Planning Justification Report

Zoning By-law Amendment & Request for Removal of Part Lot Control Applications

206 & 210 Main Street East, Grimsby

For: 1000693093 Ontario Inc.

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1.0 Introduction

NPG Planning Solutions Inc. (“NPG”) is the planning consultant for 1000693093 Ontario Inc. (the “Owner”), which owns approximately 0.34 hectares (3,374 m²) of land located at 206 and 210 Main Street East in the Town of Grimsby (the “Subject Lands”). The Subject Lands form part of Subdivision Plan No. 30M-236, with 206 Main Street East comprising Block 82 and 210 Main Street East comprising Block 83 of the Subdivision Plan.

NPG has been retained to provide professional planning advice on applications for Zoning By-law Amendment (“ZBA”) and Removal of Part Lot Control (“PLC”) (combined, “the applications”). The applications were filed by the Owner on June 11, 2026, and deemed incomplete by the Town on July 9, 2026. A Planning Justification Report was requested by the Town for both applications.

The ZBA application is to rezone the Subject Lands from Neighborhood Development zone to Residential Detached 4 (“RD4”) to facilitate the future development of single detached dwelling units. The PLC application is proposed to permit the creation of a total of six (6) conveyable residential parcels on the Subject Lands, each to contain one (1) single-detached dwelling unit.

This Planning Justification Report (“PJR”) provides a professional planning analysis of the proposed ZBA and PLC applications. It evaluates the proposal in the context of applicable provincial and local planning policy, including the Provincial Planning Statement (“PPS”), the Greenbelt Plan, the Niagara Escarpment Plan (“NEP”), the Niagara Official Plan (“NOP”), the Town of Grimsby Official Plan (the “Town’s OP”), and Zoning By-law No. 14-45.

Sections 5.1 and 5.2 of this PJR evaluate the proposed applications in the context of applicable provincial planning policies. Section 5.3 & 5.4 examines the proposal’s conformity with the general policy direction of the Regional and Town’s OP while Section 6.0 provides planning justification in support of the proposed ZBA and PLC applications.

In summary, the proposed ZBA and PLC applications comply with the requirements of the *Planning Act*, are consistent with the PPS, the Greenbelt Plan, and the Niagara Escarpment Plan, and are in conformity with the NOP and the Town’s OP.

2.0 Description of Subject Lands and Surrounding Area

2.1 Description of the Subject Lands

The Subject Lands are comprised of two (2) municipal properties within the Urban Settlement Area of Grimsby, municipally addressed as 206 and 210 Main Street East **(Refer to Photos 1 & 2)**.

The Subject Lands are located within a registered Plan of Subdivision (Plan No. 30M-236), identified as Block 82, being 206 Main Street East, and Block 83, being 210 Main Street East. A copy of the Plan of Subdivision is included within Appendix A. The Subdivision Plan was registered on October 28, 1996. The Draft Reference Plan related to the PLC application is included as Appendix B.

206 Main Street East

The property known as 206 Main Street East is generally rectangular in shape and is approximately 0.15 hectares (1,492 m²) in size. It has 36.948 metres of frontage along Main Street East and is approximately 40.5 metres deep. Historically, the property was used for agricultural purposes until at least 1954-1955. Between this period and 1965, a residential dwelling was constructed on the property, which was subsequently demolished sometime prior to the year 2000. Since that time, the property has remained vacant.

A tree is located along the front lot line near the centre of the property, with additional treed vegetation along the eastern interior side lot line. A hedgerow is located along the rear lot line and provides a buffer between the subject property and two adjacent residential properties which share the rear property line.

210 Main Street East

The property known as 210 Main Street East is generally rectangular in shape and is approximately 0.19 hectares (1,880 m²) in size. It has 44.1 metres of frontage along Main Street East and is approximately 42.7 metres deep.

Historically, the property was used for agricultural purposes until at least 1965. Sometime between the year 1965 and 2000, the use transitioned from an agricultural property to a vacant parcel of land. Since that time, the property has remained vacant.

There is treed vegetation located around the property's perimeter. A wood fence is located along the rear lot line and provides a visual buffer between the property and three adjacent residential properties which share the rear property line.

2.2 Surrounding Contextual Analysis

Main Street East is a Regional Arterial Road. Public sidewalks are provided on both sides of the roadway, providing pedestrian access to the surrounding area. This portion of Main Street East is also identified as a bicycle route in the Town's OP. There is currently no public transit service along Main Street East.

The 1.2-kilometre section of Main Street East between Park Road at the east and West Lincoln Memorial Hospital at the west, within which the Subject Lands are situated, is characterized primarily by residential dwellings lining both sides of the roadway. Most of the dwellings face Main Street East, with driveways from the arterial road, however back-lotting from adjacent Plans of Subdivision is also present.

The area contains primarily single-detached dwellings, with some semi-detached dwellings and townhouse dwellings as well. The area includes a number of single-detached dwellings dated to the 19th century, some of which are heritage properties, as assessed further in Section 2.3 of this PJR. These dwellings are generally located on large residential lots, with greater front yard setbacks than adjacent housing. In addition, there are many residential dwellings that are located on more typical lots created by land division over time.

Immediately surrounding the Subject Lands are low-density residential uses, as described below.

- **Between the Subject Lands:** 208 Main Street East, containing a single-detached dwelling, is situated between 206 and 210 Main Street East **(Refer to Photo 3)**.
- **North:** Across Main Street East are additional low-density residential uses, including single detached dwellings and a semi-detached dwelling **(Refer to Photos 4–5)**.
- **East:** A pedestrian pathway is located directly east of 210 Main Street East **(Refer to Photo 6)**. Opposite the pedestrian pathway is a single-detached dwelling municipally addressed as 212 Main Street East, which is a s. 29 Part IV *Ontario Heritage Act* designated property (designated by by-law 96-7) **(Refer to Photo 7)**.
- **South:** Single-detached residential lots, also forming part of Subdivision Plan No. 30M-236, are located adjacent to the rear lot lines of the Subject Lands.
- **West:** Single-detached dwellings are located directly west of 206 Main Street East **(Refer to Photo 8)**.

In addition to the surrounding residential uses, the area includes institutional and recreational uses. Park Public School, a public elementary school constructed in 1909, is located northeast of the Subject Lands on the opposite side of Main Street East **(Refer to Photo 9)**. A public park is also located at the intersection of Baker Road and Main Street East.

The broader area transitions to a more diverse mix of uses farther west and east along Main Street East. West of West Lincoln Memorial Hospital, the area includes a variety of commercial uses, including banks, restaurants, retail stores, dental offices, physiotherapy clinics, and other service-oriented businesses. Similarly, east of Park Road, Main Street East is characterized by a broader range of uses, including fast-food establishments, convenience stores, veterinarian clinics, medical clinics, higher-density apartment buildings, places of worship, long-term care homes, and service-oriented businesses.

Figure 1 and **Figure 2** below illustrates the surrounding context described above.

Figure 1 - Aerial Context

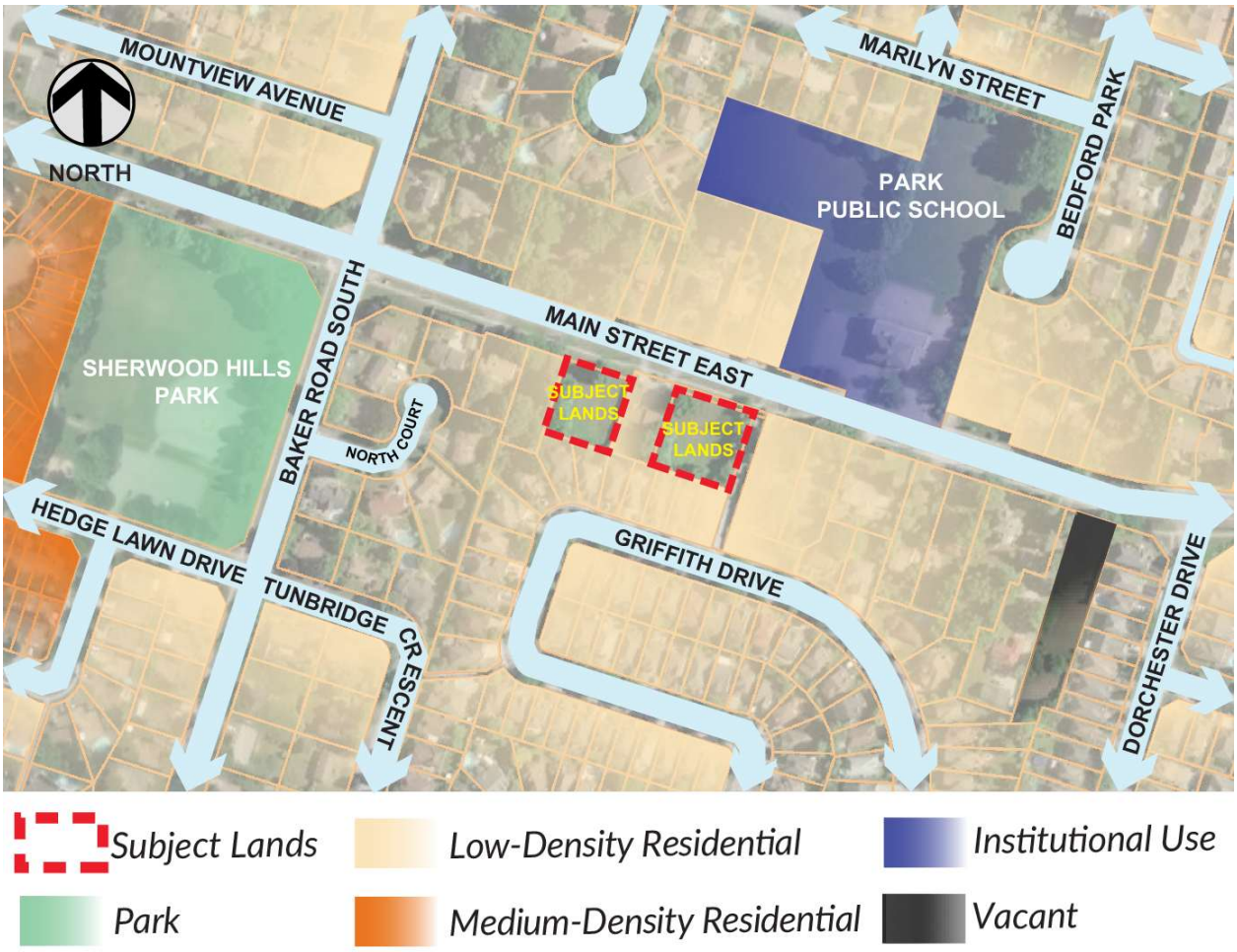
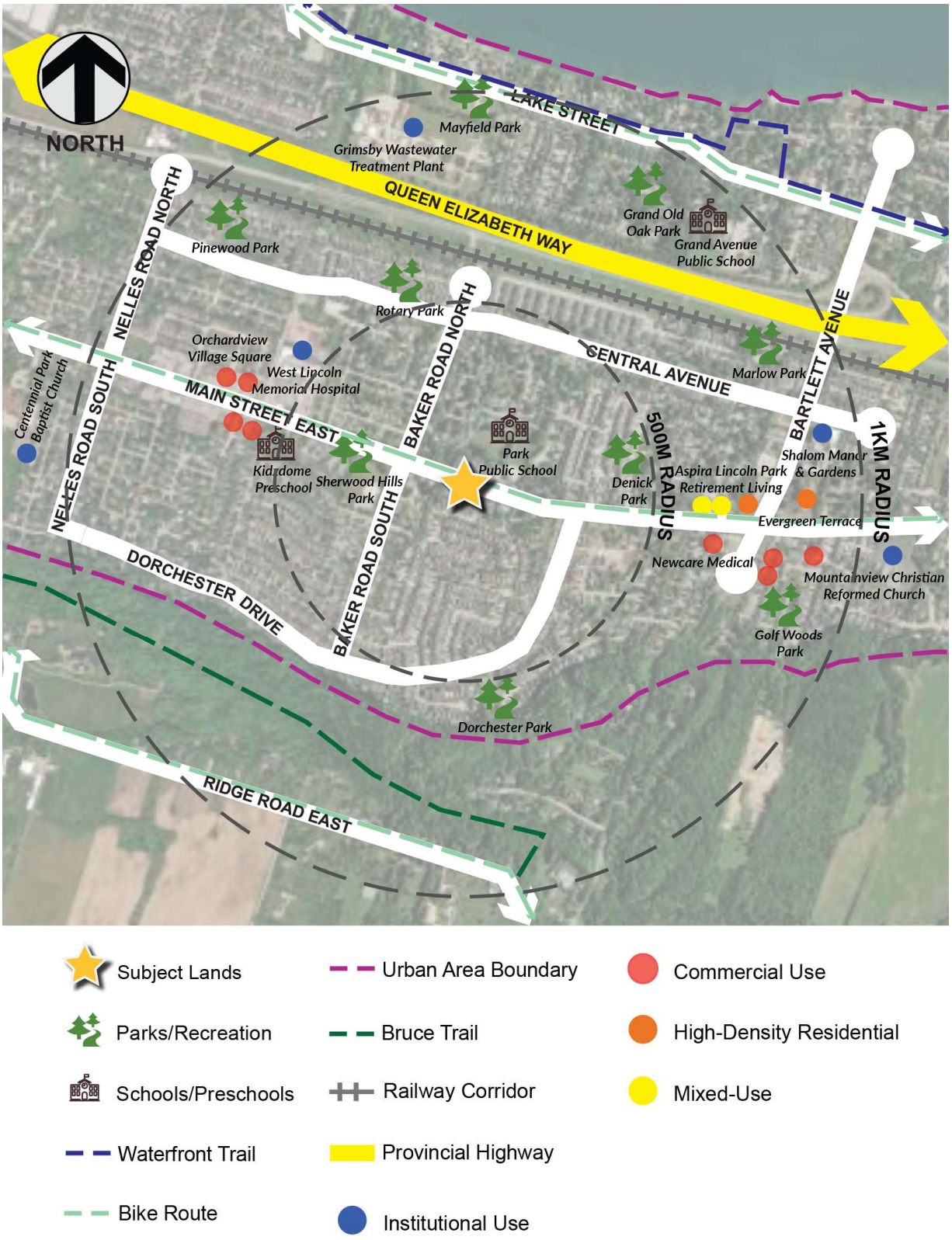


