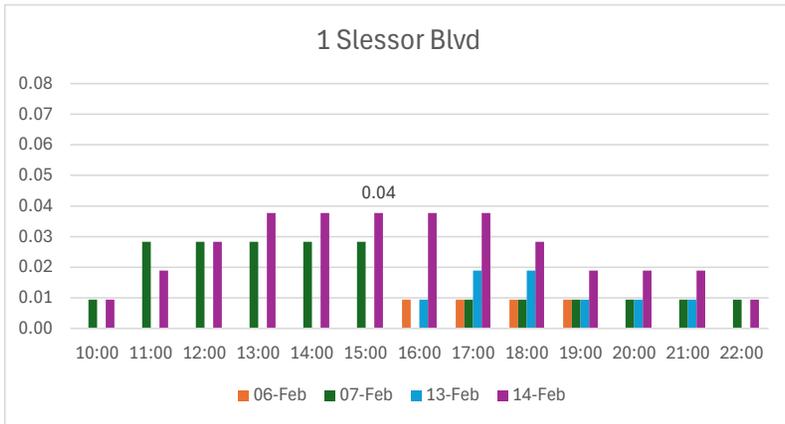
## 13 MOUNTAIN STREET, GRIMSBY VEHICULAR MANOEUVRING DIAGRAM TWO-WAY VEHICLE MANOEUVRES ENTRANCE TO PARKING GARAGE

Project:	13 MOUNTAIN STREET
Project No.:	6541-20
Date:	MAY 16, 2025
Revised:	MARCH 19, 2026
Drawing No.:	<b>VMD-07</b>

## **Appendix F: Parking Demand Surveys (February 2026)**

**Project:** 13 Mountain St / 19 Elm St  
**Project No:** 6541-20  
**Location:** Grimsby & Beamsville Parking  
**Survey:** Visitor Parking Study  
**Date:** Friday February 6, 2026 to Saturday February 21, 2026

Study Location	Visitor Parking Supply	Survey Date	Peak Observed Parking Demand	Peak Parking Demand Ratio	95th Perc. Demand Spaces	95th Perc. Demand Ratio
<b>1 Slessor Boulevard</b> <i>106 units</i>	9 spaces	Fri., Feb. 06, 2026	1 spaces	0.01 spaces / unit	1 spaces	0.01 spaces / unit
	<i>0.08 spaces / unit</i>	Sat., Feb. 07, 2026	3 spaces	0.03 spaces / unit	3 spaces	0.03 spaces / unit
		Fri., Feb. 13, 2026	2 spaces	0.02 spaces / unit	2 spaces	0.02 spaces / unit
		Sat., Feb. 14, 2026	4 spaces	0.04 spaces / unit	4 spaces	0.04 spaces / unit
<b>10 Winward Drive</b> <i>233 units</i>	34 spaces	Fri., Feb. 06, 2026	29 spaces	0.12 spaces / unit	29 spaces	0.12 spaces / unit
	<i>0.15 spaces / unit</i>	Sat., Feb. 07, 2026	34 spaces	0.15 spaces / unit	33 spaces	0.14 spaces / unit
		Fri., Feb. 20, 2026	13 spaces	0.06 spaces / unit	13 spaces	0.06 spaces / unit
		Sat., Feb. 21, 2026	21 spaces	0.09 spaces / unit	20 spaces	0.09 spaces / unit
<b>10 Concord Place</b> <i>124 units</i>	24 spaces	Fri., Feb. 20, 2026	13 spaces	0.10 spaces / unit	13 spaces	0.10 spaces / unit
	<i>0.19 spaces / unit</i>	Sat., Feb. 21, 2026	12 spaces	0.10 spaces / unit	11 spaces	0.09 spaces / unit
<b>16 Concord Place</b> <i>342 units</i>	71 spaces	Fri., Feb. 20, 2026	34 spaces	0.10 spaces / unit	33 spaces	0.10 spaces / unit
	<i>0.21 spaces / unit</i>	Sat., Feb. 21, 2026	47 spaces	0.14 spaces / unit	46 spaces	0.13 spaces / unit
<b>5055 Greenlane</b> <i>276 units</i>	25 spaces	Fri., Feb. 06, 2026	23 spaces	0.08 spaces / unit	22 spaces	0.08 spaces / unit
	<i>0.09 spaces / unit</i>	Sat., Feb. 07, 2026	25 spaces	0.09 spaces / unit	25 spaces	0.09 spaces / unit
		Fri., Feb. 13, 2026	23 spaces	0.08 spaces / unit	22 spaces	0.08 spaces / unit
		Sat., Feb. 14, 2026	22 spaces	0.08 spaces / unit	21 spaces	0.08 spaces / unit
			<b>Average</b>	0.08 spaces / unit		0.08 spaces / unit
			<b>95th Percentile</b>	0.14 spaces / unit		0.14 spaces / unit
			<b>Maximum</b>	0.15 spaces / unit		0.14 spaces / unit



