

PARKING JUSTIFICATION STUDY

**7737 LUNDY'S LANE
PROPOSED RESIDENTIAL DEVELOPMENT
CITY OF NIAGARA FALLS, NIAGARA REGION**

**PREPARED FOR:
BLUEVALE CAPITAL**

**PREPARED BY:
C.F. CROZIER & ASSOCIATES INC.
2800 HIGH POINT DRIVE, #100
MILTON, ONTARIO
L9T 6P4**

ORIGINAL SUBMISSION: SEPTEMBER 2024

CFCA FILE NO. 2731-7199

The material in this report reflects best judgment in light of the information available at the time of preparation. Any use which a third party makes of this report, or any reliance on or decisions made based on it, are the responsibilities of such third parties. C.F. Crozier & Associates Inc. accepts no responsibility for damages, if any, suffered by any third party as a result of decisions made or actions based on this report.



CROZIER

Revision Number	Date	Comments
Rev. 0	August 2024	Internal Review
Rev. 1	September 2024	First Submission

Executive Summary

C.F. Crozier & Associates Inc. (Crozier) was retained by Bluevale Capital Inc. to undertake a Parking Justification Study in support of the Official Plan Amendment and Zoning By-Law Amendment, related to the proposed residential development for the site located at 7737 Lundy's Lane, in the City of Niagara Falls.

The Subject Lands currently consist of a hotel and a diner. Per the Site Plan prepared by Benan Hanoudi Architect Inc., the development proposes the conversion of the existing hotel to a 3-storey apartment building with 118 units, a swimming pool, and convenience store. To service the development, 93 at-grade parking spaces are proposed. The Site Plan proposes the use of the existing full moves access to and from Lundy's Lane (Regional Road 20).

Per the City of Niagara Falls Zoning By-Law No. 79-200 dated May 31st, 2024, the City of Niagara Falls ZBL requires the residential development to provide a total parking supply of 170 parking spaces. As 93 of the existing on-site parking spaces are available, a parking deficit of 77 spaces resulted.

The reduced parking supply is supportable as parking will be unbundled from the apartment unit rental and will be leased on a first come first serve basis.

The City's affordable housing goals also support the reduced parking rate by offering housing to low-income individuals with the option to avoid the additional cost of a personal parking space.

The reduced parking supply can also be supported by the ITE Parking Generation Manual and surrogate site survey.

A peak parking demand of 72 spaces (inclusive of tenant and visitors) are estimated using the ITE ParkGen Manual's rate.

Based on the surrogate site survey conducted at 550-560 North Service Road in the Town of Grimsby, a parking rate of 0.85 space per dwelling unit is observed. Applying the peak parking demand rate to the proposed development, a peak parking demand of 100 spaces is forecasted.

The analysis contained within this report was prepared using the information received from the proponent, as well as the most recent Site Plan prepared Benan Hanoudi Architect Inc.

In conclusion, the proposed residential development at 7737 Lundy's Lane can be supported from a parking justification perspective.

TABLE OF CONTENTS

1.0	INTRODUCTION	1
1.1	Background	1
1.2	Development Lands	1
1.3	Development Proposal	1
1.4	Purpose and Scope	3
2.0	EXISTING CONDITIONS	3
2.1	Pedestrian Network	3
2.2	Transit Network.....	3
3.0	CITY OF NIAGARA FALLS ZONING BY-LAW NO. 79-200 REQUIREMENTS	4
3.1	Parking Requirements	5
3.2	Loading Requirements	5
4.0	VEHICLE PARKING JUSTIFICATION	6
4.1	Unbundled Parking & Paid Parking	6
4.2	City of Niagara Falls Affordable Unit Target	6
4.3	Institute of Transportation Engineers Parking Generation (ParkGen 6 th Edition).....	6
4.4	Surrogate Site Survey	7
4.5	Complete Community	8
4.6	Transportation Demand Management Measures.....	9
5.0	CONCLUSIONS.....	10

1.0 Introduction

1.1 Background

C.F. Crozier & Associates Inc. (Crozier) was retained by Bluevale Capital to undertake a Parking Justification Study in support of the Official Plan Amendment and Zoning By-Law Amendment, related to the proposed residential development for the site located at 7737 Lundy's Lane, in the City of Niagara Falls.

1.2 Development Lands

The Subject Lands currently consist of a hotel, a diner, and associated at-grade parking spaces. The property, located northwest of the intersection of Beaverdams Road and Lundy's Lane, is in a tourist commercial zone (TC), and is bound by a residential neighborhood to the north, Lundy's Lane to the south, an apartment building to the east, and an empty lot to the west.

1.3 Development Proposal

Table 1 below outlines the breakdown of the development proposal.

Table 1: Proposed Development Breakdown

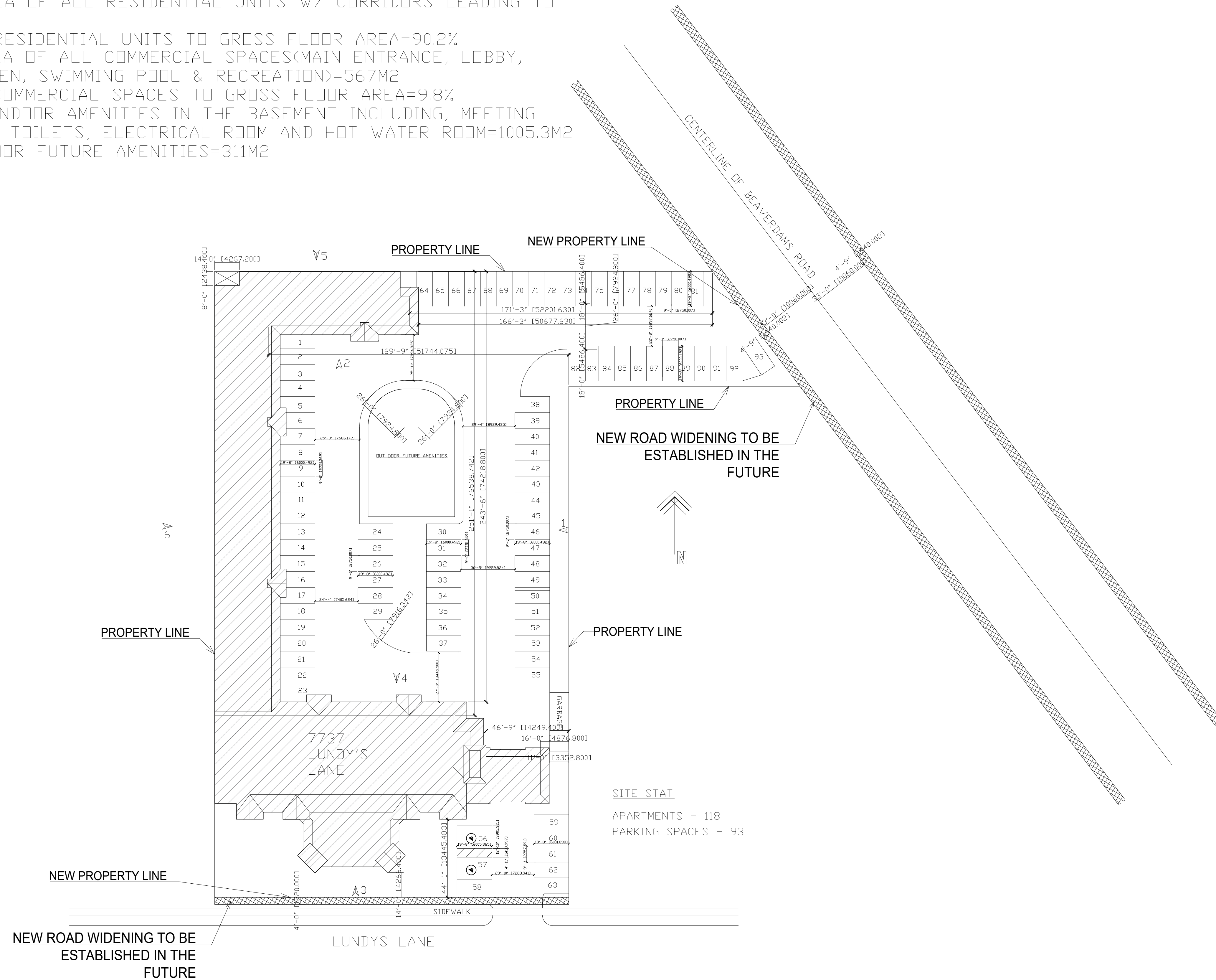
Development	Land Use	Units	Parking Spaces
Existing	Hotel	118 dwellings	100
Proposed	Residential Building	118 dwellings	93
	Commercial – Swimming Pool	145 sq. metres	
	Commercial – Convenience Store	33 sq. metres	

