

INNOVATIVE  
PLANNING  
SOLUTIONS

**IPS**

# **PLANNING JUSTIFICATION & URBAN DESIGN REPORT**

**1-21 John Street, 46-48 & 50 Ontario Street**

TOWN OF GRIMSBY | REGION OF NIAGARA

April 2026

PREPARED  
BY

# IPS INNOVATIVE PLANNING SOLUTIONS

INFO

## Barrie

647 Welham Rd  
Unit 9 | L4N 0B7  
705-812-3281

## Vaughan

3800 Steeles Ave  
200W | L4L 4G  
9905-291-7525

## Markham

8920 Woodbine Ave  
Suite 405 | L3R 9W9  
905-595-9008

PREPARED FOR  
Innovomatrix Inc

APPLICATION  
FOR

Official Plan Amendment &  
Zoning By-law Amendment

IPS FILE NUMBER  
25-1491

DATE

April 2026

## Table of Contents

1. Introduction.....	5
2. Site Description and Surrounding Land Uses.....	5
3. Existing Designations .....	8
3.1 Existing Designations .....	8
4. Proposed Development .....	13
4.1 Built Form: Podium and Tower .....	13
4.2 Parking, Servicing and Bicycle Facilities .....	14
4.3 Open Space, Landscaping and Public Realm.....	14
4.4 Amenity Areas .....	15
4.5 Setbacks and Built Form Relationship.....	15
4.6 Road Widening .....	15
4.7 Easement (North Boundary) .....	16
5. Applications .....	16
5.2 Town of Grimsby Official Plan Amendment.....	16
5.3 Town of Grimsby Zoning By-law Amendment.....	16
6. Public Engagement Strategy.....	16
6.1 Design Response to Public Consultation .....	19
7. Supporting Studies.....	20
7.1. Transportation Impact Study, by BA Group .....	20
7.2. Phase 1 Archeological Assessment, by Archeological Services Inc.....	21
7.3. Cultural Heritage Impact Study, By Studio Artistry.....	21
7.4. Noise Impact Study, by Valcoustics .....	21
7.5. Functional Servicing Report, by Canadian Infrastructure Design Consultants Inc.....	22
7.6. Geotechnical Study, by Sirati & Partners .....	23
7.7. Phase 1 & 2 Environmental Site Assessment, by Sirati & Partners.....	24
7.8. Rental Market Analysis, by Bullpenn.....	24
8. Planning Analysis .....	25
8.1. The <i>Planning Act</i> .....	25
8.2. Provincial Planning Statement.....	28

8.3.	Niagara Region Official Plan.....	33
8.4.	Town of Grimsby Official Plan, 2012.....	40
8.5.	Town of Grimsby Draft Official Plan .....	55
8.6.	Grimsby Zoning By-law 14-45 .....	59
9.	Urban Design Brief .....	65
9.1.	Purpose .....	65
9.2.	Vision Statement.....	65
9.3.	Urban Design Objectives.....	67
9.4.	Urban Design Strategies .....	69
9.5	Downtown Grimsby Design Guidelines.....	74
10.	Summary.....	77
10.1	The <i>Planning Act</i> .....	77
10.2	Provincial Planning Statement 2024 .....	78
10.3	Region of Niagara Official Plan .....	78
10.4	Town of Grimsby Official Plan.....	78
10.5	Town of Grimsby Draft Official Plan.....	78
10.6.	Grimsby Zoning By-law 14-45 .....	78
11.	Conclusion.....	79

## LIST OF FIGURES

Figure 1 Context of Subject Lands

Figure 2 Niagara Region Official Plan – Schedule B – Regional Structure

Figure 3 Town of Grimsby Official Plan – Schedule B – Land Use

Figure 4 Town of Grimsby Official Plan – Schedule B-3 – Land Use – Downtown District

Figure 5 Town of Grimsby Draft Official Plan - Schedule C - Land Use

Figure 6 Town of Grimsby Draft Official Plan - Schedule C3 - Downtown District Neighbourhood Area District

Figure 7: View from Ontario and John Street Intersection

Figure 8: Level 1 Plan, prepared by CLA Architects

Figure 9: Site Plan, prepared by CLA Architects

Figure 10: View from Ontario Street and John Street Intersection

Figure 11: 3D Massing View – Southwest Perspective Showing CN Rail Corridor to the North

Figure 12: Proposed Tower within the Niagara Escarpment Context, view from Ontario St.

## LIST OF TABLES

Table 1 Matters Addressed for Section 2 of the Planning Act

Table 2: Zoning Matrix

# 1. Introduction

Innovative Planning Solutions (IPS) has been retained by 1000104674 Ontario Inc. to complete a Planning Justification Report to support Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) applications for the lands legally known as 1 to 21 John Street and 46 to 50 Ontario Street and legally described as Part of Lot 9 Concession 1, Town of Grimsby (hereby referred to as 'Subject Lands').

The purpose of this Planning Justification Report (Report) is to review the Proposed Development in terms of its consistency, compliance and conformity, with relevant Provincial and Municipal planning policies, plans, guidelines and regulations. The Proposed Development provides for a 16-storey mixed use building with 305 residential units and approximately 708 m<sup>2</sup> of commercial retail GFA and 1,178 m<sup>2</sup> of office space.

This Report reviews the proposed OPA and ZBA within the context of relevant policy framework through a review of the following documents:

- The *Planning Act* (1990)
- Provincial Planning Statement (2024)
- Region of Niagara Official Plan (2022)
- Town of Grimsby Official Plan (2012)
- Town of Grimsby Draft Official Plan (2025)
- Town of Grimsby Zoning By-law 14-45 (Consolidated November 2025)

## 2. Site Description and Surrounding Land Uses

The Town of Grimsby (Town) is located within Niagara Region along the southern shoreline of Lake Ontario. The municipality extends from the Lake Ontario waterfront at the north towards the Niagara Escarpment at the south, which forms a defining natural feature separating the Town's urban areas from the rural and agricultural landscapes beyond.

The Subject Lands are located within the northeast portion of the Town, within the urban settlement area and Downtown District boundaries, immediately south of the Canadian National (CN) rail corridor, as seen on Figure 1. The lands include approximately 150 m of frontage along John Street and 39.9 m along Ontario Street, with a total area of approximately 0.86 ha (2.11 acres).

The Subject Lands form an L-shaped property at the intersection of John Street and Ontario Street and are currently occupied by eight single-detached dwellings, and two commercial buildings with associated parking. The topography is generally flat, with minor undulations across the ground surface, and the site sits at an approximate elevation of 85 metres above sea level.

Immediately abutting lands uses of the subject lands are diverse are as follows:

**North:**

Adjacent lands to the north include low-rise dwellings along Ontario Street and the CN Rail corridor, beyond which lie low-density residential dwellings.

**East:**

Lands to the east consist of a vacant lot with proposed development of townhouses dwellings and low-rise dwellings along Robinson St North.

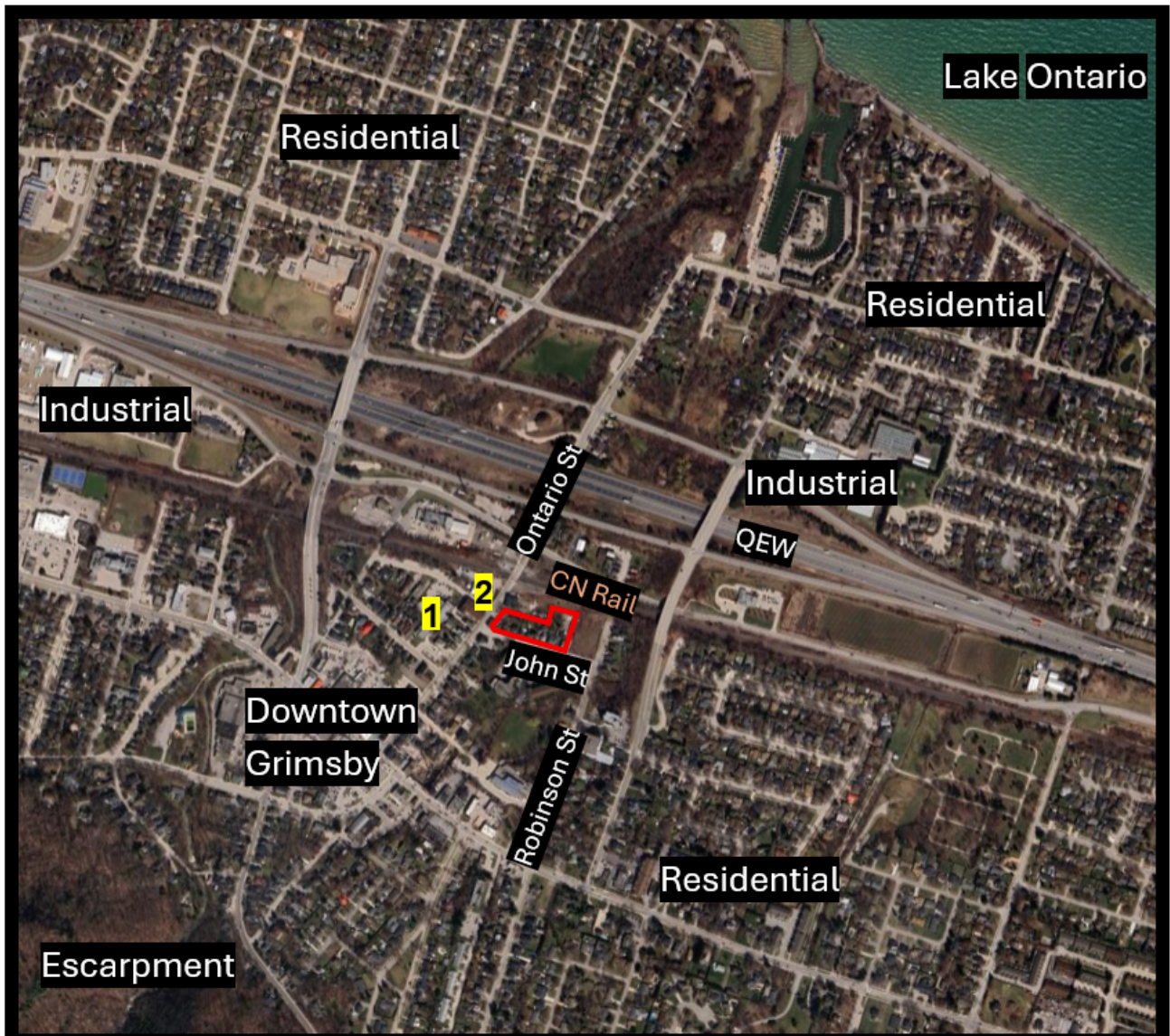
**South:**

Fronting John Street, the land to the south consists of a mix of low- and medium-density residential, as well as a commercial unit.

**West:**

Lands to the west are occupied by low-rise residential dwellings and the Grimsby VIA Rail station. Along Ontario Street, the area includes 1- to 2-storey commercial spaces, 2-storey loft-style residential dwellings, and community uses such as the Grimsby Public Library and public art gallery.

Overall, the subject lands are within a well-established, mixed-use context close to the Downtown and other public amenities and services.



 Subject Lands

**1** Grimsby Library

**2** VIA Rail Station

Figure 1  
Context of Subject Lands

Source: Google Earth

Drawn By: IPS

File:25-1491

**IPS** INNOVATIVE PLANNING SOLUTIONS  
PLANNERS • PROJECT MANAGERS • LAND DEVELOPERS

## 3. Existing Designations

### 3.1 Existing Designations

This section of the Report provides an overview of the existing land use designations and planning framework applicable to the Subject Lands. The review includes consideration of the following planning documents:

- Niagara Region Official Plan, 2022;
- Town of Grimsby Official Plan, 2012; and
- Town of Grimsby Zoning By-law, 2025 Consolidated.

The Niagara Region Official Plan Schedule B: Regional Structure designates the site as ‘Delineated Built-Up Area’. (See Figure 2) The proposal confirms to the Niagara Region Official Plan, and an Amendment is not required to support this application.

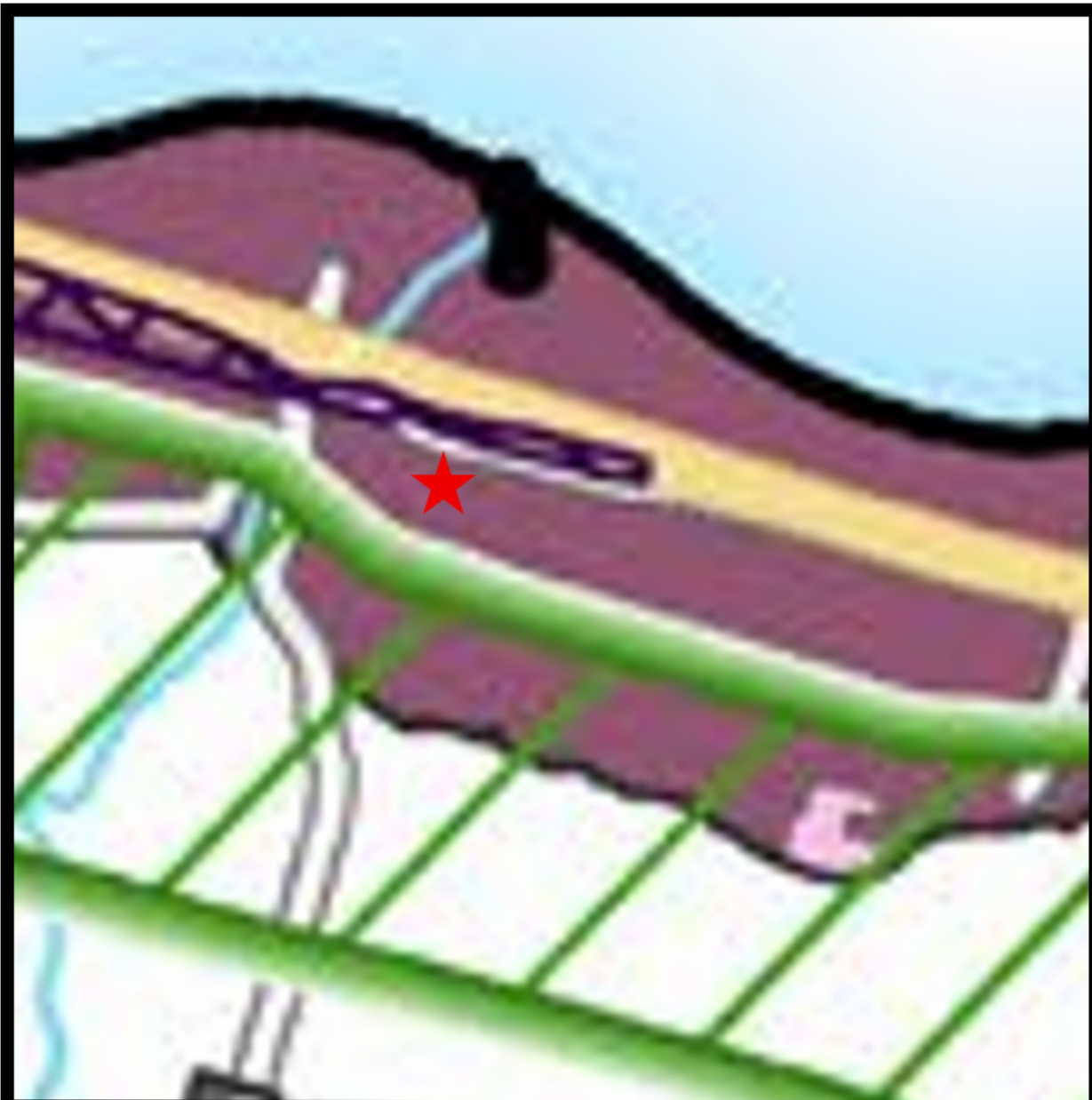
The Grimsby Official Plan dated 2012, provides the following for the Subject Lands. Refer to Figures 3 and 4):

- Schedule A – Municipal Infrastructure – ‘Major Intensification Area’
- Schedule B Land Use – ‘Downtown – Transition’,
- Schedule B-3 Land Use- Downtown District – ‘Downtown – Transition’,
- Schedule C – Transportation & Trails – Ontario Street is identified as a Collector Road and John Street as a Local Road

An Official Plan Amendment is required to facilitate the Proposed Development. The Official Plan Amendment proposes to change the land use designation of the lands to *Downtown-Intensification* and introduce a site-specific policy /notwithstanding clause to policy 3.5.5.7 to propose a height of 16 storeys.

The Town of Grimsby Zoning By-Law 14-45 provides that the Subject Lands are zoned as *Transitional Residential Multiple (TRM)*, *Transitional Residential Multiple – Commercial (TRMC-296)* and *Neighborhood Development (ND)*. Refer to Figure 5. The site-specific exception (TRMC-296) applies to 46–48 Ontario Street to recognize a previous use of the lands; however, it is not relevant to, nor does it support, the proposed development.

A Zoning By-law Amendment Application is required to rezone the Subject Lands to the appropriate Zone within By-law 14-45 to facilitate the Proposed Development on the Subject Lands. It is proposed that the lands be rezoned *Downtown-Intensification*.