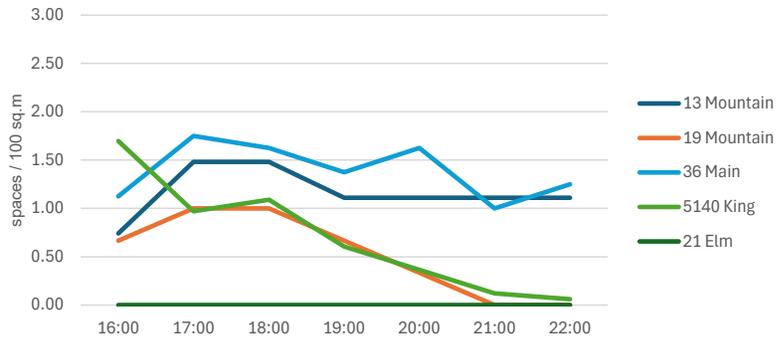
**Project:** 13 Mountain St / 19 Elm St  
**Project No:** 6541-20  
**Location:** Grimsby & Beamsville Parking  
**Survey:** Commercial (Retail) Parking Study  
**Date:** Friday February 6, 2026 to Saturday February 14, 2026

Study Location (GFA)	Parking Supply	Survey Date	Peak Observed Parking Demand	% Occupancy	Peak Parking Demand Ratio	Evening Peak Observed Parking Demand	% Occupancy	Evening Peak Parking Demand Ratio
"Zanon Denture & Anti-Snoring Clinic" 21 Elm Street, Grimsby 251 m2	5 spaces 2.0 / 100 sqm	Fri., Feb. 06, 2026	0 spaces	0%	0.00 / 100 sqm	0 spaces	0%	0.00 / 100 sqm
		Sat., Feb. 07, 2026	0 spaces	0%	0.00 / 100 sqm	0 spaces	0%	0.00 / 100 sqm
		Fri., Feb. 13, 2026	0 spaces	0%	0.00 / 100 sqm	0 spaces	0%	0.00 / 100 sqm
		Sat., Feb. 14, 2026	0 spaces	0%	0.00 / 100 sqm	0 spaces	0%	0.00 / 100 sqm
"H&R Block" 13 Mountain Street, Grimsby 458 m2	16 spaces 3.5 / 100 sqm	Fri., Feb. 06, 2026	4 spaces	25%	0.87 / 100 sqm	4 spaces	25%	0.87 / 100 sqm
		Sat., Feb. 07, 2026	4 spaces	25%	0.87 / 100 sqm	2 spaces	13%	0.44 / 100 sqm
		Fri., Feb. 13, 2026	3 spaces	19%	0.66 / 100 sqm	3 spaces	19%	0.66 / 100 sqm
		Sat., Feb. 14, 2026	6 spaces	38%	1.31 / 100 sqm	3 spaces	19%	0.66 / 100 sqm
"Simply Moto" 19 Elm Street, Grimsby 406 m2	6 spaces 1.5 / 100 sqm	Fri., Feb. 06, 2026	3 spaces	50%	0.74 / 100 sqm	3 spaces	50%	0.74 / 100 sqm
		Sat., Feb. 07, 2026	2 spaces	33%	0.49 / 100 sqm	0 spaces	0%	0.00 / 100 sqm
		Fri., Feb. 13, 2026	2 spaces	33%	0.49 / 100 sqm	2 spaces	33%	0.49 / 100 sqm
		Sat., Feb. 14, 2026	4 spaces	67%	0.99 / 100 sqm	0 spaces	0%	0.00 / 100 sqm
Shopping Plaza (4 Tenants) 36 Main Street E, Grimsby 800 m2	27 spaces 3.4 / 100 sqm	Fri., Feb. 06, 2026	14 spaces	52%	1.75 / 100 sqm	13 spaces	48%	1.63 / 100 sqm
		Sat., Feb. 07, 2026	23 spaces	85%	2.88 / 100 sqm	5 spaces	19%	0.63 / 100 sqm
		Fri., Feb. 13, 2026	15 spaces	56%	1.88 / 100 sqm	15 spaces	56%	1.88 / 100 sqm
		Sat., Feb. 14, 2026	21 spaces	78%	2.63 / 100 sqm	9 spaces	33%	1.13 / 100 sqm
Lilcon Kingsway Plaza (10 Tenants) 5041 King Street, Beamsville 1650 m2	53 spaces 3.2 / 100 sqm	Fri., Feb. 06, 2026	28 spaces	45%	1.70 / 100 sqm	18 spaces	29%	1.09 / 100 sqm
		Sat., Feb. 07, 2026	13 spaces	21%	0.79 / 100 sqm	7 spaces	11%	0.42 / 100 sqm
		Fri., Feb. 13, 2026	24 spaces	39%	1.45 / 100 sqm	10 spaces	16%	0.61 / 100 sqm
		Sat., Feb. 14, 2026	11 spaces	18%	0.67 / 100 sqm	10 spaces	16%	0.61 / 100 sqm
		<b>Average</b>		43%	1.26 / 100 sqm		24%	0.74 / 100 sqm
		<b>95th Percentile</b>		80%	2.69 / 100 sqm		51%	1.69 / 100 sqm
		<b>Maximum</b>		85%	2.88 / 100 sqm		56%	1.88 / 100 sqm