Figure 2 – Community Amenity Map



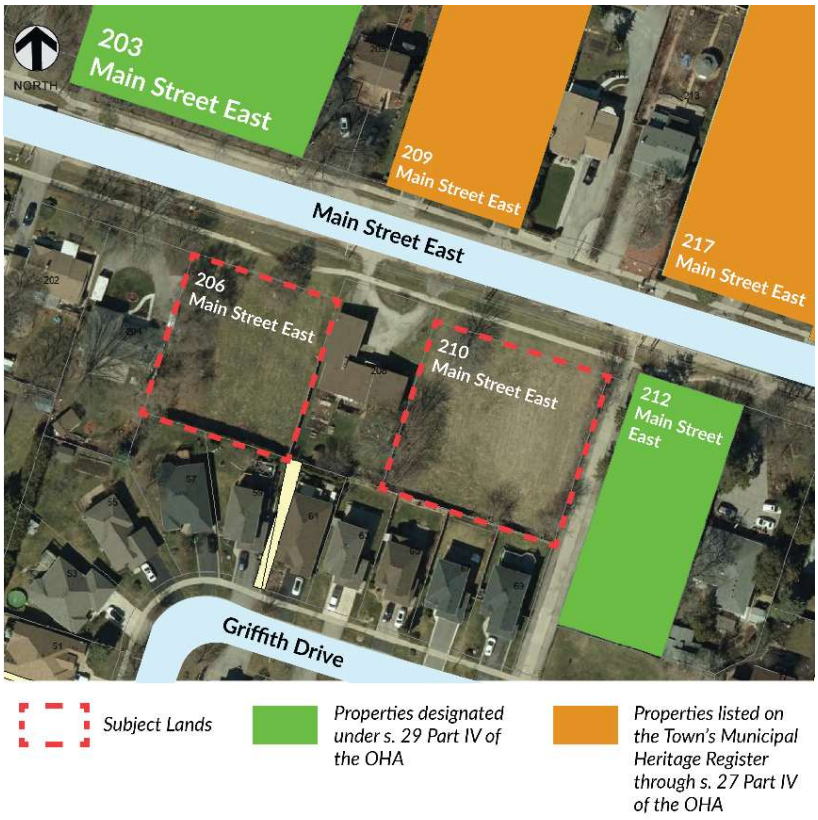
2.3 Nearby *Ontario Heritage Act* Properties

As shown in Figure 3, the surrounding context includes:

- two (2) "listed", non-designated s. 27 Part IV *Ontario Heritage Act* properties; and
- two (2) properties that are designated under s. 29 Part IV of the *Ontario Heritage Act* ("protected heritage property" within the meaning of the PPS).

The listed, non-designated properties are addressed as 209 Main Street East and 217 Main Street East. As per the current PPS 2024 and Municipal Official Plan policies, there is no requirement to assess potential impacts to listed, non-designated properties because of proposed development or site alteration associated with a *Planning Act* application.

Figure 3 - Nearby Ontario Heritage Act Properties Map



The protected heritage properties are addressed as 203 Main Street East (OHA designation By-law 86-54), and 212 Main Street East (OHA designation By-law 96-7). These properties meet the definition of "protected heritage property" under the PPS. The PPS requires an assessment of any protected heritage property that is "adjacent" to proposed development so that heritage attributes are conserved. However, these two (2) protected heritage properties are not "adjacent" (contiguous to the Subject Lands) as

defined within the PPS. Therefore, there is no applicable provincial or municipal policy requirement to assess potential impacts to the nearby protected heritage properties.

However, Town staff requested that this PJR consider potential impacts to protected heritage property against the Town's OP policies 3.4.7.4 (being the Compatibility Criteria for Stable Residential Neighbourhoods) and outline any necessary mitigation measures.

Nearby Protected Heritage Properties

Approximately 10 metres southeast of the Subject Lands, and across a pedestrian pathway, is a protected heritage property municipally addressed as 212 Main Street East.

The property at 212 Main Street East was designated under s. 29 Part IV of the *Ontario Heritage Act* on February 19, 1996. The designating by-law (By-law 96-7) does not follow the current prescribed format for designation by-laws per O. Reg. 385/21 and therefore does not provide a list of heritage attributes. Schedule 'B' of By-law 96-7 states the following regarding the property (provided verbatim):

> *The house at 212 Main Street East was built in 1860-67 by William Dennis Kitchen. He was the grandson of William Kitchen and Alice Beam who came to Upper Canada from New Jersey before 1790. William served on Grimsby Township Council on several occasions, including a term as overseer of 1791.*
>
> *By 1901 the Kitchen farm on this property produced a crop of peaches, grapes, apples, pears, plums, cherries, raspberries and strawberries. The Kitchen family owned the house continuously until 1959. The last members of the Kitchen family to own the house were Olive and Fred Kitchen, grandchildren of William Dennis Kitchen, who regularly took summer tourists into their home.*
>
> *Sometime after the turn of the century, the upper storey of the house was destroyed by fire. When it was rebuilt, the three gables of the original house were replaced by the present upper storey with a hip roof.*

In essence, the designating by-law references the property's historical associations with the Kitchen family and its former use as a fruit farm (no longer extant). The house is not indicated to contain value and is indicated to have been impacted by a fire, which resulted in the rebuilding of the upper storey.

Approximately 27 metres north of the Subject Lands is 203 Main Street East, which is a protected heritage property. 203 Main Street East was designated under s. 29 Part IV of the *Ontario Heritage Act* through designating By-law 86-54 (passed June 2, 1986). The designating by-law provides no statement of cultural heritage value or interest or list of

heritage attributes. As there is no statement of cultural heritage value or interest or list of heritage attributes in the Council-adopted by-law potential impacts to the property cannot be assessed. Further, the property is not adjacent per the PPS definition for adjacent lands.

2.4 Site Photos

The photos below were taken on September 4th, 2026, and are intended to further contextualize the Subject Lands and surrounding area.

Photo 1 - 206 Main Street East



Photo 2 - 210 Main Street East



Photo 3 - 208 Main Street East (Located between 206 & 210 Main Street East)



Photo 4 - Residential Uses across from Subject Lands



Photo 5 - Residential Uses across from Subject Lands



Photo 6 - Pedestrian Pathway (East of 210 Main Street East)



Photo 7 – Single-Detached Dwelling at 212 Main Street East situated East of Pedestrian Pathway, Designated Under S. 29 Part IV of the Ontario Heritage Act



Photo 8 - Detached Dwellings West of 206 Main Street East



Photo 9 - Park Public School at 217 Main Street East, Listed on Municipal Heritage Register



3.0 Proposed Development

The proposed applications are for a Zoning By-law Amendment ("ZBA") to permit the development of six (6) single-detached dwellings on the Subject Lands. Removal of Part Lot Control ("PLC") is also requested to divide the two (2) subdivision blocks into six (6) conveyable residential parcels, each to contain one (1) single-detached dwelling unit.

Draft Site Layout Plans have been prepared and are included as Appendix C to this PJR. A detailed description of proposed development on each property is provided below:

- **206 Main Street East** (Block 82 of Subdivision Plan No. 30M-236) is proposed to be divided into three (3) residential parcels, each having 12.316 metres of frontage. The proposed development has a density of 20.1 units per hectare. Each dwelling will have a minimum front yard setback of 7.5 metres and a minimum side yard setback of 1.2 metres. Rear yard setbacks will range from 12.76 metres to 13.02 metres.
- **210 Main Street East** (Block 83 of Subdivision Plan No. 30M-236) is proposed to be divided into three (3) residential parcels, each having 14.703 metres of frontage. The proposed development has a density of 16.0 units per hectare. Each dwelling will have a minimum front yard setback of 7.5 metres and a minimum side yard setback of 1.2 metres, with a rear yard setback of 15.16 metres.

Although the designs of the future single-detached dwelling units are not proposed at this stage, the proposed ZBA will establish development parameters related to building placement and design to ensure that the future dwellings are compatible with the surrounding residential uses and the streetscape. It is not known which dwelling models will be constructed at this stage, as future purchasers of the proposed lots will select their preferred housing model, subject to customizations. Conceptual building elevations of Losani housing models are included in **Appendix F** for 206 Main Street East and **Appendix G** for 210 Main Street East.

The proposed development represents a form of gentle intensification within the Urban Settlement Area of Grimsby, that increases housing density through small-scale, low-rise development which reflects the existing character and scale of the area. While the proposed lots have slightly reduced frontages and lot areas compared to the majority of residential lots fronting Main Street East, they maintain similar lot depth and provide adequate area to accommodate dwellings consistent with the surrounding residential context. The proposed lot sizes are anticipated to be similar to, or slightly larger than, other residential lots within Subdivision Plan No. 30M-236 immediately to the south.

Zoning By-law Amendment

The Subject Lands are currently zoned Neighborhood Development ("ND"), which permits the continuation of existing uses. As such, a Zoning By-law Amendment is

proposed to re-zone the Subject Lands to Residential Detached 4 ("RD4") to facilitate the proposed residential development.

A Draft ZBA is included as Appendix D to this PJR.

Part Lot Control Removal

An application for Removal of Part Lot Control (ss. 50(7) of the *Planning Act*) is proposed to divide the two (2) Blocks comprising the Subject Lands within Subdivision Plan No. 30M-236 into six (6) conveyable residential parcels, each to contain one (1) single-detached dwelling unit. The Owner is requesting removal of Part Lot Control to deposit the Draft Reference Plan included as Appendix B to this PJR, and convey the parcels separately. The proposed lots on the Draft Reference Plan conform to the proposed Zoning By-law Amendment.

4.0 Supporting Studies Review

On June 11, 2026, the Town of Grimsby received applications for a Zoning By-law Amendment ("ZBA") and application for removal of Part Lot Control on the above-noted properties. Included with the application was a Zoning Application Form, a Draft Reference Plan, a copy of the Plan of Subdivision 30M-236, and a copy of the Subdivision Agreement. A pre-consultation meeting was not held prior to receipt of the applications.

The Town reviewed the above and determined that the submitted materials are insufficient to review the ZBA and Removal of Part Lot Control applications. Therefore, the Town deemed these applications incomplete on July 9, 2026, and requested the following be submitted:

- Planning Justification Report
- Site Plans
- Environmental Site Assessment
- Stormwater Management Brief
- Master Grading and Servicing Plans for each lot (for the Part Lot Control application)
- Noise Study

4.1 Site Plan

A Draft Site Layout Plan has been prepared by A.T. McLaren Limited, dated September 11, 2026, of the Subject Lands, which identifies the future buildable areas of single-detached dwelling units (refer to Appendix C).

