

# PLANNING JUSTIFICATION REPORT

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PROPOSED COMMERCIAL | RESIDENTIAL RE-DEVELOPMENT  
Official Plan | Zoning By-law Amendments | Site Plan

1107 Garrison Road

Town of Fort Erie, Niagara Region

January 2021 (Modified May & July 2021)



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## DISCLAIMER

This report was prepared by the team at LandPro Planning Solutions Inc. It is based on the information provided to us by the applicant and their agent. The Site Plan and floor layouts were provided by team members. The planning policy research and opinions are based on our own research and independent analysis of the applicable policy.

Adam Moote, MPlan    Research, Reporting

Macarena Rojas, CPT    Design, Zoning compliance

Michael Sullivan, RPP    Project Manager, Quality Control

This report was written by professionals and supervised by a Registered Professional Planner, as defined by the *Ontario Professional Planners Act, 1994*. The contents of this report represent the author's independent professional opinions and comply with the OPPI Code of Professional Practice, and the opinions presented herein will be defended as required.

## LANDPRO PLANNING SOLUTIONS INC.



Michael Sullivan, RPP, MCIP, EP  
President | Principal Planner



Adam Moote, MPlan  
Planner

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## 1. INTRODUCTION

LandPro Planning Solutions Inc. (LandPro) has been retained by 1107 Garrison Road GP Inc. (applicant) on September 3<sup>rd</sup>, 2020 to provide professional planning services in support of this project.

This Planning Justification Report provides a review of the technical aspects of the proposal, an analysis to the policies pertinent to the application, and a professional opinion as whether the project represents good planning.

### 1.1 BACKGROUND

1107 Garrison Road is in downtown Fort Erie, Ontario, at a signalized intersection that serves Garrison Road Public School. The property currently comprises a single detached dwelling with several out-buildings that appear to be used for storage.

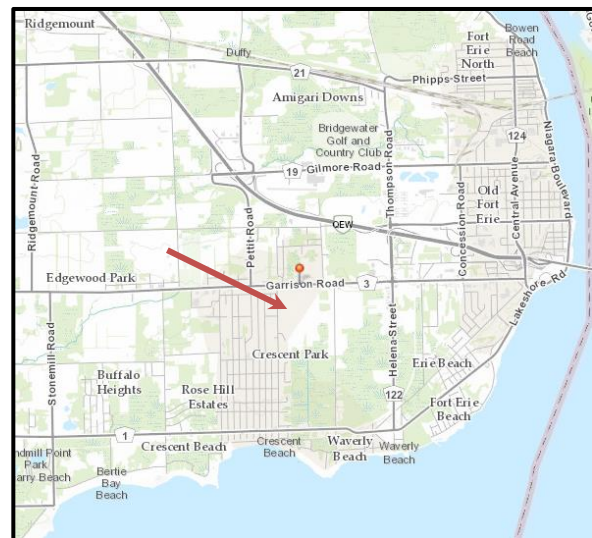
1107 Garrison Road GP Inc. purchased this property in late 2019 with the intent to re-develop it for residential or mixed-use commercial/residential purposes.

The property location is presented in **Figure 1**.

### 1.2 PURPOSE

The purpose of this report is to present the proposed re-development and demonstrate that it is consistent with Provincial, County, and Township planning policy and zoning. The report will conclude with an assessment as to whether the project represents good planning.

*Figure 2: Location of site*



### 1.3 PRE-CONSULTATION

A Pre-Consultation meeting was held for this matter February 27, 2020, with Town records indicating two representatives of the property ownership in attendance. Mr. Khaled Barbash attended as the owner's agent.

The Town's Pre-Consultation Agreement states that the following approvals are required to facilitate the applicant's re-development plans:

1. Official Plan Amendment [Urban Residential designation to Commercial (Highway Commercial)]
2. Zoning By-law Amendment [Dual zone, Highway Commercial | RM2]
3. Site Plan Agreement

Town staff appear to be generally supportive of this proposal, subject to demonstrating compliance with applicable planning policies and zoning. The Pre-Consultation Agreement indicates the technical studies required to support this application. On review, many of these studies are required for the initial application, with the remainder focused on Site Plan approval.

This report will consider all the areas identified in the Pre-Consultation Agreement, namely: Archaeology; Land Use Compatibility; Noise; Urban Design; Environmental (natural heritage); Transportation/Roads; Road Widening; Servicing; Stormwater Management; and Waste Collection.

## 2 SITE CONTEXT

The property is located on the south side of Garrison Road in downtown Fort Erie. Garrison Road is the primary arterial in this urban area, which contains a variety of commercial and service industrial properties, flanked by residential areas, generally to the south.

### 2.1 LEGAL DESCRIPTION & LAND USE CONTEXT

The property is legally described as **Concession 3 LE Pt Lot 4 59R 2560 Part 2, Town of Fort Erie, Region of Niagara**.

Surrounding land uses include:

|              |  |
|--------------|--|
| <b>North</b> | Residential   Institutional (Garrison Road Public School, Niagara Chapter of Native Women)   Retail Commercial |
| <b>South</b> | Vacant   Woodland/Wetland  |
| <b>East</b>  | Residential   Retail Commercial (Lakeview Lighting, The Cutting Edge)  |
| <b>West</b>  | Commercial (Garrison General Store, Tim Hortons)   |

This property is situated between some recent larger scale commercial activity (Wal-mart | No-Frills plaza) and the established residential area of Crescent Park in an area of Fort Erie that could be considered under-developed.

Zoning in the area surrounding the subject property includes: ND Neighbourhood Development Zone; C3 Highway Commercial; I Institutional; RM1 Residential Multiple; CMU3 Core Mixed Use 3.

The subject property is wholly located within the urban area of Fort Erie.

## 2.2 PROPERTY DIMENSIONS & PHYSICAL ATTRIBUTES

The subject property has the following characteristics, as provided by LandPro, dated November 17, 2020 and presented in **Table 1**.

*Table 1 - Property Dimensions*

| Item         | Dimension                         |
|--------------|-----------------------------------|
| Lot Frontage | 91.85m                            |
| Lot Depth    | 152.4m                            |
| Lot Area     | 1.4 ha (13,987.02m <sup>2</sup> ) |

The parcel is generally flat. Approximately 25 metres of the rear of the land is cultivated by the neighbouring farmer. Mature hedgerows follow both side lot lines. A drainage ditch runs along the eastern lot line that feeds into a larger drain network towards Lake Erie. The drain is regulated by the Niagara Peninsula Conservation Authority.

*Figure SEQ Figure 1\* ARABIC 2: Aerial View of Lands*



## 3 PROPOSED RE-DEVELOPMENT

### 3.1 THE DEVELOPMENT PROJECT

The applicant proposes to build a 3.5 storeys (main level with mezzanine + 2 levels) mixed use building at the front of the property along Garrison Road, while building a 4 storeys residential condominium building at the back of the property with a landscaped open space and vehicle parking area in-between.

### 3.2 THE COMMERCIAL/RESIDENTIAL BUILDING

The Commercial/Residential building will have a total of 3,566.13m<sup>2</sup> of gross floor area. The building has a total retail space of 589.4 m<sup>2</sup> gross floor area (GFA) on the main floor and the mezzanine floor, as well as two upper residential floors. The 3<sup>rd</sup> level has 1,025.33m<sup>2</sup> GFA, with 3 one-bedroom units and 5 two bedrooms units. The 4<sup>th</sup> floor has 880.76m<sup>2</sup> (GFA) and 2 one-bedroom units and 5 two bedrooms units. Each unit has its own storage and balcony/terrace. The average one-bedroom area is about 68 m<sup>2</sup>, while the two-bedroom average area is about 91 m<sup>2</sup>.

The commercial floors have three accessible entrances. The two retail levels are also connected internally with an elevator. Common use men, women and accessible washrooms are also provided, as well as utility and service rooms. The upper residential floors are provided with an area for amenities including a gym, lockers, services/utility rooms, and management office. This mixed-use building has 6 bike racks for residential users; and 15 for commercial users. The proposed development has in total 4 accessible parking spaces Type A and 2 accessible parking spaces Type B and a loading space. The building is surrounded by landscaped spaces and sidewalks to connect with Garrison Road, as well as the residential building at the back.

## THE RESIDENTIAL BUILDING

The residential building consists of 4 storeys. The main floor (1,547.45 m<sup>2</sup>) houses all amenities including condo reception, concierge, and management; gym with drink bar and outdoor terrace, washrooms, showers, and lockers; daycare playroom, multi-faith room, dry clean services, business center; multi-purpose two community rooms with kitchen, outdoor terrace, and storage, common use washrooms, other amenities area, 2 elevators and staircase to the second floor, security room. As well as a mix of 1- and 2-bedroom units; and 21 covered parking spaces, and 39 bike racks. In total this building has 132 parking spots for residents and visitors. The upper three floors are typical in the design, and each have 18 one bedroom units and 9 two bedroom units. Each unit has its own storage and balcony/terrace. The average one-bedroom area is about 64 m<sup>2</sup>, while the two-bedroom average area is about 79 m<sup>2</sup>.