-  Subject Lands
-  Niagara Escarpment Plan Area
-  Delineated Built-Up Area
-  Employment Area

Figure 2  
Niagara Region Official Plan – Schedule B –  
Regional Structure

Source: Town of Grimsby Official Plan

Drawn By: IPS

File:25-1491

**IPS** INNOVATIVE PLANNING SOLUTIONS  
PLANNERS • PROJECT MANAGERS • LAND DEVELOPERS



- Subject Lads
- Downtown - Main Street
- Downtown - Intensification <<<<< Proposed
- Downtown - Transition <<<<< Existing
- Low Density Residential Area
- Medium Density Residential Area
- High Density Residential Area
- Employment Area
- Institutional Area
- Escarpment Natural Area
- Downtown District

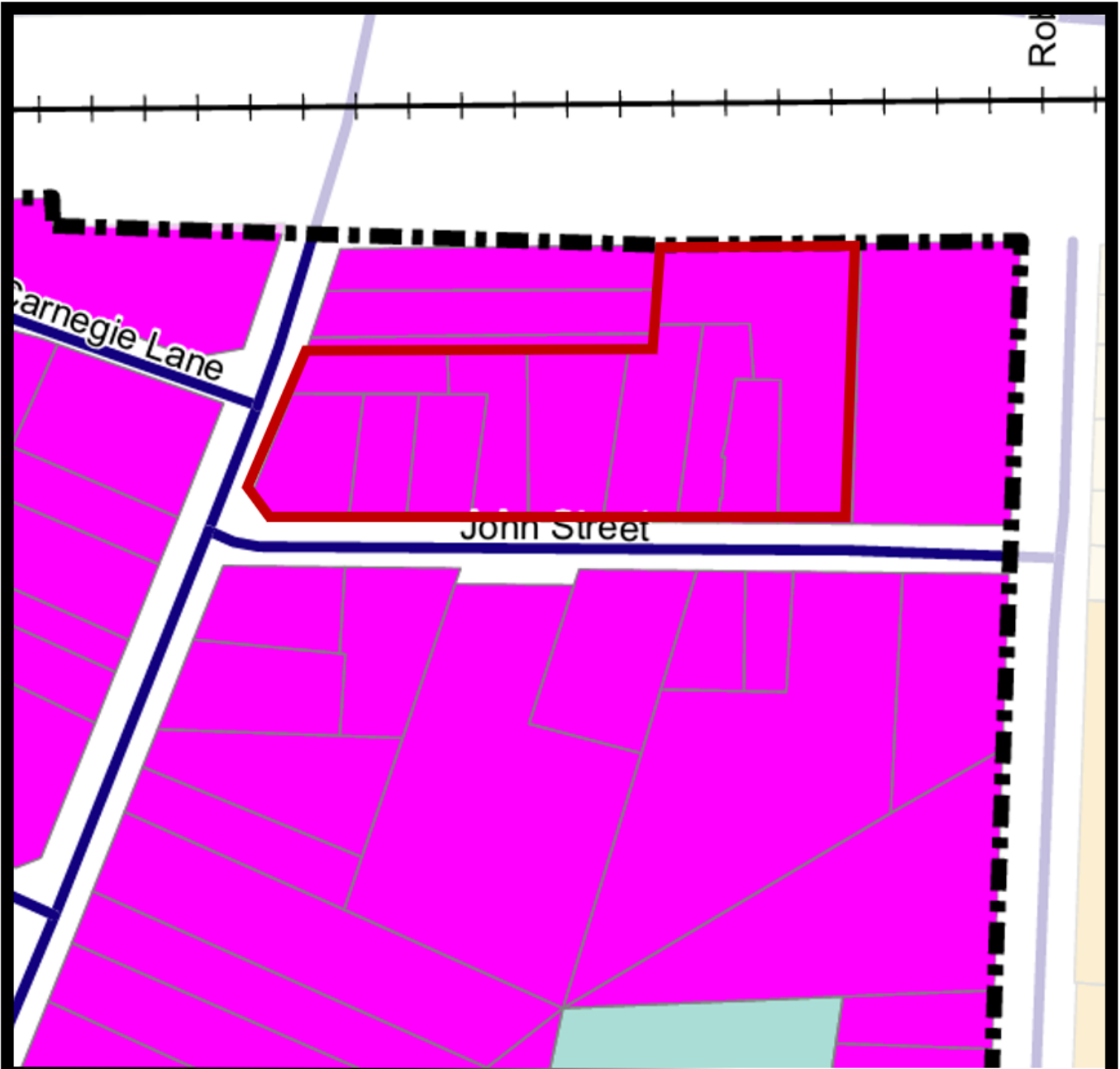
Figure 3  
Town of Grimsby Official Plan –  
Schedule B – Land Use

Source: Town of Grimsby Official Plan

Drawn By: IPS

File:25-1491





- Subject Lads**
- Downtown - Transition**

**Figure 4**  
 Town of Grimsby Official Plan – Schedule B-3 – Land Use – Downtown District

Source: Town of Grimsby Official Plan

Drawn By: IPS

File:25-1491





- |  |   |
|--|---|
|  Subject Lands                                  |  Residential Multiple 2    |
|  Transitional Residential Multiple              |  Residential Multiple 3    |
|  Transitional Residential Multiple - Commercial |  Institutional             |
|  Residential Multiple 1                         |  Neighbourhood Development |

**Figure 5**  
**Town of Grimsby Zoning By-Law 14-45**

Source: Town of Grimsby Interactive Map

Drawn By: IPS

File:25-1491

**IPS** INNOVATIVE PLANNING SOLUTIONS  
PLANNERS • PROJECT MANAGERS • LAND DEVELOPERS

## 4. Proposed Development

Applications for an OPA and ZBA are proposed to facilitate the development of a 16-storey residential mixed-use building on the Subject Lands. While the residential component is currently contemplated to be purpose-built rental, it is anticipated that future condominium applications will be brought forward to facilitate the sale of non-residential (office/commercial) units and to retain flexibility in future residential tenure.

A detailed review of the development is provided below.

### 4.1 Built Form: Podium and Tower

The proposed development is organized in a podium-and-tower configuration. In this respect, the Proposal is for a 16-storey building with a measured height of 61.7 metres (inclusive of a mechanical penthouse) on a 7,793.82 square metre site. The development includes approximately 29,000 square metres of residential gross floor area, 708.06 square metres of at-grade commercial space, and 1,178.48 square metres of office space. The building is anchored by a 6-storey L-shaped podium, which establishes a strong street wall condition along John Street and Ontario Street and frames the public realm. The podium includes a mix of uses along with structured parking within the rear portion. The development includes a total of 305 residential units, comprised of:

- 152 one-bedroom units,
- 107 two-bedroom units,
- 46 three-bedroom units.

The podium is organized as follows:

- The first level (at grade) is designed to support active uses, including approximately 708 m<sup>2</sup> of commercial/retail space, office lounge, as well as a residential and lobby, concierge, and supporting functions. These uses are oriented toward the street to promote animation and pedestrian activity. Indoor residential amenity space is also provided at this level, contributing to a well-integrated ground floor environment.
- The second level accommodates approximately 1,178m<sup>2</sup> of office space, in addition to residential. The office space may also function as institutional or employment uses, supporting a mixed-use built form and contributing to employment opportunities within the Downtown area.

- Levels three to six are devoted to residential uses. Above the podium, the residential tower rises with a reduced floorplate and incorporates setbacks and terraces, including outdoor amenity areas at Levels 6 and 7, to reduce perceived massing and provide a transition to surrounding development. The tower orientation also responds to the adjacent railway corridor, maintaining appropriate separation and minimizing impacts.

#### **4.2 Parking, Servicing and Bicycle Facilities**

Parking is accommodated within a structured garage integrated into the podium with one level below grade/underground providing a total of 426 parking spaces, including 14 accessible spaces. The parking supply includes 308 resident spaces (inclusive of 8 accessible spaces) and 118 non-resident spaces (inclusive of 6 accessible spaces).

Vehicular access is provided via a covered driveway from John Street, which leads to internal circulation areas, including parking access, servicing areas, and a designated drop-off zone. A total of 4 pick-up and drop-off spaces are provided along John st, including 3 spaces within an internal pick-up/drop-off loop and 1 space within a lay-by on-site resulting in a total of 8 pick-up and drop-off spaces. These spaces are intended for convenience trips, including use by Niagara Region Specialized Transit (Chair-A-Van) and other transit services, where applicable.

A total of 2 loading spaces are provided at grade and will be available for waste collection, move-in/move-out activities, and deliveries. The loading spaces measure 3.5 metres in width by 9.0 metres in length.

Bicycle parking is also incorporated within the development and is provided as long-term, secure indoor bicycle parking, located within the building and at grade. A total of 145 bicycle parking spaces are proposed, comprising of 136 residential bicycle spaces 9 non-residential bicycle spaces. Non-res. spaces are conveniently located adjacent to the retail and residential areas to support active transportation and accessibility.

#### **4.3 Open Space, Landscaping and Public Realm**

The proposed development incorporates a range of open space and landscaping elements to enhance the public realm. A publicly accessible green space of approximately 575 m<sup>2</sup> is provided at the northeast corner of the site, contributing to the streetscape and providing a transition to adjacent uses. Additionally, landscaping is integrated throughout the site, including perimeter planting, streetscape improvements, and landscaped terraces at upper levels. These features contribute to a high-quality urban design and provide both visual and functional benefits.

#### **4.4 Amenity Areas**

The amenity areas total approximately 3,229 m<sup>2</sup>, including both indoor and outdoor spaces. Indoor amenity areas are located on levels 1, 6 and 7 to include a range of shared facilities for residents. Outdoor amenity areas are primarily located on the Level 6 and Level 7 terraces, and include landscaped spaces, seating areas, and opportunities for passive recreation. These amenity areas are designed to support a range of resident needs and enhance overall livability and to augment the public parkette along Ontario St.

#### **4.5 Setbacks and Built Form Relationship**

The proposed building incorporates setbacks that respond to surrounding conditions, site constraints, and the planned public realm. In particular, the residential tower is setback approximately 11.57 metres from the rear property line, ensuring appropriate separation and safety from the rail corridor.

Setbacks along the remaining property boundaries are designed to reflect the urban context and support an efficient and functional site layout. These include:

- A setback of approximately 3.45 metres along the east property line adjacent to the future townhouse development;
- A setback of approximately 4.29 metres along the John Street frontage, which has been established with consideration for local road function of John Street; and,
- A setback of approximately 10.69 metres along the Ontario Street frontage, which serves to minimize potential traffic sightline obstructions, enhance the pedestrian realm, and support a more comfortable streetscape.

Collectively, these setbacks contribute to a built form that is responsive to its surroundings and supportive of a safe and pedestrian-oriented environment.

#### **4.6 Road Widening**

The proposed development incorporates road widenings along the John Street and Ontario Street to achieve and ultimate right-of-way width of 20 m for each roadway. The road widenings are approximately 3.0 metre in width along Ontario Street and approximately 4.0 m along John Street. These dedications support the long-term function of the municipal road network and align with municipal infrastructure planning objectives.

#### **4.7 Easement (North Boundary)**

There is an existing easement on adjacent lands located to the north. The development has been designed to respect this easement. Overall, the proposed development represents a compact, transit-supportive infill project that will deliver a range of rental residential units, alongside commercial, office and institutional uses with a focus on health care and wellness.

The building has been designed to respect the existing urban fabric while introducing a high-quality built form that capitalizes on its proximity to transit, amenities, and surrounding natural features, including views of the Niagara Escarpment and Lake Ontario.

## **5. Applications**

### **5.2 Town of Grimsby Official Plan Amendment**

The Official Plan Amendment (OPA) Application proposes to redesignate the Subject Lands from “Downtown – Transition” to “Downtown – Intensification” on Schedule B and B-3 of the Town of Grimsby Official Plan (2012). The Amendment also introduces a site-specific policy within Section 3.5.5.7 to permit a maximum building height of 16 storeys, whereas the current policy permits a maximum height of 6 storeys.

### **5.3 Town of Grimsby Zoning By-law Amendment**

The Zoning By-law Amendment (ZBA) Application proposes to rezone the Subject Lands from Transitional Residential Multiple (TRM), Transitional Residential Multiple – Commercial (TRMC), and Neighbourhood Development (ND) to Downtown – Intensification (DI) under Town of Grimsby Zoning By-law 14-45. The ZBA also introduces site-specific exceptions to implement the Proposed Development, including provisions related to parking, maximum lot coverage, minimum rear yard setback, minimum interior side yard setback, a maximum building height of 61.70 metres (16 storeys) as well as relief from the angular plane requirements. Additional provisions such as the inclusion of post secondary schools as a permitted use and landscaped open space have also been incorporated in the Draft Zoning By-law.

## **6. Public Engagement Strategy**

The Client has undertaken community engagement initiatives to gather input and inform the development concept prior to the submission of formal planning applications.

In October of 2025, the project team participated in the Grimsby Farmers' Market, where information regarding the proposed development was presented and members of the public were invited to provide feedback. Discussions generally focused on the role of the project within the downtown area, including potential economic and community benefits. While some attendees raised questions related to building height and traffic impacts, overall feedback indicated support for development that contributes to the continued vitality of the Main Street area.

The first formal, non-statutory, Public Consultation Meeting was held on December 8, 2025, at St. Joseph Church. The meeting introduced the preliminary development concept, including the proposed design approach, land uses, building height, public realm improvements, and the anticipated planning approvals process. The meeting provided residents and stakeholders with an opportunity to review the proposal and provide input prior to the submission of formal applications.

Key themes raised during the consultation included:

- **Traffic, circulation, and parking impacts:** Concerns were raised regarding existing traffic conditions on Ontario Street and John Street, including congestion, turning movements, and limited on-street parking. Participants also questioned whether the proposed development would exacerbate existing parking constraints.
- **Building height, scale, and compatibility with the downtown character:** Participants expressed concerns regarding the proposed 16-storey building height and how the scale of development would fit within the existing downtown character.
- **Livability considerations:** Residents raised concerns regarding population increase, access to green space, and how the development may impact the overall livability of the area. **Construction and infrastructure impacts:** Concerns were expressed regarding servicing capacity, drainage, flooding, and potential construction-related impacts.

A second Public Consultation Meeting was held on March 12, 2026, and was structured as a charrette-style workshop to facilitate interactive discussion between the community and the project team. Participants were invited to review the proposal, share feedback, and discuss potential design refinements. During the session, the project architects facilitated a live design exercise using digital modelling and hand sketching to explore potential adjustments to the proposal.

Key themes raised during the consultation included:

- **Traffic, Parking, and Transportation:** Concerns were raised regarding congestion on Ontario Street, site access, and overall parking supply. There was also discussion regarding opportunities to improve sightlines, pedestrian conditions, and potential transportation demand management measures such as a shuttle service.
- **Building Height and Massing:** While concerns were expressed regarding the proposed 16-storey height, participants demonstrated an appreciation for the massing relationship between the 6-storey podium and the 16-storey tower. It was noted that lower, bulkier alternatives were perceived as more imposing.
- **Public Realm and Open Space:** There was strong interest in enhancing landscaping, green space, and providing more active and animated public spaces, including seating areas, patios, and gathering spaces. **Planning Process and Policy Alignment:** Participants raised questions regarding the proposed intensification, the relationship of the development to the Town's evolving planning policy framework, and whether this area should intensify to the same extent as areas closer to the GO station.
- **Heritage and Environmental Considerations:** Participants expressed interest in incorporating heritage elements, materials, and design features that reflect the character of the area.

The Clients also provided a Digital Survey, The CooperHaus Community Insights, which gathered feedback from 63 participants to identify the core priorities and lifestyle preferences of potential future residents. The results provide a strategic roadmap for the development by highlighting a strong market preference for functional, modern living spaces over purely architectural or historical expression.

Key Findings included:

- Residents identified en-suite workspaces (4.5/5) and private balconies (4.4/5) as the most critical features, reflecting a high demand for homes that support modern work-from-home lifestyles and outdoor access.
- Everyday conveniences such as in-suite laundry (4.3/5) and flexible housing layouts (4.3/5) were ranked higher than building aesthetics, indicating that livability is a primary driver for interested parties.
- A significant majority of respondents (57%) are aged 55 or older, suggesting that the project is particularly attractive to mature buyers and downsizers within the Grimsby area.
- High scores were given to sustainability (4.2/5), walkability (4.1/5), and transit access (4.1/5), reinforcing the value of the development's central, transit-supportive location.

- While still valued, features such as building design (2.8/5) and the incorporation of local history (2.9/5) were considered lower priorities compared to the functional utility of the individual units.

Overall, the public engagement process provided valuable input that has helped inform and validate the proposed development. While concerns were raised regarding building height, traffic, and compatibility, there was also recognition of the need for growth and revitalization within the Downtown. The feedback received has been carefully considered by the project team and has contributed to design adjustments that enhance the public realm, address compatibility, and respond to community priorities.

Feedback received through this engagement process was reviewed by the project team and considered in the refinement of the development concept prior to the submission of formal planning applications.

### **6.1 Design Response to Public Consultation**

Overall, feedback received through the public engagement process directly informed a series of targeted refinements to the proposed development, resulting in a more responsive and context-sensitive design. Input gathered during the Grimsby Farmers' Market and the Public Consultation Meeting emphasized the importance of enhancing the public realm, introducing more greenery at grade, and carefully considering the role of heritage on the site. While heritage was raised as a consideration, it was not identified as a primary priority relative to broader community objectives. In response, the heritage dwelling was removed and replaced with increased at-grade open space, allowing for enhanced landscaping, informal gathering areas, and a more active, pedestrian-oriented streetscape along John Street and Ontario Street, while heritage is instead reflected through the architectural design and materiality of the proposed building.

Concerns related to traffic, parking, and site circulation were consistently raised during both the Public Consultation Meeting and the charrette session. These concerns informed several functional design revisions, including modifications to driveway configurations, the reorientation of the parking garage ramp to improve internal vehicular movements and reduce conflict points, the introduction of defined loading and staging areas, and the implementation of controlled access between public and private parking areas. Additionally, concerns raised specifically at the December meeting regarding visibility at the intersection of John Street and Ontario Street were addressed through an increased sight triangle (7.0m x 7.0m), improving safety and overall site functionality.

Feedback related to built form, height, and compatibility—particularly emphasized during the charrette—led to an iterative design process where multiple massing options, including several 12-storey alternatives, were explored. Through this exercise, it was determined that the selected 16-storey tower provides a slimmer profile with reduced perceived massing and a more appropriate fit within the downtown context. This conclusion validates the proposed design and was supported by participants during the charrette, who noted that lower, bulkier forms resulted in a more imposing street presence along John Street and Ontario Street.

Input from the CooperHaus Community Insights survey further informed refinements to the unit mix and overall livability of the development. In response to identified preferences for functional and flexible living spaces, the total unit count was reduced and rebalanced to include a greater proportion of two- and three-bedroom units, aligning with the needs of mature residents and downsizers within the community.

Collectively, these revisions demonstrate that the proposal has evolved in a meaningful and iterative manner, directly responding to community input while enhancing the public realm, improving site functionality and safety, and ensuring a built form that is compatible with the surrounding context.

## 7. Supporting Studies

### 7.1. Transportation Impact Study, by BA Group

The Transportation Impact Study was prepared by BA Group dated April 29, 2026. The study finds that existing signalized intersections within the study area are projected to continue operating within acceptable capacity and queue thresholds through the 2040 horizon. Increased delays may be observed at some unsignalized intersections in the study area. The increased delays are primarily as a result of corridor growth, with the site specific impact generally representing a small percentage of the change for these movements. Signalization may be required at the QEW Westbound Ramp Terminal / Christie Street and Clarke Street / Ontario Street intersections in the future, dependent on the extent to which corridor growth is observed. It is recommended that these intersections be monitored over time.

To support future mobility, the study recommends the implementation of a comprehensive Transportation Demand Management (TDM) plan. Key recommendations include:

- operating a resident shuttle service to the GO Bus Park & Ride,
- providing transit and cycling information packages to occupants, and
- reconstructing sidewalks along the street frontage to enhance pedestrian connectivity.

Additionally, the report reviewed and confirmed functionality of internal site circulation and recommended shared-parking between non-residential uses including residential visitors based on observed demand during peak hours specific to various non-residential uses.

## **7.2. Phase 1 Archeological Assessment, by Archeological Services Inc**

Phase 1 Archaeological Assessment was completed by Archaeological Services Inc (ASI) dated March 27, 2026. The background research entailed consideration of the proximity of previously registered archaeological sites and the original environmental setting of the property, along with nineteenth- and twentieth-century settlement trends and a review of available aerial and satellite imagery. The evaluation of archaeological potential also took into consideration the criteria established in the Niagara Region Archaeological Management Plan (Archaeological Services Inc. and Letourneau Heritage Consulting Inc., 2023). This research indicates the subject property has potential for the presence of archaeological resources and will require a Stage 2 Archaeological Assessment in accordance with the Ministry of Citizenship and Multiculturalism's 2011 Standards and Guidelines for Consultant Archaeologists. The Stage 2 work is currently on-going and will be submitted under separate cover.

## **7.3. Cultural Heritage Impact Study, By Studio Artistry**

Studio Artistry prepared a Cultural Heritage Impact Study, dated April 29, 2026 to assess the impact of the development on potential cultural heritage resource. All eight of the properties on the Site are listed on the Town of Grimsby's Heritage Register. The properties, as they stand today, do not meet the minimum criteria for retaining "Listed" status as set out in Ontario Regulation 9/06. The owner proposes delisting the properties and demolishing the existing structures on The Site in favour of the development of a multi-storey purpose-built mixed-use building. As such, the buildings are appropriate to be demolished with no reasons for considering mitigation or salvage of the components of the existing structures.

## **7.4. Noise Impact Study, by Valcoustics**

The Noise Impact Study prepared by Trinity Consultants Canada Inc. / Valcoustics dated April 23, 2026. The transportation noise sources in the vicinity of the site with potential impact on the proposed development are rail traffic on Canadian National Railway (CN) Grimsby Subdivision / GO Transit Lakeshore West corridor, as well as road traffic on Queen Elizabeth Way (QEW), Ontario Street, Clarke Street and Maple Avenue. Sound levels at the site have been assessed and compared with the applicable Ministry of the Environment, Conservation and Parks (MECP) noise guideline limits to determine the need for mitigation measures.

To meet the applicable transportation noise source guideline limits:

- All residential units require air conditioning to allow windows to remain closed for noise control purposes.
- Upgraded exterior wall construction meeting a minimum Sound Transmission Class (STC) 54 is required.