The Site Plan prepared by Benan Hanoudi Architect Inc. proposes the conversion of the existing hotel into a residential apartment with 118 units, a swimming pool, and convenience store. To service the development, 93 at-grade parking spaces are proposed. The Site Plan proposes the use of the existing full moves access to and from Lundy's Lane (Regional Road 20).

The most recent Site Plan is attached as **Figure 1**.

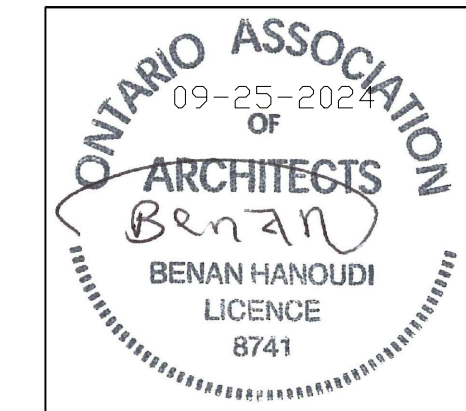
STATISTICS:

- TOTAL AREA OF THE SITE=77825 SQ.FT.=1.787 ACRES
- TOTAL FLOOR AREA OF GROUND FLOOR=2050M2
- TOTAL FLOOR AREA OF SECOND FLOOR=1891 M2
- TOTAL GROSS FLOOR AREA OF THE BUILDING=5832 M2
- TOTAL AREA OF RESIDENTIAL UNITS IN GROUND FLOOR=1483M2
- TOTAL GROSS FLOOR AREA OF ALL RESIDENTIAL UNITS W/ CORRIDORS LEADING TO THEM=5265M2
- PERCENTAGE OF GROSS RESIDENTIAL UNITS TO GROSS FLOOR AREA=90.2%
- TOTAL GROSS FLOOR AREA OF ALL COMMERCIAL SPACES(MAIN ENTRANCE, LOBBY, RECEPTION, DINING, KITCHEN, SWIMMING POOL & RECREATION)=567M2
- PERCENTAGE OF GROSS COMMERCIAL SPACES TO GROSS FLOOR AREA=9.8%
- TOTAL FLOOR AREA OF INDOOR AMENITIES IN THE BASEMENT INCLUDING, MEETING ROOM, MECHANICAL ROOMS, TOILETS, ELECTRICAL ROOM AND HOT WATER ROOM=1005.3M2
- TOTAL AREA OF OUT DOOR FUTURE AMENITIES=311M2



1 SITE PLAN
Scale: 1/32"=1'-0"

REVISION	DATE
2-	ISSUED FOR BUILDING PERMIT SEPTEMBER-2024
1-	ISSUED FOR CLIENT REVIEW JULY-2024



BENAN HANOUDI ARCHITECT INC.

1442 Bridgeport Street
Oshawa, Ontario L1K 2P5, Canada
Tel: 289.404.0422
Email: benan_hanoudi@yahoo.ca
www.mycustombuilding.com

PROJECT:

**7737 LUNDYS LANE
AS-IS DRAWINGS**

PROJECT NO.: **2024-36**

For: **BLUEVALE CAPITAL GROUP INC**

Drawing Title:

SITE PLAN

Location:

NIAGARA FALLS, ONTARIO.

Scale:

1/32"=1'-0"

Date:

SEPTEMBER-2024

Drawn by:

B.H.

Drawing No.

Designed by:

B.H.

A=0

Approved by:

1.4 Purpose and Scope

The purpose of the study is to determine if the proposed parking supply can adequately accommodate the development's peak parking demands and provide recommendations, as necessary.

The study reviews the following aspects of the study site from a transportation engineering perspective:

- The City of Niagara Falls' Zoning By-Law requirements.
- ITE Parking Generation Manual
- Surrogate Parking Surveys
- Transportation Demand Management (TDM) measures.

2.0 Existing Conditions

2.1 Pedestrian Network

Currently, there is an extensive pedestrian network near the Subject Site, with a well-connected network of sidewalks located on the surrounding road network. Sidewalks are provided on both sides of Lundy's Lane, as well as along other nearby local, collector, and arterial roads. Furthermore, crosswalk pavement markings, signalized intersections, and pedestrian crossing signals allow for safe pedestrian crossings at the nearby intersections.

The existing pedestrian facilities provide good pedestrian connection to nearby transit stops, grocery stores, schools, and other mixed-uses within the study area. Future residents are expected to access the Subject Site by walking, as well as a combination of walking and transit, via the existing pedestrian facilities.

2.2 Transit Network

Niagara Region Transit offers transit services within Niagara Falls, as well as services through the Niagara Region. **Table 2** outlines the existing transit routes, direction, days of operation, peak hour headways, and the location of bus stops in the study area.

Table 2: Existing Transit Services

Route	Direction	Span	Days of Operation	Peak Hour Headways	Bus Stops in Study Area
116/216	Two-Way (East-West)	Lundy's Lane and Garner Road to Stanley Avenue and Ramada Hotel	7 days	30 min	Lundy's Lane and Lundy's Manor (2-min walk, 170 metres)
113/213	Two-Way (North-South)	Mt. Carmel Plaza to Canadian Drive Hub (Along Montrose Rd)	Monday – Saturday	60 min	Montrose Road & Lundy's Lane (4-minute walk, 250 metres)
105/205	Two-Way (North-South)	Mt. Carmel Plaza to Canadian Drive Hub (Along Kalar Rd)	7 days	60 min	Kalar Rd & Lundy's Lane (11-minute walk, 850 metres)
60/65 Welland to Niagara Falls ¹	Two-Way Loop (North-South/East-West)	Niagara College to Morrison /Dorchester Hub	Monday – Saturday	30 min	Montrose Road & Lundy's Lane (4-minute walk, 250 metres)

Note 1: Express option available.

