

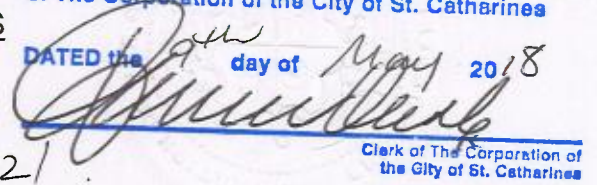
CERTIFIED COPY

CITY OF ST. CATHARINES

BY-LAW NO. 2018-121

CERTIFIED under the Hand of the Clerk and the Seal of THE CORPORATION OF THE CITY OF ST. CATHARINES to be a TRUE COPY of By-law 2018-121 of The Corporation of the City of St. Catharines

DATED the 7th day of May 2018

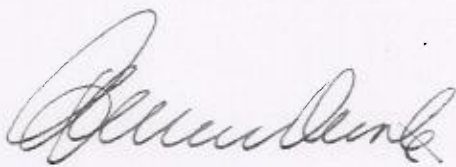

Clerk of The Corporation of the City of St. Catharines

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

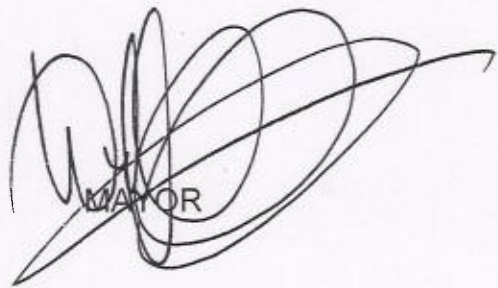
THE COUNCIL OF THE CORPORATION OF THE CITY OF ST. CATHARINES enacts as follows:

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

Read and passed this 7th day of May 2018.



CLERK


MAYOR

Amendment No. 19 to the Garden City Plan

(City of St. Catharines Official Plan)

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

PART A – THE PREAMBLE

An explanation of the Amendment but does not constitute part of the Amendment.

PART B- THE AMENDMENT

Consisting of the following text and schedules which constitutes Amendment No. 19 to the Garden City Plan (City of St. Catharines Official Plan).

PART C- THE APPENDICES

Do not constitute part of this Amendment. These Appendices contain background data, planning considerations and public involvement associated with the Amendment.

PART A – THE PREAMBLE

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

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

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

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

PART B – THE AMENDMENT

Details of Official Plan Amendment No. 19

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

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

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

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

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

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

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

1. Background

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

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

a) GTSSP Area

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

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

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

iii) Implementation Framework

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

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

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

2. Vision and Objectives

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

1. Vision

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

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

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

2. Objectives

The objectives to guide change in the GTSSP Area include:

- a) Support mixed use intensification throughout the Plan Area

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

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

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

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

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

- d) Protect existing stable neighbourhoods

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

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

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

e) Attract and accommodate a variety of employment uses

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

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

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

3. Land Use Policies (Schedule E6/7)

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

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

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

- Transit Station Site Overlay

a) Land Use Designations

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

1. Low Density Residential

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

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

2. Medium Density Residential

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

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

3. High Density Residential

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

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

4. Mixed Use 1

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

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

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

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

5. Mixed Use 2

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

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

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

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

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

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

6. Mixed Use 3

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

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

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

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

- i) Permitted Uses include:
 - fourplex and apartment dwellings;
 - retail, service commercial, office, institutional, indoor recreation and community and cultural facilities;
 - work-live accommodation is permitted and encouraged to locate in campus format to support integrated and shared support services and business incubation opportunities.
- ii) The Mixed Use 3 designation is planned to accommodate a minimum development density equivalent to 150 people and jobs per hectare.
- iii) Height of buildings will generally not exceed the heights illustrated on Schedule E6/7- A (Building Heights).
- iv) Residential uses may be located in freestanding buildings or in upper storeys of mixed use buildings, and will provide adequate outdoor amenity space for residents.
- v) Freestanding residential buildings should not occupy more than 20 % of the individual lot area.
- vi) Retail, service commercial and other non-residential uses are permitted on the ground floor of a building; or on upper floors of a building where in conjunction with a retail, service commercial and other non-residential use on the ground floor.
- vii) New commercial, institutional, recreation or cultural buildings in excess of 1860 square metres in gross floor area shall only be permitted in conjunction with residential units in a mixed use building.
- viii) Notwithstanding vii) above, existing non-residential buildings are permitted to expand for non-residential uses without a residential provision.

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

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

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

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

xii) Exceptions

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

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

7. General Employment

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

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

i) Exceptions

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

- 235 Louth Street
- 301 Louth Street
- 79 Ridley Road

8. Business Commercial Employment

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

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

i) Exceptions

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

9. Parkland and Open Space

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

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

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

10. Natural Areas

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

b) Policy Overlay Area

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

1. Transit Station Site Overlay

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

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

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

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

4. Implementation Framework

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

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

- Transportation
- Public Realm
- Urban Design

1. Transportation

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

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

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

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

1. Louth Street Potential Widening

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

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

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

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

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

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

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

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

4. Traffic Management Study Area

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

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

5. Realignment of Ridley Road

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

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

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

7. Active transportation improvements to Fourth Avenue

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

8. Geometric Improvements to Pelham Road

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

9. New street from Ridley Road to Station Site

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

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

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

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

2. Public Realm

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

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

i) Gateways

Gateways are intended to function as formal entranceways into the Secondary Plan Area and create a strong sense of place. Gateways include lands within the right-of-ways and all abutting lands. The GTSSP contemplates two levels of improvement:

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

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

ii) Streetscape Improvements

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

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

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

iii) Potential New Public Spaces and Public Space Improvements

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

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

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

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

3. Urban Design

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

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

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

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

5. Phasing and General Timeline for Capital Improvements

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

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

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

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

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

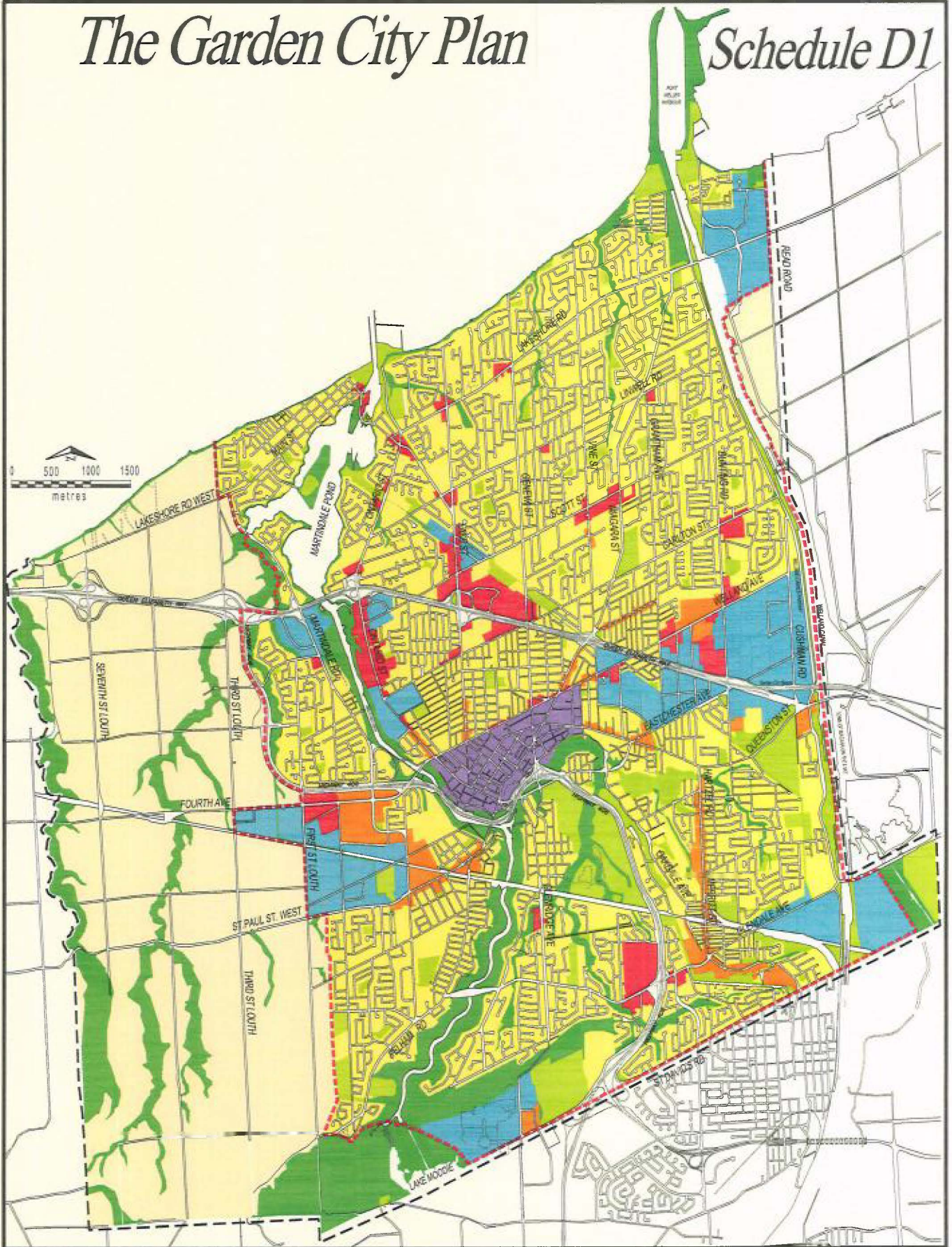
13. Part E, Section 15.3 West District, is amended by deleting Schedule E6 Land Use Designations, and replacing it with Schedule C of this amendment (Schedule E6 Land Use Designations).
14. Part E, Section 15.3 West District, is amended by deleting Schedule E7 Land Use Designations, and replacing it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