- Accounting for the upgraded exterior walls, upgraded windows with ratings up to STC 43 would be required to meet the indoor noise criteria. Methods to decrease the window STC requirements are discussed in Section 4.3.1.1.
- Additional noise mitigation may be required along the north and west sides of the podium structure to meet MECP-Outdoor Living Area Noise thresholds.

The stationary sources in the vicinity of the site are not expected to have a significant noise impact at the subject development.

### **7.5. Vibration Impact Study, by Valcoustics**

The Vibration Impact Study prepared by Trinity Consultants Canada Inc. / Valcoustics dated April 23, 2026. The primary source of ground-borne vibration with potential impact on the proposed development is rail traffic on the Canadian National Railway (CN) Grimsby Subdivision / GO Transit Lakeshore West corridor, located immediately north of the site. On-site measurements of ground-borne railway vibration were completed, and the vibration velocity magnitudes induced by rail traffic were found to exceed the applicable guideline limits at the proposed building. Overall, vibration mitigation measures are required for the proposed development.

### **7.6. Functional Servicing Report, by Canadian Infrastructure Design Consultants Inc.**

The Functional Servicing and Stormwater Management Reports prepared by Canadian Infrastructure Design Consultants Inc dated May 2026 conclude that the proposed development can be effectively serviced by existing municipal infrastructure, with no significant off-site upgrades required at this functional stage. The development is designed to utilize existing infrastructure along John Street for primary water and sanitary servicing connections.

Based on the foregoing, it is recommended that the development proceed to the Site Plan Approval stage, subject to the following commitments:

- Confirmatory hydrant flow testing shall be undertaken to verify available water supply, including static and residual pressures, and to confirm compliance with applicable standards;
- Low Impact Development (LID) measures, including a 71-metre infiltration trench and soak-away pits, shall be implemented to support water balance and groundwater recharge;
- Sediment and erosion control measures, including silt fencing, sediment traps, and rock checks, shall be maintained throughout construction to protect municipal infrastructure; and
- Detailed design submissions shall include confirmation of downstream sanitary capacity and final servicing connection details, to be coordinated with the Town and Niagara Region.

## 7.7. Geotechnical Study, by Sirati & Partners

The Geotechnical Study, prepared by Sirati & Partners dated March 16, 2026. The report revealed that the site is underlain by surficial layers of topsoil, asphalt, or granular fill, followed by a significant layer of cohesionless fill extending to depths between 1.52 and 5.33 metres. Beneath the fill, the native stratigraphy consists of glacial till deposits, including sandy silt till and sandy lean clay till, which exhibit compact to very dense or very stiff to hard consistencies. These native soils are susceptible to long-term consolidation settlement if subjected to loads exceeding their pre-consolidation pressures. Groundwater was encountered at relatively shallow depths, with stabilized measurements ranging from 1.84 to 4.61 metres below the ground surface. For seismic design, the site is classified as Site Class D (Stiff Soil), and the subgrade materials generally show a low to moderate susceptibility to frost heaving.

Based on the foregoing, it is recommended that:

- All existing fill within the proposed building footprint must be completely removed down to the competent native subgrade. The exposed subgrade should be inspected and proof-rolled with heavy equipment prior to any engineered fill placement.
- To minimize the risk of significant long-term settlement, grade raises in proximity to structures should be limited to 0.5 metres; any raise exceeding this limit requires a detailed settlement analysis.
- A mat (raft) foundation is recommended for the 16-storey tower to control differential settlement and resist hydrostatic uplift from the shallow groundwater table.
- Alternatively, the development may be supported by deep foundations such as helical piles (preliminary SLS load of 115 kN) or drilled caissons (SLS bearing pressure of 4 MPa), provided they bear on verified competent native deposits.
- Floor slabs should be placed on a 200 mm layer of well-graded granular base. Due to the shallow water table, a subfloor drainage system and waterproofing membrane are required to prevent hydrostatic pressure build-up.
- Soils are classified as OHSa Type 3 above the groundwater level and Type 4 below it. Engineered shoring is required where space constraints prevent safe side-sloping to protect adjacent structures and property lines.
- A minimum of 1.0 metre of soil cover or equivalent thermal insulation is mandatory for frost protection of all foundations.
- Driveways and parking areas should utilize specific asphalt and granular thicknesses for light-duty or heavy-duty use, with subdrains installed at all catch basins and along the parking lot perimeter.

### **7.8. Phase 1 & 2 Environmental Site Assessment, by Sirati & Partners**

The Phase One and Phase Two Environmental Site Assessment (ESA) reports was prepared by Sirati and Partners dated April 2, 2026. in accordance with Ontario Regulation (O. Reg.) 153/04, as amended. A Phase One ESA (SIRATI, February 2026) identified three (3) potentially contaminating activities (PCAs), all of which were determined to be areas of potential environmental concern (APECs). These concerns were primarily centered on the eastern portion of the site due to adjacent former industrial uses (furnace manufacturing) and the northern portion adjacent to a railway corridor.

The Phase Two ESA included the drilling of three boreholes with monitoring wells (BH/MW-01 to BH/MW-03), with soil and groundwater sampling undertaken to a maximum depth of 6.71 metres below ground surface. The Phase Two investigate work identified soil quality exceedances compared to the Table 3 Provincial Standards. It is recommended that remediation and/or further delineations followed by a Risk Assessment be undertaken to ensure the lands are suitable for residential uses. Additional work to meet Ministry of Environment regulations and standards will be undertaken at a later planning and approval stage.

### **7.9. Rental Market Analysis, by Bullpen**

A Rental Market Analysis has been prepared by Bullpen. The analysis indicates that the Grimsby and broader Niagara Region rental market remains stable, with average rents generally ranging around \$3.00 per square foot and approximately \$2,300 per month across comparable developments. While overall monthly rents have experienced some softening in 2025, rent per-square-foot has remained resilient or increased, largely driven by a shift toward smaller unit sizes and continued demand for newer product. Comparable developments demonstrate that the most competitive and frequently leased units fall within the 500–900 square foot range, with a strong concentration of one- and two-bedroom units.

Based on these findings, the report supports a unit mix that prioritizes smaller, efficient layouts to align with market demand and affordability trends. Recommended rental rates range from \$1,760 to \$3,770 with a broader range reflecting unit size and type. The analysis further suggests that incorporating standard amenities, competitive pricing, and a balanced unit mix will support absorption, with comparable projects achieving steady lease-up rates. Overall, the findings confirm that the proposed development is well-positioned to be competitive within the current rental market context.

## 8. Planning Analysis

### 8.1. The Planning Act

Section 2 of the Planning Act requires that all land use planning activities under the Act shall have regard for matters of Provincial Interest. In our assessment, relevant interests include:

The OPA and ZBA applications have had regard to S. 2 of the Planning Act in that:

Table 1: Matters Addressed for Section 2 of the Planning Act

Section 2 Relevant Policies	How Matter is Addressed
(a) the protection of ecological systems, including natural areas, features and functions;	The subject lands are located within the Town’s built-up area and do not contain any natural heritage features or ecological systems. As such, the proposed development will not negatively impact natural features or ecological functions.
(d) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;	While several buildings on the subject lands are listed on the Town’s Heritage Inventory, they are not designated. The Cultural Heritage Impact Report prepared by Studio Artistry has determined that the listed buildings do not exhibit unique architectural or associative value.
(e) the supply, efficient use and conservation of energy and water;	The proposed mixed-use building will be designed to meet current Ontario Building Code standards for energy and water efficiency. The compact building design and transit-supportive form promotes sustainable energy use through reduced vehicle reliance and shared infrastructure.

<p>(f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;</p>	<p>The proposed development is located in a fully serviced urban area with access to established communication networks and private waste management facilities. The FSR by Canadian Infrastructure Design Consultants confirms that existing municipal water and sanitary systems have sufficient capacity to accommodate the project's requirements without requiring off-site upgrades. The TIS by BA Group demonstrates that the site is well-positioned within the regional transportation network and will function efficiently with the implementation of a comprehensive Transportation Demand Management (TDM) strategy. The proposal actively supports alternative modes of transportation through enhanced pedestrian infrastructure, including sidewalk reconstruction and improved site connectivity, as well as a significant supply of bicycle parking that exceeds zoning requirements.</p> <p>The development is also highly transit-supportive, benefiting from close proximity to the Grimsby VIA Rail Station and regional transit services, and is further complemented by a proposed private shuttle service and dedicated pick-up/drop-off facilities to improve access to higher-order transit.</p>
<p>(h) the orderly development of safe and healthy communities;</p>	<p>The proposed development represents an efficient use of underutilized urban land, contributing to a complete, walkable, and transit-supportive community near Grimsby's downtown. The development enhances housing choices, economic activity, and urban vibrancy while maintaining compatibility with surrounding uses.</p>
<p>(h.1) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;</p>	<p>The proposed building will be designed in accordance with the Accessibility for Ontarians with Disabilities Act (AODA) and the Ontario Building Code, ensuring barrier-free access throughout the site, including to residential units, commercial areas, and amenity spaces.</p>

<p>(j) the adequate provision of a full range of housing, including affordable housing;</p>	<p>The proposed development contributes to housing supply and diversity by providing 305 purpose-built rental units in a range of sizes and configurations, including one-bedroom, two-bedroom and three-bedroom units thereby supporting a variety of household needs and incomes.</p> <p>Based on the Provincial Planning Statement definition of affordability, rental units are considered affordable where rents do not exceed the lesser of 30% of gross household income or the average market rent. Based on an estimated median household income of approximately \$72,000, the affordability threshold is approximately \$1,800 per month. The Rental Market Analysis prepared by Bullpen has been used to demonstrate the feasibility of achieving the required affordability targets. The Analysis indicates rents within the subject area range from \$1,760 to \$2,190 per month for one bedroom units. The inclusion of one-bedroom units which account for 49.83 % of the proposed number of units are anticipated to ensure affordable housing is provided for. As such, it is anticipated that the development will provide for a full range of housing, including affordable housing. Further review and assessment will be provided through a Housing Needs Assessment, to be submitted at a later planning approval stage.</p>
<p>(o) the protection of public health and safety;</p>	<p>The proposed development has incorporated a crash wall on the north end of the podium structure in lieu of providing the requisite 30 m buffer from the railway lands to ensure occupant safety. The design also provides safe pedestrian and vehicular access throughout the site including access for emergency vehicles.</p>

<p>(p) the appropriate location of growth and development;</p>	<p>The subject lands are located within the built-up area and the Downtown District boundary, identified as a focal area for intensification and mixed-use development. The proposal represents appropriate infill and intensification consistent with provincial, regional, and local growth objectives.</p>
<p>(r) the promotion of built form that,</p> <ul style="list-style-type: none"> <li>(i) is well-designed,</li> <li>(ii) encourages a sense of place, and</li> <li>(iii) provides for public spaces that are of high quality, accessible, attractive and vibrant.</li> </ul>	<p>The proposed mixed-use building features a high-quality urban design that incorporates active ground-floor uses, a defined street edge, public green space, and a variety of indoor and outdoor amenity areas. The design contributes to a strong sense of place, local history and supports the Town’s vision for a vibrant and livable downtown environment. The proposal also responds to the site’s historical context as referenced in the Cultural Heritage Impact Assessment by Studio Artistry.</p>

In our opinion, the proposed OPA and ZBA have had appropriate regard for the matters set out in Sections 2 of the Planning Act.

## 8.2. Provincial Planning Statement

The Provincial Planning Statement, 2024 (PPS 2024) is a policy document issued by the Province of Ontario that provides direction on land use planning and development. It establishes policies to promote efficient land use, support housing supply and affordability, protect the environment and natural resources, and encourage complete, livable communities. This Report has reviewed applicable PPS policies in relation to the proposed OPA and ZBA applications and identifies the following matters as relevant to the Proposed Development.

Section 2 of the PPS provides direction on building homes and sustaining strong, complete communities. Section 2.1 outlines policies for planning authorities to plan for people and homes, while Section 2.2 establishes policies to support the provision of appropriate housing.

*2.1.4 To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:*

*a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through lands which are designated and available for residential development; and*

*b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned, including units in draft approved or registered plans.*

*2.1.6. Planning authorities should support the achievement of complete communities by:*

*a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;*

**Evaluation:** The Proposed Development assists the municipality in their obligations set out in Policies 2.1.4 and 2.1.6.

The Proposed Development supports the municipality in the provision of an appropriate range and mix of housing options and densities by introducing 305 purpose-built rental units in a high-density form within the Downtown.

The Subject Lands are located in the Downtown District which can be considered a strategic growth area where intensification is intended, representing an urbanizing form of development within an area that is currently characterized by predominantly low-density uses.

The development contributes to the Town's ability to accommodate residential growth and optimize the use of lands with existing servicing capacity. It also supports the achievement of complete communities by incorporating a mix of residential and non-residential uses, including commercial and medical office space, in a location that prioritizes multimodal access.

In regards to 2.1.6. a), the proposed development contributes to the achievement of a complete community by providing a mix of residential and commercial uses within a centrally located, fully serviced urban area. The inclusion of ground-floor commercial space supports local employment opportunities and enhances access to daily goods and services, while the residential component contributes to the Town's long-term housing supply and introduces a broader range of housing options.

The site is well-connected to the surrounding community through existing and planned multimodal transportation networks. As detailed in the Transportation Impact Study (TIS) prepared by BA Group, the development incorporates a comprehensive Transportation Demand Management (TDM) strategy, including a dedicated resident shuttle to the GO Bus Park & Ride, enhanced pedestrian infrastructure through the reconstruction of frontage sidewalks, and the provision of 160 bicycle parking spaces, exceeding zoning requirements. Located within an approximate 300-metre walking distance of a variety of downtown commercial and dining uses, the development supports reduced reliance on private vehicles and promotes a walkable, transit-supportive lifestyle.

*2.2.1 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:*

*a) Establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs*

*b) Permitting and facilitating:*

*1. All housing options required to meet the social, health, economic and well-being requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and*

*2. All types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3.*

*c) Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation.*

*d) Requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.*

**Evaluation:** The proposed Official Plan Amendment and Zoning By-law Amendment are consistent with Policy 2.2.1 of the Provincial Planning Statement by providing an appropriate range and mix of housing options and supporting residential intensification within the built-up area.

In regard to Policy 2.2.1(a), the proposal contributes to the provision of housing that supports a range of income levels by introducing new residential units within a mixed-use development in a centrally located area with access to services, transit, and amenities. As identified in the Rental Market Analysis prepared by Bullpen, there is an opportunity to provide housing across a variety of income brackets through the recommended rental rates. Accordingly, the development supports broader municipal and regional housing objectives by increasing overall supply and providing more attainable, rental apartment-style housing within the Town.

In regards to 2.2.1.b) The development facilitates a range of housing options to meet the needs of current and future residents, including smaller and larger unit types that respond to changing demographics, such as, families, downsizers and young professionals. The proposal represents an appropriate form of residential intensification through the redevelopment of underutilized lands, resulting in a net increase of residential units and contributing to the efficient use of land within the existing urban area.

In regards to 2.2.1.c) The proposed density reflects an efficient use of land, infrastructure, and public service facilities, while supporting active transportation. The development is designed to be pedestrian-oriented, with direct access to surrounding amenities and enhanced connectivity, reducing reliance on private vehicles.

In regards to 2.2.1.d) The proposal is transit-supportive and appropriately located within proximity to existing and planned transit infrastructure, including local and regional services. The site's location within the built-up area, combined with its access to transit and implementation of Transportation Demand Management measures, supports the proposed height and density and aligns with provincial objectives for compact, transit-oriented development.

*2.3.1.1 Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.*

*2.3.1.2. Land use patterns within settlement areas should be based on densities and a mix of land uses which:*

- a) efficiently use land and resources;*
- b) optimize existing and planned infrastructure and public service facilities;*
- c) support active transportation;*
- d) are transit-supportive, as appropriate; and*

**Evaluation:** In regard to Policy 2.3.1.1, the Subject Lands are located within the Town of Grimsby Urban Settlement Area and Downtown District, which is identified in the Official Plan as a focal area for growth and intensification. The proposal directs growth to this area through the redevelopment of underutilized lands with a compact, high-density, mixed-use building, consistent with the intent of focusing development within settlement areas and strategic growth locations. The development provides 305 residential units and approximately 1,886 m<sup>2</sup> of commercial retail and office space, thereby supporting both residential and employment growth within the downtown.

In regard to policy 2.3.1.2(a) The proposed density and built form represent an efficient use of land and resources by introducing a compact development that maximizes the use of a centrally located site.

In regard to policy 2.3.1.2(b) The development optimizes existing infrastructure and public service facilities. As confirmed by the FSR by Sirati, the existing municipal water and sanitary systems have sufficient capacity to accommodate the proposal without requiring off-site upgrades.

In regard to policy 2.3.1.2(c) The proposal supports active transportation through enhanced pedestrian infrastructure, including the reconstruction of sidewalks along John Street, direct on-site pedestrian connections, and provision of 160 bicycle parking spaces.

In regards to policy 2.3.1.2(d) The development is transit-supportive, given its proximity to the Grimsby VIA Rail Station and regional transit services. The proposal provides an opportunity to implement a resident shuttle service as a transit-supportive amenity that has the potential to reduce reliance on private vehicles.

Overall, the proposal represents an appropriate form of intensification within the settlement area and establishes a land use pattern that efficiently utilizes land, supports multimodal transportation, and aligns with provincial growth management objectives.

*2.4.1.1 Planning authorities are encouraged to identify and focus growth and development in strategic growth areas*

*2.4.1.2 To support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned:*

- a) to accommodate significant population and employment growth;*
- b) as focal areas for education, commercial, recreational, and cultural uses;*
- c) to accommodate and support the transit network and provide connection points for inter-and intra-regional transit; and*
- d) to support affordable, accessible, and equitable housing.*

*2.4.1.3 Planning authorities should:*

- a) prioritize planning and investment for infrastructure and public service facilities in strategic growth areas;*
- b) identify the appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas;*
- c) permit development and intensification in strategic growth areas to support the achievement of complete communities and a compact built form;*

**Evaluation:** In regard to Policies 2.4.1.1 and 2.4.1.2, the proposed development is located within the Town of Grimsby Downtown District, which is identified as a strategic growth area where growth and intensification are to be focused. The proposal introduces a high-density, mixed-use built form that supports the Downtown's role as a focal point for both population and employment growth.

The Proposed Development provides a range of uses, including residential, retail, and office/institutional uses, representing a meaningful asset to the Downtown by contributing to its vibrancy, economic function, and overall completeness. The inclusion of office/institutional space supports opportunities for employment, community services, and potential civic or educational functions, while retail uses animate the public realm and enhance the pedestrian experience.

It contributes to the achievement of complete communities by introducing purpose-built rental housing within a centrally located, transit-supportive area, thereby supporting housing affordability, accessibility, and a broader range of housing options in accordance with provincial objectives.

In regard to Policy 2.4.1.3, the proposed development represents an appropriate type and scale of development within a strategic growth area and aligns with the Town's vision for the Downtown. The building design incorporates a podium and stepbacks to ensure an appropriate transition to surrounding lower-density areas, while maintaining a compact and efficient built form. The development leverages existing infrastructure and public service facilities, supports planned intensification, and reinforces the Downtown as a vibrant, mixed-use, and urbanized centre.

*3.1.1 infrastructure and public service facilities shall be provided in an efficient manner while accommodating projected needs. Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they:*

- a) are financially viable over their life cycle, which may be demonstrated through asset management planning;*
- b) leverage the capacity of development proponents, where appropriate; and*
- c) are available to meet current and projected needs.*

**Evaluation:** The proposed development is fully serviced by municipal water, wastewater, and stormwater systems, with adequate capacity to accommodate the projected needs of the proposed mixed-use building. By directing growth to a serviced, central location, the development optimizes existing infrastructure investments and supports long-term financial sustainability.

### **8.3. Niagara Region Official Plan**

The Niagara Region Official Plan was adopted by Regional Council in June 2022 and approved by the Province of Ontario. As the upper-tier planning document, it provides policy direction at a regional scale to manage growth, infrastructure, housing, and environmental systems across local municipalities. It establishes the framework within which local Official Plans are to conform and guides how growth is distributed and accommodated.