As shown above, the Subject Lands are currently well served by numerous local and regional transit lines. The Subject Lands are located within 200m of route 116/216 which runs east-west along Lundy's Lane, and 250m away from route 113/213, which runs north-south along Montrose Road.

For regional services, residents of the apartment may use route 60/65 which operates from Niagara Falls to Niagara College in Welland. This transit route would allow students to get to/from campus within approximately 35 minutes. This route also operates direct express services which span the entire line within 25 minutes. On that basis, residents will be serviced with easily accessible, and direct transit service throughout Niagara Falls and Niagara Region. Accordingly, transit is a convenient mode of transport for residents who are commuting to and from the Subject Site.

APPENDIX A contains relevant transit information.

3.0 City of Niagara Falls Zoning By-law No. 79-200 Requirements

The Site is subject to the City of Niagara Falls Zoning By-Law No. 79-200 (ZBL) notice dated May 31st, 2024. Accordingly, the ZBL's minimum parking requirements were assessed to determine if the proposed residential development has an adequate parking supply.

3.1 Parking Requirements

The minimum vehicle parking requirements per the City of Niagara Falls ZBL are outlined below in **Table 3**. The current zone TC is a designated tourist commercial zone; however, the classification of zone does not impact the vehicle parking requirements. Instead, minimum vehicle parking rates are determined by the land use in Table 1 under Section 4.19.1 of the ZBL.

APPENDIX B contains the City of Niagara Falls Zoning By-Law No. 79-200 excerpts.

Table 3: City of Niagara Falls ZBL Minimum Parking Requirements

Land Use	Units	Minimum Vehicle Parking Rates	Parking Spaces
Dwelling containing 4 or more dwelling units save and except an on-street townhouse dwelling	118 dwellings	1.4 parking spaces for each dwelling unit	166 spaces
Commercial Space (Uses, Buildings and structures permitted by this By-law other than those listed in this schedule)	178 sq. metres	1 parking space for each 40 sq. metres of floor area	4 spaces
Parking Required			170 spaces
Parking Supplied			93 spaces
Surplus/Deficiency			-77 spaces

As outlined above and confirmed by the City Zoning By-Law notice, the City of Niagara Falls ZBL requires the residential development to provide a total vehicle parking supply of 170 parking spaces.

As the Site Plan proposes 93 parking spaces, the development proposes a parking supply deficit, when compared to the City of Niagara Falls ZBL requirements.

Although the proposed parking rates are lower than the requirements set out in the applicable Zoning By-Law, as shown below in the ITE Parking Generation Manual 6th edition, and the parking surrogate survey of similar residential development, it is evident that the Niagara Falls Zoning By-Law overstates the proposed development's parking requirements. ITE forecasted parking demand and surrogate site surveys are discussed further in **Section 4**.

3.2 Loading Requirements

According to section 4.20.1 of the City of Niagara Falls ZBL, loading requirements only exist for buildings used for manufacturing, storage or any purpose involving the use of vehicles for the receipt or distribution of materials or merchandise. Therefore, there are no loading requirements for this residential development.

4.0 Vehicle Parking Justification

4.1 Unbundled Parking & Paid Parking

Unbundled parking is proposed at the Development, which is expected to materially reduce and control the on-site parking demand.

Tenants of the Proposed Development will not be offered parking bundled with the rental unit and will instead be offered for leased on a first-come first-serve basis. Prospective tenants will be made aware of the current parking availability on-site and will make separate parking or living arrangements elsewhere, if needed.

By advising potential tenants of the parking availability prior to the rental agreements, the ambiguity of the parking demand and parking availability can be managed. This parking arrangement allows for prospective tenants to choose whether they wish to incur the added cost of leasing a parking space, particularly if parking is not desired due to walkability of the area and the availability of numerous transit options in the area. Additionally, this strategy allows parking spaces to be leased on a first come, first-served basis, and once resident parking spaces are no longer available, prospective residents requiring the use of a parking space would seek alternate living accommodations or make alternate arrangements to secure monthly parking in a proximal lot.

Given the unbundled parking proposed on-site, the expected on-site parking demand can be managed, and the parking requirements outlined in Zoning By-Law represent an overestimation of the on-site parking demands.

4.2 City of Niagara Falls Affordable Unit Target

The City of Niagara Falls recently passed new affordability policies through Official Plan Amendment 149. The City now has an affordable unit target of 40%, which the proposed development aims to support.

By offering 40% affordable units, it is expected that low-income tenants will not purchase a parking space in conjunction with their dwelling unit. The implementation of unbundled and paid parking supports the City's affordable unit target, by offering housing without the requirement of paying for an unneeded parking space.

The City's Affordable Unit Target therefore supports the proposed parking rate, given the likelihood that tenants in affordable units will not purchase a personal parking space.

4.3 Institute of Transportation Engineers Parking Generation (ParkGen 6th Edition)

To assess the parking supply at the proposed development, the Institute of Transportation Engineers (ITE) Parking Generation Manual, 6th Edition was used to forecast the peak parking demand. The Land Use Category (LUC) 217 "Multifamily Housing – 1 Bedroom (Low-Rise)" was used for the residential portion of the development. The LUC 493 – Athletic Club and LUC 851 – Convenience Store were used for the swimming pool and convenience store, respectively.

It is noted that the ITE rates captures both the tenant and visitor parking. For the analysis, the "Dense Multi-Use Urban (no nearby rail transit)" setting location was used, and the fitted curve rate, was used as it provided the most conservative analysis.

Table 4 presents the peak parking demand for the proposed site expansion based on the ITE parking rates.

Table 4: ITE Parking Rates

Land Use	Independent Variable	Units	Equation or Average Rate	Peak Parking Demand
LUC 217 (1 Bedroom Multifamily Housing)	118	Dwelling Units	$\ln(P) = 0.99 \ln(X) - 0.54$	66
LUC 493 (Athletic Club)	1.56	1000 sq. feet	3.09	5
LUC 851 (Convenience Store)	0.36	1000 sq. feet	3.13	1
Parking Required				72
Parking Supply				93
Parking Surplus/Deficit				+ 21 Spaces

Note 1: Where "X" represents the number of dwelling units

As outlined in **Table 4**, a peak parking demand of 72 spaces, (inclusive of tenant and visitor) are estimated using ITE ParkGen. As the most recent Site Plan proposes 93 spaces, the proposed parking supply can adequately accommodate the peak parking demand of the Subject Site.