16.21 Secondary Plans

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

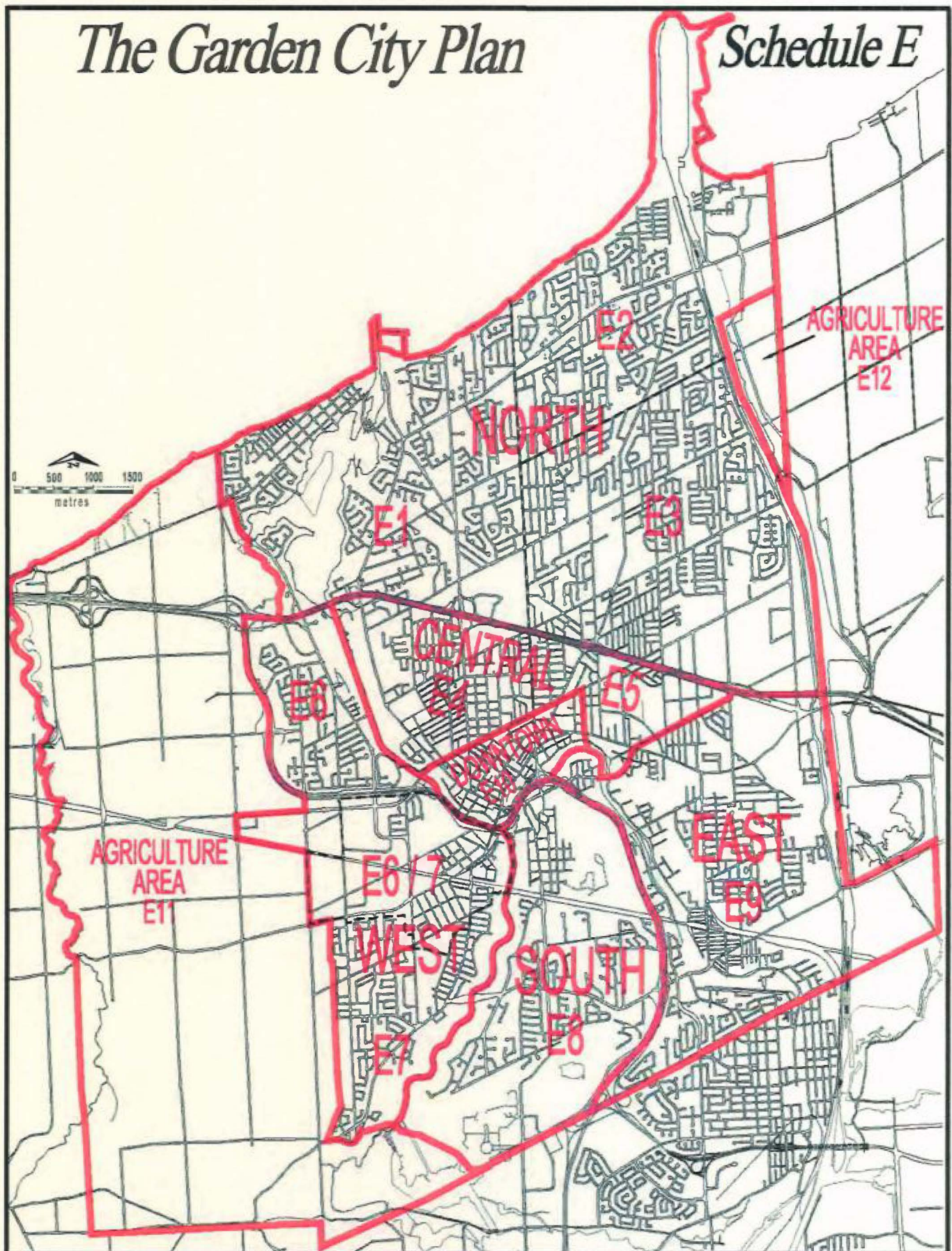
The Garden City Plan

Schedule D1



General Land Use Plan

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

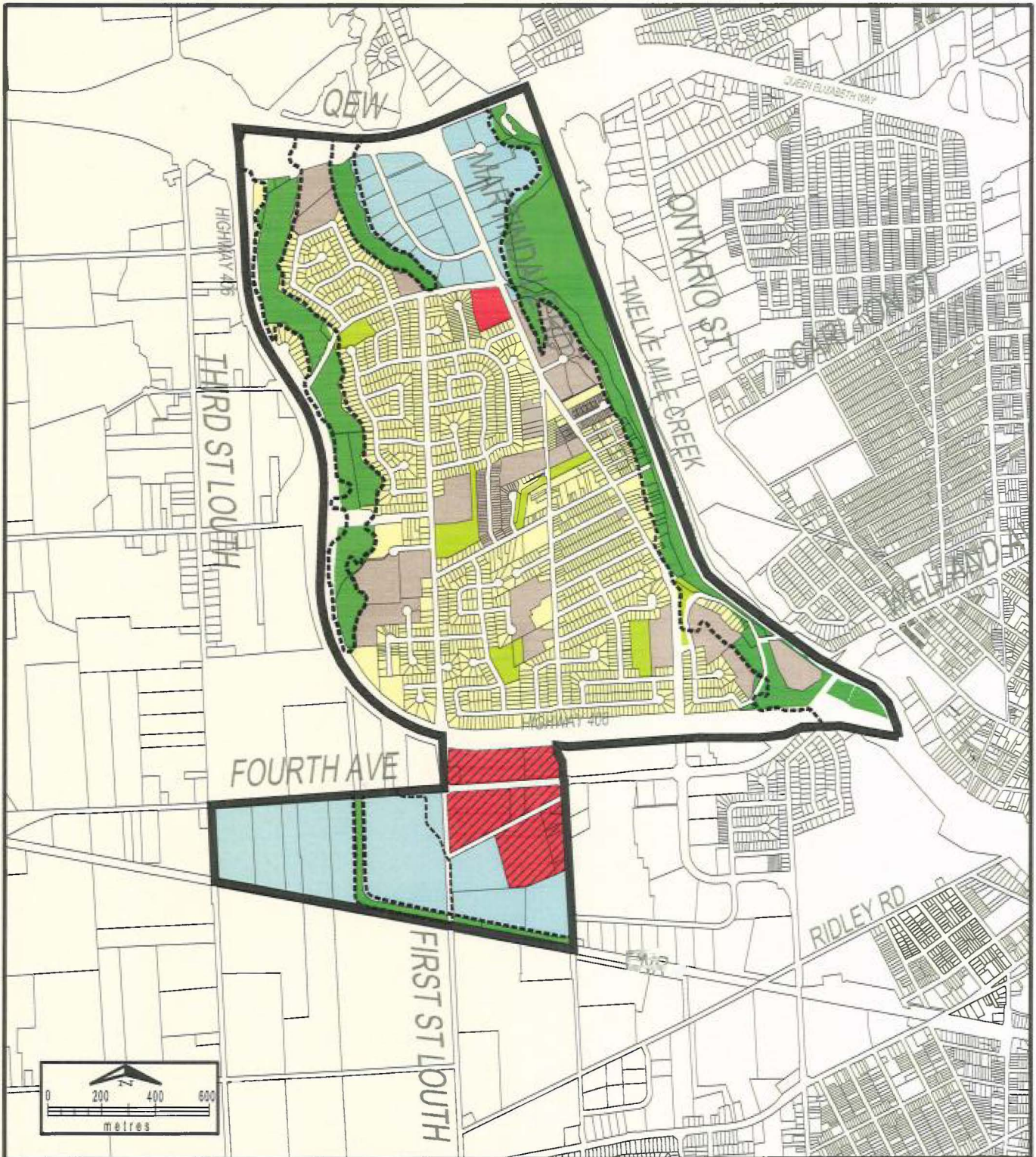


District Planning Areas - Index