4.2 Environmental Site Assessment

A Phase 1 Environmental Site Assessment (P1-ESA) was prepared by Soil-Mat Engineers & Consultants Ltd. (Soil-Mat), dated September 15, 2026.

The P1-ESA research did not reveal any significant existing or historical potentially contaminating activities (PCAs) on the Subject Lands.

Based on the findings of the P1-ESA, Soil-Mat determined that the potential for site contamination is considered low and, therefore, recommended that additional investigations are not required at this time. Notwithstanding the above, it is noted that if future redevelopment plans for the Subject Lands were to include a change in land use to a more sensitive use, and RSC were to be required for the Subject Lands, additional intrusive soil sampling and laboratory analytical testing may be required to address the Subject Lands' former use as an orchard.

Soil-Mat also prepared a soil characterization program in advance of the proposed construction of the single-detached dwelling units. Soil-Mat determined that the proposed use of single-detached dwelling units does not represent a more sensitive land use and, as such, a RSC filing is not required under Regulation 153/04. While there is no RSC requirement for the Subject Lands, the Region requested that sampling be undertaken to further assess the site, given its past use as an orchard for much of the 20th century.

As such, Soil-Mat tested four (4) samples taken from hand-dug test pits across the Subject Lands. The sampled material was reported to contain elevated concentrations of organochlorine pesticides (OCs), specifically DDE and DDT, which are commonly associated with historical agricultural and orchard activities. The identified OC impacts do not preclude the continued on-site retention and reuse of the existing soils. Accordingly, the identified soil conditions do not represent a constraint to the proposed residential development.

4.3 Stormwater Management Brief & Servicing Plans

A Stormwater Management Brief (“SMB”) was prepared by S. Llewellyn & Associates Ltd., dated September 2, 2026. Associated with the SMB, S. Llewellyn & Associates Ltd. prepared a Site Grading & Erosion Control Plan, Site Servicing Plan, and Erosion & Sediment Control Plan.

The SMB states that, under the proposed conditions, storm runoff from the Subject Lands will discharge to the existing 1,650 mm trunk storm sewer along Main Street East. Each single-family dwelling will contain a 150 mm storm service, with a minimum slope of 1.0%, which will connect to the existing 1,650 mm trunk storm sewer. Additionally, it is proposed to re-grade the existing ditch along Main Street East and direct drainage to three (3) ditch inlet catch basins.

The SMB acknowledges that the proposed development will exceed the allocated discharge from the subject lands to the existing trunk storm sewer. Since the subject lands are proposed as freehold lots, there is limited opportunity to incorporate stormwater quantity controls. As the anticipated increase in runoff is minor, stormwater quantity control measures are not proposed.

The SMB concludes that the proposed residential development at 206 & 210 Main Street East can be constructed to meet the SWM requirements of the Town of Grimsby and the Niagara Region, provided that the development is graded and serviced in accordance with the Site Grading & Servicing Plans prepared by S. Llewellyn & Associates Ltd.

4.4 Noise Study

An Environmental Noise Assessment Report ("Noise Report") was prepared by S. Llewellyn & Associates Ltd. dated September 2026. The purpose of the Noise Report is to evaluate the road noise impact on the Subject Lands from forecasted traffic volumes travelling along Main Street East.

The Noise Report concludes that no outdoor noise attenuation measures or modified building components are required. However, as indoor daytime and nighttime noise levels exceed the MOE criteria of 55 dBA and 50 dBA, respectively, provisions for air conditioning and a Type C Noise Warning Clause are recommended to be included in agreements registered on title for the proposed dwellings.

5.0 Planning Policies

5.1 *Planning Act*

The *Planning Act*, R.S.O. 1990, Chapter P.13, provides provincial legislation that establishes the requirements for land use planning in Ontario. The *Act* describes how land uses may be controlled, and who may control them.

Section 2 of the *Planning Act* outlines the matters of provincial interest that the council of a municipality, a planning board and the Ontario Land Tribunal shall have regard to in carrying out their responsibilities under the Act. The following table provides a summary of the matters of provincial interest, along with an analysis as it relates to the proposed development and the proposed applications.

Table 1 - Analysis of Provincial Interests in the Planning Act

Sec.	Provincial Interest	Analysis
a.	*the protection of ecological systems, including natural areas, features and functions*	There are no ecological systems, natural areas, or ecological features and functions located on the Subject Lands.

Sec.	Provincial Interest	Analysis
b.	*the protection of the agricultural resources of the Province;*	There are no agricultural resources on or in proximity to the Subject Lands.
c.	*the conservation and management of natural resources and the mineral resource base;*	There are no known aggregate or mineral resources on or in proximity to the Subject Lands.
d.	*the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;*	There are no protected heritage properties (per the PPS definition) adjacent to the Subject Lands. Protected heritage property will be conserved with the proposed development. See sections 2.3 and 5.4.5 for further analysis. The Subject Lands are not located on lands with archaeological potential, as such archaeological assessment was not required.
e.	*the supply, efficient use and conservation of energy and water;*	The future single-detached dwellings will make more efficient use of the existing water infrastructure in the Urban Settlement Area of Grimsby.
f.	*the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;*	The Subject Lands are located on a Regional Arterial Road with full access to municipal and regional infrastructure. Servicing infrastructure will be provided to the future dwellings as detailed by the Stormwater Management Brief & Servicing Plans which are summarized in Section 4.3 of this PJR.
g.	*the minimization of waste;*	Not applicable.
h.	*the orderly development of safe and healthy communities;*	The Subject Lands are located within a Delineated Built-Up Area, as identified in the NOP, and fall within the Urban Settlement Area of Grimsby. The lands

Sec.	Provincial Interest	Analysis
		are currently vacant have the capacity to be fully serviced, representing a logical and orderly extension of residential growth that supports the development of a safe and healthy community in the Town of Grimsby.
h,1	*the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;*	Not applicable for single-detached dwelling units.
i.	*the adequate provision and distribution of educational, health, social, cultural and recreational facilities*	There are three (3) schools located within 1 kilometres of the Subject Lands. Park Public School, an elementary school, is located immediately northeast of the Subject Lands, across the street. Kidzdome Preschool is located approximately 500 metres west of the Subject Lands, while Grand Avenue Public School is located approximately 0.9 kilometres northeast of the Subject Lands, north of the QEW. There are also two (2) churches located within approximately 1 kilometre of the Subject Lands. Mountainview Christian Reformed Church is located approximately 1 kilometre east of the Subject Lands, while Centennial Park Baptist Church is located approximately 1 kilometre west. A variety of healthcare services are also located in proximity to the Subject Lands, including West Lincoln Memorial Hospital, approximately 400 metres west of the Subject Lands, as well as Newcare Medical, a medical clinic, and various physiotherapy and dental clinics.

Sec.	Provincial Interest	Analysis
		The surrounding area also provides a variety of commercial uses, including fast-food restaurants, financial institutions, personal service shops, drug stores, convenience stores, and other retail and service uses. These uses, are illustrated in Figure 2.
j.	*the adequate provision of a full range of housing, including affordable housing;*	The proposed development will introduce six (6) new residential lots to facilitate the future construction of single-detached dwelling units.
k.	*the adequate provision of employment opportunities;*	The proposed development will generate temporary employment opportunities associated with the construction of the future dwelling units, though the completed development is not anticipated to generate ongoing employment opportunities. However, the Subject Lands are in proximity to a variety of commercial and institutional uses that provide employment opportunities and services to the future residents. These uses are discussed further in Section 2.2 of this PJR.
l.	*the protection of the financial and economic well-being of the Province and its municipalities;*	Not applicable.
m.	*the co-ordination of planning activities of public bodies;*	The proposed applications will be circulated to the Town of Grimsby's internal departments and applicable external agencies for review. This coordinated review process ensures collaboration and input from all

Sec.	Provincial Interest	Analysis
		relevant public bodies in accordance with provincial planning requirements.
n.	*the resolution of planning conflicts involving public and private interests;*	The proposed application is subject to the notice, consultation, and approval process prescribed by the *Planning Act*. Public and private interests will be considered and addressed if appropriate.
o.	*the protection of public health and safety;*	The proposed development is not expected to negatively affect public health or safety. There are no natural or human made hazards on the Subject Lands. A Phase 1 ESA and soil characterization program were completed in support of the proposed ZBA application, which are summarized in Section 4.2 of this PJR. The identified organochlorine pesticides impacts do not preclude the continued on-site retention and reuse of the existing soils. Accordingly, the identified soil conditions do not represent a constraint to the proposed residential development.
p.	*the appropriate location of growth and development;*	The Subject Lands are located within a Delineated Built-Up Area, as identified in the NOP, and are located inside the Urban Settlement Area of Grimsby. Vacant and fully serviceable, the Subject Lands provide an appropriate location for residential growth and development.

Sec.	Provincial Interest	Analysis
q.	*the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;*	While there are no public forms of transportation along Main Street East, the street forms part of the Town's bicycle route network and is served by public sidewalks on both sides of the street, providing active transportation options for residents.
r.	*the promotion of built form that,* *(i) is well-designed,* *(ii) encourages a sense of place, and* *(iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;*	The future dwelling models have not yet been selected. However, the potential housing models available to future purchasers consists of well-designed single-detached dwelling units with frontage onto Main Street East that is compatible with the existing neighbourhood character. In addition, the draft ZBA will establish zoning regulations governing the location, height, and built form of the future dwelling units to ensure that they are complementary to and compatible with the surrounding area.
s.	*the mitigation of greenhouse gas emissions and adaptation to a changing climate.*	The location of the Subject Lands within the Urban Settlement Area of Grimsby and along the Town's bicycle route network supports active transportation. Public sidewalks are provided along Main Street East, and the Subject Lands are in proximity to a variety of commercial and institutional uses. These factors encourage future residents to walk or cycle, reducing reliance on private automobiles and supporting more active and climate-friendly transportation choices.

Subsection 24(1) of the *Planning Act* requires that by-laws passed by Council shall conform to official plans that are in effect.

Section 34 of the *Planning Act* permits councils of local municipalities to pass and/or amend zoning by-laws for such purposes as may be set out in the by-law, and for regulating construction and land use within the municipality.

Subsection 50(5) of the *Planning Act* states that if land is within a plan of subdivision registered before or after the coming into force of this section, no person shall convey any part of the land other than the whole of any lot or block by way of a deed, or transfer, or grant, assign or exercise a power of appointment in respect of such part, or mortgage or charge such part, or enter into an agreement of sale and purchase of such part or enter into any agreement that has the effect of granting the use of or right in such part directly or by entitlement to renewal for a period of 21 years or more. However, Subsection 50(7) of the *Planning Act* further states that despite subsection 50(5), the council of a local municipality may by by-law provide that subsection (5) does not apply to land that is within such registered plan or plans of subdivision or parts of them as are designated in the by-law.

5.2 Provincial Policies and Plans

Relevant provincial planning documents include the Provincial Planning Statement (2024), the Greenbelt Plan and the Niagara Escarpment Plan.

5.2.1 Provincial Planning Statement (2024)

The Provincial Planning Statement (2024), hereinafter referred to as the “PPS”, is the province-wide land use planning framework and set of policies that went into effect on October 20, 2024. It replaces both the *Provincial Policy Statement, 2020* and *A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019* while building upon housing-supportive policies from both.

5.2.1.1 Housing

Sections 2.2 and 2.3 of the PPS include housing objectives in the Province. The following policies are applicable:

POLICY

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

b) permitting and facilitating:

1. all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities.

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

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

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

a) *efficiently use land and resources;*

b) *optimize existing and planned infrastructure and public service facilities;*

c) *support active transportation;*

d) *are transit-supportive, as appropriate*

ANALYSIS

The PPS recognizes the importance of providing a range and mix of housing options within Settlement Areas at densities that efficiently use land and existing infrastructure and support active transportation. The proposed applications are consistent with these objectives by introducing single-detached dwelling units on vacant lots within the Urban Settlement Area of Grimsby. The proposed development represents a modest increase in density while making efficient use of existing serviced land with access to a public sidewalk and a designated cycling route along Main Street East, an Arterial Road.