4.4 Surrogate Site Survey

To estimate the peak parking demand of the proposed development, a surrogate site survey was conducted at 550-560 North Service Road in the Town of Grimsby.

A parking utilization survey was undertaken by Ontario Traffic Inc. between Thursday, January 26, 2023, and Saturday, January 28, 2023, between 6:00 a.m. and 11:00 p.m. The dates and time were selected to survey the peak parking demand at the proxy site during the typical peak parking hours for a residential use.

It is important to note that the site is mixed use including residential and ground floor retail with 261 residential units and 480 parking spaces provided for all the uses. As there were no pavement markings that separate the residential visitor and retail visitor, all visitor spaces are assumed to be used for the retail establishments. These spaces were not included in the calculations below as the retail for this development is expected to serve tenants of the building rather than the multi-unit retail seen at the surrogate site.

Parking survey data is available can be found in **APPENDIX C**

Table 5: 550-560 North Service Road Parking Demand

Date	Occupied Tenant Parking Rate
Thursday, January 26, 2023	0.84 space per unit
Friday, January 27, 2023	0.85 space per unit
Saturday, January 28, 2023	0.83 space per unit
Peak Demand	0.85 space per unit
Forecasted Demand at 7737 Lundy's Lane	100 Spaces

As shown in **Table 5** above, using the maximum number of cars parked and the total number of dwellings, the peak parking rate observed at the proxy site was found to be 0.85 parking spaces per unit.

The results from this parking study can be considered conservative as many dwellings at 550-560 North Service Road have more than one bedroom. When compared to the bachelor only apartment proposed herein, the one- and multi-bedroom dwellings are expected to generate a higher vehicle parking demand. It is also noted that none of the units at the surrogate site were for affordable housing.

4.5 Complete Community

The Subject Site is located within a mixed-use neighbourhood that offers essential services and frequent transit connectivity that supports reduced vehicle demand. Within walking or cycling distance, a multitude of neighbourhood supportive services and uses are available to support residents' daily needs including:

Supermarkets

- FreshCo (900m; 12-minute walk or 4-minute transit)

Pharmacies

- Remedy'sRx (550m; 8-minute walk)
- Pharmasave MedPlus Pharmacy Drug Store (900m; 12-minute walk or 4-minute transit)

Healthcare

- Kalar Dental (850m; 12-minute walk or 4-minute transit)
- Niagara Region Medical Walk in Clinic (900m; 12-minute walk or 4-minute transit)

Restaurants

- Magnolia Chinese Cuisine (170m; 3-minute walk)
- Pho Bowl Vietnamese (200m; 3 min walk)
- Strada West (220m; 3-minute walk)
- City South Pizza (350m; 5-minute walk)
- Scoops Restaurant Breakfast and Lunch (550m; 8-minute walk)
- Tim Hortons (650 m; 9-minute walk)

Retail:

- Canada One (550m; 8-minute walk)

Schools

- Westlane Secondary School (550m; 7 min walk)
- St. John Henry Newman Catholic Elementary School (1.2km; 16-minute walk or 4-minute bike)

Outside of the immediate area surrounding the Subject Development, there are additional retail, commercial, recreational, and schools that can be accessed via the nearby transit routes. The multitude of amenities contribute to a more complete community within a short distance via any of the sustainable modes. Residents of the proposed development do not have to rely on vehicle use to complete everyday errands or access necessities, thereby supporting the reduced parking supply as proposed.

4.6 Transportation Demand Management Measures

In addition to the reduced parking supply and unbundled parking, the Subject Site's parking demand is also expected to be reduced due to the existing TDM measures:

As outlined in **Section 2.1**, with existing sidewalks on both sides of Lundy's Lane, multiple transit lines can be accessed within walking distance of the Subject Site, making transit a convenient mode of transportation for residents to travel throughout their community. The existing measures encourage the use of non-auto transportation, reduce single-occupancy vehicle (SOV) trips and parking demand for the proposed development, and to improve community health.

5.0 Conclusions

C.F. Crozier & Associates Inc. (Crozier) was retained by Bluevale Capital to undertake a Parking Justification Study in support of the Official Plan Amendment and Zoning By-Law Amendment, related to the proposed residential development for the site located at 7737 Lundy's Lane, in the City of Niagara Falls.

The Subject Lands currently consist of a hotel and a diner. Per the Site Plan prepared by Benan Hanoudi Architect Inc., the development proposes the conversion of the existing hotel to a 3-storey apartment building with 118 units, a swimming pool, and convenience store. To service the development, 93 at-grade parking spaces are proposed. The Site Plan proposes the use of the existing full moves access to and from Lundy's Lane (Regional Road 20).

Per the City of Niagara Falls Zoning By-Law No. 79-200 dated May 31st, 2024, the City of Niagara Falls ZBL requires the residential development to provide a total parking supply of 170 parking spaces. As 93 existing on-site parking spaces are available, a parking deficit of 77 spaces resulted.

The reduced parking supply is supportable as parking will be unbundled from the apartment unit rental and will be leased on a first come first serve basis.

The City's affordable housing goals also support the reduced parking rate by offering housing to low-income individuals with the option to avoid the additional cost of a personal parking space.

The reduced parking supply can also be supported by the ITE Parking Generation Manual and surrogate site survey.

A peak parking demand of 72 spaces (inclusive of tenant and visitors) are estimated using the ITE ParkGen Manual's rate.

Based on the surrogate site survey conducted at 550-560 North Service Road in the Town of Grimsby, a parking rate of 0.85 space per dwelling unit is observed. Applying the peak parking demand rate to the proposed development, a peak parking demand of 100 spaces is forecasted.

The analysis contained within this report was prepared using the information received from the proponent, as well as the most recent Site Plan prepared by Benan Hanoudi Architect Inc.

In conclusion, the proposed residential development at 7737 Lundy's Lane can be supported from a parking justification perspective.

Respectfully submitted,

C.F. CROZIER & ASSOCIATES INC.



Andrew Bader, B.Eng.
Engineering Intern, Transportation

C.F. CROZIER & ASSOCIATES INC.