As shown on Schedule B – Regional Structure, the Subject Lands are located within the Delineated Built-Up Area, where growth is to be directed through intensification and the efficient use of existing infrastructure and services. In this context, the policies most relevant to the proposed development include those within Section 6.2 – Urban Design, which promote high-quality built form, vibrant public realms, and pedestrian-oriented communities. The following policies are applicable to the Proposed Development.

*2.1.1.4 Local Area Municipalities shall plan to accommodate the population and employment allocations in Table 2-1 in Local official plans and use the allocations to determine the location and capacity of Local infrastructure, public service facilities, and related programs and services to 2051.*

**Evaluation:** The proposed development assists the Town of Grimsby in accommodating its forecasted population and employment growth to 2051 by directing new housing and employment-generating uses to a serviced and strategically located site within the Town’s urban boundary.

*2.2.1.1 Development in urban areas will integrate land use planning and infrastructure planning to responsibly manage forecasted growth and to support:*

- a) The intensification targets in Table 2-2 and the density targets outlined in this Plan.*
- b) A compact built form, a vibrant public realm, and a mix of land uses, including residential, employment, recreational uses, and public service facilities, to support the creation of complete communities.*
- c) A diverse range and mix of housing types, unit sizes, and densities to accommodate current and future market-based and affordable housing needs.*
- d) Social equity, public health and safety, and the overall quality of life for people of all ages, abilities, and incomes by expanding convenient access to:
  - i. A range of transportation options, including public transit and active transportation.**
- e) Built forms, land use patterns, and street configurations that minimize land consumption, reduce costs of municipal water and wastewater services, and optimize infrastructure investments to support the financial well-being of the Region and Local Area Municipalities.*
- f) Opportunities for transit-supportive development pursuant to Policies 2.2.2.17, 2.2.2.18, and 2.2.2.19.*
- g) Opportunities for intensification, including infill development and the redevelopment of brownfield and greyfield sites.*
- h) Opportunities for the integration of gentle density and a mix and range of housing options that consider the character of established residential neighbourhoods.*
- i) The development of a mix of residential built forms in appropriate locations, such as local growth centres, to ensure compatibility with established residential areas.*
- j) Conservation or reuse of cultural heritage resources pursuant to Section 6.5.*
- k) Orderly development in accordance with the availability and provision of infrastructure and public service facilities.*
- l) Mitigation and adaptation to the impacts of climate change by:
  - i. Protecting natural heritage features and areas, water resource systems, and other components of the Region’s natural environment system pursuant to Section 3.1.**

- ii. *Where possible, integrating green infrastructure and low-impact development into the design and construction of public service facilities and private development.*
- iii. *Promoting built forms, land use patterns, and street configurations that improve community resilience and sustainability, reduce greenhouse gas emissions, and conserve biodiversity.*

**Evaluation:** In regard to Policy 2.2.1.1(a), (b), and (g), the proposed development supports intensification targets through the redevelopment of an underutilized site within a strategic, fully serviced urban location in the Town of Grimsby. The proposal introduces a compact, higher-density, mixed-use built form that contributes to a vibrant public realm and supports the creation of a complete community, including residential, retail, and office/institutional uses.

In regard to Policies (c) and (h), the development provides a diverse range and mix of housing options through the inclusion of 305 purpose-built rental units. As informed by a rental market analysis prepared by Bullpen Research & Consulting, the recommended strategy and programming for the Subject Lands targets the upper-mid-market rental segment, with a broad range of unit sizes designed to capture a variety of demands. This approach supports a diversity of urban lifestyle choices, contributing meaningfully to the market-based, attainable housing supply.

In regard to Policies (d) and (f), the proposal enhances access to a range of transportation options and supports transit-oriented development. In addition to its central location and proximity to existing transit and amenities, the development contemplates the introduction of a private shuttle service affiliated with the building to improve transit connectivity for residents. The proposal also supports active transportation through its walkable location and provision of on-site facilities, contributing to overall quality of life, accessibility, and social equity.

In regard to Policies (e) and (k), the development represents an efficient use of land and infrastructure by directing growth to a fully serviced area, optimizing existing municipal investments, and supporting orderly, cost-effective development.

In regard to Policies (i) and (j), the proposed built form is appropriate for its Downtown context and incorporates design measures to ensure compatibility with surrounding uses. The proposal also includes the retention and relocation of a cultural heritage resource, supporting conservation objectives while accommodating intensification.

In regard to Policy (l), the development supports climate-responsive planning by promoting a compact, higher-density form of development in proximity to services and transit, reducing reliance on private vehicles and contributing to more sustainable land use patterns.

Overall, the proposed development aligns with the Region’s objectives for efficient, complete, and sustainable urban growth, while delivering a range of uses and housing options that function as a significant asset to the Downtown.

*2.2.2.1 Within urban areas, forecasted population growth will be accommodated primarily through intensification in built-up areas, with particular focus on the following locations:*

*a) Strategic Growth Areas, including:*

*iv. Downtown St. Catharines Urban Growth Centre.*

*v. Protected Major Transit Station Areas.*

*vi. Regional Growth Centres.*

*vii. District Plan Areas identified in Section 6.1.*

*b) Areas with existing or planned public service facilities.*

*c) Other locations with existing or planned transit service, with a priority on areas that have existing or planned frequent transit service.*

*d) Local growth centres and corridors, as identified by Local Area Municipalities.*

**Evaluation:** The subject lands are located within the Region’s built-up area and Town’s Downtown District, identified locally as a strategic location for intensification. In respect to policy 2.2.2.1, the subject lands fall within 2.2.2.1b) and d). The proposal meets this policy by accommodating population growth through compact, mixed-use redevelopment on an underutilized site that is already well-served by municipal infrastructure, community amenities, and transit.

*2.2.2.5 A Regional minimum of 60 percent of all residential units occurring annually will be within built-up areas.*

*2.2.2.6 Local Area Municipalities shall establish intensification targets in their official plans that meet or exceed the targets identified in Table 2-2. – (For Grimsby the target is 4,500 Units (98%) by 2051.)*

**Evaluation:** In regard to Policy 2.2.2.5 and 6, the proposed development contributes to the Region’s objective of directing a minimum of 60 percent of new residential units to built-up areas and the intensification target set for Grimsby ( is 4,500 Units (98%) by 2051) by introducing 305 residential units on an underutilized site within the Town’s urban boundary. The proposal represents an efficient form of intensification that supports inward growth and reduces the need for greenfield expansion.

*2.3.1.3 The forecasts in Table 2-1 will be used to maintain, at all times:*

*a) The ability to accommodate residential growth for a minimum of 15 years through residential intensification and lands designated and available for residential development.*

*b) Where new development is to occur, land with servicing capacity to provide at least a three-year supply of residential units, through lands that are suitably zoned to facilitate residential intensification and lands in draft-approved or registered plans.*

*2.3.3.1 the following tools will be considered to support the development of affordable and attainable housing:*

*d) the inclusion of a mix of unit sizes in multi-unit developments to accommodate a diverse range of household sizes and incomes;*

**Evaluation:** In regard to Policy 2.3.1.3, the proposed development contributes to the Town's ability to maintain a minimum 15-year supply of residential land by accommodating growth through intensification within the built-up area. In addition, the Subject Lands are serviced and subject to a Zoning By-law Amendment, thereby contributing to the provision of a short-term supply of residential units on lands that are planned and available for development.

In regard to Policy 2.3.3.1., the proposed development supports affordable and attainable housing objectives through the introduction of a high-density, purpose-built rental building within the Town of Grimsby. The proposal includes a diverse mix of unit sizes and configurations, including one-bedroom, one-bedroom plus den, two-bedroom, and two-bedroom plus den units, consistent with Policy 2.3.3.1(d), and is intended to accommodate a wide range of household sizes and income levels.

*2.3.2.3. To encourage the development of affordable housing, the following minimum targets will be implemented to the horizon of this Plan, unless local targets are higher in which case those apply:*

*a. 20 percent of all new rental housing is to be affordable; and*

*b. 10 percent of all new ownership housing is to be affordable*

**Evaluation:** In regard to Policy 2.3.2.3, the proposed development acknowledges the requirement that a minimum of 20 percent of all new rental housing be affordable. We understand that the policy establishes municipality-wide affordability targets but does not provide direction on how these targets are to be achieved or allocated across individual developments. Further clarification regarding the intent and application of this policy at the development level is requested. In this regard, it is anticipated that the preparation of a Housing Needs Assessment, as contemplated under Ontario Regulation 367/11, would assist in informing appropriate affordability benchmarks, unit mix, and implementation mechanisms. Notwithstanding the foregoing, the inclusion of one-bedroom units which account for 49.83 % of the proposed number of units are anticipated to ensure affordable housing is provided for. As such, it is anticipated that the development will meet and exceed the requirements under this policy.

Based on the Provincial Planning Statement definition of affordability, rental units are considered affordable where rents do not exceed the lesser of 30% of gross household income or the average market rent. At this stage, it would be premature to provide a fulsome analysis of what would constitute an affordable rent as this would depend on the market conditions at the time of project release. The Applicant will work with the Town at the appropriate stage and through Clearance of Site Plan conditions to ensure and demonstrate that the policy requirements are met.

In the interim, a preliminary assessment has been undertaken based on the Rental Market Analysis prepared by Bullpen to demonstrate the feasibility of achieving the required affordability targets. Based on an estimated median household income of approximately \$72,000, the affordability threshold is approximately \$1,800 per month.

The Rental Market Analysis by Bullpen indicates rents range from \$1,760 to \$2,190 per month for one bedroom units. Within this context, it is anticipated that the project, through the supply of one-bedroom units, will be able to meet the affordability criteria.

Overall, while the detailed implementation will be confirmed at a later stage, through the preparation of a Housing Needs Assessment, the proposed development demonstrates the ability to achieve the intent of Policy 2.3.2.3 and contribute to the provision of affordable rental housing within the Town.

*Policy 6.2.1.1: "Excellence and innovation shall be promoted in architecture, landscape architecture, site planning, streetscape design and overall community design to ensure built environments are attractive, walkable, accessible, diverse and functional."*

*Policy 6.2.1.8: "The Region shall promote community design that offers a range of transportation options, including public transit and active transportation; respects the complete streets approach by creating safe and attractive interconnected streets; and encourages a mix of land uses, a vibrant public realm and compact built form."*

**Evaluation:** The Proposal demonstrates a high standard of urban design through the integration of a mixed-use building that combines residential, commercial, and wellness-oriented uses within a compact development form. The proposed podium-and-tower configuration establishes a defined street edge while accommodating a residential tower that contributes to the evolving built form character of the area. The architectural design incorporates materials and detailing that respond to the local context, including brick elements that reference traditional masonry used throughout Grimsby. The integration of publicly accessible open space, pedestrian connections, and active ground-floor uses further contributes to an attractive, walkable, and vibrant urban environment consistent with the urban design objectives of the Niagara Region Official Plan.

*Policies: 6.2.1.3: "Areas strategically identified for intensification, including strategic growth areas, local growth centres and corridors, shall be designed to be pedestrian oriented with vibrant mixed uses incorporating, where feasible, public gathering areas and public art."*

*Policy 6.2.1.4: "Revitalization and redevelopment within downtowns and community cores shall be promoted to enhance their existing character."*

**Evaluation:** The Proposal represents an appropriate form of intensification within the Town of Grimsby's built-up area by introducing a mixed-use development that supports residential growth while providing commercial and community-oriented uses at grade. The project redevelops an underutilized collection of properties and contributes to the revitalization of the surrounding area through the introduction of new housing, employment opportunities, and services. The development also incorporates a publicly accessible open space at the corner of Ontario Street and John Street, creating a focal gathering space that enhances the pedestrian environment and contributes to the overall character of the neighbourhood.

*Policy 6.2.1.5: "The public realm shall be enhanced through urban design and improvements, and investment that contributes to safe, attractive complete streets and desirable communities."*

*Policy 6.2.1.6: "Active transportation shall be promoted through the cohesive and collaborative design of streets, building interfaces and public spaces."*

*Policy 6.2.2.10: "Streetscapes should be designed to create a seamless transition with the public space."*

**Evaluation:** The Proposal enhances the public realm along both John Street and Ontario Street through the introduction of landscaped open space, active ground-floor uses, and improved pedestrian conditions. The corner forecourt provides an inviting public space that contributes to the identity of the intersection and encourages pedestrian activity. Streetscape improvements, including landscaping and pedestrian-oriented building frontages, strengthen the relationship between the development and the surrounding public realm. Bicycle storage facilities and proximity to transit services further support active transportation and sustainable mobility options for residents and visitors.

Overall, the proposed development demonstrates strong conformity with the urban design policies of the Niagara Region Official Plan by introducing high-quality architecture, mixed-use intensification, enhanced public realm elements, and a pedestrian-oriented site design that contributes positively to the surrounding community.

*6.5.1.5 Development and site alteration on protected heritage property or adjacent lands shall not be permitted, except where the proposed development and site alteration has been evaluated through a heritage impact assessment and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.*

**Evaluation:** A Cultural Heritage Impact Assessment prepared by Studio Artistry has been completed in support of the proposed development to evaluate potential impacts on the listed heritage properties within the Subject Lands. The assessment determined that the identified properties do not meet the threshold for cultural heritage value or interest under the nine criteria of Ontario Regulation 9/06, and are therefore not considered to possess significant architectural or associative value beyond their contextual contribution to the streetscape.

#### **8.4. Town of Grimsby Official Plan**

The Town of Grimsby Official Plan, approved in 2012, is the lower-tier planning document guiding growth and development to 2031. It implements Provincial policy and conforms to the Niagara Region Official Plan, directing growth to the Urban Settlement Area while protecting Countryside and Natural Heritage System lands from development. The Official Plan promotes orderly development and compatibility among land uses.

The Official Plan establishes a hierarchy for growth that directs development to the Urban Settlement Area, while lands outside are designated as Countryside and Natural Heritage System (NHS) and are not intended for protection. Within the Urban Settlement Area, growth is further focused within two Major Intensification Areas. The first is located along the QEW corridor and is intended to support employment uses. The second is within the historic core of the Town, generally bounded by the Canadian National Railway corridor to the north and the Niagara Escarpment Plan area to the south, with Robinson Street North/Christie Street and Main Street/Clarke Street serving as key corridors. The Subject Lands are located within this second *Major Intensification Area*, identified as the *Downtown District*.

*2.3.2 key structural elements within the Urban Settlement Area include:*

- e. the Downtown represents one of the two major intensification areas but it plays a more significant role in the municipal structure than simply as a location for intensification. It is also the primary location for retail goods and services and is the perceived centre of the Town and its meeting place; and,*

**Evaluation:** the proposed development supports the role of the Downtown as a key intensification area and the primary centre for retail, services, and community activity. By introducing a mix of residential, commercial, and office/institutional uses, the proposal reinforces the Downtown as a focal point and gathering place within the Town.

*2.3.2.3 The Urban Settlement Area will accommodate the majority of residential and employment growth within the municipality on the basis of full municipal services.*

**Evaluation:** The proposed development directs residential and employment growth to the Town's Urban Settlement Area, where it will be supported by full municipal services. The FSR by Canadian Infrastructure Design Consultants Inc. and the TIS by BA Group confirm that existing infrastructure is sufficient to accommodate this intensification without requiring significant off-site upgrades. The proposed development represents an efficient use of established public assets and supports the municipality's objectives for growth within the built-up area. For detailed capacity calculations and infrastructure designs, please refer to the complete technical reports prepared by CIDC and BA Group.

*2.3.2.8 The Town shall encourage intensification in the Downtown. However, such intensification shall consider the compatibility criteria of Section 3.5.6, support the small-town atmosphere, and preserve and maintain the Downtown's cultural heritage.*

*2.3.2.9 In addition to being a major intensification area, the Downtown shall also serve as the commercial centre of the Town, its meeting place and place of socialization, and as the recognized core of the Town. The policies of this Plan and any amendments thereto shall endeavour to strengthen these key strategic functions of the Downtown.*

**Evaluation:** In regard to Policy 2.3.2.8, the proposed development supports intensification within the Downtown while appropriately responding to its surrounding context. The building design incorporates a 6-storey podium and stepbacks to maintain a pedestrian-scaled streetscape and reinforce the existing urban character. The small-town atmosphere is preserved and supported through the material palette as well as the provision of a community gathering space at the corner of John St. and Ontario St.

In regard to Policy 2.3.2.9, the proposed development reinforces the Downtown's role as the Town's commercial and social core. By introducing new residents alongside street-oriented retail and office/institutional uses, the proposal enhances animation at grade, supports local businesses, and contributes to the Downtown as a vibrant place for social interaction and economic activity.

*2.4.1 The projected population for the Town of Grimsby by the year 2031 is 32,800 people. The Urban Settlement Area will accommodate the majority of residential and employment growth within the municipality while limited growth may occur within the Hamlet Settlements.*

*2.4.4 The Town shall target for approximately 80 per cent of new dwelling units to be provided through intensification after 2015.*

**Evaluation:** In regard to Policy 2.4.1, the proposed development supports the Town's population growth framework by directing residential and employment growth to the Urban Settlement Area, where the majority of growth is intended to occur. The introduction of 305 residential units, along with commercial and office uses, contributes to accommodating forecasted population growth while reinforcing the Downtown as a focal area for development within the municipality.

In regard to Policy 2.4.4, the proposed development directly supports the Town's intensification target of accommodating approximately 80 percent of new dwelling units through infill development. Redevelopment of the Subject Lands is a form of infill development. By introducing a significant number of residential units within the built-up area, the proposal contributes to achieving this target and promotes a more efficient and sustainable pattern of growth by reducing reliance on greenfield expansion.

*2.4.6 To achieve the target set out in Section 2.4.4, the Town shall implement the following Intensification Strategy:*

- a) Encourage infill and intensification throughout the built-up area of the Urban Settlement Area to achieve higher densities than what currently exist within the Intensification Area subject to the other policies of the intensification strategy and this Plan;*
- b) Direct the majority of intensification to two major intensification areas in the Downtown and Casablanca interchange area;*

**Evaluation:** the proposed development aligns with the Town's Intensification Strategy by redeveloping an underutilized site within the built-up area and Downtown District, one of the Town's primary intensification areas. The proposal introduces a higher-density built form than currently exists on the site, contributing to the efficient use of land and supporting the Town's objective of accommodating growth through intensification.

*2.4.14 Intensification Areas are to be planned so as to be transit supportive and link intensification opportunities with existing or planned future transit hubs and active transportation routes.*

**Evaluation:** The proposed development is well-positioned to support transit and active transportation. The Subject Lands are approximately 60 metres from a local bus stop and the VIA Rail corridor, providing convenient access to both local and regional transit services. This proximity supports reduced reliance on private vehicles and reinforces the appropriateness of a compact, mixed-use built form at this location.

A Transportation Impact Study prepared by BA Group includes a Mobility Choice Travel Plan that outlines a range of Transportation Demand Management measures intended to encourage transit use, cycling, and walkability, while supporting reduced car ownership and efficient parking management. Together, these strategies promote more sustainable transportation choices.

*2.5.1 The Town shall encourage the development industry to provide housing which includes a variety of dwelling unit types in terms of density, tenure, unit size and price including special needs housing.*

**Evaluation:** The proposed development contributes to a varied rental housing supply by providing a mix of unit sizes and configurations, including 122 one-bedroom units, 119 one-bedroom plus den units, 70 two-bedroom units, and 2 two-bedroom plus den units. This range supports different household types and life stages and expands attainable housing options within the Downtown.