5.2.1.2 Cultural Heritage

Section 4.6 of the PPS includes policies regarding cultural heritage conservation. The following policy is applicable:

POLICY

4.6.3 Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property unless the heritage attributes of the protected heritage property will be conserved

ANALYSIS

As outlined in section 2.3 of this PJR, the Subject Lands are not adjacent to a “protected heritage property.” The PPS defines “adjacent lands” as “for the purposes of policy 4.6.3, those lands contiguous to a protected heritage property or as otherwise defined in

the Town's OP." The Town's OP's definition for "adjacent lands" is limited to natural heritage and does not have regard for cultural heritage. Accordingly, the PPS definition is relied upon for this PJR.

As such there is no applicable policy requirement to assess potential impacts to the protected heritage properties because they are not adjacent.

5.2.2 The Greenbelt Plan

The Urban Settlement Area of Grimsby is identified as a Town/Village in the Greenbelt Plan. The policies applicable to these settlement areas support the achievement of complete communities that are healthier, safer, more equitable, and more resilient to the impacts of climate change.

However, the Greenbelt Plan generally does not apply to lands within the boundaries of Towns/Villages and Hamlets. Land use within these settlement areas continues to be governed by the applicable official plan. The relevant policies of the Town's OP is evaluated in 5.4 of this PJR.

5.2.3 Niagara Escarpment Plan

The Subject Lands are located within the Urban Area designation of the Niagara Escarpment Plan ("NEP").

The NEP provides that proposed uses and the creation of new lots may be permitted, subject to conformity with Part 2, Development Criteria, the Development Objectives and, where applicable, zoning bylaws that are not in conflict with the NEP. Importantly, the creation of new lots within the Urban Area designation does not necessitate an amendment to the NEP.

Part 2, Development Criteria, of the NEP, establishes that lot creation, including lots created within Urban Areas, shall be subject to conformity with official plans and/or secondary plans and, where applicable, zoning by-laws that are not in conflict with the NEP.

Section 1.7.5 of the Niagara Escarpment Plan provides several development objectives for lands within the Urban Area designation, which include but are not limited to the following:

- All development shall be of an urban design compatible with the scenic resources of the Escarpment. Where appropriate, provision for maximum heights, adequate setbacks and screening are required to minimize the visual impact of urban development.
- New lots within Urban Areas shall not be created if such lots encroach into Escarpment Natural, Escarpment Protection, Escarpment Rural or Mineral Resource Extraction Areas adjacent to the Urban Area.

- Growth and development in Urban Areas shall be compatible with and provide for the protection of natural heritage features and functions.

In summary, the NEP largely subjects development within the Urban Area designation to the authority of municipal planning documents, such as the Town's OP and Zoning By-law 14-45, and to the objectives included within the Urban Area designation. As detailed in Section 5.4 of this PJR, the proposed development conforms to the Town's OP. A site-specific ZBA is necessary, as the current zoning only permits the existing uses. The proposed development will not impact the scenic resources of the Escarpment, does not encroach into any other NEP designation, and will not impact natural heritage features or functions, as the Subject Lands are vacant.

5.3 Niagara Official Plan

The Niagara Official Plan ("NOP") is intended "to guide the physical, economic and social development of the Regional Municipality of Niagara." It contains objectives, policies, and mapping that implement the Region's approach to managing growth, supporting economic development, protecting the natural environment, resources and agricultural lands, and providing infrastructure. The Niagara Region lost its planning authority on March 31, 2025; however, the policies in the NOP are still applicable for development applications as the NOP is now considered as part of the Town's planning framework until such time a new consolidated Official Plan is approved for the Town.

According to the NOP, the Subject Lands are designated as being within the Delineated Built-Up Area.

The relevant policies within the NOP are included below:

POLICY

Section 2.2.1 – Managing Urban Growth

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

b) a compact built form, a vibrant public realm, and a mix of land uses, including residential uses, employment uses, recreational uses, and public service facilities, to support the creation of complete communities;

c) a diverse range and mix of housing types, unit sizes, and densities to accommodate current and future market-based and affordable housing needs.

Section 2.2.2 – Strategic Intensification and Higher Densities

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

b) areas with existing or planned public service facilities

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

Section 2.3.1 – Provide a Mix of Housing Options

2.3.1.1 The development of a range and mix of densities, lot and unit sizes, and housing types, including affordable and attainable housing, will be planned for throughout settlement areas to meet housing needs at all stages of life.

2.3.1.4 New residential development and residential intensification are encouraged to be planned and designed to mitigate and adapt to the impacts of climate change by:

a) facilitating compact built form;

Section 5.2.2 – Municipal Water and Wastewater Servicing within Urban Areas

5.2.2.2 Municipal water and wastewater systems/services are the required form of servicing for development in urban areas.

ANALYSIS

The proposed development conforms to the above-noted NOP policies by creating six (6) residential lots at an increased density relative to the surrounding established residential uses, through the redevelopment of underutilized vacant land within the Town of Grimsby's Urban Area. The proposed development will contribute to the Town's and Region's intensification targets.

The proposed development will connect to existing municipal services along Main Street East, thereby optimizing existing municipal infrastructure.

5.4 Grimsby Official Plan

Grimsby's Official Plan ("Town's OP") provides goals, objectives, and policies that will guide Council's decision-making on land use matters. The Town's OP is intended to direct the long-term vision for the Town.

Table 2 identifies the schedules in the Town's OP pertaining to the Subject Lands. The schedules are included in **Appendix E** of this PJR**.**

Table 2: Town OP Schedules

No.	Schedule	Subject Land Designation
A	Municipal Structure	Built Boundary Urban Settlement Area
B-2	Land Use – Urban Settlement Area (East)	Low Density Residential Area
C	Transportation & Trails	Main Street East: Regional Arterial Main Street East: Bike Route

5.4.1 The Urban Settlement Area

Section 2.3.2 of the Town's OP contains policies for the Town's Urban Settlement Area within its Municipal Structure. The Subject Lands are within the Urban Settlement Area Boundary, Built Boundary and a Stable Residential Neighbourhood.

POLICY

2.3.2.1 f) *The stable residential neighbourhoods represent the existing residential neighbourhoods within the built boundary. These areas are intended to remain stable with change that is in keeping with the established character of the neighbourhoods.*

2.3.2.4 *Schedule A also delineates the built boundary for the Town of Grimsby. Development within the built boundary contributes towards the intensification target in Section 2.4.4. However, within the stable residential neighbourhoods, intensification will be limited. An intensification strategy in Section 2.4.6 sets out the means to achieve the intensification target.*

2.3.2.10 *Outside of the major intensification areas and the Employment Areas, the majority of the Urban Settlement Area within the built boundary is considered a stable residential neighbourhood. Stable residential neighbourhoods are intended to retain their existing character with limited change. This does not mean that new housing must mimic the character, type and density of existing housing but rather it shall fit into and reinforce the stability and character of the neighbourhood.*

Within this area, infill and intensification may be permitted where it respects the scale and built form of the surrounding neighbourhood, conforms to the land use policies of Section 3.4, and meets the compatibility criteria in Section 3.4.7.

ANALYSIS

The Subject Lands are located within a Stable Residential Neighbourhood, which refers to residentially designated portions of the built-up area outside of Major Intensification Areas.

Section 2.3.2.10 of the Town's OP states that Stable Residential Neighbourhoods are intended to retain their existing character with limited change. However, the policy also clarifies that new housing is not required to mimic the character, type, or density of existing housing, but rather must fit into and reinforce the stability and character of the neighbourhood.

Within Stable Residential Neighbourhoods, infill and intensification may be permitted where it respects the scale and built form of the surrounding neighbourhood, conforms to the land use policies of Section 3.4, and meets the compatibility criteria in Section 3.4.7, as analyzed in Section 5.4.5 of this PJR.

The proposed development of single-detached dwellings is consistent with the predominant housing typology in the surrounding area and maintains a similar relationship to Main Street East through the proposed front yard setback. The proposed development will therefore fit within and reinforce the established character of the neighbourhood. Furthermore, the proposed intensification is subject to the Town's intensification strategy in Section 2.4.6, as analyzed in Section 5.4.2 of this PJR.

5.4.2 Growth Management

Section 5.4.2 of the Town OP outlines the following growth management policies for development within the Urban Settlement Area. In Particular, Section 2.4.4 sets out the Town's intensification target, and Section 2.4.6, as provided below, sets out the means to achieve the intensification target.

POLICY

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

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

a) *Encourage infill and intensification throughout the built-up area of the Urban Settlement Area to achieve higher densities than*

what currently exist within the Intensification Area subject to the other policies of the intensification strategy and this Plan.

d) *Infill and intensification within the stable residential neighbourhood component of the Urban Settlement Area may be permitted where it respects and reinforces the stability of the residential neighbourhoods and is of a scale and built form that reflects the surrounding neighbourhood. The tests of appropriate infill and intensification shall be determined through the compatibility criteria set out in Section 3.4.7;*

ANALYSIS

The Subject Lands are located within the *built-up area of the Urban Settlement Area*.

The proposed development assists the Town meet its intensification target, as established by Section 2.4.4 of the Towns OP. The proposed development is an infill opportunity which will introduce six (6) new single-detached dwelling units, at a slightly higher density than the existing development pattern along this portion of Main Street East, which supports the efficient use of an existing urban area.

Infill and intensification objectives are included in Section 3.4.7 of the Town OP and are appropriately analyzed in Section 5.4.5 of this PJR.

5.4.3 Housing

Section 2.5 of the Town's OP outlines the following policies for Housing.

POLICY

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

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

2.5.5 *In considering applications for infill and intensification, the Town shall consider the impact on adjacent residential uses including overlook and shadowing, the character of the surrounding area and the need for a transition in heights and densities adjacent to existing residential uses as per Section 3.4.7.*

ANALYSIS

The proposed development provides residential intensification through the creation of six (6) single-detached dwelling lots. While the proposed dwelling form (single-detached) is consistent with the predominant built form of the surrounding neighbourhood, the proposed lots are smaller than the established lots in the area, resulting in an increased density.

The proposal's compatibility with the surrounding area, and consideration of impact on adjacent residential uses, is addressed through Section 3.4.7 of the Town's OP, which is analyzed in Section 5.4.5 of this PJR.

5.4.4 Low Density Residential Area

Section 3.4.2 of the Town OP outlines the following policies for development within the Low Density Residential Area.

POLICY

Permitted Uses

3.4.2.1. Within the Low Density Residential Area, permitted uses shall include:

a) Single detached dwellings, semi-detached dwellings, linked semi-detached dwellings, and duplexes;

General Policies

3.4.2.2 Low density residential building forms shall not exceed a height of 2.5 storeys.

3.4.2.3 All Low Density Residential development shall be compatible with adjacent properties and shall respect the character and image of the neighbourhood.

3.4.2.4 Low density residential uses shall have a density of not more than 25 units per net residential hectare.

3.4.2.6 All development within the Low Density Residential Area designation shall conform to the Urban Design Policies for Residential Neighbourhoods in Section 3.4.7.

ANALYSIS

The Subject Lands are designated Low Density Residential in the Town's OP. The proposed development includes six (6) single-detached dwelling units, which are a permitted use within the land use designation. The proposed dwelling units will not

exceed 2.5 storeys and are compatible with the surrounding low-density residential uses and respect the residential character and image of the neighbourhood. The proposed density of each property does not exceed 25 units per net residential hectare.

The proposed development will conform to the Urban Design Policies for Residential Neighbourhoods in Section 3.4.7 of the Town's OP, as evaluated in Section 5.4.4 of this PJR.

5.4.5 Design Policies for Residential Neighbourhoods

Section 3.4.7 of the Town's OP includes policies related to the implementation of the Town's Urban Design objectives. The following policies are applicable to the proposed development:

POLICY

3.4.7.2 General Built Form

a) New development shall be compatible with adjacent and neighbouring built- form by ensuring that the siting and massing of new buildings does not result in undue adverse impacts on adjacent properties particularly in regard to adequate privacy conditions for residential buildings and their outdoor amenity areas.

b) To ensure that the compatibility referenced in a) is achieved; the implementing Zoning By-law will establish appropriate setback and yard requirements which recognize the existing built-form character.

c) To support public transit and for reasons of public safety and convenience, the main entrances to homes and multi-residential buildings shall be clearly visible and located on a public road or onto public open spaces.

d) Access from sidewalks and public open space areas to primary building entrances shall be convenient and direct, with minimum changes in grade.