It is noted that there is a creek running along the eastern boundary line of the subject property that separates it from the next-door property. A landscaped buffer area is provided, which can be used snow storage area too. Kids structures playgrounds are provided at the back of the residential building and along the western property line. The new development has only one two lanes access to Garrison Road, which is used as an entrance and exit.

### 3.3 PROPOSED BUILT FORM

The project proposed by the applicant involves the removal of all structures currently on the site. The concept is for a mixed-use development involving 2 mixed-use buildings.

The project proposes two buildings on the site: A 3.5-storey commercial building abutting Garrison Road and a 4-storey L-shaped residential at the back of the building (see **Figure 3**). Surface Parking would fill the area in between. **Table 3** provides a summary of the proposed re-development.

*Table 2 - Proposed Land Uses/Area*

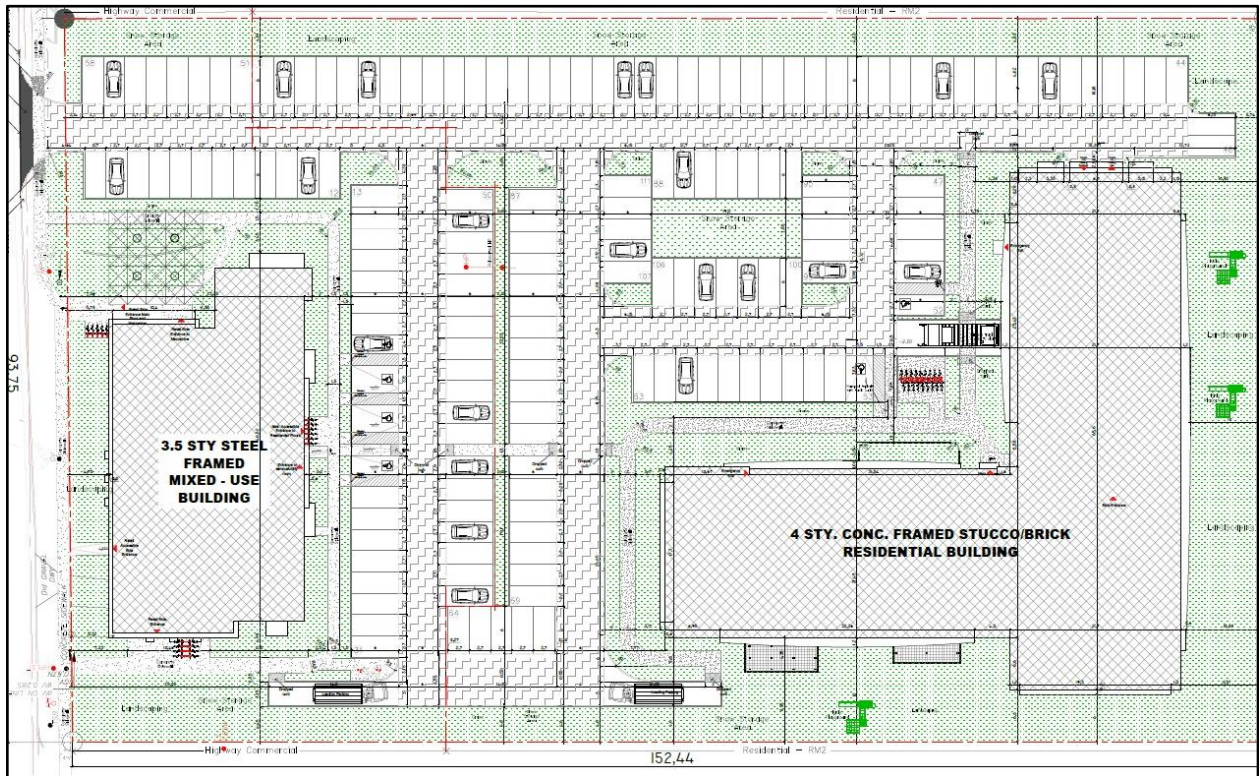
| LAND USE                        | LAND AREA (M <sup>2</sup> )    | % OF TOTAL  |
|---------------------------------|--------------------------------|-------------|
| <b>Residential</b>              | 2,249.38 m <sup>2</sup>        | 16.08%      |
| <b>Commercial</b>               | 1,018.63 m <sup>2</sup>        | 7.28%       |
| <b>Landscaping   Open Space</b> | 4,953.41 m <sup>2</sup>        | 35.41%      |
| <b>Utility   Roads   Other</b>  | 6,215.7 m <sup>2</sup>         | 78.00%      |
| <b>TOTAL</b>                    | <b>13,987.02 m<sup>2</sup></b> | <b>100%</b> |

Additional details will be provided under the Zoning By-law section.



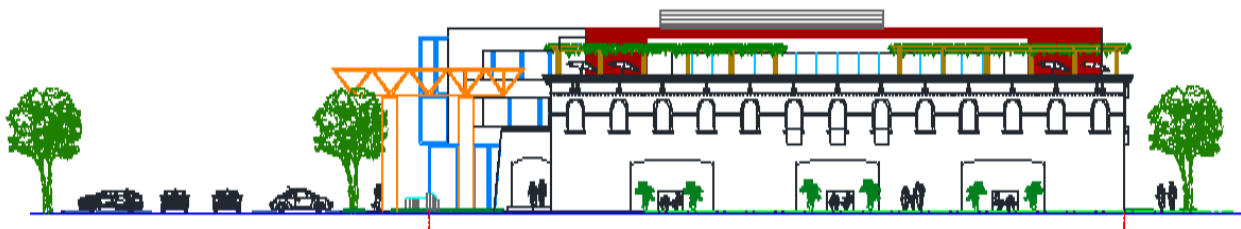
Figure 3 below, provides an overview of the proposed Site Plan Concept, supplied by Archisystem Inc., dated November 27, 2020.

Figure 3: Preliminary Site Plan Concept

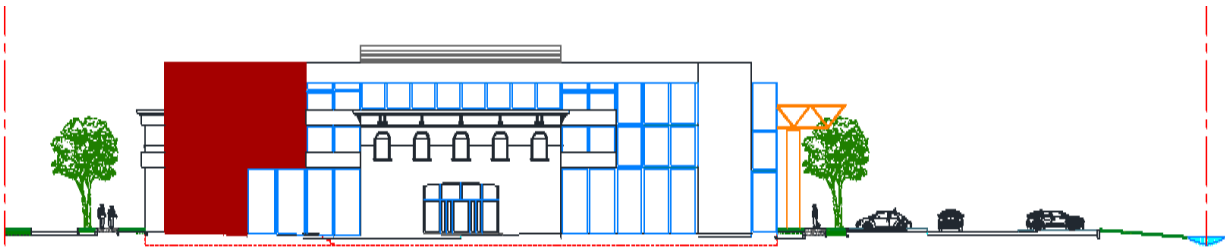


For the Town's reference, the elevations for the commercial building are provided in Figure 4.

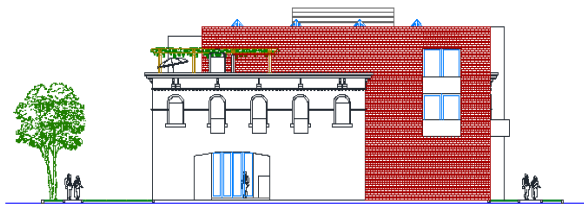
Figure 4: Proposed Mixed Use Facades



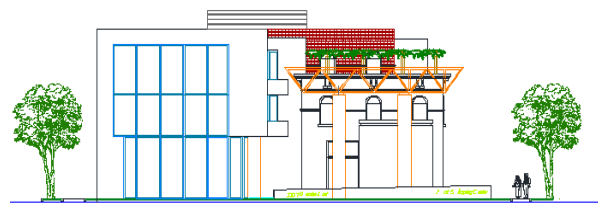
Commercial Building North Elevation



Commercial Building South Elevation



Commercial Building West Elevation

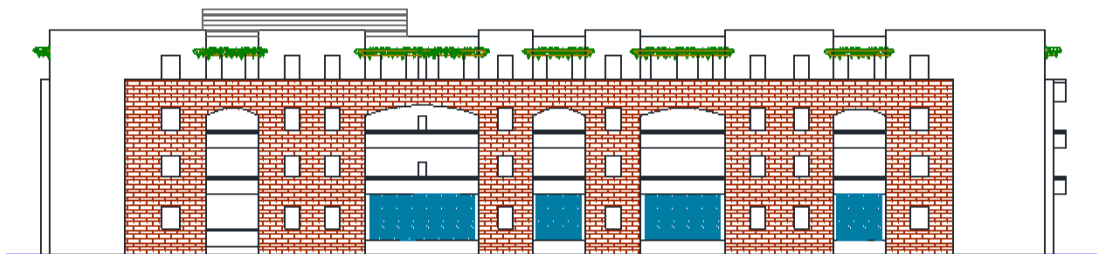


Commercial Building East Elevation

*Figure 5: Proposed Residential Building Facades*



Residential Building North Elevation



Residential Building South Elevation



Residential Building West Elevation



**Residential Building East Elevation**

#### 4 POLICY AND PLANNING ANALYSIS

In reviewing this application, several policy and regulatory documents were reviewed, including the following:

1. The Provincial Policy Statement (2020);
2. A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019);
3. Niagara Region Official Plan (2016);
4. Niagara Peninsula Conservation Authority Regulation 166/06;
5. Town of Fort Erie Official Plan; and the
6. Town of Fort Erie Zoning By-law.