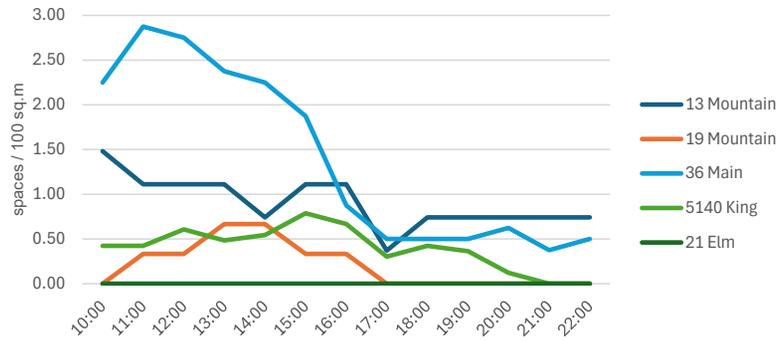
Notes:

- Gross Floor Area (GFA) for 13 Mountain Street, 19 Elm Street and 21 Elm Street provided by Castlepoint Numa. 36 Main Street E and 5041 King Street commercial GFA calculated based on Google Earth approximate area.
- Parking demand observed between 6:00 pm and 10:00 pm are considered the "Evening Peak".

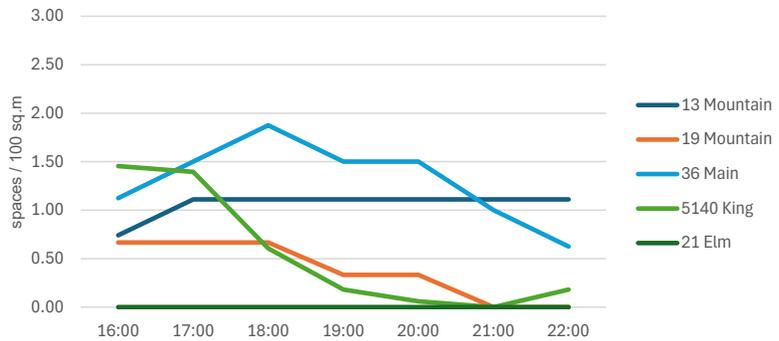
Fri. Feb 6, 2026



Sat. Feb 7, 2026



Fri. Feb 13, 2026



Sat. Feb 14, 2026