ANALYSIS

The proposed single-detached dwelling units are sited in a manner that will not result in undue adverse impacts on any adjacent properties, including related to privacy. The proposed ZBA establishes appropriate setbacks and yard requirements to regulate the relationship between the proposed dwellings and adjacent properties. The front yards will provide setbacks from Main Street East that are generally consistent with those of surrounding dwellings, while a minimum 1.2 metre setback from the side lot lines is

provided, which is similar to the setbacks of existing dwellings in the surrounding area. The proposed development does not require any site-specific zoning provisions to permit an increased building height, that could otherwise create overlook opportunities.

The future single-detached dwelling units will contribute to a pedestrian-oriented streetscape. The main entrances will be clearly visible from Main Street East and oriented toward the public road. A public sidewalk is located along both sides of Main Street East, providing convenient and direct pedestrian access to the proposed dwellings.

POLICY

3.4.7.3 Location of Buildings with Respect to Roads, Parks, Open Space, Natural Hazards and Natural Heritage

a) To reinforce the road, lane and block pattern, the following measures shall be employed:

a. All buildings will be aligned parallel to a public road;

b) Siting and massing of buildings will provide a consistent relationship, continuity and enclosure to the public roads;

ANALYSIS

The proposed single detached dwelling units will be oriented toward Main Street East and aligned with the public road. This will reinforce the established streetscape and provide a consistent relationship and continuity with the existing single detached dwelling units fronting Main Street East.

POLICY

3.4.7.4 Compatible Development

a) It is a fundamental principle to avoid and/or mitigate any inappropriate interface between buildings and/or uses. As such, the concept of compatible development is of paramount importance throughout Residential Neighbourhood areas. All development applications shall be reviewed with respect to their compatibility with existing and/or approved developments.

b) New dwellings within stable residential neighbourhoods shall provide a consistent relationship with existing adjacent housing forms and the arrangement of these existing houses on their lot. As such, new dwellings shall:

Table 3 - Compatibility Policies for a Stable Neighbourhood

	Applicable Policy	Response
a)	*Provide a building height which reflects the pattern of heights of adjacent housing;*	Although the precise building height of the future single-detached dwelling units is not yet known, they will comply with the maximum height regulations permitted by By-law 14-45. The permitted building height for all adjacent houses is 9 metres, which is consistent with the 9 metre height restriction proposed for the Subject Lands.
b)	*Provide for a similar lot coverage to adjacent housing to ensure that the massing or volume of the new dwelling reflects the scale and appearance of adjacent housing;*	The proposed ZBA contemplates a maximum lot coverage area of 40%, which exceeds the established lot coverage of adjacent housing which are restricted to 15% to the east of the Subject Lands and 25% west of the Subject Lands. However, the proposed lots provide appropriate front, side, and rear yard setbacks that reflect the established pattern of adjacent housing. The increased lot coverage is primarily due to the smaller lot sizes as compared to adjacent properties, which is necessary to support efficient land development. Furthermore, while the established residential subdivision to the rear of the Subject Lands does not meet the definition of “adjacent housing”, its permitted lot coverage of up to 45% is greater than the proposed 40% lot coverage. Accordingly, the proposed lot coverage is considered compatible with the surrounding neighbourhood.

	Applicable Policy	Response
c)	*Maintain the predominant or average front yard setback for adjacent housing to preserve the streetscape edge, and character;*	The proposed front yard setback of 7.5 metres is generally consistent with the prevailing front yard setbacks along the surrounding streetscape. While the proposed setback exceeds those of adjacent housing, this is attributable to the location of the proposed front lot lines. The front elevations of the proposed single-detached dwelling units will be situated behind the front facade of the dwelling at 208 Main Street East, and similar to the dwelling at 202 Main Street East, thereby maintaining an appropriate relationship with the established streetscape.
d)	*Provide for similar side yard setbacks to preserve the spaciousness on the street;*	The proposed interior side yard setback is 1.2 metres, which is generally consistent with the setbacks of adjacent housing, and compliant with the proposed RD4 interior side yard setbacks.
e)	*Provide a built form that reflects the variety of façade details and materials of adjacent housing, such as porches, windows, cornices and other details;*	The future single-detached dwelling unit models have not yet been selected. However, all of the housing models available to future purchasers consist of well-designed single-detached dwelling units with frontage onto Main Street East that are compatible with the existing neighbourhood character. The surrounding area includes a variety of building materials (i.e., brick, stucco, and siding), which will be incorporated into the future single-detached dwelling units. It is noted that Site Plan Control can no longer be used for developments with ten (10) units or less, and cannot

	Applicable Policy	Response
		be used to control façade elements such as cladding materials.
f)	*Provide a limitation on the width of a garage so that the dwelling reflects the façade character of adjacent housing.*	The Zoning By-law Amendment proposes a limitation on garage widths of 60% of the building width, representing a modest increase over the current zoning regulation. However, additional zoning provisions regulating the garage's setback and siting will ensure that it remains appropriately integrated into the building façade and does not dominate the building frontage.

c) Site specific zoning may be required for new dwellings to ensure that the criteria set out in subsection b) and h) are met.

e) *New lots within stable residential neighbourhoods shall provide a consistent relationship with existing adjacent housing lots…*

h) Along and fronting onto Main Street East and West, new development shall:

i. Reflect the character of large estate houses; and
ii. Meet the requirements of subsection b) and e); and
iii. Preserve Main Street's wooded character.

ANALYSIS

While subsection 3.4.7.4 h) directs new development to reflect the character of large estate houses, the Town's OP also clarifies that intensification is not required to mimic the character of existing development. Rather, the intent is to ensure that new development maintains an appropriate relationship with its surroundings and reinforces the established character of the neighbourhood through compatible scale, built form, placement, and orientation.

Although the future single-detached dwellings have not yet been designed, the proposed applications establish development parameters that will ensure the new dwellings maintain an appropriate relationship with the adjacent residential properties

and Main Street East. The proposed lot configuration, building height, building setbacks, lot coverage, and garage width are appropriately scaled and positioned within the streetscape. The proposed applications will facilitate a low-density residential built form, with the dwellings oriented toward Main Street East and building height and setbacks comparable to those of the adjacent dwellings. Site-specific zoning is proposed to address zoning departures related to lot coverage, front yard setbacks and garage width. Each of the requested zoning provisions is assessed in Section 6.0 of this PJR. The proposed zoning provisions will ensure that the future single-detached dwellings are compatible with the adjacent houses and established built form along Main Street East, while maintaining the established residential character of the area.

With regard to conservation of "protected heritage property" (as defined within the PPS), there are no heritage attributes, as these were not required at the time, listed in designation By-law 96-7 for the property at 212 Main Street East. However, the designating by-law references the property's historical associations with the Kitchen family and its former use as a fruit farm, which is no longer extant. The proposed development will not impact the historical association that 212 Main Street East has with the Kitchen family. With respect to compatibility of built form, the proposed construction of three (3) single-detached dwelling units at 210 Main Street East, which, as noted above, are intended to fit with the built form of the surrounding area, will not result in negative impacts to 212 Main Street East, which also contains a single-detached dwelling. Further, 212 Main Street East is partially screened from the Subject Lands by evergreen trees planted along its western property line and separated by an approximately 7-metre-wide pedestrian pathway providing space between the proposed development and 212 Main Street East. The proposed 7.5 m setback for the Subject Lands provides a transition in street setbacks to the deeper dwelling setback of 212 Main Street East. With respect to 203 Main Street East, the property not adjacent per the definition in the PPS; therefore, potential impacts have not been considered.

5.4.6 Streetscape Design Policies

Section 7.0 of the Town's OP includes Streetscape Design Policies. The goal of this section is to create a comfortable pedestrian environment and enhance the character of the Town through streetscape design. The following polices are applicable:

POLICY

General Policies

7.1.2 *In new developments within the Urban Settlement Area, all utilities shall be located underground, where feasible…*

7.1.4 *New developments within the built boundary shall maintain existing street trees and maintain and enhance the existing pattern of landscaping, tree planting and lighting along the street.*

7.1.6 All new development shall provide for coordinated tree planting within the street allowance and where setbacks permit within the front yard.

ANALYSIS

All new servicing infrastructure is proposed to be located underground, as shown on the Site Servicing Plans prepared by S. Llewellyn & Associates Ltd. Best efforts will be made to retain existing mature trees where feasible. New tree planting is also intended within the front yards of the proposed lots.

POLICY

Town Arterial and Collector Roads

7.2.3 Buildings that abut Town Arterial or Collector Roads shall present a façade with architectural detailing and landscape features that address the road frontage. Reverse frontage development shall not be permitted adjacent to any Town Arterial or Collector Road.

ANALYSIS

Although the specific designs of the future single-detached dwelling units are not yet known, certain design parameters will be established through the ZBA. The front façades of the future single-detached dwellings will face Main Street East, ensuring that the development directly addresses the road frontage. In this regard, the proposed development will improve the existing streetscape, which currently includes dwelling units with reverse lotting along Main Street East.

The site-specific ZBA also includes regulations addressing building siting and built form to ensure compatibility with adjacent dwellings and the existing streetscape. These regulations, together with the proposed orientation of the dwellings toward Main Street East, will provide an appropriate interface with the Regional Arterial Road and are further analyzed in Section 6.0 of this PJR.

POLICY

Main Street

7.2.3 Along Main Street outside of the Downtown District, additional streetscape design requirements shall apply as follows:

a) Preserve to the greatest extent, mature vegetation, remnants of agricultural activity and other natural features within the site and along the street edge and at the Escarpment; and

b) *Incorporate areas for pedestrian paths to connect to the existing, informal walking paths and footbridges; and,*

c) *Require larger building setbacks to maintain the existing streetscape character.*

ANALYSIS

Best efforts will be made to retain existing mature trees where feasible. The Owner also intends to incorporate new tree planting within the front yards of the proposed lots.

Existing pedestrian paths are provided along Main Street East in front of the proposed development, providing pedestrian connectivity for future residents.

The front building setback is comparable to adjacent dwellings, including 204 and 208 Main Street East. The future dwellings will be setback behind the front façade of 208 Main Street East, while being located forward of the front façade of 204 Main Street East, generally consistent with 202 Main Street East. The proposed setbacks will therefore maintain the established streetscape character along Main Street East.

7.0 Draft Zoning By-law Amendment

The Subject Lands are currently zoned Neighborhood Development ("ND") under Zoning By-law 14-45, which is effectively a "future development" zone that only permits existing uses until such time as a development plan is proposed. As such, a Zoning By-law Amendment is proposed to rezone the Subject Lands to Residential Detached 4 ("RD4") to facilitate the proposed development.

Table 4 and **Table 5** provide a comparison between the zoning requirements for the RD4 zone against the proposed development standards for 206 Main Street East and 210 Main Street East respectively.

The draft ZBA is included in **Appendix D** for reference.