Applicable policies were assessed against the application as it is proposed. A detailed review of each policy follows.

##### 4.1 PROVINCIAL POLICY STATEMENT, 2020 (PPS)

The PPS provides policy direction on matters of provincial interest for all land use development throughout Ontario. It provides direction for development to be considered good planning, the application must be consistent with its policies and intent. The policies are arranged into three broad areas: 1) Building Strong Healthy Communities; 2) Wise Use and Management of Resources; and 3) Protecting Public Health and Safety.

For this application, Section 1.1 (Settlement Areas), 1.2.6 (Land Use Compatibility, 1.4 (Housing), 1.6 (Sewage, Transportation Systems), and 1.8 (Energy Conservation) apply.

Section 1.1 relates to achieving efficient and resilient development. This application is for lands within a Settlement Area, so policy 1.1.3 applies. This application will result in more efficient use of land, will use existing municipal infrastructure, is in an area where services can be accessed via walking, and promotes both intensification and re-development through increased density. A variety of housing will be generated, suited to a range of budgets, creating affordable options for most.

Section 1.2.6 addresses Land Use Compatibility. This property potentially has a history that may include non-residential uses. As a result, the applicant is required to obtain a Record of Site Condition (RSC), which will be discussed later in this report.

Section 1.4 relates to Housing, including the range of options and densities to assist the Town in meeting its density targets for current and future residents. This includes 1 and 2 bedroom units in the condominium and some more affordable 1 and 2 bedroom units in the proposed commercial building.

Section 1.6 relates to municipal infrastructure. This application will be serviced by existing municipal sanitary sewers and water. Stormwater management will ensure that surface waters do not impact neighbouring properties. This will be detailed at the Site Plan stage.

This application will be consistent with the PPS if all of the recommendations outlined in this report are successfully implemented.

#### 4.2 A PLACE TO GROW: GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE, 2019 (GROWTH PLAN)

The Niagara Region, including the Town of Fort Erie is located on lands governed by the Growth Plan.

Sections 2.2.1 (Managing Growth), 2.2.2. (Built-up Areas), 2.2.6 (Housing), 3.2.1 (Integrated Planning), and 5.2.4 (Growth Forecasts) all apply to this application.

Policy 2.2.1 sets policy for managing growth. Fort Erie is a settlement area, and this application is for lands that are within a delineated built boundary, which offers municipal water and wastewater systems. This application does not involve hazard lands and does not involve expanding or creating new settlement areas.

Policy 2.2.2.1.a) directs that in the Niagara Region a minimum of 50% of residential development occur within the delineated built-up area. Policy 2.2.2.3 directs that municipalities support and encourage intensification of the built-up area. This application assists the Town in meeting this target.

Policy 3.2.1 deals with infrastructure planning, directing that most development occur on full municipal water and wastewater services, as is proposed with this application.

Section 4 deals with protecting what is valuable. The Town has noted, and we concur that there are no natural heritage or hydrologic features on or proximate to this property. There is one seasonal watercourse that is regulated by the Niagara Peninsula Conservation Authority (NPCA) that will be addressed later in this report.

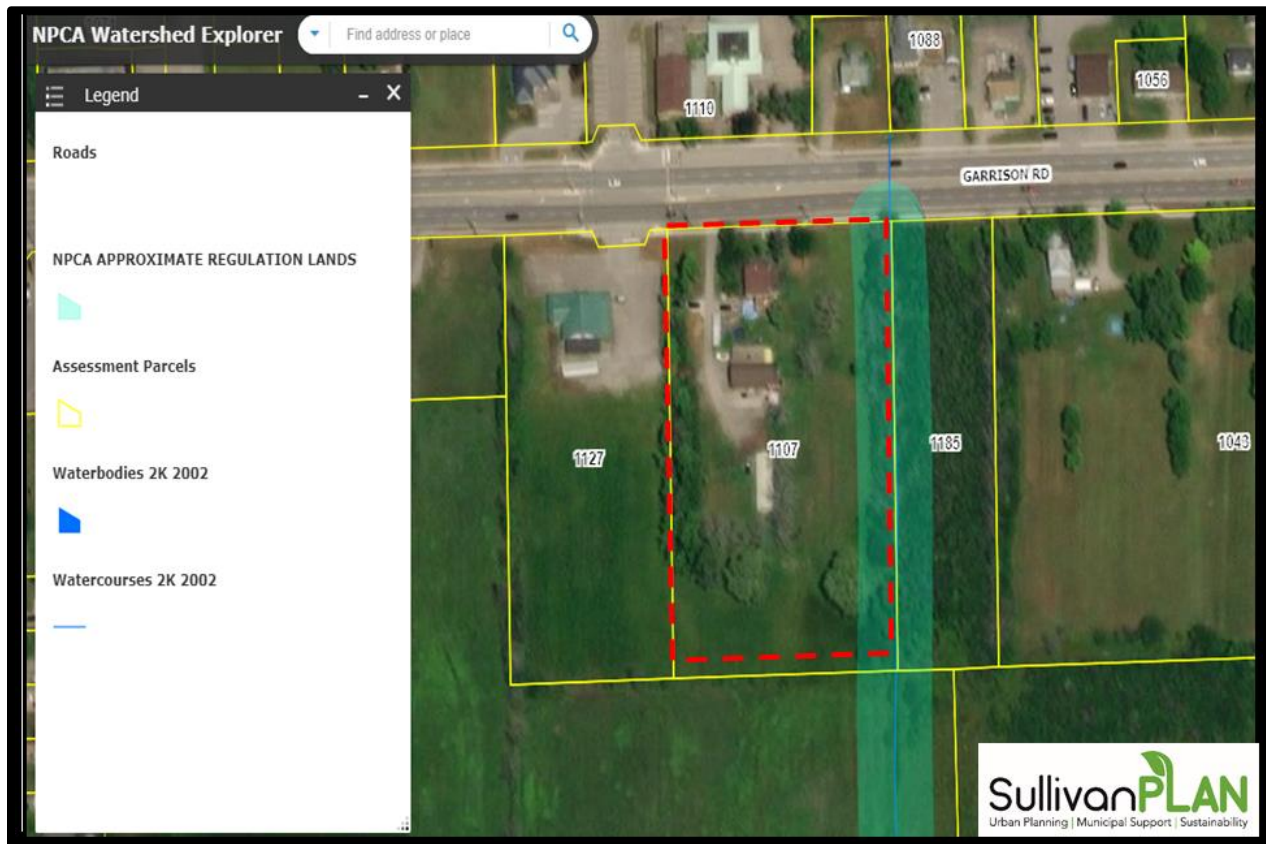
Policy 5.2.4 deals with Growth Forecasts. Our understanding is that the Region of Niagara Official Plan (ROP) and Town of Fort Erie Official Plan (FEOP) will address specific population and employment forecasts.

This application is consistent with the policies of the Growth Plan.

#### 4.3 NIAGARA PENINSULA CONSERVATION AUTHORITY

Lands regulated by the Conservation Authority extend onto the subject property (outlined in red dash) and onto the subject lands. A drainage swale feeding extends along the eastern edge of the property. A permit will be required from the Conservation Authority.