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

The Garden City Plan

West Planning District Schedule E6



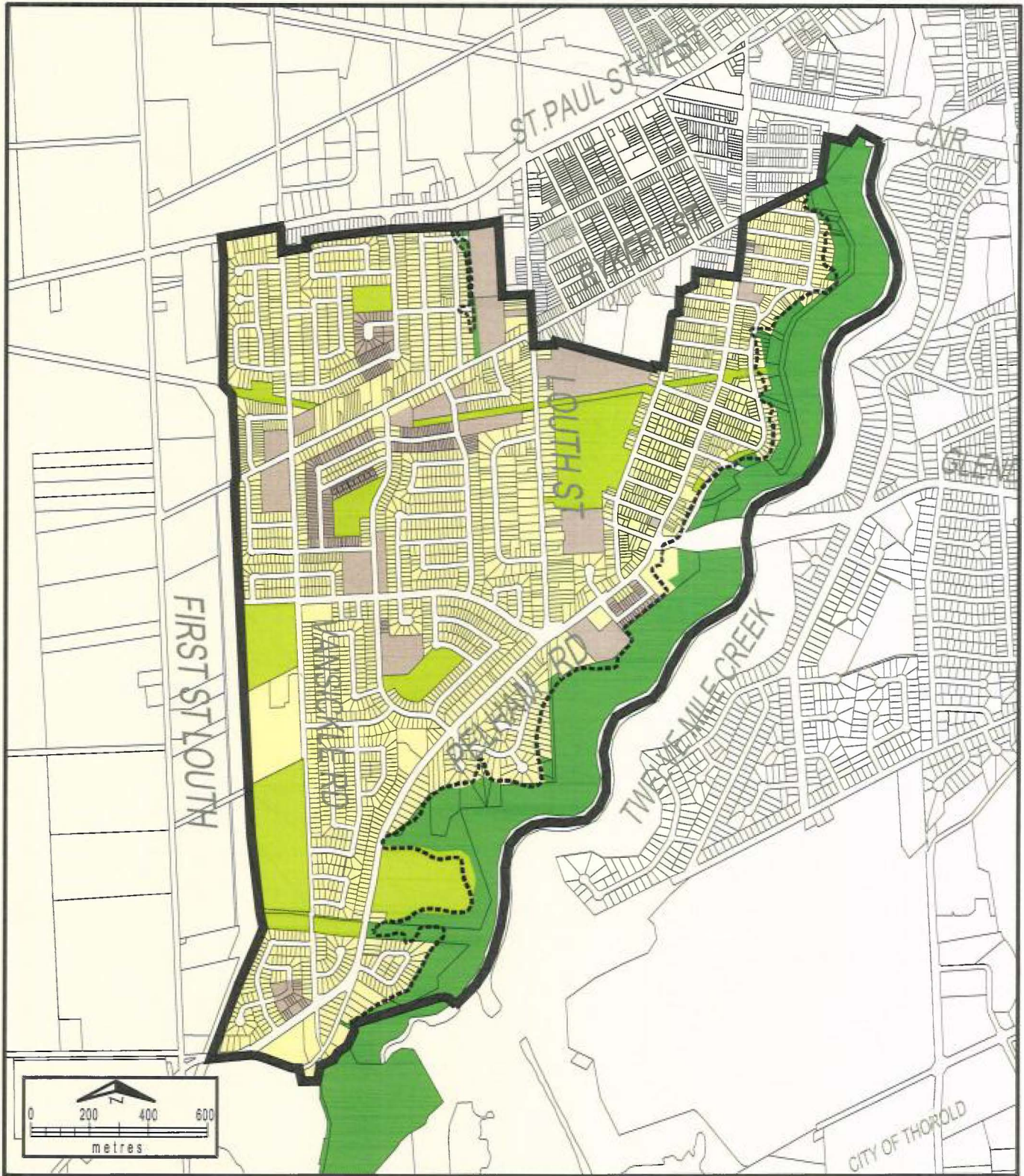
Land Use Designations

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

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

The Garden City Plan

West Planning District Schedule E7