Ian Lindley, MASC., P.Eng.
Project Engineer, Transportation

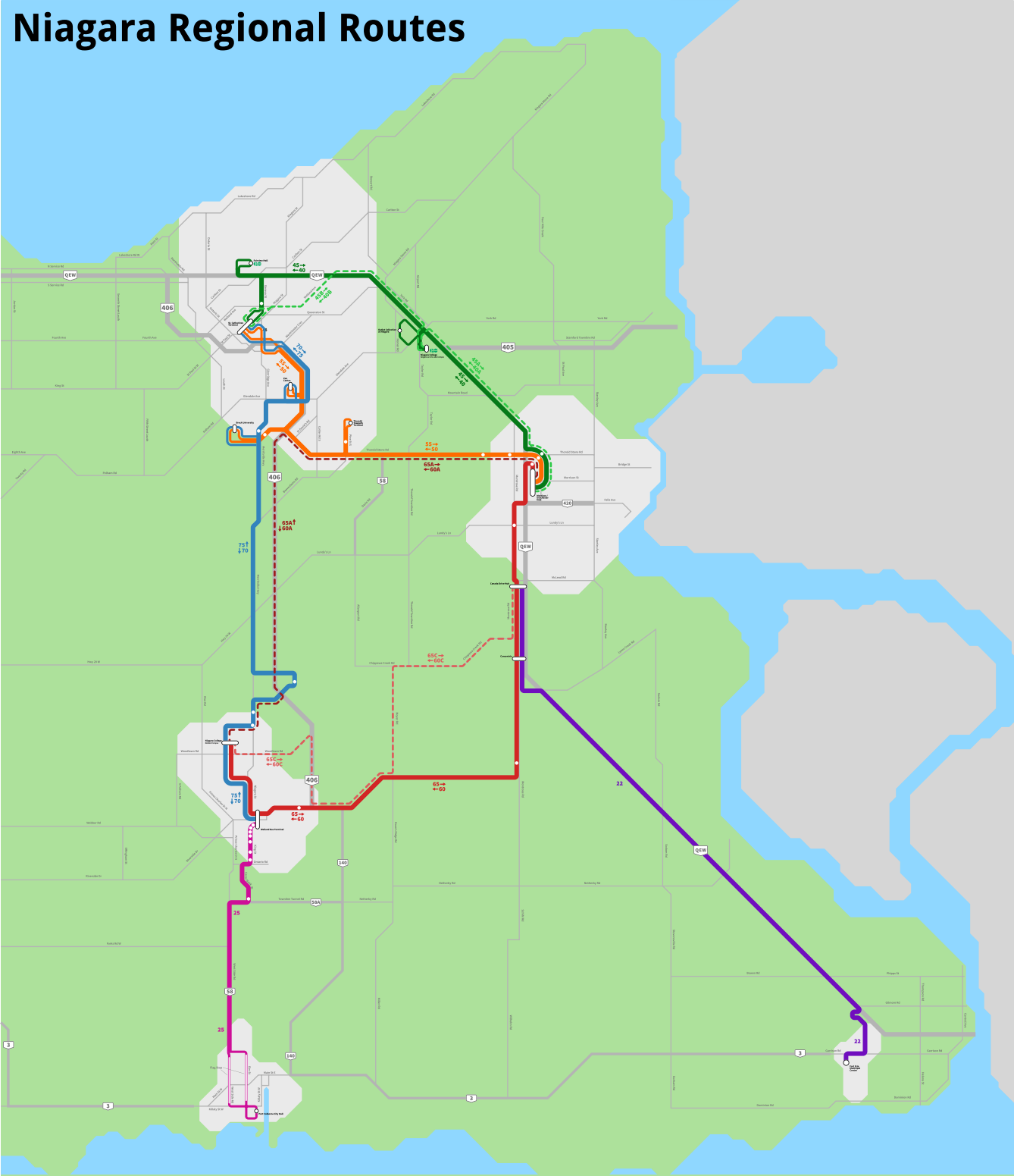
AB/rl

J:\2700\2731 - Bluevale Capital\7199 - 7737 Lundy's Lane Travelodge\Reports\PJS\2024.09.20 (2731-7199) Lundy's Lane PJS.docx