Table 4 **- 206 Main Street East Zoning Review**

Regulation	RD4 Requirement	Proposed	Complies
Permitted Uses	Permitted Uses within an RD4 zone including *'Single Detached Dwelling'*	Single-detached Dwelling	Yes

Regulation	RD4 Requirement	Proposed	Complies
Minimum lot area	400 m²	495 m²	Yes
Maximum lot coverage	No current requirement	40%	**No** ***Refer to Note 1***
Minimum Lot Frontage	12 metres	12.316 metres	Yes
Minimum Front Yard	**Average Front Yard Setback of Two Adjacent Properties: 13.5 m** *(208 Main Street East: 8.0 m; 204 Main Street East: 19.0 m)*	7.5 metres	**No** ***Refer to Note 2***
Minimum Exterior Side Yard	4.5 metres	n/a	
Minimum Interior Side Yard	1.2 metres	1.2 metres	Yes
Minimum Rear Yard	25% of Lot Depth: **10.07 m**	12.76 metres	Yes
Maximum Building Depth	20 metres	20 metres	Yes
Maximum Building Height	9 metres	Less than 9 metres	Yes
Section 4: General Provisions			

Regulation	RD4 Requirement	Proposed	Complies
Permitted Yard Encroachment Section 4.9(b)	eaves or gutters, for other than an accessory building, may project into any required yard a distance of not more than the lesser of 0.5 metre or half the required yard.	eaves or gutters, for other than an accessory building, may project into any required yard not more than 0.6 metres.	**No** ***Refer to Note 3***
Garage Projection Section 4.29(b) i)	the garage shall not project beyond the front of the porch	the garage shall not project beyond the eaves of the front porch	**No** ***Refer to Note 4***
Garage Width Section 4.29(c)	50% of the total building width.	60% of the total building width.	**No** ***Refer to Note 5***
Driveway Width Section 4.31(d)(iii)	For lots having a lot frontage between 11.0 metres and less than 18.0 metres, be no more than 6.0 metres.	A driveway shall not exceed 50% of the lot frontage, but it is permitted to be up to 6.5 metres measured at the road.	**No** ***Refer to Note 6***
Ref.	**Analysis**		
Note 1	Zoning By-law 14-45 regulates lot coverage on a site-specific basis within the RD1–RD5 and MS Zones. To assess the appropriateness of a 40% lot coverage for the Subject Lands, the existing building setbacks and building depth were reviewed to establish an appropriate buildable area for the proposed development. The existing lot coverage permissions for properties fronting Main Street East generally range from 15% to 45%, with the residential properties immediately south of the Subject Lands having a permitted lot coverage of 45%. In this context, the proposed maximum lot coverage of 40% is consistent with the range of lot coverage permissions in the		

Ref.	Analysis
	surrounding area and is considered compatible with the existing development pattern along Main Street East.
Note 2	Zoning By-law 14-45 does not establish a fixed front yard setback for dwellings in the RD4 zone. Instead, the required setback is based on the average front yard setback of the adjacent properties, or, where there is only one adjacent property, the setback of that property. Although the proposed 7.5-metre front yard setback is less than the setbacks of the adjacent properties, the location of the front lot lines varies along the street. This will therefore result in actual placement of the proposed single-detached dwellings being further away from the Street than the adjacent dwelling at 208 Main Street East and at a similar distance to the dwelling at 202 Main Street East. As such, the proposed front yard setback will provide a similar relationship to the streetscape and is considered compatible with the surrounding residential dwellings.
Note 3	Section 4.9 b) of By-law 14-45 recognizes that eaves and gutters are minor architectural projections that extend beyond the main exterior wall to direct water away from the dwelling and protect the building, while maintaining an appropriate separation between the edge of the eaves and gutters and the lot line. The draft ZBA proposes to increase the permitted projection into required yards from 0.5 metres to 0.6 metres to accommodate certain housing models that require a 0.6 metre eave projection. The proposed 0.6 metre projection over any required yard, represents 50% of the minimum required interior side yard setback.
Note 4	Section 4.29(b) i) of By-law 14-45 establishes that the garage shall not project beyond the front of the porch. This regulation is intended to prevent the garage from becoming the focal point of the single-detached dwelling. The draft ZBA includes a provision that the garage may project out from the front of porch but not project beyond the eaves of the front porch. This provision is intended to maximize product availability (refer to Appendix F for sample housing products), to promote a range

Ref.	Analysis
	of housing designs, while maintaining an appropriate relationship between the garage and the principal dwelling.
Note 5	Section 4.29 c) of By-law 14-45 establishes that a garage shall not exceed 50% of the building width. This regulation is intended to ensure that the garage does not visually dominate the building frontage. The proposed 10% increase of garage width is intended to maximize product availability (refer to Appendix F for sample housing products), to promote a range of housing options with varying garage widths up to 60%, while maintaining an appropriate relationship between the garage and the principal dwelling. Notwithstanding the requested increase, the garage will remain subject to Section 4.29 a), which regulates the permitted location, placement, and setback of the garage in relation to the adjacent lot lines. Subject to the draft ZBA, the garage shall also not project past the eaves of the covered porch. These provisions will continue to ensure that the garage remains appropriately integrated into the overall building design and does not dominate the building frontage.
Note 6	Section 4.31 d) of By-law 14-45 establishes a maximum driveway width of 6.0 metres for the Subject Lands. This regulation is intended to ensure that driveways do not visually dominate the streetscape and that an appropriate portion of the lot frontage remains landscaped. The proposed ZBA seeks to amend this regulation to permit a maximum driveway width up to 50% of the lot frontage, with exception that it be permitted to be up to 6.5 metres measured at the road, to accommodate a flared driveway entrance. Given the proposed lot frontage of approximately 12.3 metres, a maximum driveway width of 6.15 metres is proposed to provide appropriate access to the garage while accommodating the required parking and maintaining sufficient landscaped area along the lot frontage. While this represents a slight increase over the current zoning standard, the proposed driveway will remain compatible with the surrounding streetscape, with at least 50% of the lot frontage maintained as landscaped area.

Ref.	Analysis
	The proposed flared driveway entrance is not anticipated to materially affect the intent of the existing regulation. The flare would be limited to the entrance of the driveway at the road and would transition to the narrower driveway width beyond the entrance. As such, the additional width would be localized and would not result in a substantially wider driveway extending across the lot frontage.

Table 5 - 210 Main Street East Zoning Review

Regulation	RD4 Requirement	Proposed	Complies
Permitted Uses	Permitted Uses within an RD4 zone including *'Single Detached Dwelling'*	Single Detached Dwelling	Yes
Minimum lot area	400 m²	626.6 m²	Yes
Maximum lot coverage	No current requirement	40%	**No** ***Refer to Note 7***
Minimum Lot Frontage	12 metres	14.703 metres	Yes
Minimum Front Yard	**Current front yard of adjacent building: 8.0 m** *(208 Main Street East: 8.0 m)*	7.5 metres	**No** ***Refer to Note 8***
Minimum Exterior Side Yard	4.5 metres	n/a	
Minimum Interior Side Yard	1.2 metres	1.2 metres	Yes

Regulation	RD4 Requirement	Proposed	Complies
Minimum Rear Yard	25% of Lot Depth: **10.7 m**	15.16 metres	Yes
Maximum Building Depth	20 metres	20 metres	Yes
Maximum Building Height	9 metres	Less than 9 metres	Yes
Section 4: General Provisions			
Permitted Yard Encroachment Section 4.9 (b)	eaves or gutters, for other than an accessory building, may project into any required yard a distance of not more than the lesser of 0.5 metre or half the required yard.	eaves or gutters, for other than an accessory building, may project into any required yard not more than 0.6 metres.	**No** ***Refer to Note 9***
Garage Projection Section 4.29(b) i)	the garage shall not project beyond the front of the porch	the garage shall not project beyond the eaves of the front porch	**No** ***Refer to Note 10***
Garage Width Section 4.29(c)	50% of the total building width.	60% of the total building width.	**No** ***Refer to Note 11***
Driveway Width Section 4.31(d)(iii)	For lots having a lot frontage between 11.0 metres and less than 18.0 metres, be no more than 6.0 metres.	A driveway shall have a maximum width of 6.5 metres, and it is permitted to be up to 50% of the lot frontage	**No** ***Refer to Note 12***

Regulation	RD4 Requirement	Proposed	Complies
		measured at the road.	

Ref.	Analysis
Note 7	Zoning By-law 14-45 regulates lot coverage on a site-specific basis within the RD1–RD5 and MS Zones. To assess the appropriateness of a 40% lot coverage for the Subject Lands, the existing building setbacks and building depth were reviewed to establish an appropriate buildable area for the proposed development. The existing lot coverage permissions for properties fronting Main Street East generally range from 15% to 45%, with the residential properties immediately south of the Subject Lands having a permitted lot coverage of 45%. In this context, the proposed maximum lot coverage of 40% is consistent with the range of lot coverage permissions in the surrounding area and is considered compatible with the existing development pattern along Main Street East.
Note 8	Zoning By-law 14-45 does not establish a fixed front yard setback for dwellings in the RD4 zone. Instead, the required setback is based on the average front yard setback of the adjacent properties, or, where there is only one adjacent property, the setback of that property. Although the proposed 7.5-metre front yard setback is slightly less than that of 208 Main Street East, the location of the front lot lines varies along the street. This will result in the proposed dwellings being located further from the street than the adjacent dwelling. The proposed setback will therefore maintain a similar streetscape relationship and is considered compatible with the surrounding residential development.
Note 9	Section 4.9 b) of By-law 14-45 recognizes that eaves and gutters are minor architectural projections that extend beyond the main exterior wall to direct water away from the dwelling and protect the building, while maintaining an appropriate

Ref.	Analysis
	separation between the edge of the eaves and gutters and the lot line. The draft ZBA proposes to increase the permitted projection from 0.5 metres to 0.6 metres to accommodate certain dwelling models that require a 0.6 metre eave projection. The proposed 0.6 metre projection over any required yard, represents 50% of the minimum required interior side yard setback.
Note 10	Section 4.29(b) i) of By-law 14-45 establishes that the garage shall not project beyond the front of the porch. This regulation is intended to prevent the garage from becoming the focal point of the single-detached dwelling. The draft ZBA includes a provision that the garage may project out from the front of porch but not project beyond the eaves of the front porch. This provision is intended to maximize product availability (refer to Appendix G for sample housing products), to promote a range of housing designs, while maintaining an appropriate relationship between the garage and the principal dwelling.
Note 11	Section 4.29 c) of By-law 14-45 establishes that a garage shall not exceed 50% of the building width. This regulation is intended to ensure that the garage does not visually dominate the building frontage. The proposed 10% increase of garage width is intended to maximize product availability (refer to Appendix G for sample housing products), to promote a range of housing options with varying garage widths up to 60%, while maintaining an appropriate relationship between the garage and the principal dwelling. Notwithstanding the requested increase, the garage will remain subject to Section 4.29 a), which regulates the permitted location, placement, and setback of the garage in relation to the adjacent lot lines. Subject to the draft ZBA, the garage shall also not project past the eaves of the covered porch. These provisions will continue to ensure that the garage remains appropriately integrated into the overall building design and does not dominate the building frontage.
Note 12	Section 4.31 d) of By-law 14-45 establishes a maximum driveway width of 6.0 metres for the Subject Lands. This regulation is intended to ensure that driveways do not visually

Ref.	Analysis
	dominate the streetscape and that an appropriate portion of the lot frontage remains landscaped. The proposed ZBA seeks to amend this regulation to permit a maximum driveway width of 6.5 metres, with an exception permitting the driveway width to be up to 50% of the lot frontage measured at the road, to accommodate a flared driveway entrance. Given the proposed lot frontage of approximately 14.7 metres, a 6.5-metre driveway width is proposed to provide appropriate access to the garage while accommodating the required parking and maintaining sufficient landscaped area along the lot frontage. While this represents a slight increase over the current zoning standard, the proposed driveway will remain compatible with the surrounding streetscape, with more than 50% of the lot frontage maintained as landscaped area. The proposed flared driveway entrance is not anticipated to materially affect the intent of the existing regulation. The flare would be limited to the entrance of the driveway at the road and would transition to the narrower driveway width beyond the entrance. As such, the additional width would be localized and would not result in a substantially wider driveway extending across the lot frontage.

8.0 Summary and Conclusion

It is our opinion the proposed Zoning By-law Amendment and Removal of Part Lot Control applications represent good land use planning, are in the public interest and should be approved for the following reasons:

1. The proposal is consistent with the *Planning Act*, the Provincial Planning Statement, the Greenbelt Plan, the Niagara Escarpment Plan, and conforms with the Town's OP.
2. The proposed development will facilitate intensification of underutilized parcels of land, accommodating a modest increase in density while remaining compatible with the surrounding residential context, and will assist the Town in meeting its intensification targets.
3. Located within the Urban Settlement Area of Grimsby and along a Regional Arterial Road, the Subject Lands have access to and will efficiently utilize existing infrastructure.

Report prepared by:



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Report reviewed and approved by:



Aaron Butler, MCIP, RPP
Managing Partner
NPG Planning Solutions Inc.