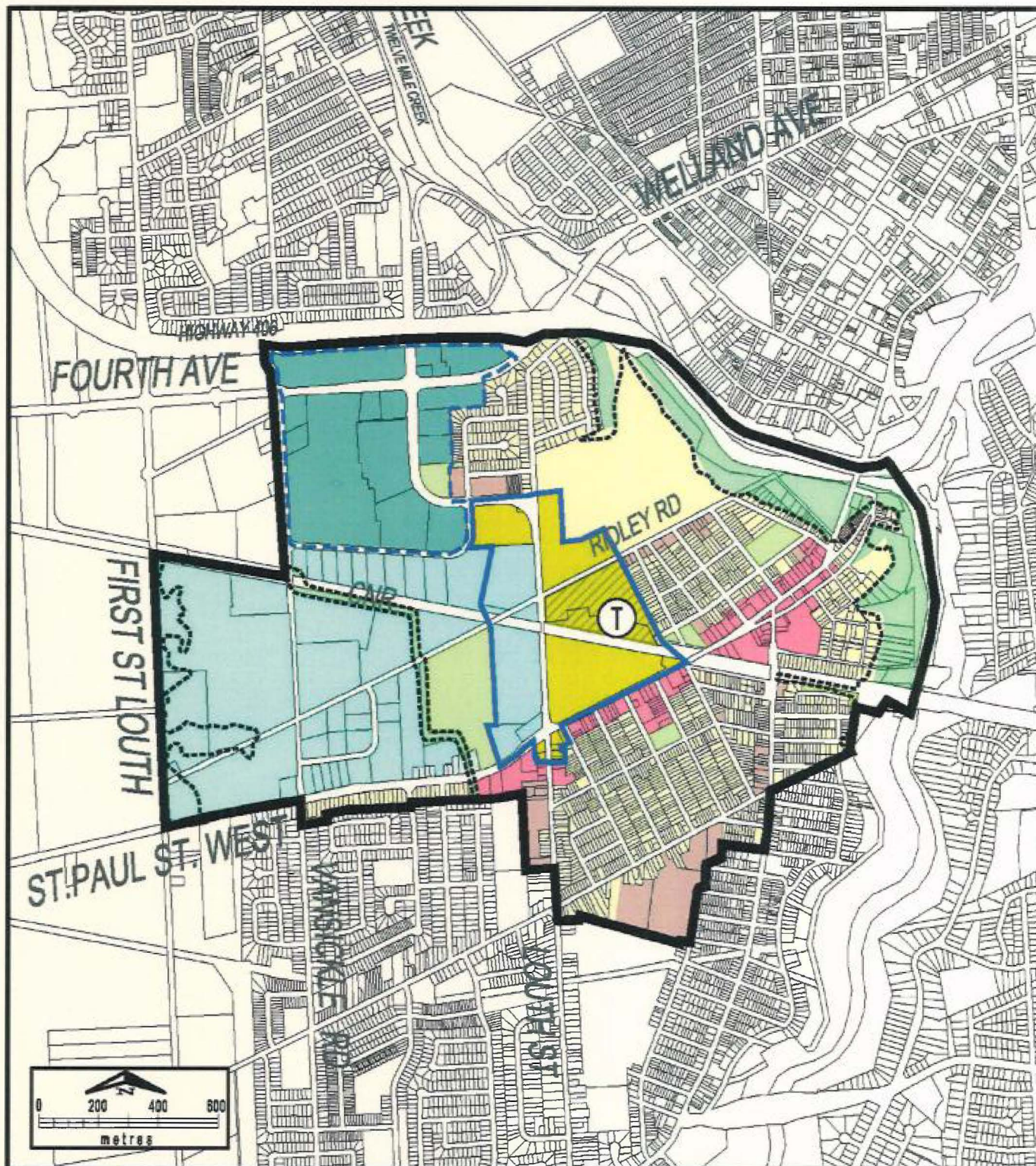
Land Use Designations

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

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

The Garden City Plan

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

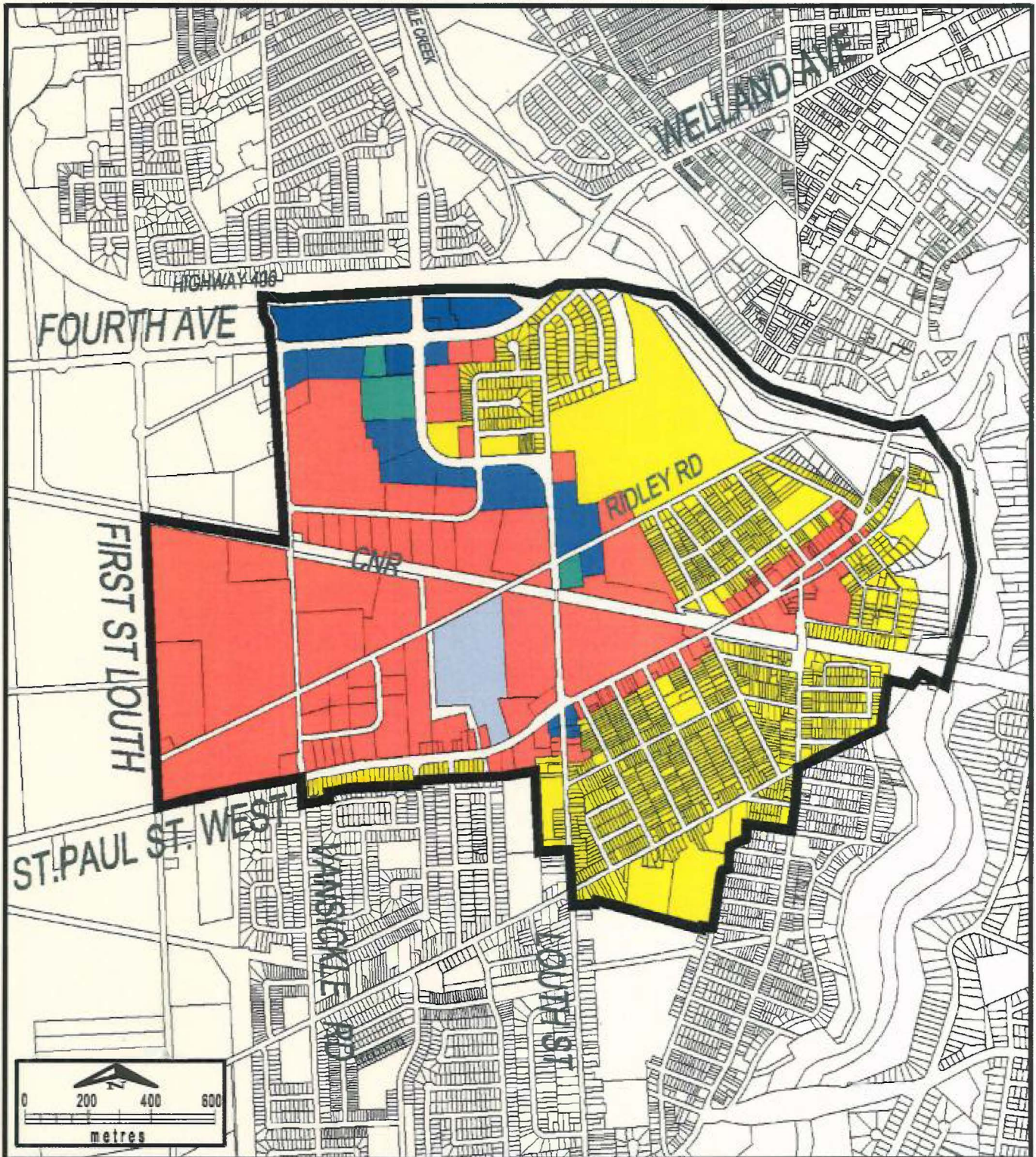


Land Use Designations