*Figure 6 - NPCA Regulated Lands*

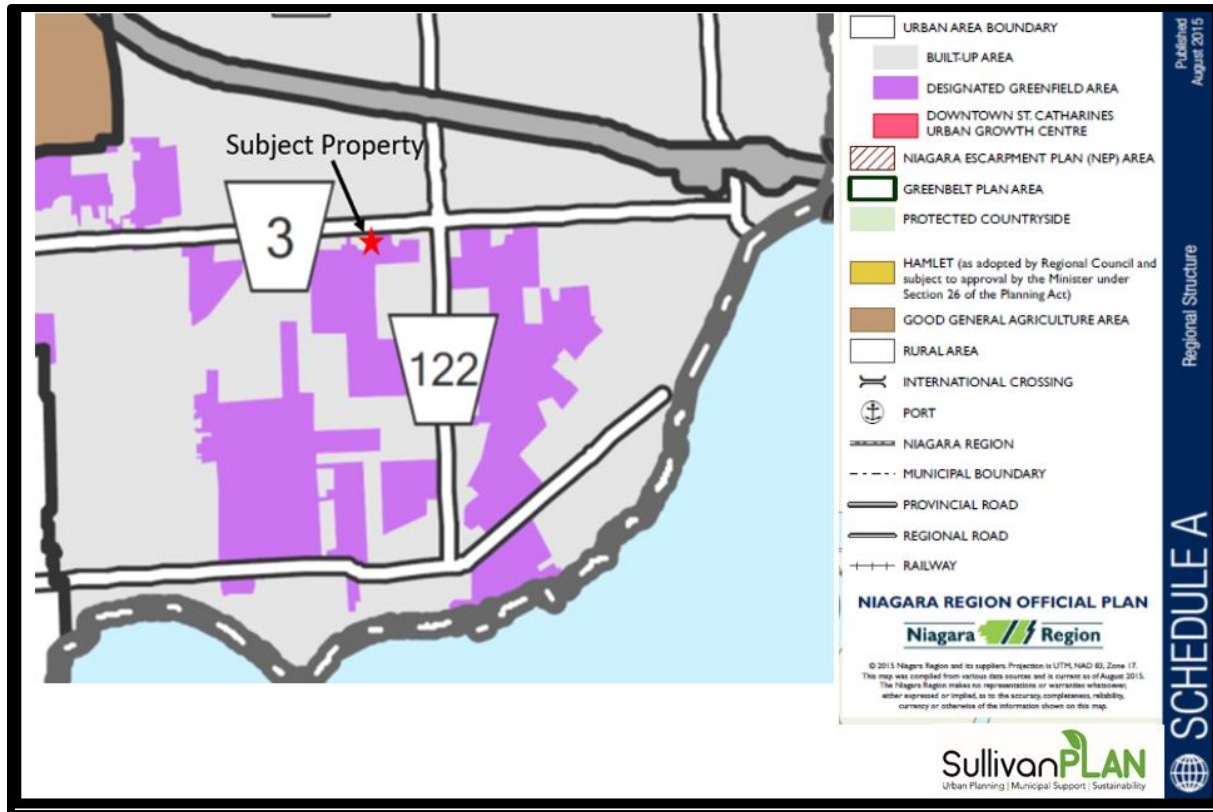


#### 4.4 NIAGARA REGION OFFICIAL PLAN 2014 (2019 CONSOLIDATION)

The Niagara Region Official Plan (NROP) was approved in 2015 and is currently under review. An updated NROP is anticipated for 2022.

The NROP Schedule A 'Regional Structure' designates the site as Built-Up Area (grey) within the Urban Area Boundary (black line). The surrounding area is a mix of Built-Up Area and Designated Greenfield Area (purple). This is presented in **Figure 7**.

The site is not designated on Schedule C 'Core Natural Heritage'. The area is shown on Schedule D1 'Potential Resource Areas: Stone' as Ordovician Formation. Schedule D3 'Potential Resource Areas: Peat and Petroleum' the area is shown as within the Welland Gas Field.



Schedule E1 'Transportation Infrastructure' designates all of Garrison Road within Fort Erie as a Regional Road. Schedule G1 'Niagara Economic Gateway' designates the whole of Urban Area of Fort Erie as Gateway Economic Zone.

Several NROP chapters are relevant to this application, including Chapters: 2 (Growing the Economy); 3.A (Niagara Economic Gateway); 4.B (Population, Household and Employment Projects); 4.C (Intensification and Greenfield Growth); 4.G (Urban Growth); 4.I (Mixed Use Areas); 8.B (Water and Wastewater Systems); 9 (Transportation); and 11.A (Residential Areas and Housing).

Chapter 2 focuses on growing the economy, at the strategic initiatives level. This application supports initiatives 2.1 through 2.7.

Chapter 3.A is relevant as Fort Erie is a gateway for Niagara, which provides a unique and critical opportunity for employment. 3.A.1.a) confirms that Fort Erie, and this application is within the Niagara Economic Gateway. This application also supports the objectives noted in 3.A.2. While this application does not specifically represent significant economic opportunities, it does seek to provide a range of housing options for those employees of gateway businesses and therefore is equally important in supporting employment land uses.

Chapter 4.B deals with population, housing and employment projections and more specifically achieving density and intensification targets, at the local municipal level. 4.B.1.1 notes that population is projected to grow across Niagara to 511,000 by 2031, with 218,000 jobs by the same year. Fort Erie, as a gateway community is projected to take its fair share of this increased population and employment. Jobs require people and people require housing. Fort Erie is well known for its supply of single detached dwellings and less for other forms of housing.

This application proposes to fill 101 units (86 = Residential building + 15 Commercial building), or a total of 250 people (2.47 people per unit x 101 units), all in 1 and 2 bedroom apartment dwellings.

Chapter 4.C deals with intensification and greenfield growth. This application represents intensification as it is converting a single detached dwelling to 81 residential units + commercial space. According to policy 4.C.4.2, the residential intensification target (RIT) for Fort Erie is 15%. Much of Fort Erie is currently single detached dwellings, which are considered low density residential. This application represents medium to high density residential. Current density is 1 unit / 1.4 ha = 0.71 units per hectare (uph). Proposed density is 101 units / 1.4 ha = 72.1 uph. This application will assist the Town in meeting or possibly exceeding its RIT.

Policy 4.C.7 specifies a combined 50 people and jobs per hectare target. This is based on density targets set by the original Growth Plan for the Greater Golden Horseshoe (Growth Plan), which were updated in 2019. This application exceeds that target at 72.1 uph, excluding the jobs created in the commercial GFA. At 1.4 ha, however this application is rather small and when combined with area development, the density should be averaged out towards meeting the Town's density targets.

Chapter 4.G deals with sustainable urban growth. This application provides many of the structural elements noted in 4.G.2.1, including urban infill, mixed use development, encouraging active transportation (bike racks, walkability, on transit route) and affordable housing options.

Chapter 4.I covers mixed use areas, as is proposed in this application. This application proposes residential, commercial and employment uses, while avoiding impacts to the Core Natural Heritage System. A variety of housing types are proposed, including 1 and 2 bedroom apartment dwellings, offered at various price points. As noted in Policy 4.I.2, this is a high-density residential development, that is encouraged in mixed use areas.

Chapter 8.B provides policy for infrastructure, specifically water, wastewater and roads. This application represents the re-development of a property, including connecting it to existing municipal water and wastewater infrastructure. Stormwater will be managed on-site and to Town standards.

Chapter 9 addresses transportation. The subject lands are located on Garrison Road, the main arterial in Fort Erie. Once completed, it will be within walking distance or a short drive of all needed services, including supermarkets, supporting retail, community services and other commercial uses. Once sidewalks are provided in this area, it will be safe for residents to walk to nearby services.

Chapter 11 addresses housing and community services. Architectural elevation drawings are provided with this application. They demonstrate that this application will result in attractive, well designed residential development that meets Policy 11.A.2 as it applies to this property. The residential units in the Commercial building will be offered to meet affordability criteria. The bulk of residential units offered will be in the buildings set back from Garrison Road. This will reduce sound impacts from Garrison Road and allow for improved quality of life.

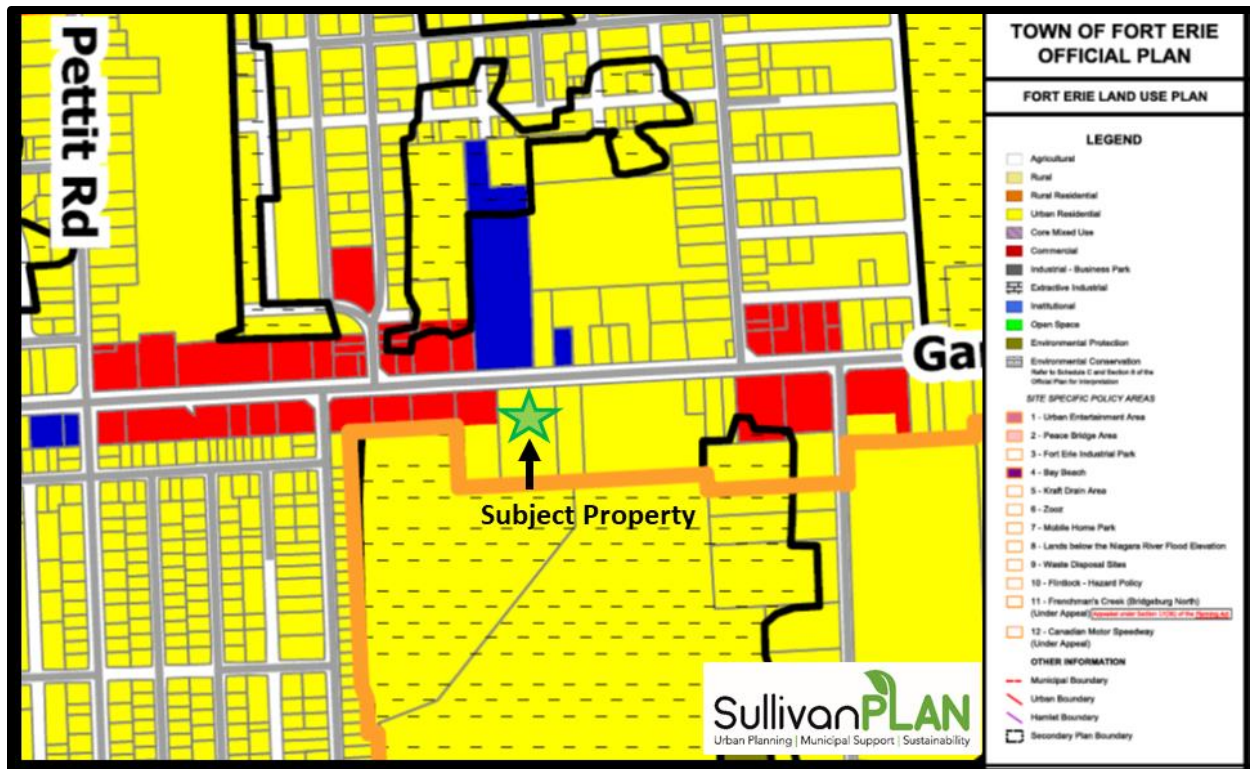
This application fully conforms to the policies and objectives of the Niagara Region Official Plan.