APPENDIX A

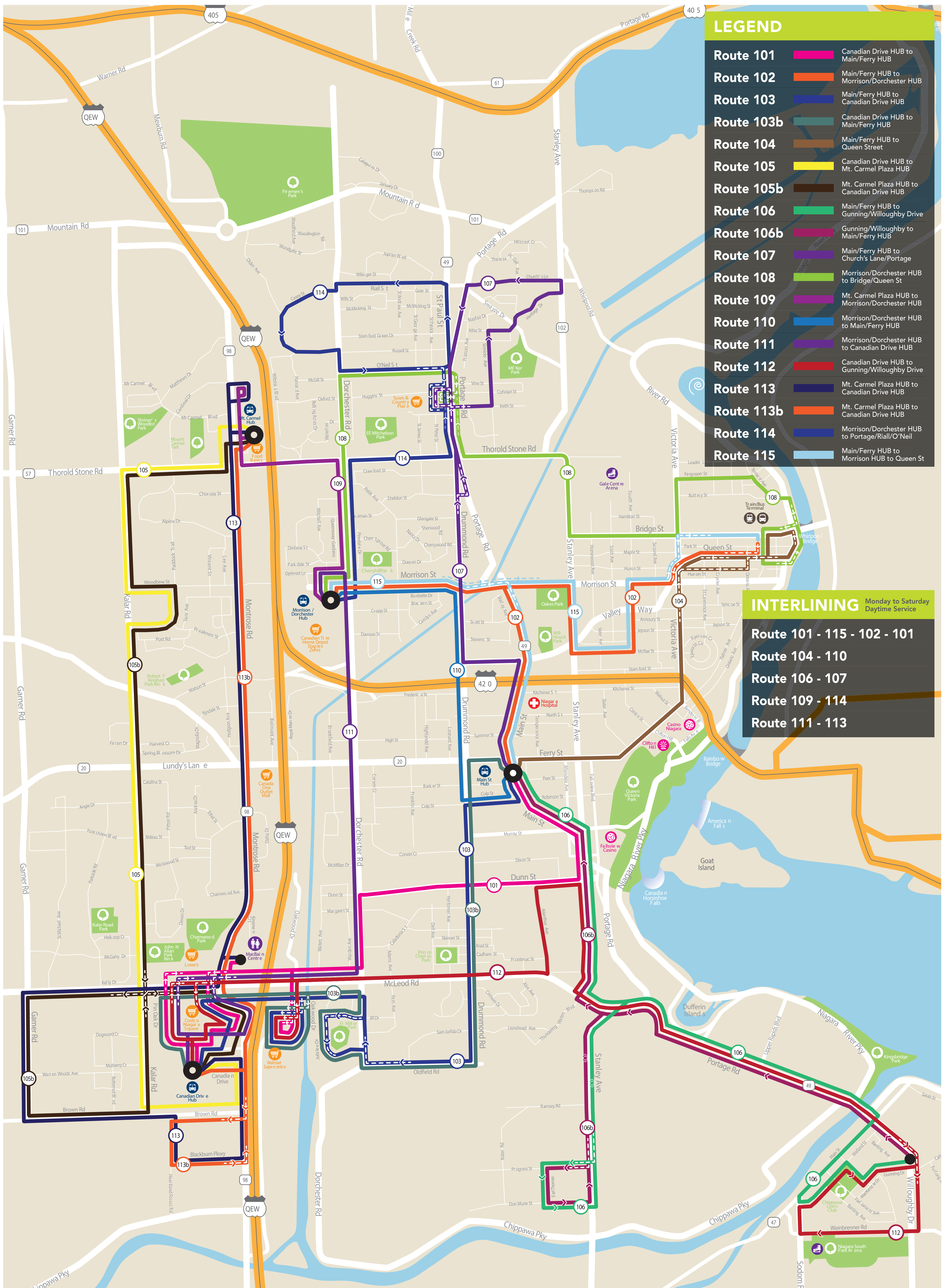
Transit Information

Niagara Regional Routes



DAYTIME

ALL ROUTES



LEGEND

Route 101		Canadian Drive HUB to Main/Ferry HUB
Route 102		Main/Ferry HUB to Morrison/Dorchester HUB
Route 103		Main/Ferry HUB to Canadian Drive HUB
Route 103b		Canadian Drive HUB to Main/Ferry HUB
Route 104		Main/Ferry HUB to Queen Street
Route 105		Canadian Drive HUB to Mt. Carmel Plaza HUB
Route 105b		Mt. Carmel Plaza HUB to Canadian Drive HUB
Route 106		Main/Ferry HUB to Gunning/Willoughby Drive
Route 106b		Gunning/Willoughby to Main/Ferry HUB
Route 107		Main/Ferry HUB to Church's Lane/Portage
Route 108		Morrison/Dorchester HUB to Bridge/Queen St
Route 109		Mt. Carmel Plaza HUB to Morrison/Dorchester HUB
Route 110		Morrison/Dorchester HUB to Main/Ferry HUB
Route 111		Morrison/Dorchester HUB to Canadian Drive HUB
Route 112		Canadian Drive HUB to Gunning/Willoughby Drive
Route 113		Mt. Carmel Plaza HUB to Canadian Drive HUB
Route 113b		Mt. Carmel Plaza HUB to Canadian Drive HUB
Route 114		Morrison/Dorchester HUB to Portage/Riall/O'Neil
Route 115		Main/Ferry HUB to Morrison HUB to Queen St


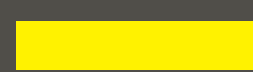











INTERLINING Monday to Saturday Daytime Service

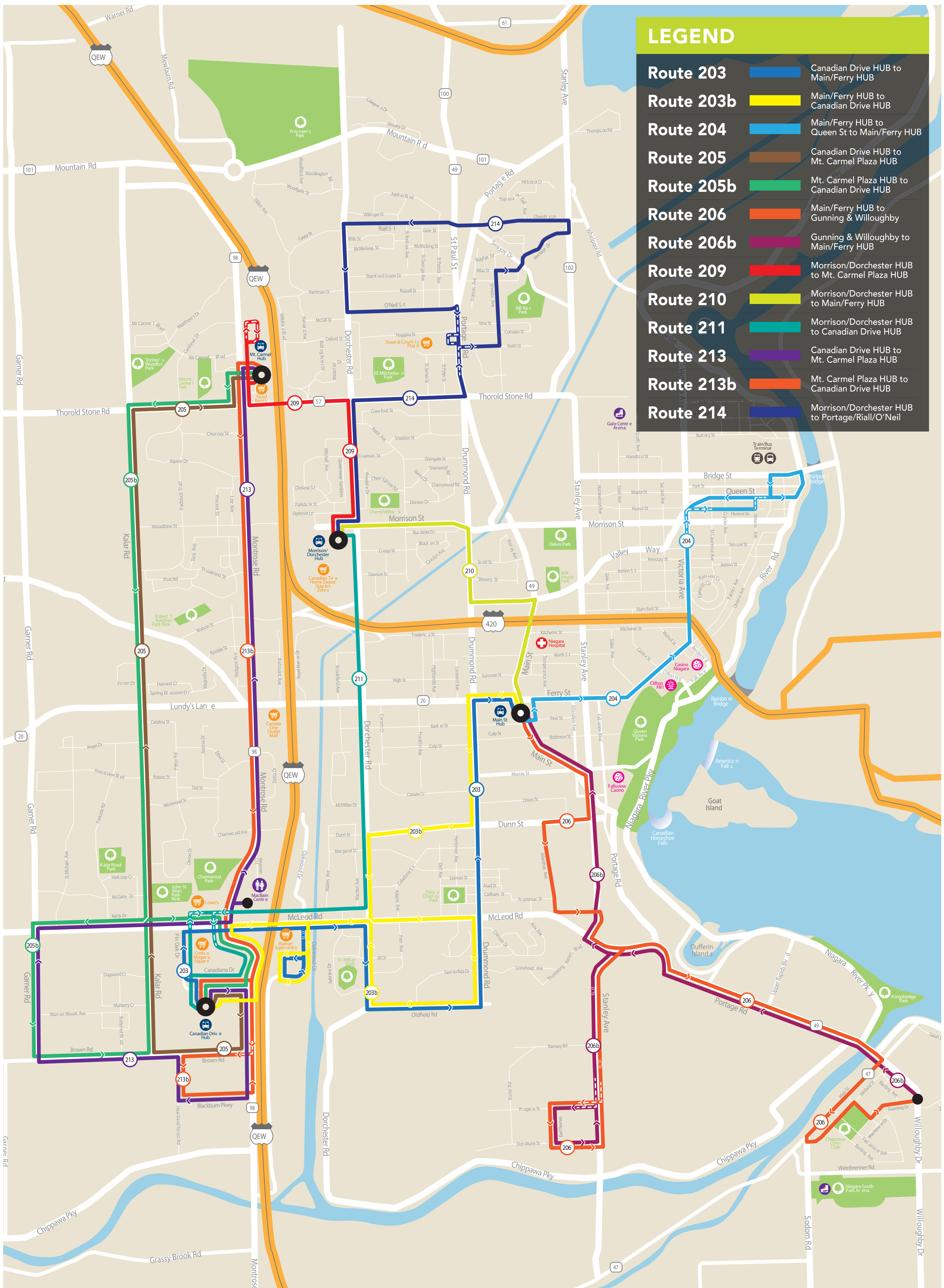
Route 101 - 115 - 102 - 101
Route 104 - 110
Route 106 - 107
Route 109 - 114
Route 111 - 113

EVENING

ALL ROUTES

LEGEND

- Route 203**  Canadian Drive HUB to Main/Ferry HUB
- Route 203b**  Main/Ferry HUB to Canadian Drive HUB
- Route 204**  Main/Ferry HUB to Queen St to Main/Ferry HUB
- Route 205**  Canadian Drive HUB to Mt. Carmel Plaza HUB
- Route 205b**  Mt. Carmel Plaza HUB to Canadian Drive HUB
- Route 206**  Main/Ferry HUB to Gunning & Willoughby
- Route 206b**  Gunning & Willoughby to Main/Ferry HUB
- Route 209**  Morrison/Dorchester HUB to Mt. Carmel Plaza HUB
- Route 210**  Morrison/Dorchester HUB to Main/Ferry HUB
- Route 211**  Morrison/Dorchester HUB to Canadian Drive HUB
- Route 213**  Canadian Drive HUB to Mt. Carmel Plaza HUB
- Route 213b**  Mt. Carmel Plaza HUB to Canadian Drive HUB
- Route 214**  Morrison/Dorchester HUB to Portage/Riall/O'Neil