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

The Garden City Plan

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



Building Heights

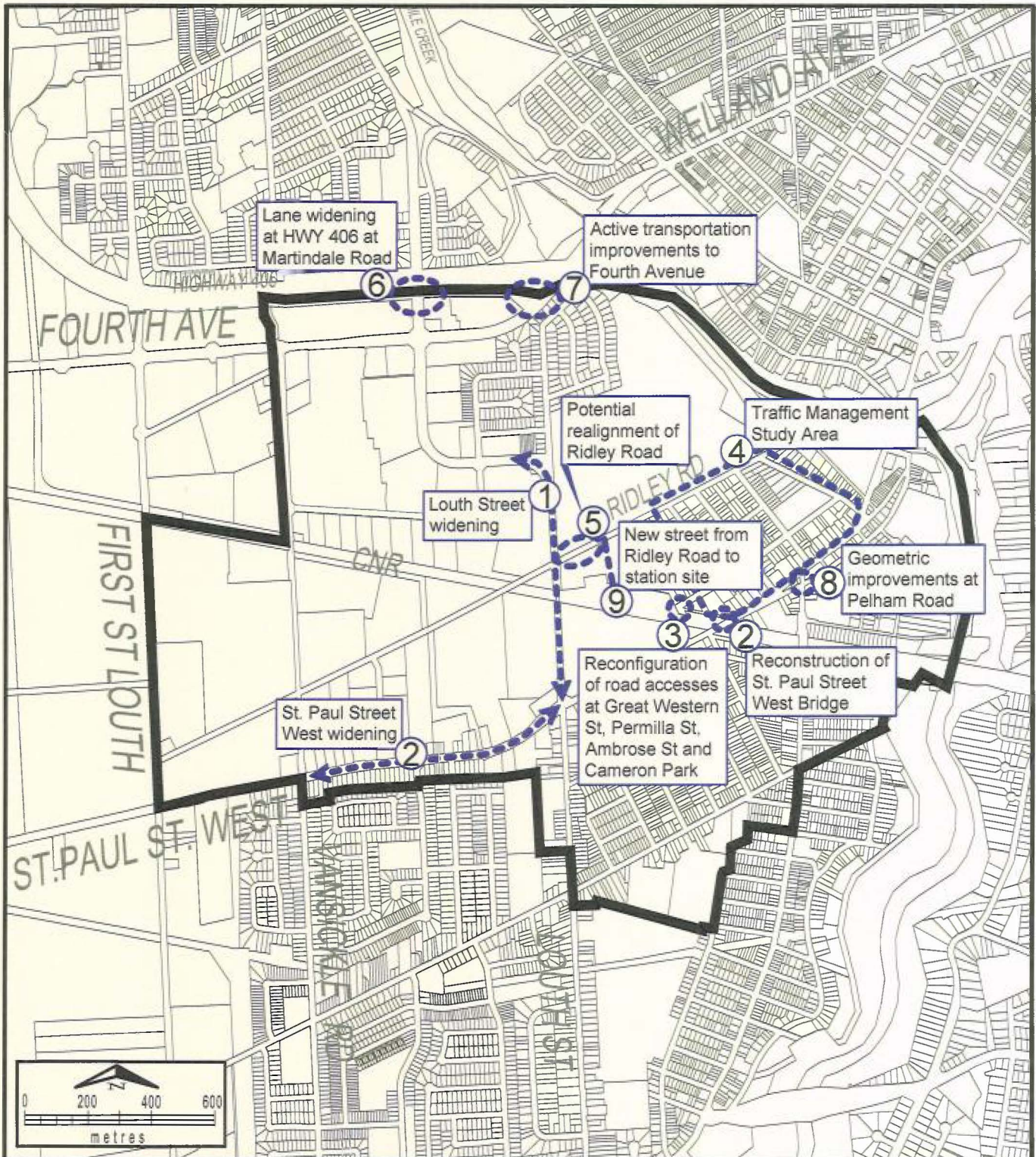
- 11 Metres (3 Storey)
- 16 Metres (4 Storey)
- 22 Metres (6 Storey)
- 35 Metres (10 Storey)
- 54 Metres (16 Storey)
- 68 Metres (20 Storey)