8.0 Appendix

Appendix A – Plan of Subdivision 30M236

Appendix B – Draft Reference Plan

Appendix C – Draft Site Layout Plan

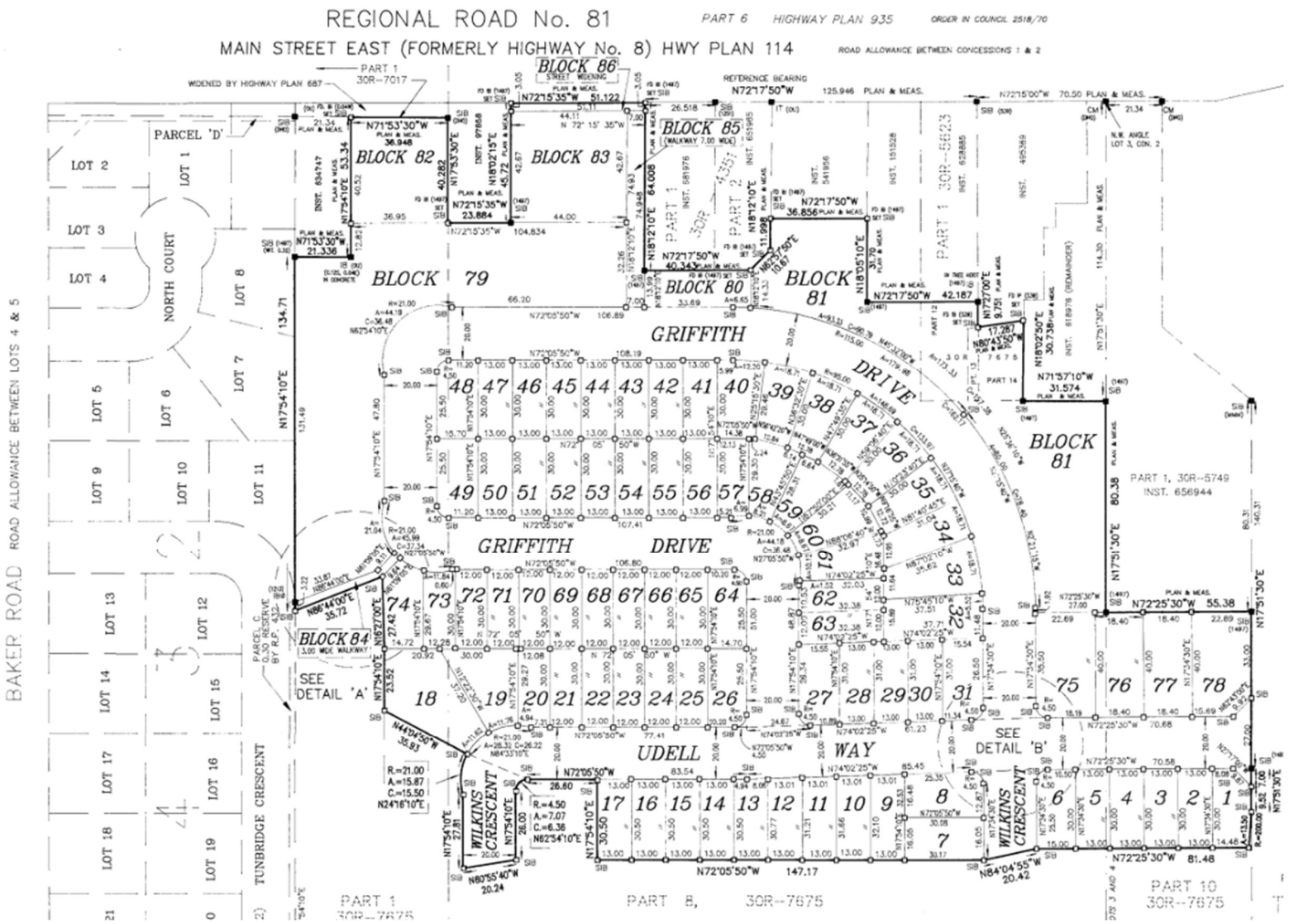
Appendix D – Draft Zoning By-law Amendment and Schedule

Appendix E – City Official Plan Schedules

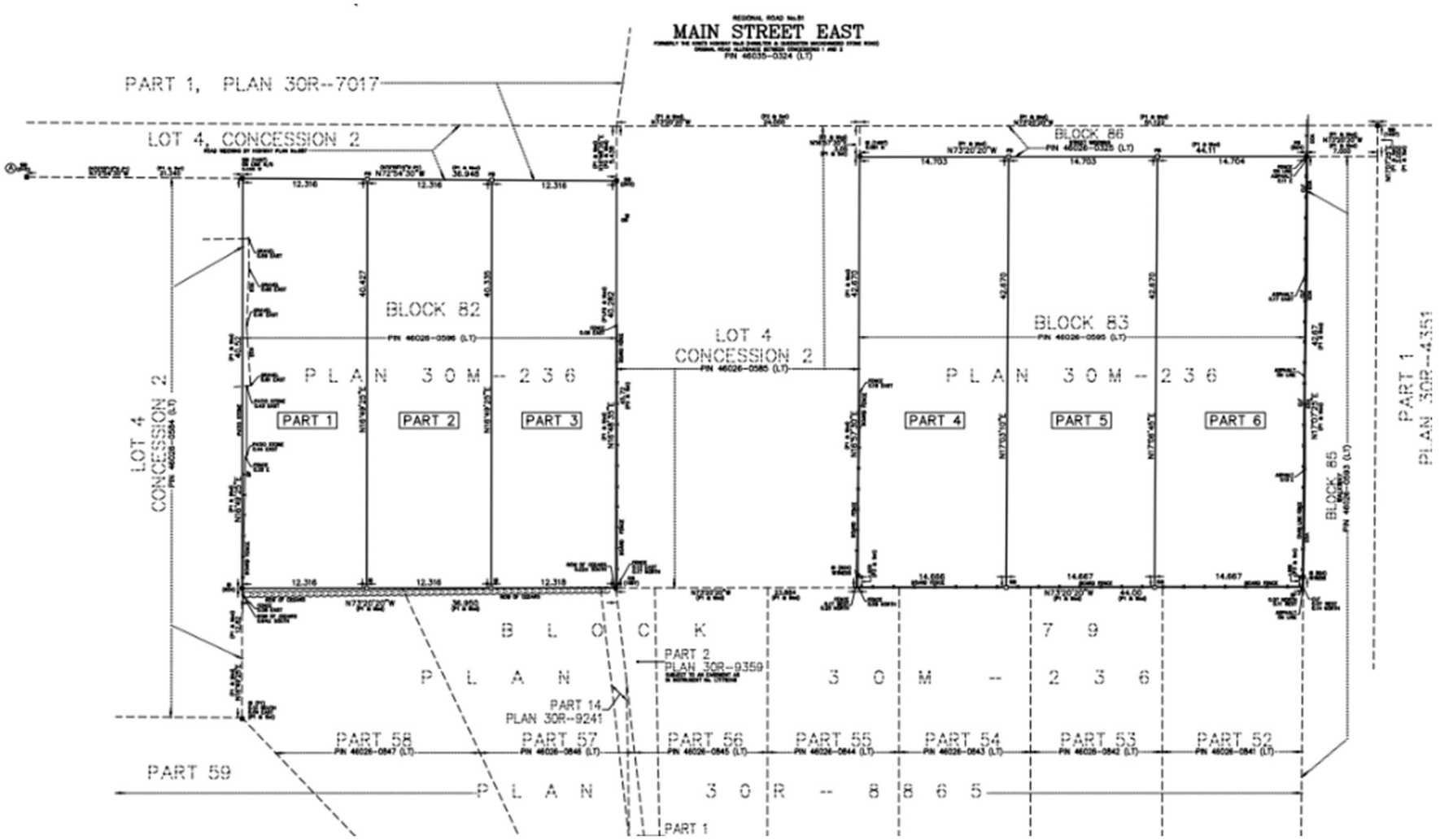
Appendix F – Typical Single-detached Dwelling Units for a 40’ Lot by Losani Homes

Appendix G – Typical Single-detached Dwelling Units for 46’ Lot by Losani Homes

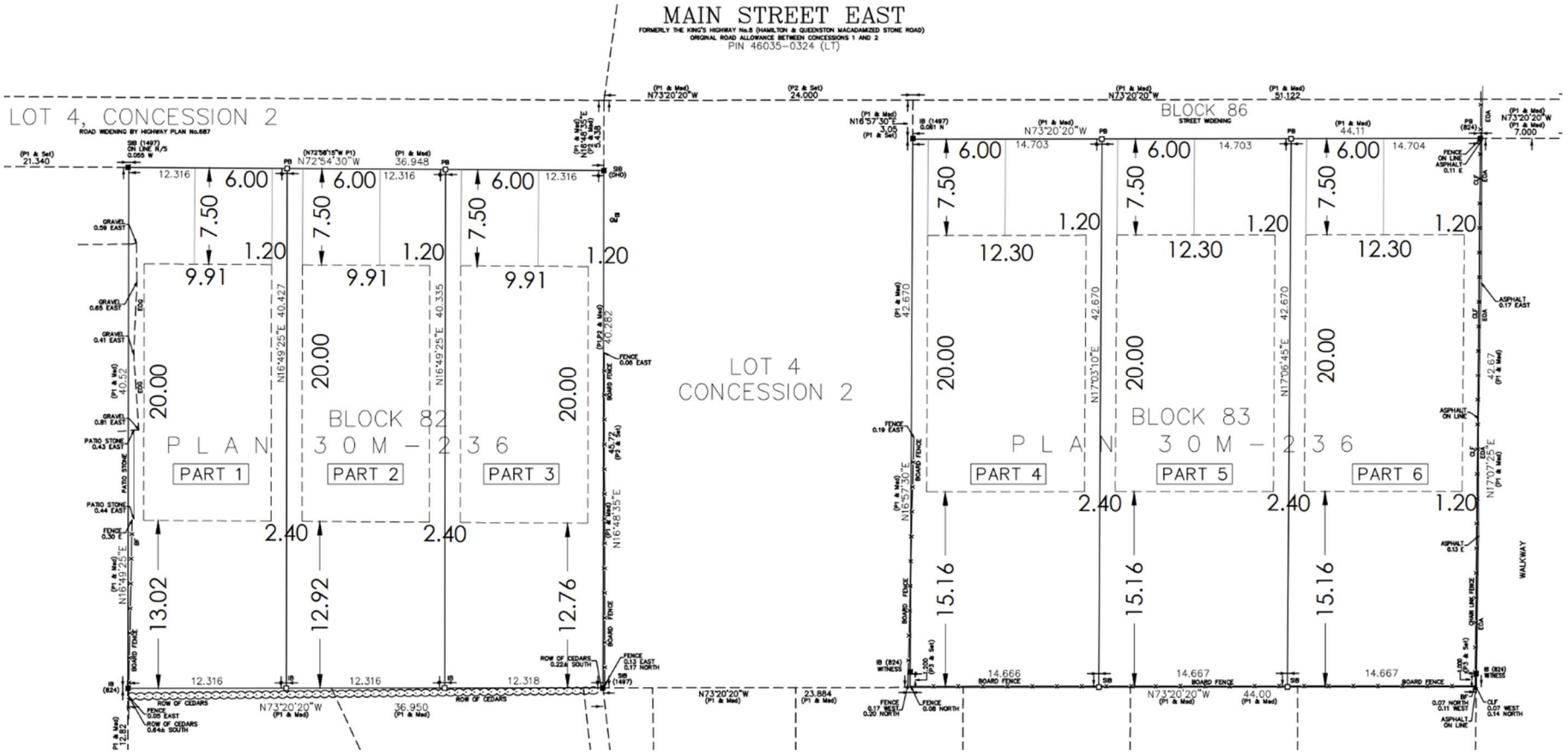
Appendix A – Plan of Subdivision 30M236



Appendix B – Draft Reference Plan



Appendix C – Draft Site Layout Plan



Appendix D – Draft Zoning By-law Amendment & Schedule

APPENDIX ‘A’

THE CORPORATION OF THE TOWN OF GRIMSBY

BY-LAW No. 26-XX

A BY-LAW TO AMEND BY-LAW 14-45 (AS AMENDED)

(206 Main Street East, 210 Main Street East)

Whereas the Council of The Town of Grimsby deems it expedient to amend By-law No. 14-45, as amended:

Therefore, the Council of the Corporation of the Town of Grimsby enacts as follows:

1. Schedule “14-A” of Zoning By-Law No. 14-45, as amended, is hereby further amended by changing the zoning of the lands shown on Schedule ‘A’ to this By-Law from Neighbourhood Development (ND) to:
    a. Residential Detached 4 (RD4.40) Zone.

2. Schedule 14B of By-Law No. 14-45, as amended is hereby further amended by adding the following site-specific exception number to the lands as identified on Schedule ‘A’ attached as follows:
    a. Area ‘A’: exception number [XXX]; and
    b. Area ‘B’: exception number [XXX].