#### 4.5 TOWN OF FORT ERIE OFFICIAL PLAN 2019

The Town of Fort Erie Official Plan (FEOP) Schedule A ‘Land Use Plan’ designates the site as “*Urban Residential*”. It is also located in the Crescent Park neighbourhood and no Secondary or Neighbourhood Plan has been created to address this, therefore the FEOP policies apply.

This information is presented in **Figure 8**.

Figure 8: FEOP – Subject Property (Schedule A Land Use Plan)



Schedule B Mineral Aggregate & Petroleum Resources shows the area as within the “Petroleum Resource Area”. Schedule E ‘Transportation Plan’ designates Garrison Road as a Regional Road.

Pre-Consultation with the Town did not identify Petroleum Resource Area as a significant issue, so this report will not address it.



Policies that apply to this application include: 3.2 (Growth and Urban Land Needs); 4.7.4 (Urban Residential); 4.9.4 (Highway Commercial uses); 5.3 (Affordable Housing); 5.6 (Urban Design); and 12.9 (Parking).

Policy 3.2 notes that the Town is anticipated to grow to 36,243 by 2024 and 38,000 by 2026.

Section 3.5 – Land Use states that the major concentration of urban land uses is within the former Town of Fort Erie, where this application is located.

Sub-section III notes that intensification and redevelopment will continue to be promoted. This application represents both.

This application proposes a combination of retail space, office space and residential, together. The FEOP does not permit this range of uses in the Urban Residential area, therefore an amendment is required. The Town has indicated their preference to re-designate the front (northern) portion of the property containing the mixed-use building and associated parking to Commercial; while maintaining the existing Urban Residential designation on the rear (southern) portion of the property.

Commercial is addressed in Section 4.9 Commercial of the FEOP, which is where this updated report now focuses.

Section 4.9 defines the Commercial designation as lands that have or are intended to be developed for commercial uses and include all commercial classifications which are: General Commercial, Shopping Centres, Highway Commercial and Recreational Commercial. This application is located on Garrison Road, which becomes Highway 3 once it leaves Fort Erie (west) and is adjacent to the eastern end of other commercial uses, as is presented in **Figure 8**.

Sub-section II notes that *“It is the intent that the approved Neighbourhood Plan and implementing Zoning By-law will more precisely delineate the various Commercial classifications and development allowed in a specific area.”* Our review of the FEOP shows that the property is in the Crescent Park neighbourhood, for which no Secondary or Neighbourhood Plan currently exists. As a result, therefore the policies of Section 4.9.1 generally apply to this proposal and are addressed in **Table 3**; and development will be the subject of the Highway Commercial policies of this Section.

*Table 3 – Official Plan Policy Conformity*

| Policy       | Description  | Conformity |
|--------------|--|------------|
| <b>4.9.4</b> | <b>Highway Commercial</b>  |            |
| I            | The predominate use shall be for commercial uses serving the travelling public, relying heavily on | <b>YES</b> |

| Policy     | Description   | Conformity   |
|------------|---|--|
|            | vehicular traffic. The category may include: hotels, motels, automobile service stations, public garages, car washes, automobile sales agencies, drive-in restaurants and other eating establishments, places of amusement or recreation, nursery or garden centres, farm or market gardens, retail stores, and accessory uses incidental to the above uses shall be permitted. | The Site Plan identifies retail uses for Building A to be coffee shop, retail store, and convenience type store.                                     |
| II         | Highway Commercial areas will generally be located along Provincial Highways and Major Roads with high vehicular traffic.   | <b>YES</b><br>Garrison Road serves as Regional Road, which turns into a Provincial Highway.  |
| III        | It is intended that Highway Commercial areas will be zoned for the appropriate uses only after consideration has been given by the Town to applications where the subject uses are in keeping with the types of uses permitted by the Highway Commercial designation and demonstrate a necessity for exposure to a Provincial Highway or Major Road.                            | <b>YES</b><br>The Town has considered and advised that this is their preference for the property's land use designation.                             |
| IV         | The Council shall encourage the grouping of Highway Commercial uses in a planned development rather than the establishment of continuous strip development that is inconvenient and hazardous to vehicular and pedestrian movement.   | <b>YES</b><br>In the absence of a Neighbourhood Plan, the Town prefers this property as Highway Commercial.  |
| V          | This category may include a residential unit preferably located above the ground storey of a building and can be designed to incorporate the necessary amenities for the residential use, however, this shall not be integrated as permitting a one-family detached dwelling on the lot with the principal use.   | <b>YES</b><br>Residential units are planned for above the ground story of the building.  |
| III        | Such areas shall be conveniently located on a major street to provide easy access to the surround neighbourhood. Pedestrian safety shall be considered in the design.   | <b>YES</b><br>The property fronts onto and has direct access to Garrison Road. Safe access is being provided for pedestrians, including landscaping. |
| IV         | Conversion of dwellings or the use of a vacant lot in existing neighbourhoods may be permitted by re-zoning.  | <b>Not applicable</b><br>This application intends to demolish an existing dwelling to facilitate redevelopment.                                      |
| <b>5.0</b> | <b>Urban Form and Housing</b>   |  |

| Policy       | Description  | Conformity  |
|--------------|--|---|
| <b>5.3.1</b> | The Town will provide affordable housing to low and moderate income households, using the following methods:   |   |
|              | (a) Mixture of housing types and lot sizes   | <b>YES</b><br>A range of sizes, unit locations and proximity that will result in a range of prices, some of which will be affordable  |
|              | (b) Residential intensification by means of infilling and re-development, in appropriate areas of established communities.                                 | <b>YES</b><br>Crescent Park is an established neighbourhood within Fort Erie. This application proposes replacement of a single detached dwelling with multiple units in two separate building. |
|              | (c) Encouraging residential units as a component of commercial developments.   | <b>YES</b><br>Both residential and commercial space will be available with this application.  |
|              | (d) Encouraging residential intensification efforts within and on the periphery of the central business districts of Fort Erie.                            | <b>YES</b><br>This application is for lands immediately east of a commercial portion of Garrison Road.  |
|              | (e) Neighbourhood Planning will determine the variety of housing types for this area.  | <b>NO</b><br>A Neighbourhood Plan is not available for this area.<br>We seek exemption from this policy through an amendment to this Plan.  |
|              | (f) Town shall participate in government programs to assist in the provision of affordable housing and the rehabilitation of existing housing stock        | <b>YES</b><br>Should opportunities to participate in government programs, the applicant is open to discussing them.   |
|              | (g) Where appropriate and desirable include financial incentive programs for affordable housing in Community Improvement Plans.                            | <b>Not applicable.</b><br>We are not aware of a CIP being available in this area. Should one be the applicant would be willing to discuss options with the Town.                                |
|              | (h) Town's Community Health and Wellness Committee recognizes that affordable housing is needed, and will work with Niagara Regional Housing and others to | <b>Not applicable.</b>  |

This application proposes uses that are supported by the Highway Commercial designation. It is recognized that the FEOP policies are designed to for mixed uses in neighbourhood core areas. Arguably, the core area of Crescent Park neighbourhood, for which the core is located along Garrison Road. Based on this, this redevelopment application makes best efforts to meet the spirit and intent of Section 5.5.2 – Neighbourhood Planning.

This application seeks to intensify residential use in the area, using compact, efficient urban form involving a variety of uses and housing types. It will also provide easy access to existing schools, commercial areas, churches and employment uses in the area. It is anticipated that future residents of this development will provide a labour pool for local businesses, reducing business dependence on vehicle travel by employees.

A Landscaping and Tree Saving Plan are required for this property. Together, they will improve existing streetscapes, while also complementing proposed built form, providing shade to residents and vehicle parking as well. The Garrison Road street front will be the primary focus of any landscaping.

Section 5.6 – Urban Design provides policy direction to ensure that good, well considered design is brought to new and re-developments. **Table 5** addresses these policies.