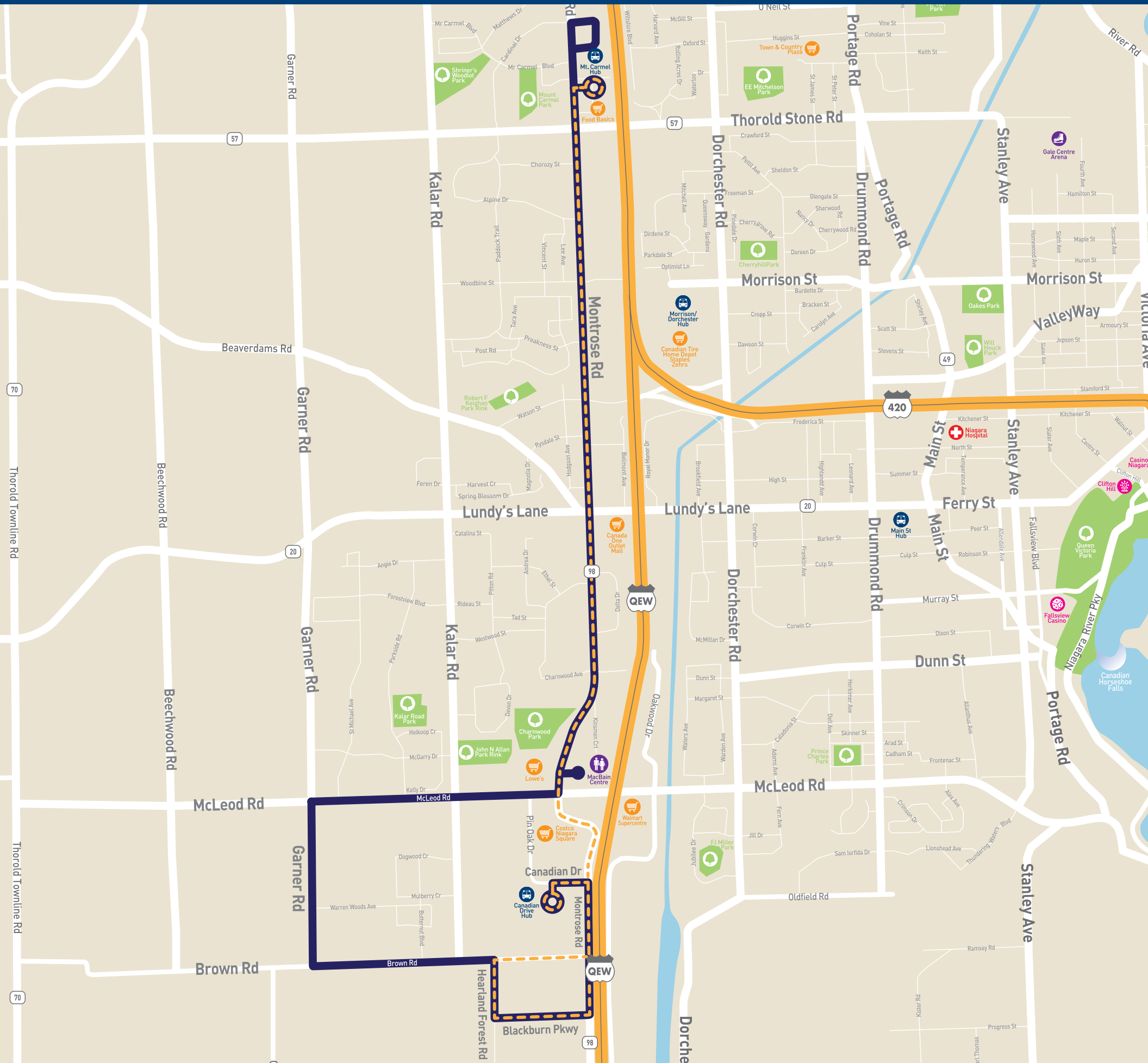
ROUTE 113

DAYTIME

to Mt Carmel Hub
to Canadian Drive Hub
via Heartland Forest



niagara region transit



SCHEDULE

DAYTIME

113 ——— to Mt Carmel Hub
113 - - - - to Canadian Drive Hub via Heartland Forest



113 DAYTIME	To Mt Carmel Hub	6:15AM	Every 60 Minutes until	6:15PM
113 DAYTIME	To Canadian Drive Hub	6:45AM	Every 60 Minutes until	6:45PM

SCAN THE QR CODE
to download the Transit App for up to the minute real time schedule information