*2.5.3 The Town shall endeavour to maintain at all times a 3-year supply of housing units on lands suitably zoned to facilitate residential intensification and redevelopment and in registered, or draft approved plans of subdivision. The Town shall request the Region to endeavour to ensure sufficient servicing capacity to accommodate this housing.*

*2.5.4 The Town shall permit and facilitate all forms of residential intensification in accordance with the Intensification Strategy in Section 2.4.6.*

*2.5.6 The Town in collaboration with the Region shall seek to facilitate the provision of affordable housing by:*

*a. Promoting higher density housing forms in appropriate locations, as set out in the land use designations of this Plan. Such housing is more affordable due to reduced per unit land costs;*

**Evaluation:** In regard to Policy 2.5.3, the proposed development contributes to the Town’s ability to maintain a 3-year supply of housing by introducing 305 residential units on a site that is designated, serviced, and appropriate for redevelopment within the built-up area. The proposal leverages existing and future municipal infrastructure, supporting the efficient use of servicing capacity in accommodating near-term housing supply.

In regard to Policy 2.5.4 and 2.5.6, the proposed development represents the type of residential intensification contemplated by the Town’s Intensification Strategy. By redeveloping an underutilized site within the Downtown Intensification Area, the proposal facilitates higher-density development in a location where intensification is intended, consistent with the Town’s policy direction to promote intensification and support more affordable housing forms through reduced per unit land costs.

The Downtown District is structured to accommodate a range of development intensities through the Downtown-Transition and Downtown-Intensification designations. The Development-Transition designation is intended to function as an interface between stable residential neighbourhoods and higher intensity areas, permitting moderate intensification that is compatible with the surrounding context. In contrast, the Downtown-Intensification designation is intended to accommodate larger-scale mixed-use development and significant residential intensification in locations that are well-served by infrastructure, transit, and amenities.

While these designations differ in scale and intensity, they share a common objective of supporting a vibrant mixed-use downtown through compatible development and a high-quality public realm. Both designations encourage a mix of uses, active at-grade frontages, and development that contributes to a pedestrian-oriented environment, while ensuring that new development is appropriately integrated within its surroundings.

The proposed development maintains the intent of the Downtown-Transition designation by incorporating a built form that responds to its context, including the use of a defined podium, setbacks, and appropriate setbacks to mitigate impacts on adjacent properties. The development effectively functions as a transition in built form, despite its increased height, through its massing, setbacks, and relationship to surrounding uses. The proposed redesignation does not undermine the function of the Downtown-Transition designation. Rather, the development continues to achieve the intended transitional role through its built form and site design, while enabling a more efficient use of land within the Downtown. The proposed development effectively functions as a transition in built form, while supporting the broader objectives of the Downtown-Intensification designation to accommodate growth in appropriate locations.

*3.5.5.1 The following uses are permitted within the Downtown-Intensification designation:*

- a) Townhouses and other forms of multiple unit ground-related housing*
- b) Apartments*
- c) Offices*
- d) A full range of retail stores*
- e) Community and Institutional uses*
- f) Cultural, recreational and entertainment uses,*
- g) Parking facilities at-grade or in structure*
- h) Neighbourhood Parks and Village Squares; and*
- i) Public and private utilities*

*3.5.5.5 The provision of restaurants, cafes, stores, and display windows adjacent to the street provides visual interest, encourages the use of sidewalks, promotes retail continuity and viability, and contributes to a safer and more vibrant pedestrian environment. However, in this portion of the Downtown District, buildings are largely set back from the street with larger parking lots in front of the buildings. As intensification and redevelopment occur, it is a policy of this plan that:*

- a) A strong pedestrian focus shall evolve through infilling of retail, service commercial, and mixed-use buildings in a physical arrangement which assists in creating a vibrant and active street environment.*
- b) Where possible, buildings should provide an active use at-grade in order to promote pedestrian activity.*
- c) Retail uses shall be encouraged at-grade.*
- d) At-grade uses will change over time to adapt to a variety of community needs. As a result, the floor-to-ceiling height of ground floors for all buildings should be sufficient to adapt to all typically permitted uses.*

- e) New buildings shall be built up to the streetline with no parking, driveways, or lanes located between the buildings and the street except as set out in subsection g).*
- f) Parking should generally be oriented to the side and rear yards.*
- g) Single-use buildings exceeding a ground floor area of 5,000 square metres shall generally be directed to the interior or rear of a property, with smaller stores oriented onto the public street in front of the larger stores. Alternatively, larger stores could be located up to the streetline provided they have multiple entrances or other similar means to animate the streetscape.*
- h) Each store that abuts the public street shall face onto the street, with the main door and substantial fenestration facing onto the street.*

**Evaluation:** In regard to Policy 3.5.5.1, the proposed development conforms to the range of permitted uses within the Downtown–Intensification designation.

In regard to Policy 3.5.5.5(a) and (b), the proposed development contributes to a strong pedestrian-focused environment by incorporating active at-grade retail and commercial uses along John Street. These uses are designed to animate the streetscape and promote pedestrian activity, supporting a vibrant and active Downtown. At the prominent corner of John Street and Ontario Street, the design introduces a publicly accessible open space framed by active building frontages. This condition enhances visibility, encourages pedestrian activity, and establishes a focal point that reinforces the importance of the intersection within the Downtown structure.

The building is designed with frequent entrances and substantial glazing along the ground floor, strengthening the relationship between interior uses and the public sidewalk. This approach promotes retail continuity, visual interest, and natural surveillance, contributing to a safer and more engaging pedestrian environment. In addition, parking is located underground and toward the rear of the site, ensuring that the primary street edges remain uninterrupted by vehicular functions and are instead dedicated to pedestrian-oriented uses and streetscape enhancements.

In regard to Policy 3.5.5.5(c), retail uses are provided at-grade, reinforcing the continuity of commercial activity and contributing to the overall viability of the Downtown retail environment.

In regard to Policy 3.5.5.5(d), the ground floor has been designed with sufficient floor-to-ceiling height to accommodate a variety of permitted uses over time, allowing for flexibility and adaptability to evolving community needs.

In regard to Policy 3.5.5.5(e) and (f), the building is brought to the streetline along John Street, with no surface parking or driveways located between the building and the street. All parking is accommodated within the building through structured levels above and below grade, ensuring that parking is oriented internally and does not detract from the pedestrian realm.

In regard to Policy 3.5.5.5(g), the proposed development does not include a single-use large-format building and instead provides a fine-grain, mixed-use form with active uses oriented to the street, consistent with the intent of maintaining an animated streetscape.

In regard to Policy 3.5.5.5(h), all commercial units feature substantial fenestration and main entrances facing John Street, promoting a safe, "eyes-on-the-street" environment

Overall, the proposed development conforms to the intent of these policies by establishing a street-oriented built form, prioritizing active uses at grade, and enhancing the pedestrian experience within the Downtown.

*3.5.5.6 Density will not be specifically regulated within the Downtown – Intensification designation, but will be considered a product of the relationship between height and lot coverage.*

*3.5.5.7 New buildings shall have a minimum building height of 2 storeys, and a maximum building height of 4 storeys. The minimum building height can be provided through two functional stories or other design features that give the appearance of two storeys. For building heights of greater than three storeys proposed within the Niagara Escarpment Plan Area, a visual impact assessment may be required. Any such assessment shall be reviewed to the satisfaction of the Town in Consultation with the Niagara Escarpment Commission.*

*3.5.5.8 Despite Section 3.5.5.7, Council may, in consultation with the Niagara Escarpment Commission consider building up to 6 storeys provided a visual impact assessment is submitted and the angular plane requirements of Section 3.5.6.7 are implemented. The visual impact assessment must demonstrate that views of the Escarpment are not detrimentally impacted.*

**Evaluation:** In regard to Policy 3.5.5.6, as the Official Plan does not provide a specific density requirement measured in terms of FSI, or otherwise, the proposed density is in compliance; representing an efficient and appropriate use of the Subject Lands, with a built form that balances height and footprint to support a compact, high-density urban form.

In regard to Policy 3.5.5.7, as the proposed development exceeds the low-rise height range referenced in these policies, the design incorporates a series of massing and siting strategies to minimize visual impacts and maintain views. The tower is positioned toward the eastern portion of the site, adjacent to the rail corridor, where greater building height and intensity can be accommodated with reduced impact on the surrounding context.

The submitted applications seek an amendment to this policy on the basis that remaining policy criteria have been satisfactorily met. The proposed height, including a 6-storey podium with a tower element above, is appropriate as the building design incorporates step-backs and a defined podium to mitigate perceived massing and provide an appropriate transition to surrounding uses.

The proposed increase in height is a strategic and necessary response to achieving the intensification objectives outlined in policy 2.4.4. By allowing for greater height, density can be effectively concentrated in a portion of the site best suited for vertical growth. This approach not only maximizes the efficiency of existing infrastructure but also supports a vibrant, pedestrian-friendly environment along Ontario Street by establishing a critical mass of residents needed to activate the streetscape and sustain local businesses. The subject lands, although close to the Niagara Escarpment Plan, are outside the Plan area. Therefore, a Visual Impact Assessment is not required to support heights in excess of 4 storeys.

Policy 3.5.5.8 permits building heights up to 6 storeys within the Niagara Escarpment Plan (NEP) Area, subject to a Visual Impact Assessment and the implementation of angular plane requirements. This policy applies specifically to lands within the NEP Area and is intended to regulate building heights between 4 and 6 storeys. We further understand that the policy seeks to cap heights within the NEP to 6 storeys. The Subject Lands are located outside of the NEP Area; therefore, Policy 3.5.5.8 does not apply, meaning there is no cap on height, as it related to the subject lands.

Notwithstanding it's height, the building massing is organized to maintain openness at the prominent corner of John Street and Ontario Street through the introduction of a publicly accessible open space. This approach preserves view corridors and reduces the perception of a continuous building mass at the intersection. The open space can also be effectively employed to position this site as a gateway into the Downtown. Additional articulation within the building form, including stepbacks and variations in façade treatment, further reduces the perceived scale of the building and helps mitigate its visual presence within the broader landscape. These strategies collectively support the intent of the policies by limiting adverse visual impacts and maintaining the prominence of views toward the Niagara Escarpment.

*Policy 3.5.6.1. "To enhance the livability and physical appeal of the Town through the quality, layout and attractiveness of its public and private spaces and buildings."*

**Evaluation:** the proposed development enhances the livability and physical appeal of the Town through the introduction of a high-quality, mixed-use development that contributes to an improved streetscape and built form within the Downtown. The design prioritizes both functional and aesthetic considerations, supporting an attractive and engaging urban environment.

*Policy 3.5.6.2: Within the Downtown District there are four distinct street types based on their adjacent land uses, their particular role for moving traffic and their design characteristics.*

*(d)Local Roads - All other roads in the Downtown District are local roads that primarily provide access to the residential areas of the Downtown. They can provide places where children play and neighbours meet. Local Roads are generally lined with residential gardens, lawns and mature street trees. The sidewalks should typically be located adjacent to the curb and be continuous on both sides of the street. The street lighting should illuminate both the pedestrian and vehicular realm.*

**Evaluation:** The Proposal responds to Policy 3.5.6.2 by introducing a built form that carefully addresses the existing residential character along John Street while accommodating the site’s location within an evolving mixed-use area.

Along the John Street frontage, the building is designed with a podium condition that establishes a consistent street wall and reinforces the residential scale at grade. The incorporation of building articulation, material variation, and a clearly defined base helps to create a pedestrian-scaled interface that is compatible with the surrounding context.

Most active commercial uses are appropriately concentrated toward the Ontario Street frontage and at the corner of John Street and Ontario Street, where higher pedestrian activity is anticipated. In contrast, the John Street edge is designed to function as a quieter frontage, with residential uses and amenity spaces that contribute to a more subdued streetscape condition.

The podium-and-tower configuration further supports an appropriate transition in scale, with the tower element is setback and positioned toward the eastern portion of the site, away from the lower-rise residential context. This approach reduces the perceived mass along John Street and ensures a compatible relationship with adjacent properties.

*Policy 3.5.6(3)(a) "To create visual diversity, interest and beauty."*

*Policy 3.5.6(3)(b) "To create a well-defined public realm, including an interconnected open space network."*

*Policy 3.5.6(3)(c) "Sensitive integration of new development with existing development."*

*Policy 3.5.6(3)(d) "A transit supportive and pedestrian oriented development pattern."*

**Evaluation:** In regard to Policy 3.5.6(3)(a), the proposal contributes to visual diversity, interest, and beauty through its contemporary architectural expression, varied building massing, and incorporation of active ground-floor uses, which animate the streetscape and create a dynamic urban presence.

In regard to Policy 3.5.6(3)(b), the proposal supports the creation of a well-defined public realm through enhanced street interfaces and the inclusion of a publicly accessible open space at the corner of the site, contributing to the broader open space network and providing a focal point for pedestrian activity.

In regard to Policy 3.5.6(3)(c), the development demonstrates sensitive integration with the surrounding context through appropriate building transitions, massing, and design measures that respond to adjacent uses and the evolving character of the Downtown area.

In regard to Policy 3.5.6(3)(d), the proposal promotes a transit-supportive and pedestrian-oriented development pattern by introducing active frontages along John Street and Ontario Street, enhancing walkability, and supporting increased density within a designated intensification area.

*3.5.6.4(c) Village Squares should be sited to encourage the development of building frontages that extend the street wall around the edges of the publicly accessible space. Building entrances, lobbies, windows and balconies should provide a direct visual connection into the building's interior spaces.*

*3.5.6.4 d) The following policies apply to the establishment of Village Squares throughout the Downtown District:*

*b. Lands within both the Downtown – Transition and Downtown – Intensification designations shall be set aside for a Village Square as follows:*

*(a) All development applications on sites greater than 0.2 hectares in size shall include a location for a Village Square. Village Squares are intended as formal pedestrian spaces, in support of the adjacent higher density, mixed use development;*

*(b) All development applications or sites less than, or equal to 0.2 hectares shall pay cash-in-lieu of parkland; and,*

*(c) The alternative parkland dedication requirement provided in the Planning Act of 1 hectare per 300 dwelling units shall not be applied within the Downtown District;*

*c. Village Squares shall be sized and located to the satisfaction of the Town. They shall be designed and built to Town standards, and should include frontage abutting the public sidewalk system where possible.*

*d. Large sites may include a single, large-scale Village Square and/or a series of smaller Village Squares.*

*e. Village Squares shall be designed to reinforce a high quality formalized relationship with its adjacent building use and streetscape.*

*e) Where appropriate, the Town may accept privately owned Village Squares as fulfilling all or part of the required parkland dedication, whether or not the land is dedicated to the Town, subject to the execution of an agreement that ensures the following:*

*a. Village Squares are designed and built to the satisfaction of the Town;*

*b. Village Squares are maintained by the owner to the satisfaction of the Town; and*

*c. Village Squares remain open and accessible to the public at all times.*

**Evaluation:** In regard to Policy 3.5.6.4(c), the open space, intentionally located at the corner to maximize visibility, accessibility, and pedestrian activity, has the potential to function as a Village Square. Its frontage along the public sidewalk system and integration with surrounding pedestrian connections ensures that it is well-connected and designed in a manner consistent with Town expectations.

In regard to Policy 3.5.6.4(d)(b)(a), the Subject Lands are located within the Downtown – Transition designation and exceed 0.2 hectares in size. Accordingly, a Village Square is required as part of the proposed development. The proposal includes a publicly accessible open space located at the northeast corner of the site, intended to function as a Village Square. While not formally designated as a “Village Square,” the space fulfills the intended function by supporting adjacent higher density, mixed-use development and providing a formalized pedestrian space. This space is designed to support the proposed higher-density, mixed-use development and contributes to the public realm through its visibility and accessibility from the street.

In regard to Policy 3.5.6.4(d)(c), the space is intentionally located at the corner to maximize visibility, accessibility, and pedestrian activity. Its frontage along the public sidewalk system and integration with surrounding pedestrian connections ensures that it is well-connected and designed in a manner consistent with Town expectations.

In regard to Policy 3.5.6.4(d)(d), given the scale of the Subject Lands, the provision of a single, consolidated Village Square is appropriate and represents an efficient and functional design response.

In regard to Policy 3.5.6.4(d)(e), the design of the Village Square reinforces a high-quality relationship with the adjacent built form and streetscape through its orientation, visibility, and integration with pedestrian circulation.

In regard to Policy 3.5.6.4(e), the Village Square is proposed to be privately owned and publicly accessible, and will be designed, maintained, and remain open to the public. Subject to Town approval, the Village Square may be considered toward parkland dedication requirements pursuant to Section 42 of the *Planning Act*.

*Policy 3.5.6.5(a): “It is a fundamental principle to avoid and/or mitigate any inappropriate interface between buildings and/or uses. As such, the concept of compatible development is of paramount importance throughout the Downtown District. All development applications shall be reviewed with respect to their compatibility with existing and/or approved developments.”*

*Policy 3.5.6.5(b): “All new development and redevelopment within the Downtown District shall demonstrate sensitivity to the existing architectural styles, building materials and scale, with the exception of the existing suburban style plaza developments. The design and selection of materials used for proposed additions, alterations, and new buildings shall also have regard for the style, both volumetrically and materially, of existing buildings to strengthen themes of existing character in the vicinity.”*

*Policy 3.5.6.5(c): "All development and redevelopment shall respect the character of existing development, with the exception of the existing suburban style plaza developments, through compatible and complementary building massing (i.e. building height and scale), building design principles, landscaping, and streetscape elements. New buildings shall be designed at a height and scale which is compatible with the surrounding area and in conformity with the policies of this Plan. Specific consideration shall be given to massing options that establish an appropriate relationship to the surrounding built form."*

**Evaluation:** The proposed development has been designed to establish a compatible relationship with surrounding uses while accommodating intensification within the Downtown District.

The building is organized with a six-storey podium aligned along John Street to reinforce a consistent street edge and provide a transition in scale to the adjacent residential context. Above the podium, the tower is stepped back and located toward the eastern portion of the site adjacent to the rail corridor, increasing separation from nearby low-rise dwellings and reducing direct interface.

Shadow impacts are primarily directed toward the rail corridor and public right-of-way, with limited incremental shadowing on adjacent residential properties, as demonstrated in the supporting Sun/Shadow Study.

Although an angular plane is not explicitly applied, the proposed massing achieves its intent through podium height, tower setbacks, and building articulation, which collectively reduce perceived mass and mitigate overlook and privacy impacts. Through these measures, the Proposal provides an appropriate transition in built form and maintains compatibility with the surrounding context.

*Policy 3.5.6.6(a): "Architectural variety is crucial in creating a visually stimulating urban environment. Street walls composed of buildings of similar style and form can succeed through subtle variations in the facade treatment and building mass in projecting an image of architectural richness, variety and building articulation."*

*Policy 3.5.6.6(c)(c): "Continuous streets of monotonous and repetitive facades shall be avoided. A more textured architectural quality can be achieved by introducing variation in certain elements of the façade treatment."*

*Policy 3.5.6.6(c)(d): "All new buildings shall create a street space scaled to the pedestrian, and organized to present an appropriate facade to all adjacent streets to provide interest and comfort at ground level for pedestrians."*

*Policy 3.5.6.6(c)(e): "Ground floors of all buildings shall be designed with windows and doors opening onto the street or public open spaces to provide 'eyes on the street'."*

*Policy 3.5.6.6(c)(g): "Variation in three-dimensional elements, such as balconies, bay windows and porches, cornices, window trim, entrances and the articulation of the building mass, shall be used to create a dynamic façade."*

**Evaluation:** In regard to Policy 3.5.6.6(a), the proposed building incorporates a variety of architectural features and façade articulation to create visual interest, with the podium utilizing brick materials that reference historically used masonry within Grimsby and the tower introducing a complementary contemporary material palette and vertical articulation.

In regard to Policy 3.5.6.6(c)(c), the building avoids long, monotonous and repetitive façades through variation in façade treatment and materiality, contributing to a more textured and visually engaging architectural expression.

In regard to Policy 3.5.6.6(c)(d), the building is organized to present appropriate façades to both street frontages, creating a street space scaled to the pedestrian and providing interest and comfort at ground level.