*Table 4 - Urban Design Policy Conformity*

| Policy       | Description   | Conformity                                   |
|--------------|---|--|
| <b>5.6.1</b> | General Policies  |  |
| <b>I.</b>    | Urban character will be achieved along major roads.   | YES  |
| <b>II.</b>   | A distinct character for each neighbourhood will be established through the road pattern, building height and massing, and streetscape elements, among others.  | YES  |
| <b>III.</b>  | Road and lotting pattern will respect established development patterns and where possible facilitate active transportation  | YES  |
| <b>IV.</b>   | Residential development will be planned to preserve privacy, comfort, and amenity spaces while providing easy and safe pedestrian and cycling movement to commercial and community facilities                   | YES  |
| <b>V.</b>    | Heritage resources will be conserved and incorporated into new development, to enhance the resources  | Not applicable                               |
| <b>VI.</b>   | Development patterns will encourage open space connections that links public parks and community facilities.  | Not applicable.                              |
| <b>VII.</b>  | General planting of native species will be provided appropriate to the circumstances and location, and existing vegetation will be preserved to compliment the built form and create an established experience. | YES<br>Landscaping Plan and Tree Saving Plan |
| <b>VIII.</b> | Appropriate Gateway treatments will be provided at major entrances to Town.   | Not applicable                               |

| Policy     | Description  | Conformity  |
|------------|--|---|
| <b>IX.</b> | Consideration will be given to matters relating to exterior design in terms of character, scale, appearance, sustainability and design through site plan control | <b>YES</b><br>This application is subject to Site Plan control. |

Where applicable and possible, this application meets the Urban Design policies of the FEOP.

Section 12.9 – Parking primarily deals with municipal parking. However, certain policies apply to this application. Specifically:

*Table 5 - Parking Policy Analysis*

| Policy      | Description   | Conformity  |
|-------------|---|---|
| <b>I)</b>   | Off-street parking standards for all land uses and loading facilities standards for commercial uses will be established through zoning, and adequate off-street vehicular and bicycle parking shall be provided for all re-development. | <b>YES</b><br>Off-street parking is being provided for vehicular traffic. Bicycle parking will also be provided for both buildings. Given the central location of this property, reduced parking requirements are being sought through a Zoning By-law Amendment. |
| <b>III)</b> | Entrance/exit points of parking areas will be limited in number and designed to acceptable standards for traffic safety.  | <b>YES</b><br>One entrance/exit point is provided. A secondary entrance is not feasible. Provision for future access to the west can be addressed during Site Plan.   |
| <b>IV)</b>  | Appropriate parking for persons with disabilities is provided in an accessible location.  | <b>YES</b><br>This application complies with Town Zoning standards for accessible parking.  |

A currently vacant commercial use is located directly west of the subject property. Access to this site is appropriate for future consideration given the proximity and opportunity to gain a second access point.

As noted in the Region of Niagara Official Plan, a combined 50 people and jobs per hectare is the target density at the regional level. This application exceeds that target with 72.1 uph (net), excluding the jobs created in the commercial area. At 1.4 ha, the size of this re-development is somewhat limited. However, this application will assist the Town in long-term growth.

This application requires an amendment to the Town’s Official Plan, specifically re-designating the front of the property from Urban Residential to Commercial. In addition, this application seeks an increase in units per hectare density to accommodate a net density of 72.1 uph, which we believe is compatible with the neighbourhood and appropriate for this location. **Table 3** above, indicates how the proposed uses will

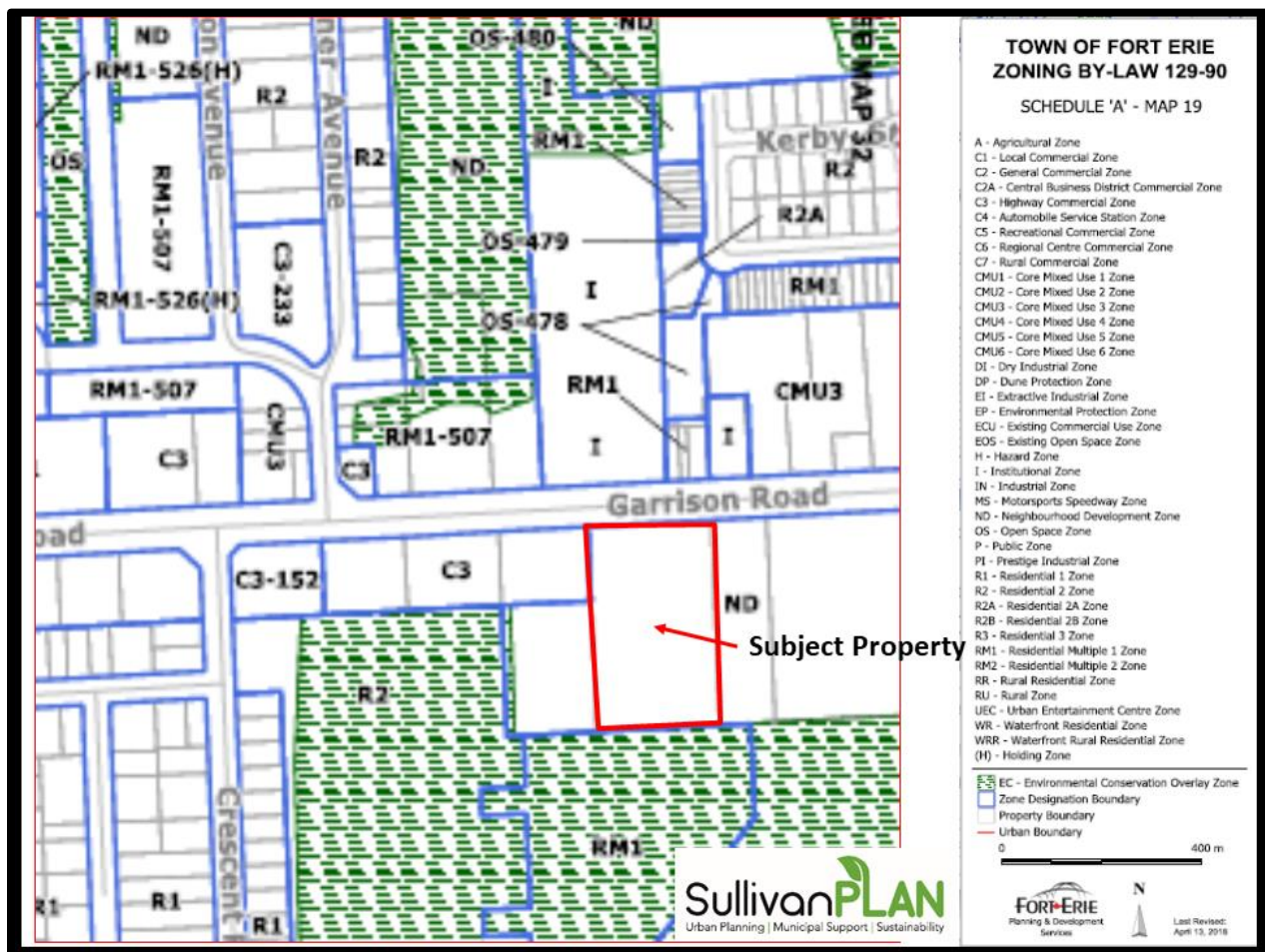
conform to policies of the Official Plan. A draft Official Plan Amendment has been provided in **Appendix 1**. The need and justification for this Amendment has been demonstrated above.

Subject to Council’s approval of this application, the proposed use will conform with the policies of the Town of Fort Erie Official Plan.

#### 4.6 TOWN OF FORT ERIE ZONING BY-LAW 129-90

The subject property is currently in the “Neighbourhood Development ND” zone. Only existing buildings and uses are permitted. The zone is intended to act as a holding zone in support of new development. This information is presented in **Figure 9**.

Figure 9: Town Zoning for Subject Property



The proposed zoning amendment will change the zoning to “Highway Commercial (C3)” and “Residential Multiple (RM2)”, which will bring the subject lands into conformity with the Official Plan. To coincide with the Official Plan designation, the Town has requested that the property be dual zoned as is presented in this application. A detailed zoning analysis is provided in **Table 6 (Highway Commercial) & 7 (Residential Multiple)**.