3. Table 12: Permitted Use, Lot, Building and Structure Exceptions of Section 7.0 Residential Zones of By-law 14-45, as amended, is hereby further amended by adding the rows identified on Table ‘A’ to this by-law.

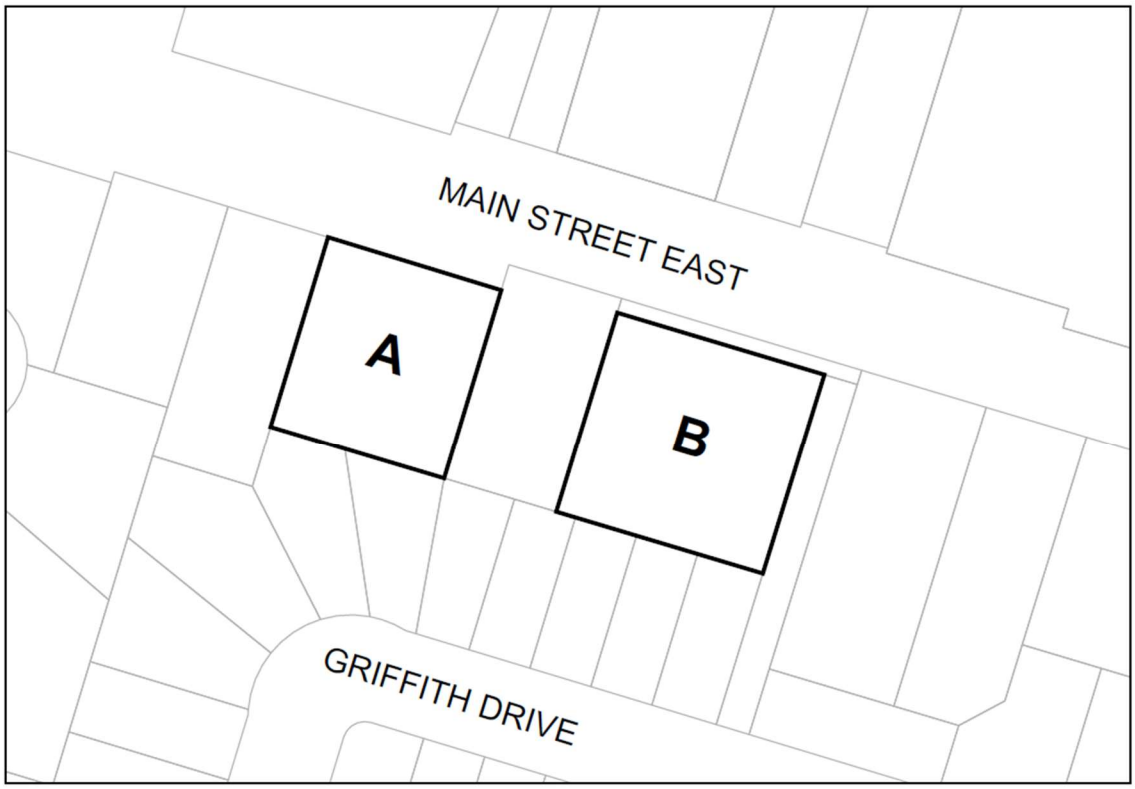
Read a first time this ___ day of _____, 2026.

Read a second and third time and passed this ___ day of _____, 2026.

_____ _____

Mayor Town Clerk

Schedule ‘A’



THIS IS SCHEDULE ‘A’ TO BY-LAW NO. XX-XXX

MAYOR **CLERK**

CORPORATION OF THE TOWN OF GRIMSBY

NOT TO SCALE

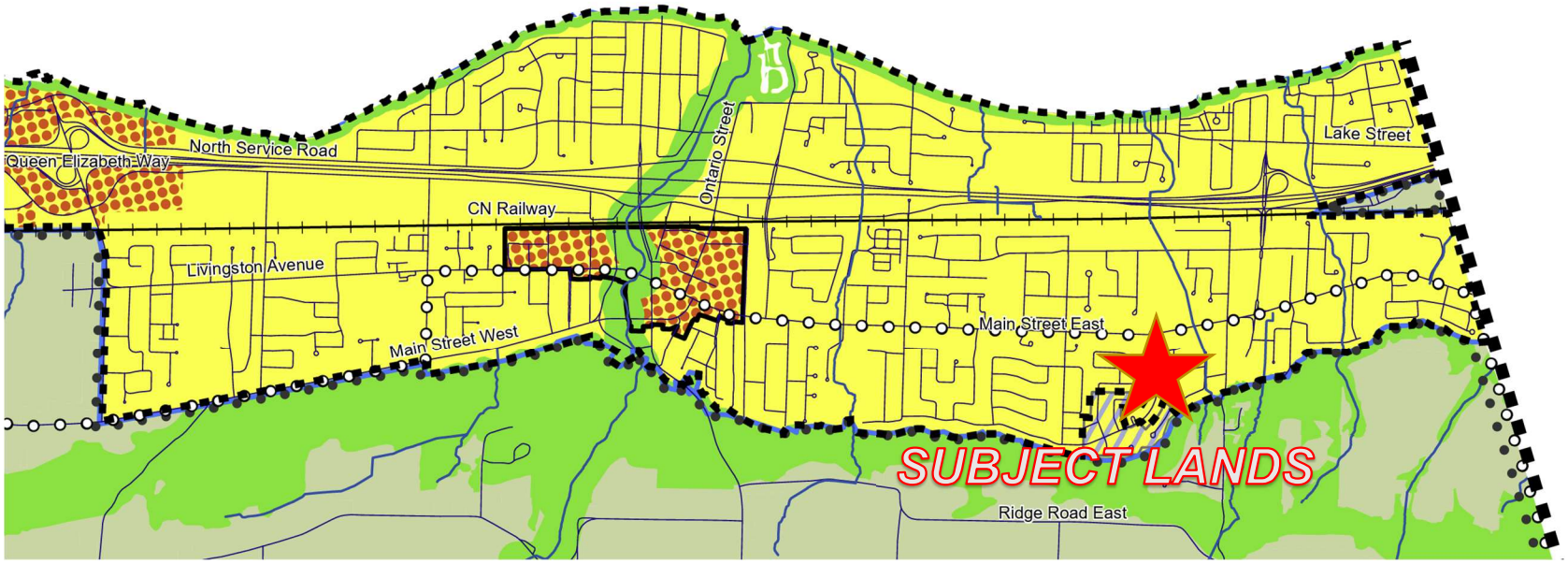
Table 'A' to By-law 26-XX

Site Sp. #	By-law #	Address	Zone	Additional Permitted Uses	Sole Permitted Uses	Excluded Uses	Lot, Building and Structure Exception
XXX	26-XX	206 Main Street East	RD4.40	--	--	--	**Maximum Lot Coverage:** 40% **Minimum Front Yard:** 7.5 m **Eaves and Gutters Encroachment:** 0.6 metres into any required yard. **Garage Projection:** the garage shall not project beyond the eaves of the front porch. **Garage Width:** 60% of the total building width. **Driveway Width:** A driveway shall not exceed 50% of the lot frontage, but it is permitted to be up to 6.5 metres measured at the road.
XXX	26-XX	210 Main Street East	RD4.40	--	--	--	**Maximum Lot Coverage:** 40% **Minimum Front Yard:** 7.5 m

							Eaves and Gutters Encroachment: 0.6 metres into any required yard. **Garage Projection:** the garage shall not project beyond the eaves of the front porch. **Garage Width:** 60% of the total building width. **Driveway Width:** A driveway shall have a maximum width of 6.5 metres, and it is permitted to be up to 50% of the lot frontage measured at the road.

Appendix E – City Official Plan Schedules

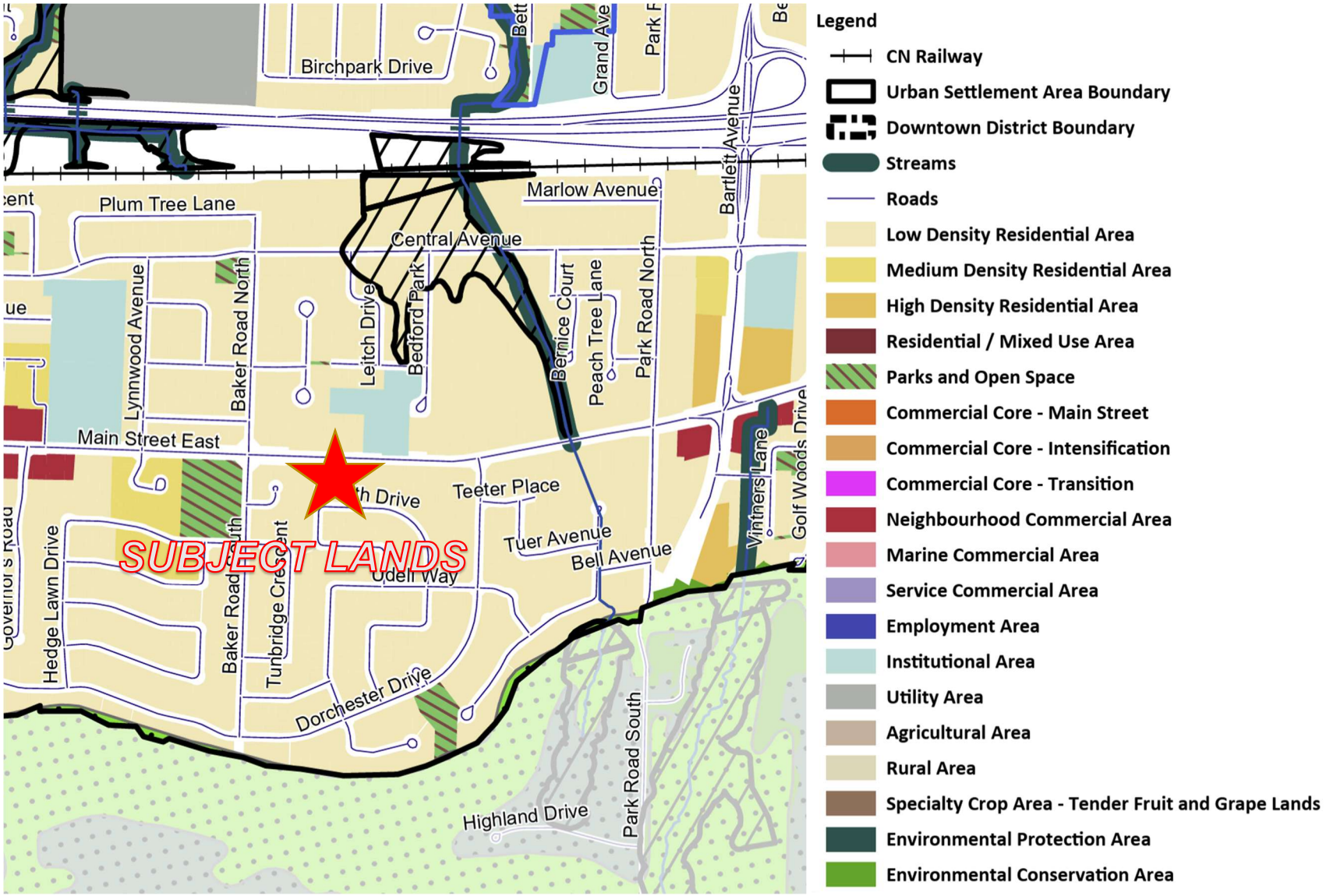
Schedule A: Municipal Structure



Legend

- Municipal Boundary
- Urban Settlement Area Boundary
- Built Boundary
- Downtown District Boundary
- Greenbelt Plan Area - Protected Countryside
- Niagara Escarpment Plan Area
- Streams
- Roads
- CN Railway
- Urban Settlement Area
- Major Intensification Area
- Designated Greenfield Area
- Hamlets
- Natural Heritage System
- Countryside

Schedule B2: Land Use – Urban Settlement Area (East)



Schedule C: Transportation & Trails



Appendix F – Typical Single-detached Dwelling Units for a 40’ Lot by Losani Homes

Model: The Wentworth







Model: The Parkview





Model: The Topaz





Model: The MacNab





Model: The Claremont





Appendix G – Typical Single-detached Dwelling Units for a 46’ Lot by Losani Homes

Model: The Bridgeview





Model: The Princeton





Model: The Hamlet II





Model: The Jewel II





Model: The Albion



