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Provincial Land Use Plans Branch
13th Flr, 777 Bay St
Toronto, ON M7A 2J3

**RE: ERO 019-6813 - Review of Proposed Policies Adapted from A Place to Grow and Provincial Policy Statement to Form a New Provincial Planning Policy Instrument
Request for Modification
63 Casablanca Boulevard, Town of Grimsby
Losani Homes**

On behalf of our client, Losani Homes, we are requesting that the Province establish policy direction to support transit-supportive development in proximity of the Grimsby GO Station (a major transit station area). We recognize that the PPS contains draft policy associated with major transit station areas in 'large and fast growing municipalities', however these policies do not seem to directly apply to the Grimsby GO station.

The draft PPS identifies that "*All major transit station areas should be planned and designed to be transit-supportive*" and proposes the delineation of an area within a 500 to 800 metre radius of a transit station and that maximizes the number of potential transit users that are within walking distance of the station. The draft PPS further identifies that:

"Planning authorities that are not large and fast-growing municipalities may plan for major transit station areas on higher order transit corridors by delineating boundaries and establishing minimum density targets."

The challenge with the subject lands and development in proximity of Grimsby GO Station and delineation for transit supportive uses is the constraint associated with the limits of the Greenbelt Plan Area, therefore policy direction is required to assist with the interpretation and implementation of the PPS direction for transit-supportive development around the GO Station. The key to the provincial policy is ensuring that transit support of development is put in place to support major transit station areas, this location is in need of policy support for the transit supportive uses to facilitate the significant investment that will occur by the province, and a future partner in developing the GO station.

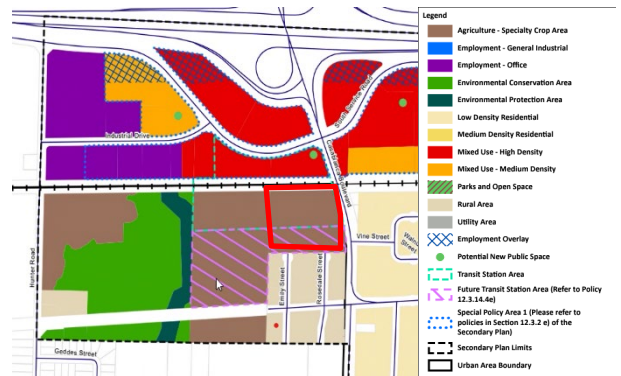
Consideration of provincial policy direction would support and implement the recommendations of the Town of Grimsby Official Plan Amendment #6, which constitutes the Secondary Plan for the Grimsby/Casablanca GO Station area. The purpose of the Secondary Plan is to promote intensification

and redevelopment in proximity to the future Grimsby/Casablanca GO rail station by establishing mixed use designations and policies. Amendment No. 6 applies to lands generally being bound by the Queen Elizabeth Way to the north, Hunter Road to the west, portions of Roberts Road to the east and Livingston Avenue and Main Street to south. The Secondary Plan contains the following relevant policy:

“12.3.14.1 a) The Casablanca GO Transit Station Area, designated as Transit Station Area on Schedule G of this plan, is a critical element of public infrastructure and is located west of Casablanca Boulevard at the intersection of the South Service Road. The Transit Station Area includes land on both sides of the CN rail corridor and also includes lands which are reserved for a potential future Region of Niagara Transit Terminal (West Niagara Transit Terminal).”

The Town’s Official Plan within the GO Station Secondary Plan Area (as shown to the right) designates the lands as ‘Specialty Crop Area’ and includes the following policy:

“In addition to the uses permitted in Agriculture – Specialty Crop Area, the area identified by ‘Transit Station Area’ overlay may also be used for a Transit Station and related accessory uses, in accordance with the 2011 Niagara GO Rail Expansion Environmental Study Report.”



The Town’s policy does not permit the full range of uses that would facilitate transit-supportive design and development with the identified Transit Station Area. There is a conflict with the Secondary Plan policy and the PPS direction that needs to be considered. The PPS objectives need to be reflected and implemented, as the Secondary Plan (and the Town’s Official Plan) is not up-to-date and would not have regard for the PPS direction.

A submission was made to the Province through the Greenbelt Plan review for the consideration of the lands as ‘Towns and Villages’ within the Greenbelt Plan. This would have established the basis for the local and regional planning framework to establish land-use designation that would provide for transit supportive development within this major transit station area. A modification to the Greenbelt would continue to be an option to support the development of the major transit station area.

The current request is to modify the PPS as follows:

- Recognize the Grimsby GO station as a major transit station area and its function as part of the regional inter-city rail system
- Modify Policy 2.4.2.4 that the municipality “shall” plan lands within 500 and 800 metres, and replace the word “may” plan lands within the area for the density target
- Add a policy that recognizes where a GO station has been delineated through a Secondary Plan, that the municipality may designate lands within an Official Plan for transit-supportive

uses and that where there is a conflict with the Greenbelt Plan that the policy direction for transit supportive design within Transit Station area shall prevail.

- A specific request would be to modify the Town Official Plan to remove the lands from Speciality Crop Area and establish policy direction to permit the establishment of land uses that maximizes the number of potential transit users that are within walking distance of the station, for example the 'Mixed Use – High Density' designation that is within the north portion of the Transit Station Area.

.The background and justification for this request consider:

- The PPS indicates as a general policy that all major station areas should be planned to be transit supportive.
- The subject lands are directly adjacent to the Grimsby GO Station. A portion of the lands are within the newly defined settlement area (associated with the future Grimsby GO Station location) and portion are directly adjacent to the settlement area.
- Policy direction to facilitate development supports the potential for transit supportive development, and support the target of 150 residents and jobs per hectare for GO transit rail station areas. Including housing to be built within and to support the Transit Station Area and further as part of the Niagara GO Rail Expansion.
- The request supports Greenbelt Policy 4.2.1 for new infrastructure that serves the significant growth and economic development expected in southern Ontario beyond the Greenbelt and appropriate infrastructure connections among urban centres and between these centres and Ontario's borders. The request also supports ongoing investment in infrastructure projects in the area, including the Casablanca Blvd and Livingstone Ave Environmental Assessment projects, which are approved and funded capital projects.
- The Town of Grimsby previously requested in 2015 that the Province consider a land swap for lands within the Greenbelt Plan which included the subject lands.
- Investment in higher-order transit, provides the Grimsby/Casablanca GO Transit Station area with a unique opportunity to emerge as a complete node. Supports the focus of significant long-term intensification, development and public realm improvement.

The success of the GO Transit Station and will be directly connected to investment by the public and private sector. Providing the opportunity for transit supportive development will facilitate the critical mass for the viability of a public-private investment in development of the Transit Station Area infrastructure and ridership to support Provincial and Regional objectives.

Thank you for the opportunity to submit this request. We appreciate your consideration and if you have any questions, please do not hesitate to contact the undersigned.

Yours truly,

MHBC



Dave Aston, BSc, MCIP, RPP

cc. *William Liske, Losani Homes*