In regard to Policy 3.5.6.6(c)(e), the design incorporates transparent glazing and active entrances at grade, strengthening the relationship between the building and the public realm and providing “eyes on the street.”

*Policy 3.5.6.6(d): “The advantages of better visibility, light and view make corner sites good locations for landmark buildings. Consequently, prestigious buildings often occupy corner sites. Corner buildings shall articulate and define the intersection at which the building is located by enhancing its presence at each corner and presenting primary articulated façades toward both streets.”*

**Evaluation:** The Subject Lands occupy a prominent corner location at the intersection of John Street and Ontario Street. The proposed development responds to this condition by establishing articulated building façades along both street frontages and introducing a publicly accessible open space at the intersection. This design approach reinforces the prominence of the corner and contributes to the creation of a distinctive focal point within the Downtown area.

*Policy 3.5.6.7: Where a new apartment or mixed-use building is proposed that is either abutting or across a public street right-of-way from the Medium Density or Low-Density Residential designations, angular planes shall be implemented to establish an appropriate interface with abutting lower built forms as a result of stepping back upper floors of the building. Angular planes shall be established as follows:*

*a) Where an apartment or mixed-use building site abuts Medium Density or Low-Density Residential designations, a 45-degree angular plane shall be established at a point 7.5 metres directly above the abutting interior side and/or rear property line.*

**Evaluation:** Policy 3.5.6.7 applies to developments that abut Medium Density or Low-Density Residential designations. The subject lands are designated Downtown- Transition and abut the Downtown-Transition designation, they do not abut Medium Density or Low-Density Residential designations, (refer to Fig. 4 of this report) therefore, the policy does not apply.

Notwithstanding the foregoing, we provide the following analyses: this policy is intended to manage transitions in scale and mitigate impacts such as shadowing, overlook, and loss of privacy, typically in conditions where new development directly interfaces with stable low-rise residential areas. In the context of the Subject Lands, the application of this policy is not necessary as the lands do not abut/impact existing stable residential lots. The site is located at a prominent corner within an evolving mixed-use area, where greater building height and intensity are anticipated. As such, the site, which is bounded in part by a rail corridor to the north, does not have any impacts such as a loss of privacy, overlook, shadows etc. to would require angular plane controls.

The Proposal incorporates several design strategies that address the underlying intent of the policy. The building is organized with a defined podium that reinforces a pedestrian-scaled street edge, while the tower element is set back and positioned toward the eastern portion of the site, away from adjacent lower-scale residential areas. Additional articulation, including stepbacks above the podium and variation in façade treatment, reduces the perceived massing and limits potential shadow and overlook impacts.

Through these measures, the Proposal achieves an appropriate transition in scale and built form, consistent with the broader urban design objectives of the Official Plan, without reliance on strict angular plane compliance.

Overall, the proposed development achieves an appropriate built form relationship and supports the planned evolution of the Town of Grimsby Official Plan.

*Policy 3.5.6.8(b): “For all development within the Downtown District where the at-grade use is not residential, the following build-within zone policies apply except as set out in Section 3.5.5.5.g):*

*a. The build-within zone is located between 0 and 3 metres from the front and/or exterior side lot line. Building setbacks would need to be established in accordance with NPCA’s regulations.*

*b. All buildings shall be generally sited parallel to the street and along the edges of parks and open spaces. The public faces of these buildings are to align with neighbouring buildings in a manner that establishes a consistent building face lining the street.”*

*Policy 3.5.6.8(d): To achieve a consistent street wall condition, a minimum amount of building wall must be located within the identified build-within zone. The following regulations apply to the built frontage requirement:*

*c. Within the Downtown – Intensification designation, the minimum built frontage of all block faces abutting a public street shall be 50 percent;*

*d. Where a development proposal includes a Village Square that conforms with the policies of this Plan, the frontage occupied by the Village Square shall not be considered part of the minimum built frontage calculation;*

**Evaluation:** In regard to Policy 3.5.6.8(b)a., we understand that a build-within zone of 0 to 3 metres is encouraged to avoid the use of public facing yards for surface parking and other such less desirable uses. We further understand that the Town may permit minor variations as long as the design intent is maintained.

While the proposed development is not setback to be within the 0 – 3 m build-within zones, the design meets the intent of the policy by not using the zones for parking and other less desirable uses. Moreover, the enhanced front yard setback along Ontario Street is intended to provide a publicly accessible open space that can serve as a gateway into Downtown Grimsby whereas the increased exterior side yard setback along John Street assists in reducing the visual impact and providing facilities for active/pedestrian oriented uses. In this respect, the proposed development meets the policy intent and overall, the proposed setbacks support a comfortable pedestrian realm, allow for appropriate streetscape integration, and reflect a context-sensitive design approach, consistent with the broader intent of the Downtown District policies.

In regard to Policy 3.5.6.8(b)b., the proposed development is generally sited parallel to Ontario Street, as the site presents a unique corner lot configuration where the lot lines are not perpendicular. While the building is not located directly at the street edge, the increased setback is intentional to accommodate a Privately Owned Publicly Accessible Space (POPS) that enhances the public realm and contributes to the pedestrian experience along Ontario Street. The proposed siting balances the intent of establishing a consistent streetwall with the provision of meaningful public space, achieving the broader objectives of the policy by enhancing streetscape quality and contributing positively to the character of the Downtown District. Along John Street, this policy is met.

In regard to Policy 3.5.6.8(d)c., a minimum built frontage of 50 percent of all block faces abutting a public street is required. This requirement is generally met along John St. where greater than 50% of the built frontage is within 4.29 m of the property line and therefore consistent with the 0- 3 m range indicated through policy 3.5.6(b)(a). Along Ontario Street, this requirement is not met as the built form has been purposefully pulled back to create a public open space. This design approach is intentional and supports the creation of an enhanced pedestrian environment by providing an accessible and active open space along the primary frontage.

In regard to Policy 3.5.6.8(d)d., the proposed development includes a POPS that functions as a Village Square and is designed in accordance with the applicable policies of the Official Plan. As such, the policy allows for frontages occupied by the POPS to not meet the minimum built frontage calculation. Accordingly, the proposed development is consistent with the policy framework and achieves the desired streetscape condition while incorporating meaningful publicly accessible open space.

*Policy 3.5.6.9(h): "In order to reinforce streets as primary public spaces, the locations of parking, driveways and service entrances and loading areas need to be carefully considered and coordinated with the locations for pedestrian entrances. As such, public parking facilities, service access points, loading areas and any visible garbage containers and/or mechanical equipment are to be located in a manner that has a minimal physical impact on sidewalks and accessible open spaces."*

**Evaluation:** The Proposal incorporates underground and internalized parking areas located away from the primary street frontages. Vehicular access is provided mid-block along John Street, minimizing potential conflicts with pedestrians and maintaining an active streetscape along the corner and primary street edges. Service functions are integrated in the building footprint, ensuring that these elements have minimal visual and physical impact on the public realm.

## **8.5. Town of Grimsby Draft Official Plan**

The Town of Grimsby is currently undertaking an update to its Official Plan. As the Draft Official Plan has not been approved, it is considered directional but not determinative. Draft OP v(2) has been reviewed to provide context regarding the Town's current vision and policy direction for the Subject Lands.

The Draft Official Plan establishes a refined growth structure, identifying a hierarchy of Centres intended to accommodate intensification and mixed-use development. The Subject Lands are located within the Downtown District Area, which is identified as one of three Centres within the Town. Within this area, the Draft Official Plan further delineates Character Areas, with the Subject Lands located within the Downtown Neighbourhood Character Area. Refer to Figures 5 and 6.

Within the Downtown Neighbourhood Character Area, the Draft Official Plan contemplates new development to be within the range of 3 to 12 storeys. Contrasting this with the existing permissions for 4 storeys, the Draft Official Plan envisions the Downtown District as a focal point for growth and intensification where increased heights and mixed-use development within a podium/tower format form are considered appropriate. The proposed development aligns with this vision by introducing a tiered, mixed-use building with structured parking that efficiently utilizes land within a designated Centre.

The Draft Official Plan further contemplates that high-rise buildings, which are identified as greater than 12 storeys are permitted in *Centres*. The subject lands, although identified as being “Downtown Neighbourhood, is within a *Centre*. Therefore, it is reasonable to consider the site for greater than 12 storeys through a fulsome planning application.

In terms of permitted uses, the proposed development aligns with the intent of the Mixed-Use Area designation by providing a range uses, including residential, retail, service commercial, and office/institutional uses within a single, integrated development. The inclusion of at-grade commercial space with office uses in combination with residential units above, reflects an appropriate vertical mix of uses and contributes to a complete and active built environment.

The proposal supports the vision laid out in the Draft Official Plan.



- Subject Lads
- Residential Area
- Mixed Use Area

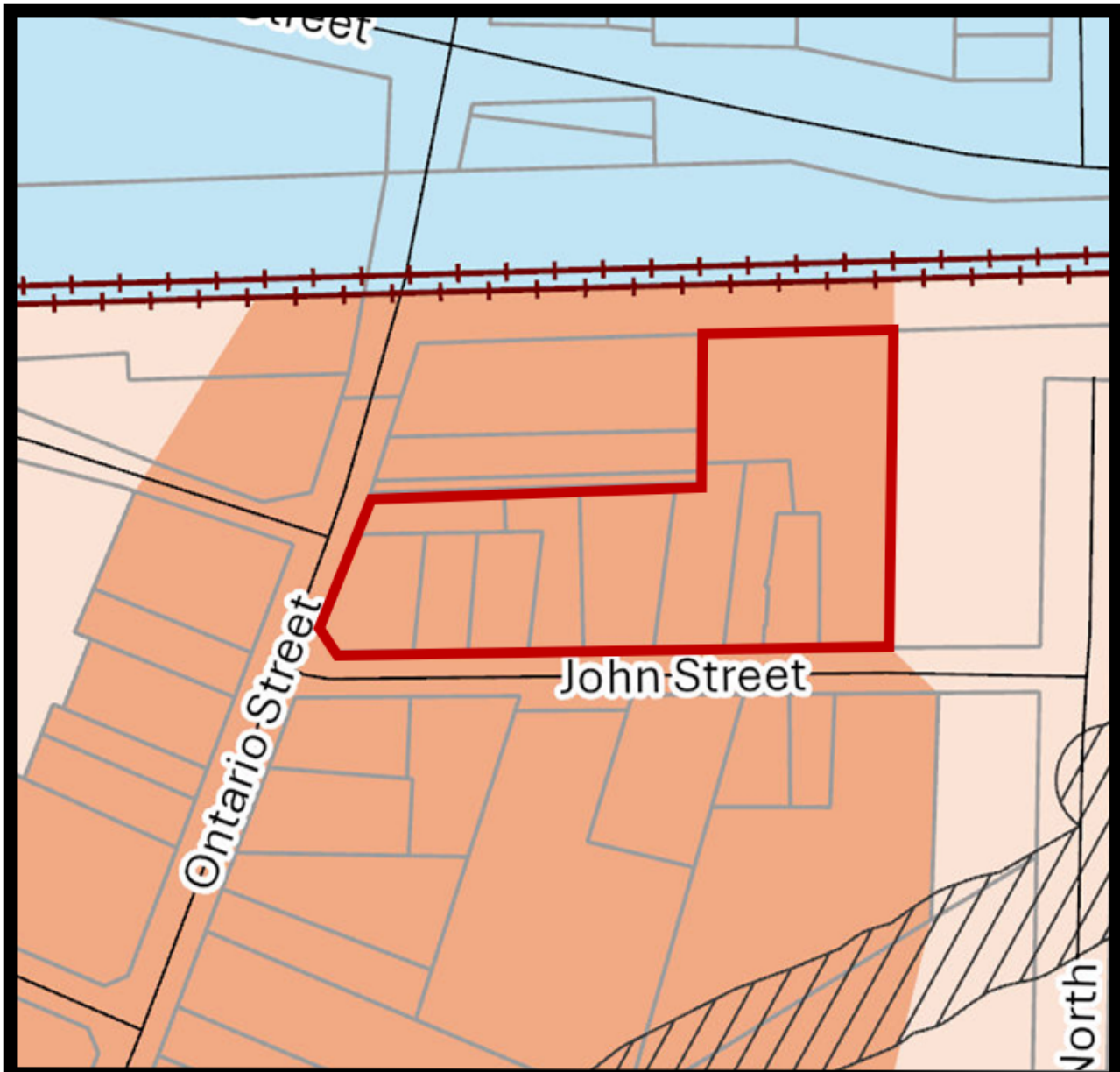
Figure 5  
Town of Grimsby Draft Official Plan –  
Schedule C – Land Use

Source: Town of Grimsby Official Plan

Drawn By: IPS

File:25-1491

**IPS** INNOVATIVE PLANNING SOLUTIONS  
PLANNERS • PROJECT MANAGERS • LAND DEVELOPERS



- Subject Lads
- Downtown Neighbourhood
- Downtown Village

**Figure 6**  
 Town of Grimsby Draft Official Plan –  
 Schedule C3 – Downtown District  
 Neighbourhood Area District

Source: Town of Grimsby Official Plan

Drawn By: IPS

File:25-1491



**INNOVATIVE PLANNING SOLUTIONS**  
 PLANNERS • PROJECT MANAGERS • LAND DEVELOPERS

## 8.6. Grimsby Zoning By-law 14-45

The Town of Grimsby Zoning By-law 14-45, as amended, regulates the use of land and establishes detailed, legally enforceable standards for development. The proposed applications to rezone the lands from *Downtown-Transition* to *Downtown Intensification*. Accordingly, we have reviewed the proposed development concept against provisions related to the *Downtown Intensification*. A review of the General Provisions has also been completed and provisions requiring a variance/site-specific exception have been justified as part of the review. Lastly, additional provisions have also been identified in the Draft ZBA to accommodate the development.

### ***Downtown Intensification Provisions***

Table 2 outlines the required and provided zoning standards under the *DI* zone and identifies areas where a variance is being requested.

**Table 2: Zoning Matrix**

<b>Regulation</b>	<b>Required under DI Zone</b>	<b>Provided</b>	<b>Complies</b>
<b>Min. Lot Area</b>	NR	-	Yes
<b>Max. Lot Coverage</b>	40%	72.8	No
<b>Lot Frontage</b>	NR	-	Yes
<b>Front Yard (Ontario St.)</b>	Min: 0 m. Max: 6 m	10.69	No
<b>Exterior Side Yard (John St.)</b>	Min: 0 m. Max: 6 m	4.29	Yes
<b>Interior Side Yard</b>	Min: 2 m. Max: 4 m	1.93	No
<b>Min. Rear Yard</b>	7.5 m.	3.45	No
<b>Height</b>	Min: 7.5 m. (2 storeys) Max: 15 m. (4 storeys)	61.7 m (16 storey plus mechanical penthouse)	No

Regulation	Required under DI Zone	Provided	Conforms
Vehicle Parking – Residential	1.25 spaces for dwelling unit $305 \times 1.25 = 381$ spaces	308	No
Vehicle Parking – Visitors	0.25 visitor parking spaces for each dwelling unit $305 \times 0.25 = 77$ spaces	118	No
Vehicle Parking – Retail Store	One space for each 28 square metres of gross retail floor area $708.06\text{m}^2 / 28\text{m}^2 = 26$ spaces		No
Vehicle Parking – Clinic	One space per 15 square metres of gross floor area $1178\text{m}^2 / 15\text{m}^2 = 79$		No
Bicycle Parking – Residential - policy 5.18 a), c)	0.3 spaces per unit $305 \times 0.3 = 92$ spaces	136	Yes
Bicycle Parking – Non-residential -policy 5.18 b)	7% of car spaces $120 \times 0.07 = 8$	9	Yes

### ***Rationale For Site Specific Exceptions***

**Max. Lot Coverage:** The proposed development exceeds the maximum lot coverage of 40%. A site-specific exception of zero maximum lot coverage is requested. Maximum lot coverage is increasingly de-emphasized in urban zoning frameworks across Ontario municipalities, particularly within intensification areas, as it is a blunt metric that does not effectively regulate built form. Municipalities instead rely on a combination of height, density (FSI), setbacks, and urban design controls to achieve compact, context-sensitive development while supporting broader provincial intensification objectives. The requested relief is therefore appropriate, supports the intensification function of the downtown, and represents good planning.

**Front Yard Setback (Ontario St):** A site-specific exception is requested to permit a maximum front yard setback of 11 m. This increase is intentional and supports the strategic placement of publicly accessible greenspace in a highly visible and usable location on the site. Locating the greenspace along the front yard enhances accessibility, usability, and overall prominence, allowing it to function as an active amenity for both residents and the broader public realm. The expanded setback also contributes to a pedestrian-scaled environment, providing appropriate transition and spatial relief. As such, the proposed front side yard setback represents a thoughtful design response by providing an space to be programmed as a gateway into the downtown.

**Interior Side Yard Setback:** A site-specific exception is requested to allow a reduce interior side yard setback. The side yard setbacks abuts a railway corridor and an easement. Reducing the side yard setback will not have a negative impact to the public realm or surrounding users/residents. It is requested that a 0 m interior side yard be approved to maximize site layout efficiency.

**Rear Yard Setback :**A site-specific exception is requested to permit a minimum rear yard setback of 3.0 m, whereas 7.5 m is required. The reduced rear yard enables a more efficient site layout while maintaining appropriate separation distances. The existing standard of 7.5 m is appropriate for single detached dwellings where the backyard is anticipated to be used by residents for quiet enjoyment and to allow separation from other low-density residential uses. The proposed mixed-use building design has provided adequate rooftop amenity along with a parkette along Ontario St. for residents' livability. Within this context, a 7.5 m rear yard setback is no longer necessary or appropriate. The proposed 3.0 m rear yard setback will provide adequate separation distance from future residential uses to the east and will not impact livability for future residents as it abuts a side yard that is not intended to serve as outdoor amenity space. As such, the proposed rear yard setback is reflective of urbanizing conditions and is considered appropriate.

**Height:** With respect to Table 3, a site-specific exception is requested to permit a maximum building height of 16 storeys, whereas 4 storeys is currently permitted. The proposed height is appropriate given the Subject Lands' location within the Downtown District, which is intended to accommodate higher-density built form and support a more compact urban structure, contributing to an expanded supply and range of housing options within the Downtown and maximize existing infrastructure. Furthermore, the height reflects the emerging built form context envisioned in the Draft OP which contemplates an as-of-right height permission of 12 storeys, Lastly, the increased height is critical to the viability of the intended mixed-use function of the development, as it will ensure there is a critical mass of users to support commercial and employment opportunities resulting in a more vibrant downtown.

## **Residential Parking**

The proposed development includes a reduced parking supply relative to the minimum requirements of Zoning By-law 14-45 for residential units. A rate of 1 space per dwelling unit is proposed. This rate has been justified through the Transportation Impact Study which finds that the proposed rate is appropriate based on local auto mode share, car ownership rates for apartment units within Grimsby, and comparable residential development proxy sites. Additionally, as identified in the Town of Grimsby Strategic Parking Management Study, this rate aligns with the recommended resident parking ratio for developments within the Downtown, supporting a reduced parking standard in this context. The Subject Lands are located within Downtown Grimsby, in proximity to a range of commercial, dining, and recreational uses, and are well-served by local and regional transit, including GO Bus connections with access to the broader Greater Toronto and Hamilton Area. As such, the reduced parking supply reflects the site's highly accessible, walkable location and aligns with the Town's broader objectives of supporting intensification and reducing reliance on private vehicles.

## **Non-Residential Parking**

Non-residential parking requirements relate to those for residential visitors, the proposed commercial/retail space and proposed office/medical-use space. It is proposed that the rates for these uses are maintained as per the zoning requirement, with added provisions for shared parking similar to shared parking provisions currently in place for the Mixed-Use High Density Residential Zone. The application of shared parking in this instance is appropriate given the mixed-use nature of the development and differing peak demand periods associated with the non-residential users. Percentages for shared parking, as laid out in the TIS have been included in the Draft Zoning By-Law with a further provision to ensure clinic parking can also be shared. It is further request that a site-specific provision be added allowing only 80% of commercial and office parking required to be supplied. This is an existing consideration outlined in section 5.16c) of the Grimsby ZBL applicable to the Downtown-Main Street Zone that is reasonable for inclusion based on the site context.