*Table 6 – Zoning Detailed Analysis*

| Provisions                    | Highway Commercial (C3) Zone   |   | Comments  |
|-------------------------------|--|---|---|
|                               | Required   | Proposed  |   |
| <b>Site Area</b>              | 13,987.02 m <sup>2</sup> (per Site Plan)   |   |   |
| <b>Lot Frontage Min</b>       | 15 m   | 91.75 m   | Complies  |
| <b>Lot Depth Min</b>          | Not provided   | 152.4 m   | Complies  |
| <b>Front Yard Min</b>         | 15m  | 5.32m   | Deficiency = 9.8m Zoning Amendment required.  |
| <b>Side Yard</b>              | 3.0m<br>6.0m (abutting residential)  | 12m +/- (west)<br>29m +/- (east)  | Complies  |
| <b>Rear Yard Min</b>          | 10.5 m   | 10.5m   | Complies  |
| <b>Height Max</b>             | 12m   2.5 storeys  | 3.5 storeys (main level with mezzanine + 2 levels) for Commercial/ Residential Bldg, 11.16m | Deficiency = 1 storey<br>A Zoning By-law Amendment will be required.  |
| <b>Floor Area Res Min</b>     | 40m <sup>2</sup> (Bachelor)<br>50m <sup>2</sup> (1 Bedroom)<br>60m <sup>2</sup> (2 Bedroom)  | 64m <sup>2</sup> = 62 1BR units<br>79m <sup>2</sup> = 39 2BR units                          | To be confirmed at Site Plan stage  |
| <b>Lot Coverage Max</b>       | 60%  | 24.64%  | Complies<br>Resi. Bldg = 2,249.38m <sup>2</sup> (16.08%)<br>Comm = 1,018.63m <sup>2</sup> (7.3%)<br>Sidewalks = 343.28.42m <sup>2</sup> (2.45%)<br>Asphalt = 5,123.38m <sup>2</sup> |
| <b>Parking (total)</b>        | 67 spaces  | 58 spaces (+1)  | Deficiency of 9 spaces. Zoning By-law Amendment required.<br>See calculation below in <b>Table 7</b> .  |
| <b>Loading Space</b>          | 1  | 1 – commercial<br>1 - residential   | Complies<br>Over 929m <sup>2</sup> (Commercial)   |
| <b>Residential Open Space</b> | 18.5m open area on site for exclusive use of each 2 open area on site for exclusive use of each dwelling unit, or 10.5m open air balcony directly adjoining 2 open air balcony directly adjoining the residential unit | Private balconies and terraces are provided in different areas                              | Complies<br>4,614m <sup>2</sup>   |

| Provisions            | Highway Commercial (C3) Zone                             | Comments |
|-----------------------|--|----------|
| Landscaped Open Space | Landscaping area =4,953.41 (35.41%) including playground |          |

| Provisions                | Residential Multiple 2 (RM2) Zone   |  | Comments   |
|---------------------------|---|--|--|
|                           | Required  | Proposed   |  |
| <b>Site Area</b>          | 13,987.02 m <sup>2</sup>  |  |  |
| <b>Lot Frontage Min</b>   | 30m   | 91.745m  | Complies   |
| <b>Lot Depth Min</b>      | Not provided  | 97.73m   | Complies   |
| <b>Front Yard Min</b>     | 7.5m  | 72.56m   | Complies   |
| <b>Side Yard</b>          | One-half of the building height or 4.0m whichever is the greater                            | 7.5m western side<br>16.1 eastern side   | Complies<br>Building height is 14.7m. 14.7m x ½ = 7.35m                                      |
| <b>Rear Yard Min</b>      | One-half of the building height or 7.5m whichever is the greater                            | 10.5m  | Complies   |
| <b>Height Max</b>         | 9 storeys or 26 m whichever is greater  | 4 storeys   14.7m  | Complies   |
| <b>Floor Area Res Min</b> | 40m <sup>2</sup> (Bachelor)<br>50m <sup>2</sup> (1 Bedroom)<br>60m <sup>2</sup> (2 Bedroom) | 57 – 1 bedroom units<br>Avg. area = 64m <sup>2</sup><br>29 – 2 bedroom units<br>Avg. area = 79m <sup>2</sup>   | Complies   |
| <b>Lot Coverage Max</b>   | 40%   | Residential Bldg. = 2,249.38 m <sup>2</sup><br>Total Bldg. coverage = 16.08%<br>Sidewalks = 320.14m <sup>2</sup> (2.23%)<br>Parking & Asphalt = 5,123.3m <sup>2</sup> (36.63%) | Complies   |
| <b>Parking (total)</b>    | 129 spaces  | 129 spaces (+3)  | Complies. (Extra 3 provided)<br>For calculations, please refer to drawing SPA A1.0-MODIFIED. |
| <b>Loading Space</b>      | 1   | 1  | Complies.  |



| Provisions                    | Residential Multiple 2 (RM2) Zone  | Comments                        |
|-------------------------------|--|---------------------------------|
|                               |  | Over 929m <sup>2</sup>          |
| <b>Residential Open Space</b> | For every lot on which the buildings or structures are situated, shall be provided and maintained on the lot at least 25% of the lot area as a landscaped area unused for access or maneuvering spaces or parking spaces or any other purpose other than landscaped area and playground. | 4,953.41m <sup>2</sup> = 35.41% |
|                               |  | Complies, as over 25%           |
| <b>Landscaped Open Space</b>  | Landscaping area = 4,953.41m <sup>2</sup> (35.41%) including playground  |                                 |

#### 4.6.1 PARKING

As a mixed use development, parking becomes somewhat more complex than with a single use. In this instance, with both Commercial and Residential zones at play in the application, parking must be considered on both fronts.

**Table 7** details the parking calculations used for this application. Below is our logic behind these calculations.

Section 6.20(A)(Table) was used as the primary reference to calculate parking. To begin, the uses proposed in this application are defined by the parking regulations as:

- Each dwelling unit, regardless of zone is considered an "Apartment".
- Cafe is considered an "Eating Establishment - Eat-in"
- Retail is considered a "Retail Store, shop or workshop"

On this basis, Section 6.20(A), sub-section (iii), identifies the following parking requirements, by use:

- "Residential units above commercial" = **1.0 parking spaces / dwelling unit.**
- "Apartment and Block Townhouse dwellings" = **1.5 parking spaces / dwelling unit.**
- "Eating Establishment - Eat-in" = **1.0 parking spaces / 4 seats**
- "Retail store, shop or workshop" = **1 parking space / 30m<sup>2</sup> of GFA**

The parking calculations presented on drawing A1.0-MODIFIED 2021-07-07 were used to maintain consistency for the Town's review.

This demonstrates that this application satisfies the vehicle and bicycle parking requirements of the Zoning By-law, subject to the property being re-zoned as requested.

A Zoning By-law Amendment is required to change the property zoning from “Neighbourhood Development” to “Highway Commercial” zone for the front of the property and “Residential Multiple 2” for the remainder of the property to permit the proposed re-development. This is delineated on the concept site plan.

In summary, this application seeks the following relief from the Zoning By-law: For the commercial component of this application, the following relief is required from the Zoning By-law, as demonstrated in drawing SPA A1.0-MODIFIED-2021-07-07:

1. Front Yard Setback      Deficiency of 9.8m
2. Max Building Height      Additional 1 storey requested
3. Parking Spaces              Deficiency of 9 spaces

For consistency purposes, we have adjusted this Planning Report to match the Site Plan, dated July 7, 2021, as completed by Archisystem Inc. Parking spaces can be adjusted between the HC and RM2 zones (Site Plan identifies deficiency of 9 spaces in the HC zone, with an extra 3 spaces in the RM2 zone), to minimum non-compliance, based on discussions with the Town.

*Table 8 - Summary of Zoning Relief Required*

| Zoning Provision            | Required            | Requested             | Difference     |
|-----------------------------|---------------------|-----------------------|----------------|
| <b>Front Yard Setback</b>   | 15.0m               | 5.2m                  | -9.8m          |
| <b>Side Yard (Interior)</b> | 7.5m (west)         | 6.0m (west)           | -1.5m          |
| <b>Height</b>               | 2.5 storeys   12.0m | 3.5 storeys   14.7.0m | +1 storey/2.7m |
| <b>Parking (HC zone)</b>    | 67                  | 58                    | -9 spaces      |

We note that best efforts were made regarding the side yard setbacks (west and east). On the west, the setback is required to be 7.5m, while 6.0m is proposed. Initially 4.0m was proposed for the western setback, which would have resulted in a more significant change from current zoning. Working with the Site Plan, we have achieved a better balance on both sides.

The design of the development will locate the mixed-use building to the front (north) of the property, with vehicle parking behind the building, resulting in a front yard setback deficiency. The Town’s current Zoning By-law requires a large front yard setback to accommodate vehicle parking, typical of older style strip commercial malls. This application proposes to place the parking behind the building, with the building façade fronting onto Garrison Road. However, parking and bicycle amenities will be located behind the mixed-use building. The requested Amendment seeks a reduced front yard and side yard setbacks to accommodate the proposed site layout, which is more in order with contemporary designs. Other deficiencies include building height in the C3 zone is limited to 2.5 storeys or 12.0m. The proposed building

is 3.5 storeys, and 14.7m, which is arguably within the physical height, but 1 storey higher than specifically permitted. As a result, the Zoning By-law Amendment will need to reflect the 4.0 storeys for the RM2 zone.

Subject to Council's approval of the Zoning By-law Amendment, this application will conform with the amended Town of Fort Erie Zoning By-law 129-90.

## 5 TECHNICAL STUDIES

Additional technical work was completed to support this re-development application. The studies are summarized below based on their need as part of the planning approvals, or they will be submitted with Site Plan as identified below.

### 5.1 ARCHAEOLOGY

Earthworks Archaeological Services Inc. was retained to conduct a Stage 1 & 2 archaeological assessment in support of the Site Plan Approval. The location of the historic Kraft's Drain within 300 metres of the study area suggests there is potential for locating Pre-Contact Indigenous archaeological material; and the location of the study area at the edge of Garrison Road, a historic transportation route, suggests the potential for locating historic Euro-Canadian archaeological material.