GO Transit Station Secondary Plan Area

*HEIGHT REFERENCED IN STOREYS IS FOR CONVENIENCE PURPOSES ONLY.

The Garden City Plan

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

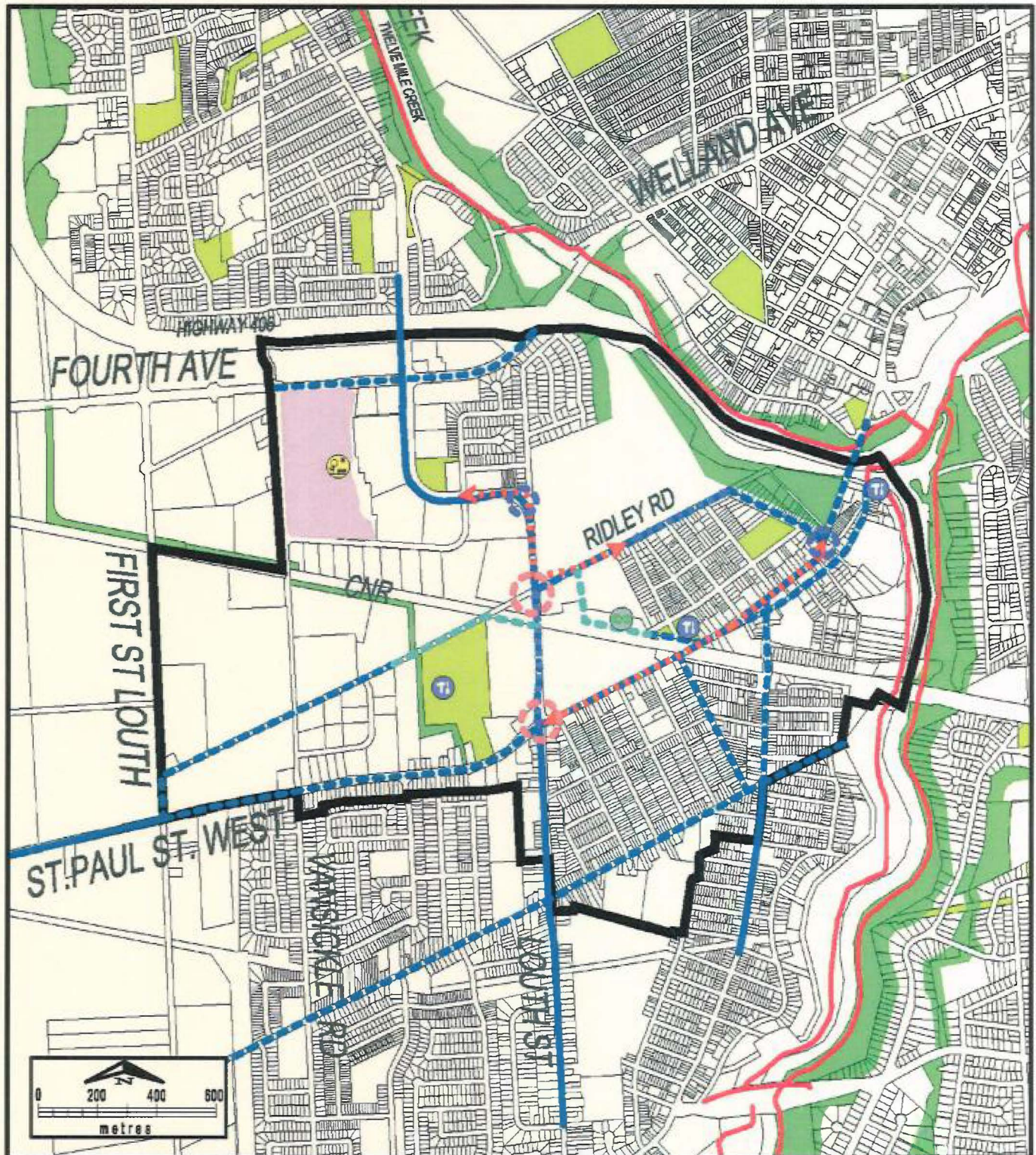


New Road Connections and Improvements

- - - Location of Improvement
- GO Transit Station Secondary Plan Area

The Garden City Plan

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

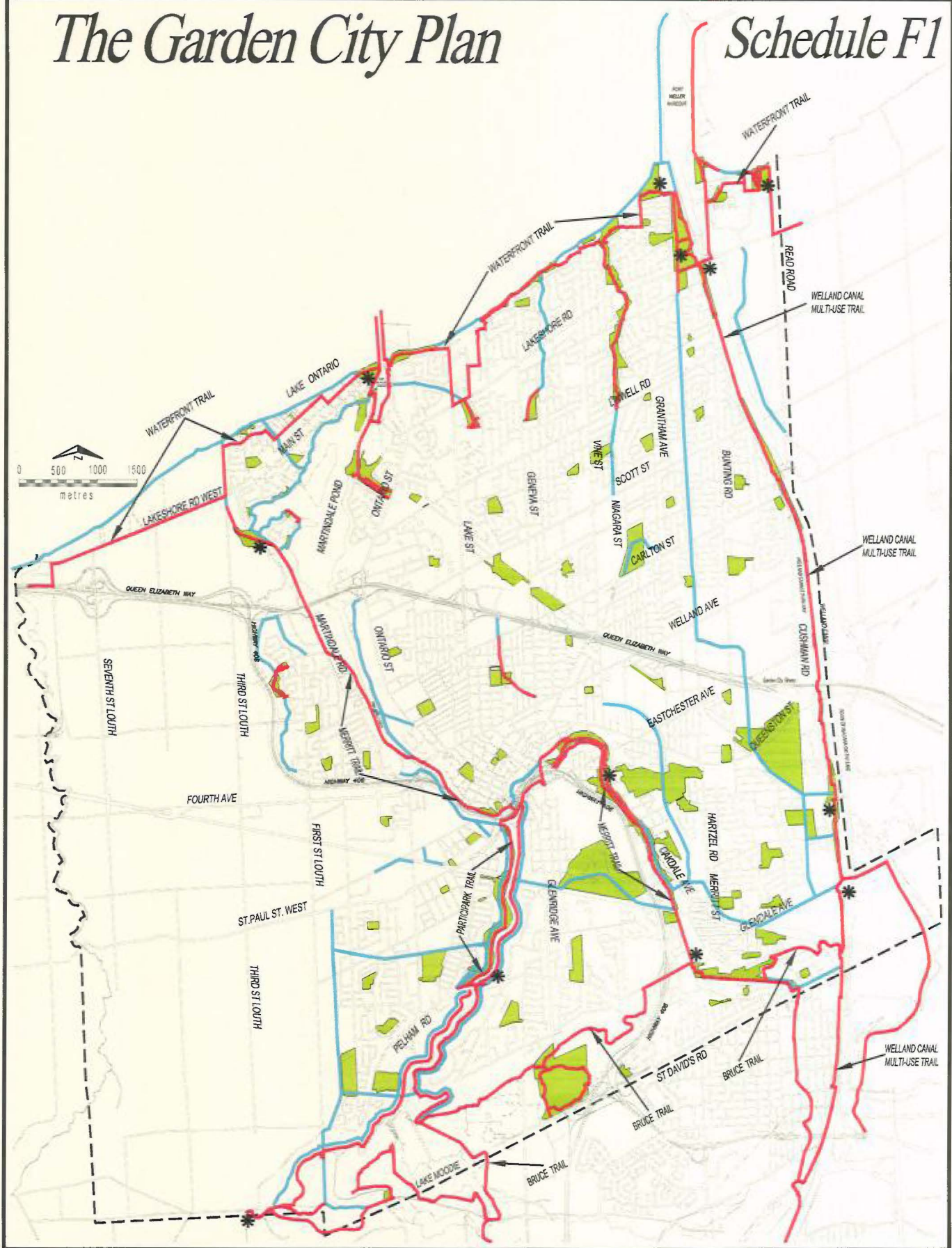


Public Realm and Active Transportation Plan

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

The Garden City Plan

Schedule F1




Parkland and Major Trails

 PARKS

TRAIL SYSTEM

 EXISTING TRAILS

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

 EXISTING & FUTURE STAGING AREAS

PART C – THE APPENDICES

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

- | | |
|------------|--|
| Appendix 1 | A copy of the “Public Notice” which outlines City Council’s intent to consider an amendment to the Official Plan to implement the GO Transit Station Secondary Plan. |
| Appendix 2 | Copies of the staff reports which relate to the proposed Official Plan amendment. |
| Appendix 3 | Minutes of the Public Meeting held in the Council Chambers of City Hall on April 23, 2018 and May 7, 2018. |