## ***Additional Provisions within the Downtown Zone***

*8.3.2.3 Where any new development abuts an existing residential use, no portion of the building shall extend beyond the area of an angular plane measured at 45 degrees from 7.5 metres above the abutting lot line.*

**Evaluation:** The intent of the angular plane zoning provision is to minimize overlook shadow and privacy impacts on existing low density residential uses. While the proposed building does not strictly conform to the prescribed 45-degree angular plane, the building has been designed to direct height and massing away from adjacent residential uses through a podium-and-tower configuration. Upper storeys are stepped back, and the overall massing strategy minimizes overlook, shadow, and privacy impacts. A Shadow Impact Study by Caricari Lee Architects has been prepared in part of this submission and demonstrates that impacts are appropriately managed. It is also noted that the lands to the east are subject to future redevelopment. As such, while the angular plane provision references existing residential uses, the proposed built form has been designed to provide appropriate transition and compatibility with both existing and planned future development.

Based on IPS's experience and based on a review of sun-shadow policy across various Ontario municipalities, the benchmark industry best practices in the application of sun/shadow criteria requires 5 hours of full sunlight subject or ensure full sunlight is provided at least 50% of the time, exclusive of the December 21<sup>st</sup> timeframe. Excluding December 21<sup>st</sup> is a reasonable best practice, as December is the shortest day of the year with the longest shadows. Limiting shadows on December 21<sup>st</sup> would require a development to be virtually shadowless.

The sun-shadow study prepared by Caricari Lee was reviewed to assess shadow impacts on the 3 storey townhouse east of the proposed development and single detached dwellings further east the along Robinson Street. During all 4 timeframes reviewed (March, June September and December) it is observed that the townhouse units and existing single detached dwellings along Robinson have at least 5 hours of consecutive sunlight.

Based on this analysis, we find that the proposed development meets general best practices relates to sun/shadow criteria. In this regard a variance/site specific exception to zoning provision 8.3.2.3 is deemed appropriate.

*8.3.2.4 a) Parking lots abutting a street shall incorporate a 2.5 metre landscaped strip between the parking lot and the street line.*

**Evaluation:** Complies

*b) A primary entrance door open to the public shall be incorporated into the front wall of all buildings facing the front lot line.*

**Evaluation:** Complies

*c) For new buildings under 4,000 sq. metres within the DMS and DI zones, at least 60% of the surface area of each wall facing and located within 30 metres of a front lot line shall be comprised of openings. This provision only applies to that portion of the wall within 3.0 metres of finished grade.*

**Evaluation:** Not applicable

*d) For new buildings 4,000 sq. metres and larger within the DMS and DI zones, at least 40% of the surface area of each wall facing and located within 30 metres of a front lot line shall be comprised of openings. This provision also applies only to that portion of the wall within 3.0 metres of finished grade.*

**Evaluation:** The proposed development complies with this provision of the Zoning By-law. Based on the architectural elevations, the ground floor façades fronting John Street and Ontario Street incorporate a significant amount of transparent glazing, entrances, and active commercial frontages. These elements will ensure that a minimum of 40% of the surface area within 3.0 metres of finished grade and within 30 metres of the front lot line is comprised of openings, in accordance with the requirement.

*f) Within the DI Zone, the front wall of a building shall occupy a minimum of 50% of the distance along the front lot line and 40% along the exterior lot line, and shall be set back no further than 3 metres from the street line. This requirement is deemed to be met if shown on an approved site plan for new buildings.*

**Evaluation:** In regard to Section 8.3.2.4 (f), the building is generally brought toward the street line and occupies a substantial portion of the frontage along John Street, reinforcing a continuous street edge. Along Ontario Street, an enhanced front yard setback is provided to allow the parkette/gateway. Accordingly, a variance is requested.

*h) The width of an individual retail/commercial unit in the DI Zone shall be a minimum of 8 metres and a maximum of 15 metres.*

**Evaluation:** In regard to Section 8.3.2.4(h), the ground floor retail units are designed with appropriate widths and configurations to support viable commercial uses and contribute to a fine-grain streetscape. A site-specific exception has been requested to maintain flexibility in future leasing of non-residential spaces.

*i) For all new buildings in the Downtown Zones, no parking, driveways, or drive-through stacking lanes shall be located between the buildings and the street. This requirement does not apply to commercial buildings larger than 5,000 sq. metres within the DI Zone.*

**Evaluation:** Complies

### **General Provisions**

*4.22: A dwelling on a lot abutting a railway right-of-way shall be setback 30 metres from the edge of the railway right of way with an intervening 2.5 metre high safety berm.*

**Evaluation:** Complies

*8.3.2.2 Above the second storey, the front wall of a building shall be set back 1 metre, towards the interior of the building, measured from the outer edge of the exterior wall of the storey directly below it.*

**Evaluation:** The proposed development incorporates a 3.0 metre setback at Level 6, which achieves the intent of reducing perceived massing and maintaining a pedestrian-scaled streetwall. As well a visual break through articulation has been introduced above the second level. A site-specific exception has been included in the Draft ZBA. A variance to this provision is requested.

### **Other Proposed Provisions**

The Town of Grimsby Official Plan Policy 3.5.5.9, which requires the provision of a minimum landscaped open space area. Accordingly, the proposed zoning framework maintains the intent of Policy 3.5.5.9 providing for a minimum landscaped area of 500 sq.m, representing the public open space.

The site-specific zoning By-Law also proposes the listing of a Post Secondary Education as a permitted use. This is requested to maintain flexibility for future institutional uses.

## **9. Urban Design Brief**

### **9.1. Purpose**

The purpose of this Urban Design Report (“UDR”) is to outline the urban design vision and design rationale for the proposed redevelopment and to demonstrate how the design of the Proposal responds to the surrounding urban context and applicable planning policy framework. The report describes the overall design intent, built form strategy, and public realm approach for the site, and evaluates how the Proposal aligns with the Downtown Grimsby Design Guidelines.

From an urban design perspective, this report reviews the architectural design concept prepared by CLA Architects and evaluates the Proposal in relation to the applicable urban design policy framework, specifically the Downtown Grimsby Design Guidelines (2010). which establishes the urban design principles and objectives that guide the development to ensure it is delivered in a cohesive and complementary manner.

### **9.2. Vision Statement**

The vision for The CooperHaus is to establish a thoughtfully designed, high-quality intergenerational community that enhances the fabric of Grimsby. Located at the corner of Ontario Street and John Street, The CooperHaus is envisioned as a walkable, family-oriented mixed-use development that contributes to a vibrant, and well-connected community.

The development will integrate uses such as residential units, office-institutional, medical, wellness, and retail spaces, delivering a wide range of community benefits. These include meaningful additions to the housing supply, employment opportunities, economic growth, public realm enhancements, and infrastructure improvements.

The site design carefully considers Grimsby's character while responding to the Town's planning framework. Enhancements to the streetscape along John Street and Ontario Street, including public green space, landscaping, and active ground-floor uses, will create an animated and inviting public realm. Locating parking underground and at the rear of the site prioritizes pedestrian experience and demonstrates sensitivity to neighbouring properties.

The architectural design pays homage to Grimsby's history while establishing a distinctive contemporary identity. The use of different materials between the podium and tower allows the ground floor to integrate harmoniously with adjacent buildings, while the upper levels introduce a refined architectural presence. The podium's brick colour has been carefully selected to reflect historically used masonry throughout Grimsby, reinforcing a strong connection to local character. The incorporation of steel elements within the tower references Grimsby's industrial legacy. Although modern in expression, CooperHaus respectfully interprets Grimsby's architectural and cultural history through its materiality and design approach.



Figure 7: view from Ontario and John St. Intersection

Through the integration of aging-in-place principles, wellness-oriented services, and strong connections to transit and the downtown core, CooperHaus is positioned to become a dynamic community focal point, advancing economic vitality, social inclusiveness, and heritage appreciation within Grimsby.

### **9.3. Urban Design Objectives**

The following urban design objectives guide the development of the CooperHaus Proposal and reflect the broader design directions of the Niagara Region Official Plan, the Town of Grimsby Official Plan, and the Downtown Grimsby Design Guidelines.

#### **Pedestrian-Oriented Public Realm**

Create an active and pedestrian-oriented environment along John Street and Ontario Street through high-quality streetscape design, landscaping, and active ground-floor uses that contribute to a vibrant public realm and support walkability within the downtown.

#### **Compatible Built Form and Transition**

Introduce a built form that supports the evolving mixed-use character of the area by establishing a podium street wall along the John Street and Ontario Street frontages that frames the pedestrian environment, while positioning the tower away from the intersection to reduce its visual impact and maintain an appropriate relationship with surrounding development.

#### **Mixed-Use and Complete Community**

Provide a mix of residential, commercial, office, and wellness-oriented uses that contribute to a complete community, support local employment opportunities, and strengthen the vitality of Downtown Grimsby.

#### **High-Quality Architecture and Materiality**

Promote architectural excellence with durable materials, façade articulation, and design elements that reflect the historic character of Grimsby while introducing a contemporary architectural expression.

#### **Heritage Integration and Sense of Place**

Reinforce a sense of place through subtle design elements that reference the site's historical context, contributing to the identity of the development and the evolving character of Downtown Grimsby.

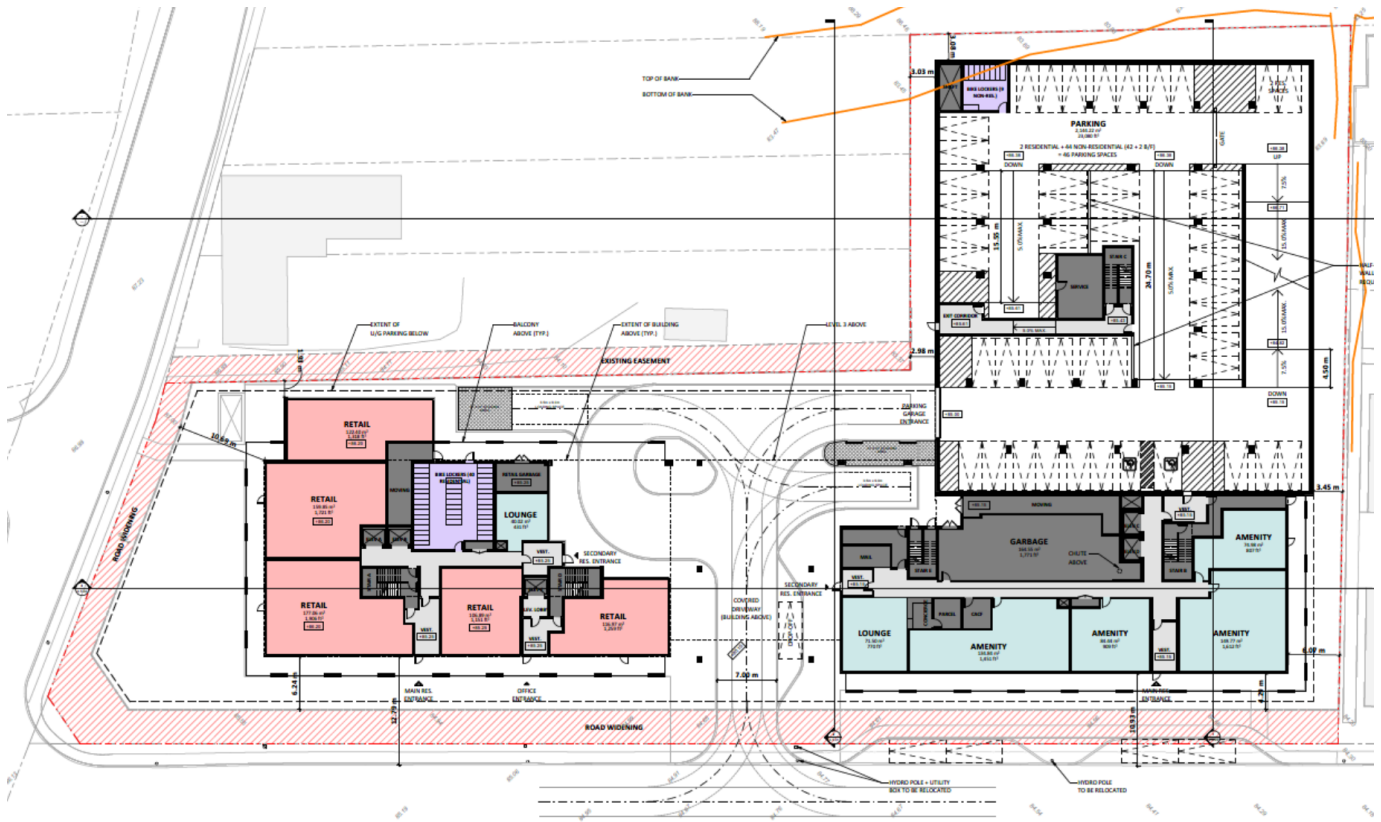


Figure 8: Level 1 Plan, prepared by CLA Architects

**Public Realm and Open Space Enhancement**

Enhance the streetscape and public realm through the introduction of landscaped open space, pedestrian connections, and gathering areas that contribute to the social and visual quality of the downtown environment.

**Sustainable and Accessible Mobility**

Support active transportation and sustainable mobility through pedestrian connections, bicycle facilities, and proximity to existing and future transit services, while locating parking underground and toward the rear of the site to prioritize the pedestrian experience.

**Aging in Place**

Provide a range of residential unit types and community-supportive uses that accommodate diverse households and supports aging in place, contributing to a vibrant, inclusive, and resilient community.

## 9.4. Urban Design Strategies

### Site Organization

The site organization responds to the L-shaped configuration of the Subject Lands and their dual frontage along John Street and Ontario Street. The Proposal is structured around a clear relationship between built form, publicly accessible open space, and site circulation. A prominent open space is located at the intersection of John Street and Ontario Street, establishing a strong corner condition and serving as a focal point of the development. The mixed-use building is arranged to frame this space and define the street edges, while access and circulation are coordinated to support an efficient and pedestrian-oriented layout. Together, these elements establish a cohesive spatial hierarchy that organizes the relationship between built form, open space, and movement.

The new mixed-use building is organized as a podium-and-tower form extending primarily along the John Street frontage, with the tower positioned toward the eastern portion of the site. This arrangement establishes a defined street wall along John Street, while the building is set back at the intersection of John Street and Ontario Street to accommodate the publicly accessible open space. This setback creates a forecourt condition that enhances the pedestrian experience and reinforces the prominence of the corner.

Vehicular access is provided mid-block along John Street through a covered access drive leading to internalized structured parking within the building and below grade. Locating the vehicular entrance away from the intersection reduces potential conflicts with pedestrians and allows the street edges to remain focused on active, pedestrian-oriented uses.

Overall, the site organization balances built form, open space, and access in a manner that reinforces the corner location and supports a coherent and pedestrian-focused development pattern.

### Public Realm and Landscape Design

The public realm strategy focuses on strengthening the pedestrian experience along John Street and Ontario Street through landscape improvements, publicly accessible open space, and active ground-floor uses. A key component of the public realm is the approximately 575 square metre landscaped open space located at the corner of Ontario Street and John Street. This space functions as a prominent public forecourt that provides opportunities for seating, planting, and informal gathering, while serving as a focal point for heritage interpretation within the development. The space will incorporate a barrel-themed public art installation reflecting the site's cultural heritage, together with interpretive elements and salvaged materials that commemorate the CooperHaus site and its historical significance within Grimsby. The open space enhances the visual prominence of the intersection and creates a welcoming entry point to the development.

Landscape elements throughout the site introduce greenery that softens the building edges and contributes to the overall character of the streetscape.

### **Pedestrian and Vehicular Circulation**

The circulation strategy is designed to provide clear and efficient access for pedestrians, cyclists, and vehicles while prioritizing pedestrian movement along the site's street frontages.

Pedestrian circulation is supported through continuous sidewalks along John Street and Ontario Street, providing direct access to building entrances, retail spaces, and the corner open space. These connections integrate the development with the surrounding neighbourhood and reinforce walkability within the area.

Vehicular access is provided from John Street through a mid-block driveway that leads to internal parking areas located within the building and below grade. Locating the entrance away from the intersection reduces conflicts with pedestrians and maintains an uninterrupted streetscape along the corner.

Pick-up and drop-off activity is accommodated through a total of eight dedicated spaces, including four spaces internally and four additional spaces within two lay-bys along John Street. This distribution establishes a clear hierarchy between internal site circulation and curbside activity, minimizing pedestrian–vehicular conflicts and reducing informal stopping along the public frontage.

Bicycle storage facilities are also incorporated within the development to support active transportation. A total of 145 bicycle parking spaces is provided, including 136 residential and 9 non-residential spaces, distributed between at-grade and structured parking areas, and integrated with the site's internal circulation network.

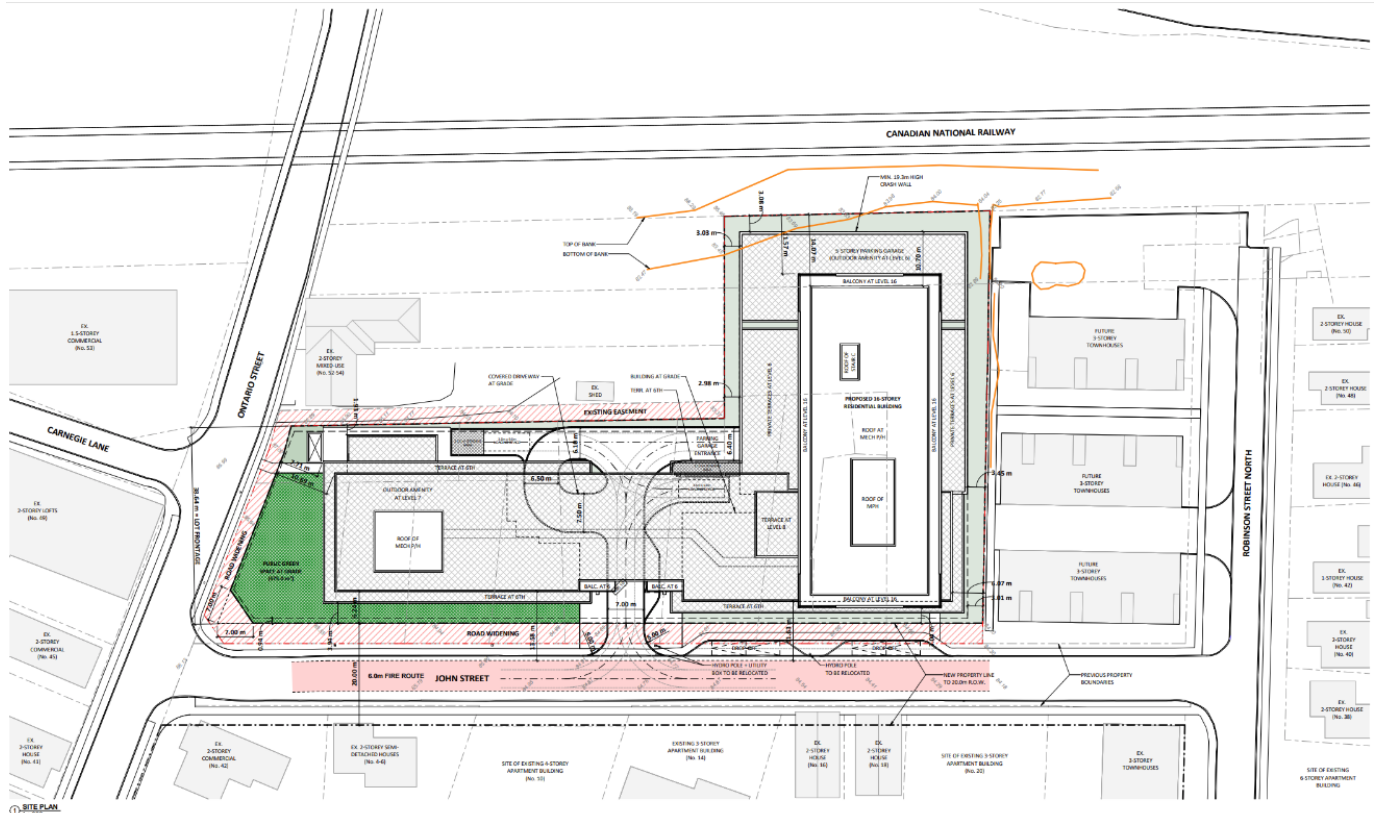


Figure 9: Site Plan, prepared by CLA Architects

**Built Form and Massing**

The proposed built form adopts a 6-storey podium with a tower element above, forming a total 16-storey building that responds to the surrounding context while establishing a distinctive architectural presence at the intersection of John Street and Ontario Street. The massing strategy balances the introduction of a taller built form with the need to maintain a pedestrian-scaled streetscape and an appropriate transition to the surrounding neighbourhood. The Proposal is also consistent with the evolving character of the area, which is identified as a Mixed Use and Growth Area in the Town of Grimsby Draft Official Plan.