The Stage 2 archaeological assessment of the study area was conducted on September 26, 2020. Approximately 75% of the study area was assessed through a test pit survey, with the remainder not assessed due to permanent inundation or deep subsurface alteration from the construction of the houses, associated outbuildings and gravel driveway. No archaeological material was identified during the survey.

Based on the results of the Stage 1 background investigation and the subsequent Stage 2 test pit survey, the study area is free of archaeological material.

Therefore, no additional archaeological assessments are recommended.

### 5.2 NOISE FEASIBILITY STUDY

HGC Engineering was retained to conduct a noise feasibility study for proposed development. The primary source of noise impacting the site was determined to be road traffic on Garrison Road.

In inform the study traffic data from the Region of Niagara was used to predict future traffic sound levels and comparing them to the guidelines of the Ministry of Environment, Conservation and Parks (MECP) and the Region.

The study found that the sound level predictions indicate that the future road traffic sound levels will not exceed MECP guidelines at all the proposed dwelling units.

Recommendations included:

#### TRANSPORTATION NOISE SOURCES:

1. There are no specific acoustic recommendations for the development due to transportation noise.
2. Any building construction meeting the minimum requirements of the Ontario Building Code will provide adequate sound insulation for all the dwelling units.
3. Warning clauses are recommended to inform future residents of the proximity to existing and proposed commercial and existing institutional uses.

#### STATIONARY NOISE SOURCES:

Additionally, an analysis was conducted to determine the potential impact of noise from rooftop units on the proposed 3.5-storey commercial building on the proposed 4-residential building.

4. Sound emissions from the proposed commercial building on proposed residential receptors to the south will be below the MECP minimum exclusionary sound level limits.
5. Physical mitigation measures are not required for the rooftop equipment associated with the proposed commercial building.

#### IMPLEMENTATION:

To ensure the noise control recommendations are fully implemented, it is recommended that:

6. Prior to the issuance of building permits for this development, the Municipality's building inspector, or a Professional Engineer qualified to perform acoustical engineering services in the Province of Ontario should:
  - a. Certify that the noise control measures have been properly incorporated, installed and constructed.
  - b. Review the mechanical drawings and specifications for the mechanical equipment to certify that the MECP sound levels will be met at all noise sensitive receptors.

### 5.3 URBAN DESIGN

Urban design is addressed in this report, as part of the Town of Fort Erie Official Plan review.

### 5.4 ENVIRONMENTAL (RECORD OF SITE CONDITION)

An Environmental Site Assessment was completed by Azzure Group Inc. and submitted to the Ministry of Environment, Conservation and Parks on December 17, 2020, with a request to issue a Record of Site Condition (RSC).

The RSC will be provided to the Town, as part of the Building Permit application. A copy of the Environmental Site Assessment is available on request.

### 5.5 FUNCTIONAL SERVICING | STORMWATER MANAGEMENT

The stormwater management will be addressed within the Preliminary Functional Servicing Report, prepared by MTE Engineering and provided under separate cover. It will demonstrate how this site will be serviced, with additional details provided during Site Plan approval stage.

## 5.6 TRANSPORTATION | ROADS

This property fronts onto Garrison Road, a Regional road. The current single entrance is east of the existing dwelling. A single entrance is proposed at the west side of the property, functioning for both ingress and egress. This has been designed to meet Town and Fire Code requirements, as demonstrated in the Site Plan submitted with this application.

## 5.7 OTHER STUDIES

In addition to the studies required by the Town, additional work was completed to facilitate this project, including a Demolition Plan, prepared by MTE Consultants (dated December 22, 2020) to remove the existing buildings on this site. This is available on request.

All technical matters identified by the Town have been addressed with these studies. Recommendations and mitigation measures are summarized in Section 6 – Planning Analysis.

# 6 SITE PLAN STAGE

## 6.1 LANDSCAPING

Preliminary landscaping has been provided in the Conceptual Site Plan. More details will follow, including species, locations and density later.

## 6.2 PARKING PLAN

Parking has been detailed to comply with Town zoning, both at surface and under building. It is the applicant's intention to comply with zoning requirements for parking.

The Site Plan, as submitted complies with Town zoning, so will be addressed once the Zoning is approved by Council.

## 6.3 TREE PRESERVATION PLAN

It is the applicant's intention to maximize retention of healthy, mature trees where possible. Details will be provided, once available.

## 6.4 WASTE COLLECTION

Presumably, the residential component will be collected within the building, brought to the roadside for Regional collection. Details of waste collection will be addressed in greater detail later.

Based on the above, all matters requested by the Town at Pre-Consultation have been provided.

## 7 PLANNING ANALYSIS

The applicant proposes a mixed residential and commercial re-development of 1107 Garrison Road, Fort Erie to replace a single detached dwelling with a mixed use (commercial | residential) multi-unit development including 101 residential units and main floor commercial space, located on Garrison Road, an arterial road serviced by public transit and walking distance to needed services.

This application is consistent with the PPS (2020) and Growth Plan (2019) as it proposes a new, higher density mixed use development that is within a designated urban area, is serviced by existing municipal infrastructure, fronts onto an arterial road, provides a variety of residential units (size, price points) as well as supporting neighbourhood commercial uses (retail, gym, restaurant).

Conformity with the Niagara Region Official Plan and Town of Fort Erie is also demonstrated, subject to approval of the Official Plan Amendment, a draft of which is attached to this report. At 72.1 uph, this application represents intensification and a proposed density that exceeds Regional & Town targets. An Official Plan Amendment has been requested to address this increased density. Proposed housing type and variety also meets both policies.

This application requires an amendment to the Town's Official Plan, to change the land use designation from Urban Residential to Commercial, as is demonstrated in the draft Official Plan Amendment, which is presented in Appendix 1 The need and justification for this Amendment has been demonstrated in this report.

The zoning for the subject property will need to be amended to "Highway Commercial" and "Residential Multiple 2" and include the 3.5 storeys in height, with reduced provisions for side yard setbacks, front yard setback and building height. Bicycle parking will be provided for both the commercial and residential building, which will supplement vehicular parking.

Several specialists provided input to this application. Their findings, where available are presented below.

### 7.1 NOISE

#### TRANSPORTATION NOISE SOURCES:

1. There are no specific acoustic recommendations for the development due to transportation noise.
2. Any building construction meeting the minimum requirements of the Ontario Building Code will provide adequate sound insulation for all the dwelling units.
3. Warning clauses are recommended to inform future residents of the proximity to existing and proposed commercial and existing institutional uses.

#### STATIONARY NOISE SOURCES:

Additionally, an analysis was conducted to determine the potential impact of noise from rooftop units on the proposed 3-storey commercial building on the proposed 4-residential building.

4. Sound emissions from the proposed commercial building on proposed residential receptors to the south will be below the MECP minimum exclusionary sound level limits.
5. Physical mitigation measures are not required for the rooftop equipment associated with the proposed commercial building.

#### IMPLEMENTATION:

To ensure the noise control recommendations are fully implemented, it is recommended that:

6. Prior to the issuance of building permits for this development, the Municipality's building inspector, or a Professional Engineer qualified to perform acoustical engineering services in the Province of Ontario should:
  - a. Certify that the noise control measures have been properly incorporated, installed and constructed.
  - b. Review the mechanical drawings and specifications for the mechanical equipment to certify that the MECP sound levels will be met at all noise sensitive receptors.

## 8 CLOSING

This application is consistent with provincial policies (PPS & Growth Plan) and conforms with the Region of Niagara Official Plan. Subject to approval of the Official Plan and Zoning By-law Amendments, will also conform to the Fort Erie Official Plan and Zoning By-law, as they apply to this property.

In particular, we believe this application represents good planning because:

1. Consistent with provincial policy as it represents intensification, mixed use (commercial/residential), provides for affordable housing, is located to encourage active transportation, and increases net density towards meeting targets set;
2. Conforms to Regional policies, including meeting urban design requirements, achieving or exceeding density targets, represents re-development of an under used residential property with a combination of commercial & residential, and access to public transit as well as walking distance to services;
3. With the Official Plan Amendment, will conform to the Town's Official Plan including Commercial & Residential designation, and increased density levels;
4. With the Zoning By-law Amendment, will conform to the Town's Zoning By-law, including increased building height, reduced front yard and side yard setbacks;
5. Has had a number of speciality studies completed, which support this application, including:
  - a. Functional Servicing & Stormwater management
  - b. Environmental Site Assessment (Record of Site Condition)
  - c. Noise Assessment

- d. Archaeology
- 6. Remains subject to Site Plan Control, where additional work will be completed to address Town concerns.

We note that the Town has gone to what we consider extraordinary measures before accepting this application as complete. The applicant and their technical team have put significant effort into addressing the Town's initial comments. This submission represents our third effort to have the Town accept the application as complete. We have done everything possible to make this application complete for the Town. Should any additional work be required, we would be pleased to discuss and resolve it during the processing of this application.

Amendments to the Town's Official Plan and Zoning By-law are required to facilitate this development at this location. This report provides justification in support of these amendments.

It is our professional opinion that this application represents good planning and should be approved.



9 APPENDICES

Appendix 1 – Draft Official Plan Amendment