The six-storey podium extends along the John Street frontage and establishes a defined street wall that

Figure 9: Site Plan prepared by CLI Architects

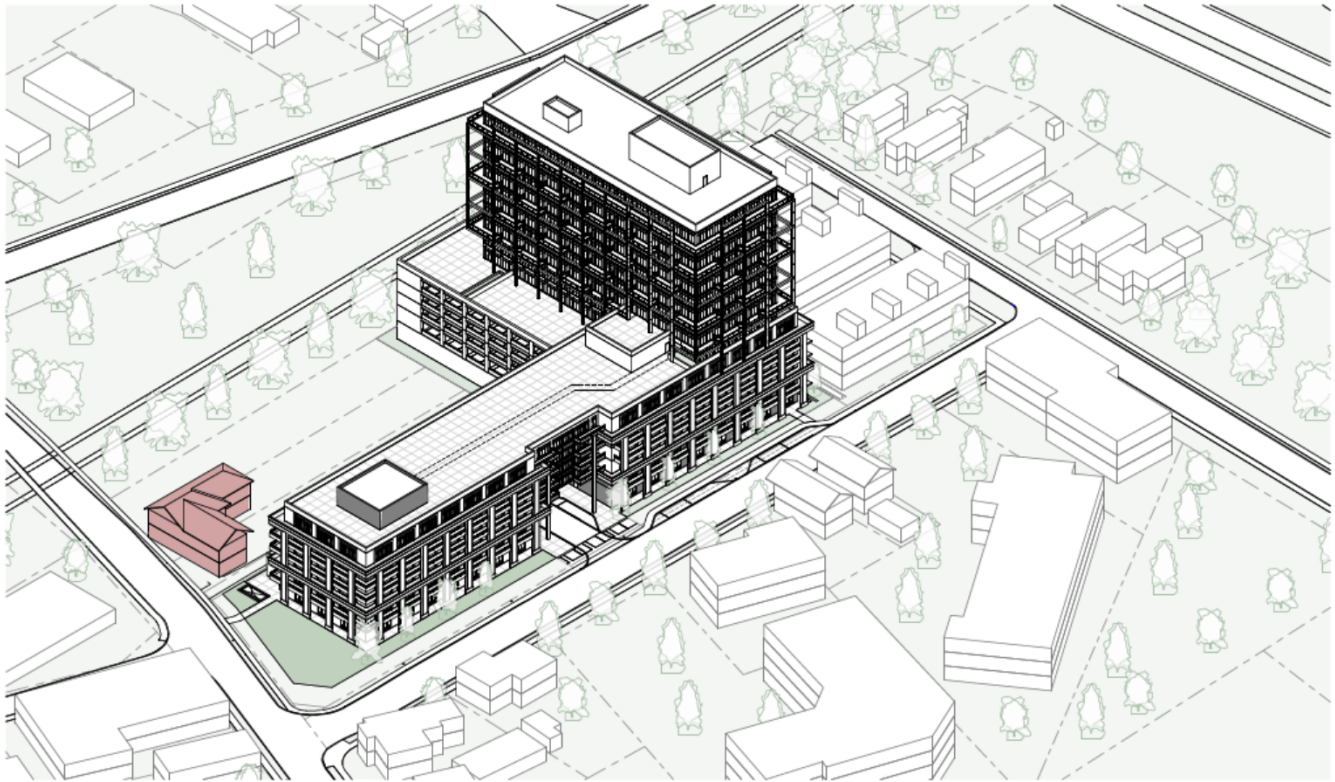
reinforces the pedestrian character of the street. Ground-floor commercial uses are integrated within the podium to activate the public realm and support an animated streetscape. The podium height helps mediate the transition between the tower above and the surrounding lower-scale development.

Above the podium, the 16-storey residential tower is positioned toward the eastern portion of the site.

This placement allows the corner of John Street and Ontario Street to remain open and visually prominent, enabling the creation of publicly accessible open space and strengthening the presence of the intersection within the streetscape.

The tower location has also been carefully considered in relation to surrounding conditions. Along the northern edge of the site, adjacent to the Canadian National Railway corridor, a crash wall is incorporated to provide the required safety measures between the rail corridor and the proposed development.

The building massing incorporates both setbacks and stepbacks to provide an appropriate transition to adjacent areas. At the ground level, a setback of approximately 4.29 metres is provided along John Street and 10.69 metres along Ontario Street at the podium level to support the public pedestrian realm and reinforce the streetscape.



① 3D VIEW 1 (FROM SOUTH-WEST)

Figure 10: 3D View – Southwest Perspective of the Proposed Development

Above, the tower is stepped back approximately 7.6 metres from the podium face on the east and approximately 13.6 metres on the west, significantly reducing the perceived scale of the building and creating a gradual transition toward adjacent uses, specifically the planned townhouse development along Robinson Street North to the east. Along John St. the tower is setback approximately 5.5 m from the property line with a step-back of approximately 1.5 m from the limit of the podium below.

The placement of the tower also considers views toward the Niagara Escarpment, a defining natural feature within the Town of Grimsby. By maintaining openness at the corner of the site and incorporating setbacks within the building form, the Proposal seeks to limit visual obstruction and maintain views toward the Escarpment from the surrounding area. Overall, the



Figure 11: 3D Massing View – Southwest Perspective Showing CN Rail Corridor to the North

Figure 12: Proposed Tower within the Niagara Escarpment Context, view from Ontario St.

proposed built form establishes a clear podium-and-tower relationship that supports active street frontages, enhances the public realm, and introduces additional height in a manner that responds to the surrounding context and future growth envisioned for the area.

### **Building and Architectural Design**

The architectural design establishes a contemporary building that responds to the surrounding context while referencing elements of Grimsby’s architectural heritage.

A clear distinction between the podium and tower components helps create a balanced architectural composition. The podium incorporates brick materials that reflect historically used masonry within Grimsby, allowing the building to relate to the surrounding streetscape. The tower introduces a more contemporary architectural expression through complementary materials and vertical articulation.

Steel elements incorporated within the tower reference the Town’s industrial heritage, while variations in glazing, materials, and façade detailing add visual interest and help break down the scale of the building.

At the ground level, transparent glazing and frequent entrances support active uses and strengthen the relationship between the building and the public realm.

### **Sustainability**

Sustainability considerations are integrated into the development through site design, building organization, and transportation accessibility and stormwater management.

The mixed-use nature of the development supports a walkable environment by integrating residential, commercial, and wellness-oriented uses within a single site. This reduces the need for vehicle trips and allows residents to access services within proximity.

The site also benefits from access to transit services, including nearby rail and regional transit connections, which support alternative transportation options further supported by Transportation Demand Management measures, including the potential for a shuttle service to reduce reliance on private vehicles

Active transportation is encouraged through pedestrian connections and bicycle storage facilities, while landscape elements such as tree planting and green space contribute to improved microclimatic conditions and overall environmental quality.

Stormwater management has been designed to address water quality, quantity, erosion control, and water balance, maintaining pre-development hydrologic conditions and minimizing downstream impacts. The strategy incorporates roof detention, underground storage systems, infiltration trenches, and enhanced grass swales/infiltration gallery features that promote on-site infiltration and support water balance objectives.

By concentrating development within an established urban area and integrating parking below grade, the Proposal supports efficient land use while prioritizing pedestrian-oriented streetscapes.

### **9.5 Downtown Grimsby Design Guidelines**

The Downtown Grimsby Design Guidelines (“DGDG”) form part of the Downtown Grimsby Master Plan and were prepared as part of the Town’s Community Improvement Plan process. The Guidelines provide direction for the design of buildings, façades, site planning, streetscapes, and public realm improvements within the Downtown area. Their overall intent is to protect the pedestrian scale and traditional character of Downtown Grimsby while guiding compatible new development, intensification, and improvements to the public realm.

The Proposal has been reviewed against the applicable provisions of the DGDG, particularly Sections 6.3 and 6.3.1, which establish expectations for building scale, orientation, massing, façade articulation, pedestrian activity, and streetscape integration. The Proposal conforms with the intent of these guidelines in the following ways.

The DGDG identifies accessibility as a core design principle, emphasizing that Downtown Grimsby should support all modes of transportation and be usable by people of all ages and abilities (DGDG Section 3.4.2). The Proposal responds to this objective by providing a multimodal and inclusive mobility network that accommodates pedestrians, cyclists, transit users, and seniors. Continuous sidewalks are provided along John Street and Ontario Street, barrier-free pedestrian routes connect entrances and public spaces, bicycle parking facilities support active transportation, and dedicated pick-up/drop-off areas are designed to accommodate shuttle transportation and specialized transit services, including seniors and mobility-assisted users. Together, these features support both active and passive transportation options and reinforce universal accessibility.

The Guidelines further emphasize the importance of large-scale and small-scale connections in strengthening downtown connectivity (DGDG Section 3.4.4). The Proposal addresses this through uninterrupted pedestrian sidewalks along both street frontages, internal walkways connecting building entrances and open spaces, and coordinated tree planting and landscape treatment that visually integrate the site with the surrounding downtown fabric. These design elements strengthen pedestrian permeability and establish cohesive connections between the site and adjacent public spaces.

Under the “Active Streets” principle, the Guidelines encourage vibrant street edges defined by active uses, transparency, and strong pedestrian engagement (DGDG Section 3.4.6). The Proposal strongly supports this objective through the incorporation of retail uses at grade, directly fronting onto John Street and Ontario Street. Frequent entrances and transparent glazing create strong visual interaction between indoor and outdoor spaces, enhancing animation along the street and contributing to a lively and engaging public realm. The podium structure is placed close to the street line and establishes a strong street wall condition that frames the pedestrian environment and reinforces the street edge in a manner consistent with the historic downtown pattern.

The Proposal also reflects the principle of “Mixed & Varied” development by providing vertically integrated mixed uses within a single building form (DGDG Section 3.4.7). Retail uses occupy the ground floor, office and wellness-related uses are located within the podium, and residential uses are accommodated above in the tower. This layered distribution of uses creates activity throughout the day, contributes to a complete community, and aligns with the Guidelines’ objective of supporting mixed-use intensification within Downtown Grimsby.

With respect to “Visual Interest,” the Guidelines promote developments that create focal points, landmarks, and memorable places that reinforce local identity and sense of place (DGDG Section 3.4.9). The Proposal achieves this through the treatment of the prominent corner at John Street and Ontario Street as a gateway focal point. The corner setback creates a publicly accessible plaza space that functions as a focal node within the development and is enhanced by landscape features, seating opportunities, and public art elements. This corner treatment creates a strong sense of arrival and contributes positively to Grimsby’s local context and downtown character.

The Ontario District policies envision this area as a location for intensification while reinforcing its distinct character through residential growth, cultural expression, and placemaking improvements (DGDG Section 3.5.2(f), p.22). The Proposal directly advances this objective by introducing an intensified mixed-use development that increases residential density while incorporating public plaza space, landscape-integrated gathering areas, and culturally expressive public realm elements that contribute to the evolving identity of the Ontario District.

Section 6.3.1 emphasizes that new development should reinforce the street edge, maintain pedestrian scale, reflect the historic character of downtown, activate ground floors, and provide special architectural emphasis at corners. The Proposal aligns with these objectives by establishing a strong podium street wall along both frontages, incorporating active ground-floor retail uses, and creating a highly articulated corner condition through the setback plaza and enhanced architectural expression at the intersection. The building massing incorporates a podium-and-tower configuration that provides an appropriate transition between the surrounding lower-rise residential neighbourhood and the taller tower component of the development. The six-storey podium establishes a comfortable pedestrian scale along the street frontages while allowing the tower element to rise above in a manner that minimizes visual impacts on the surrounding context.

In accordance with Section 6.3.1.3.2, the proposed façade has been designed to break down the building’s wider frontage into a series of vertically expressed bays, creating a balanced rhythm that reflects the fine-grain character of the downtown core. Through vertical articulation such as material changes, recessed and projected façade planes, and distinct storefront modules, the building reads as a collection of smaller components rather than a single continuous mass, helping maintain a pedestrian-scaled streetscape.

The first-floor design also conforms to the DGDG minimum ground-floor height requirement of 4.0 metres for active commercial frontage (DGDG Section 6.3.1.3.2(m)). The Proposal exceeds this standard by providing a 4.5 metre floor-to-floor height at grade, thereby improving retail flexibility, storefront proportions, and street presence.

Section 6.3.1.3.3 encourages deeper setbacks where appropriate to create pedestrian amenity areas such as courtyards, landscaped zones, patios, and seating spaces. The Proposal fulfills this objective through the generous setback at the corner of Ontario Street and John Street, where the building is recessed to create a landscaped public plaza incorporating seating, planting, gathering space, and public art opportunities. This transforms setback space into a meaningful pedestrian amenity and enhances the quality of the public realm.

The façade design is also consistent with Section 6.3.2.3, which requires durable, high-quality materials, complementary material palettes, and a limited number of primary façade materials. The building utilizes a restrained and cohesive material palette consisting primarily of earth-tone brick with red undertones at the podium level, white cladding elements that define vertical architectural expression, and steel-toned accents within the tower. This limited palette reflects the traditional masonry character of Downtown Grimsby while introducing a contemporary architectural language that remains contextually appropriate and visually coherent.

Parking, servicing, and loading functions are designed in accordance with Section 6.3.3.3.1 and are internalized within the building, accessed mid-block from John Street, thereby minimizing their visual and physical impact on the public realm and prioritizing pedestrian activity along the primary street frontages. This approach ensures that vehicular functions do not interrupt the active street edge or diminish the quality of the pedestrian environment.

Overall, the Proposal conforms with and advances the intent of the Downtown Grimsby Design Guidelines by reinforcing the pedestrian character of Downtown Grimsby, strengthening the public realm, supporting mixed-use intensification, and introducing a contemporary development that contributes positively to the evolving urban form and identity of the Downtown.

## **10. Summary**

This PJR has been prepared in support of applications for an Official Plan Amendment and Zoning By-law Amendment to permit the development of 16-storey mixed use building, comprising a total of 305 units within the Town of Grimsby's Delineated Built-Up Area and Downtown – Transition area. This Section of the Report restates the planning policies and highlights the contextual elements of the Subject Lands.

### **10.1 The Planning Act**

The proposed development has appropriate regard for matters of Provincial Interest as set out in Section 2 of the Planning Act. As demonstrated in Section 8.1 of this Report, the proposal supports the protection of environmental features, efficient use of infrastructure, provision of housing, and the development of complete, safe, and accessible communities.

## **10.2 Provincial Planning Statement 2024**

The Provincial Planning Statement 2024 provides policy direction on matters of provincial interest and requires that all municipal decisions affecting land use planning be consistent with its policies. This Report includes a detailed evaluation of the applicable PPS policies in Section 8.2, including 2.1.4, 2.1.6, 2.2.1, 2.3.1.1., 2.3.1.2., 2.4.1.1., 2.4.1.2., and 2.4.1.3. In our professional opinion, the proposed Official Plan Amendment and Zoning By-law Amendment are consistent with the PPS 2024.

## **10.3 Region of Niagara Official Plan**

The proposed development has been evaluated against the applicable policies of the Niagara Region Official Plan 2022, as outlined in Section 8.3 of this Report, including but not limited to Policies 2.1.1.4, 2.2.1, 2.2.2.1, 2.2.2.5, 2.2.2.6, 2.3.1.3, 2.3.3.1, 5.2.2.8, 6.2.1.1, 6.2.1.3, 6.2.1.4, 6.2.1.5, 6.2.1.6, 6.2.1.8, 6.2.2.10, and 6.5.1.5. In our professional opinion, the proposed Official Plan Amendment and Zoning By-law Amendment conform with the Niagara Region Official Plan (2022).

## **10.4 Town of Grimsby Official Plan**

The proposed development has been evaluated against the applicable policies of the Town of Grimsby Official Plan, as outlined in Section 8.4 of this Report, including but not limited to Policies 2.3.2, 2.3.2.3, 2.3.2.8, 2.3.2.9, 2.4.1, 2.4.2.4, 2.4.6, 2.4.14, 2.5.1, 2.5.3, 2.5.4, 2.5.6, 3.5.5.1, 3.5.5.5, 3.5.5.6, and Section 5.3.6.

In our professional opinion, the proposed Official Plan Amendment and Zoning By-law Amendment conform with the Town of Grimsby Official Plan, as amended.

## **10.5 Town of Grimsby Draft Official Plan**

The proposed development has been evaluated in the context of the Town of Grimsby Draft Official Plan and, in our professional opinion, considers the intent of the Draft Official Plan.

## **10.6. Grimsby Zoning By-law 14-45**

The proposed Zoning By-law Amendment has been evaluated in the context of the Town of Grimsby Zoning By-law. In our professional opinion, the proposed development complies with the intent of the Zoning By-law, and the requested amendments represent appropriate and minor modifications to facilitate an efficient and well-designed form of intensification on the Subject Lands.

## 11. Conclusion

The proposed development introduces a mixed-use building that integrates residential, commercial, and wellness-oriented uses while strengthening the streetscape along John Street and Ontario Street. The site organization, podium-and-tower massing strategy, and incorporation of publicly accessible open space establish a pedestrian-oriented environment that supports the evolving mixed-use character of the Downtown. The Proposal has been designed to respond to its context through the careful placement of the tower, articulation of building massing, and the use of materials that reference Grimsby's architectural character. The development provides attainable and affordable housing options to meet the needs of all demographics and supports principles of ageing in place.

The Town's Draft Official Plan directs growth to the Downtown which is identified as the primary Centre, with an emphasis on transit-supportive development and enhanced multi-modal mobility. In this context, the Subject Lands represent a strategic opportunity given their direct adjacency to the Grimsby VIA Rail Station and local transit services, a defining characteristic of both the site and the broader redevelopment block on the east side of Ontario Street.

It is our professional opinion that the Proposed Official Plan Amendment and Zoning By-law Amendment Applications:

- Has appropriate regard for matters set out in Section 2 of the *Planning Act*, 1990;
- Is consistent with applicable Policy as set out in the Provincial Planning Statement, 2024;
- Conforms with applicable policies set out in the Niagara Official Plan, 2022;
- Conforms with applicable policies set out in the Town of Grimsby Official Plan, 2012; and,
- Considers policy direction of the Town of Grimsby Draft Official Plan, 2025.

It is our opinion that the Proposed Official Plan Amendment and Zoning By-law Amendment applications represent good planning. It is my further opinion that the Proposed Applications should be advanced and considered through the regulatory review process for approval.

Respectfully submitted,

**Innovation Planning Solutions**



Kevin Bechard, BES M.Sc. RPP



Alfiya Kakal, M.Pl. RPP