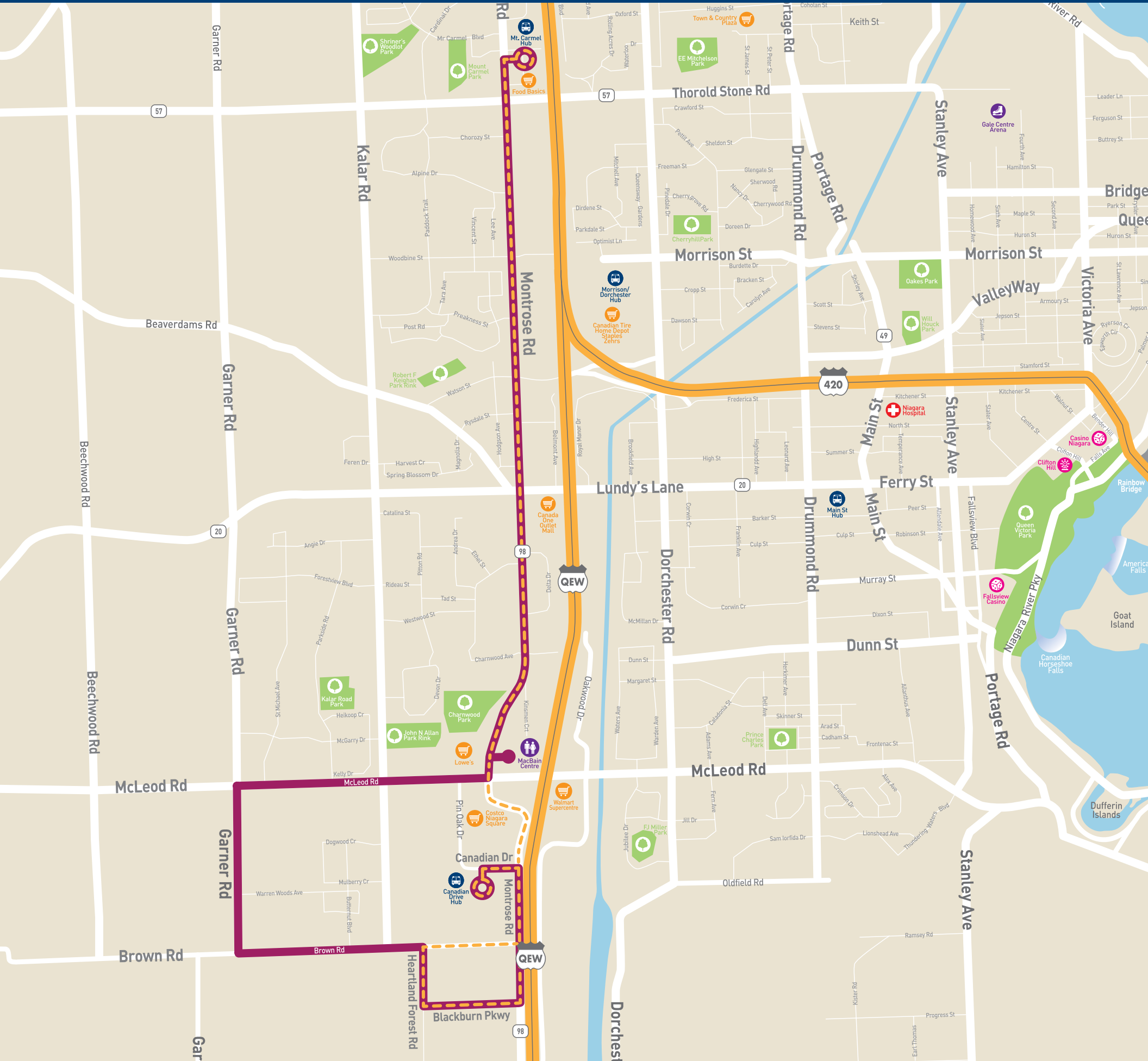
ROUTE 213

EVENING | SUNDAY | HOLIDAYS

to Mt Carmel Hub
to Canadian Drive Hub
via Heartland Forest



niagara region transit



SCHEDULE

EVENING | SUNDAY | HOLIDAYS

213 to Mt Carmel Hub
213 to Canadian Drive Hub via Heartland Forest



213 EVENING	To Mt Carmel Hub		
Depart Canadian Drive Hub	7:15PM	Every 60 Minutes until	10:15PM
213 EVENING	To Canadian Drive Hub		
Depart Mt Carmel Hub	7:45PM	Every 60 Minutes until	10:45PM
213 SUNDAYS & HOLIDAYS	To Mt Carmel Hub		
Depart Canadian Drive Hub	7:15AM	Every 60 Minutes until	7:15PM
213 SUNDAYS & HOLIDAYS	To Canadian Drive Hub		
Depart Mt Carmel Hub	7:45AM	Every 60 Minutes until	7:45PM

SCAN THE QR CODE
to download the Transit App for up to the minute real time schedule information

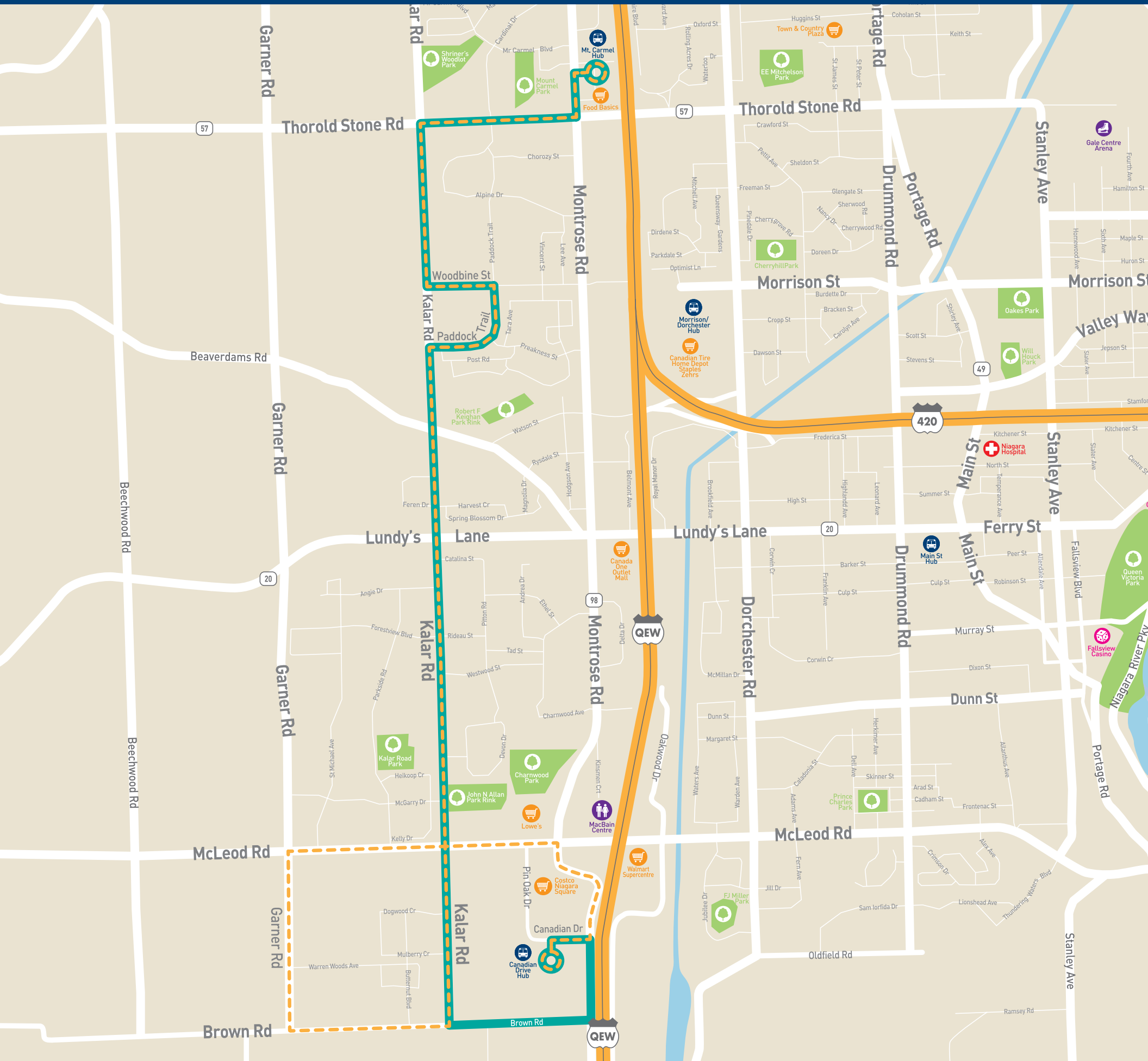
ROUTE 105

DAYTIME

to Mt Carmel Hub
to Canadian Drive Hub



niagara region transit



SCHEDULE

DAYTIME

105 ——— to Mt Carmel Hub
105 - - - - to Canadian Drive Hub



105 DAYTIME		To Mt Carmel Hub	
Depart Canadian Drive Hub		5:45AM	Every 60 Minutes until 6:45AM
		6:45AM	Every 30 Minutes until 9:45AM
		9:45AM	Every 60 Minutes until 2:45PM
		2:45PM	Every 30 Minutes until 5:45PM

105 DAYTIME		To Canadian Drive Hub	
Depart Mt Carmel Hub		6:15AM	Every 60 Minutes until 7:15AM
		7:15AM	Every 30 Minutes until 10:15AM
		10:15AM	Every 60 Minutes until 3:15PM
		3:15PM	Every 30 Minutes until 6:15PM

SCAN THE QR CODE
to download the Transit App for up to the minute real time schedule information

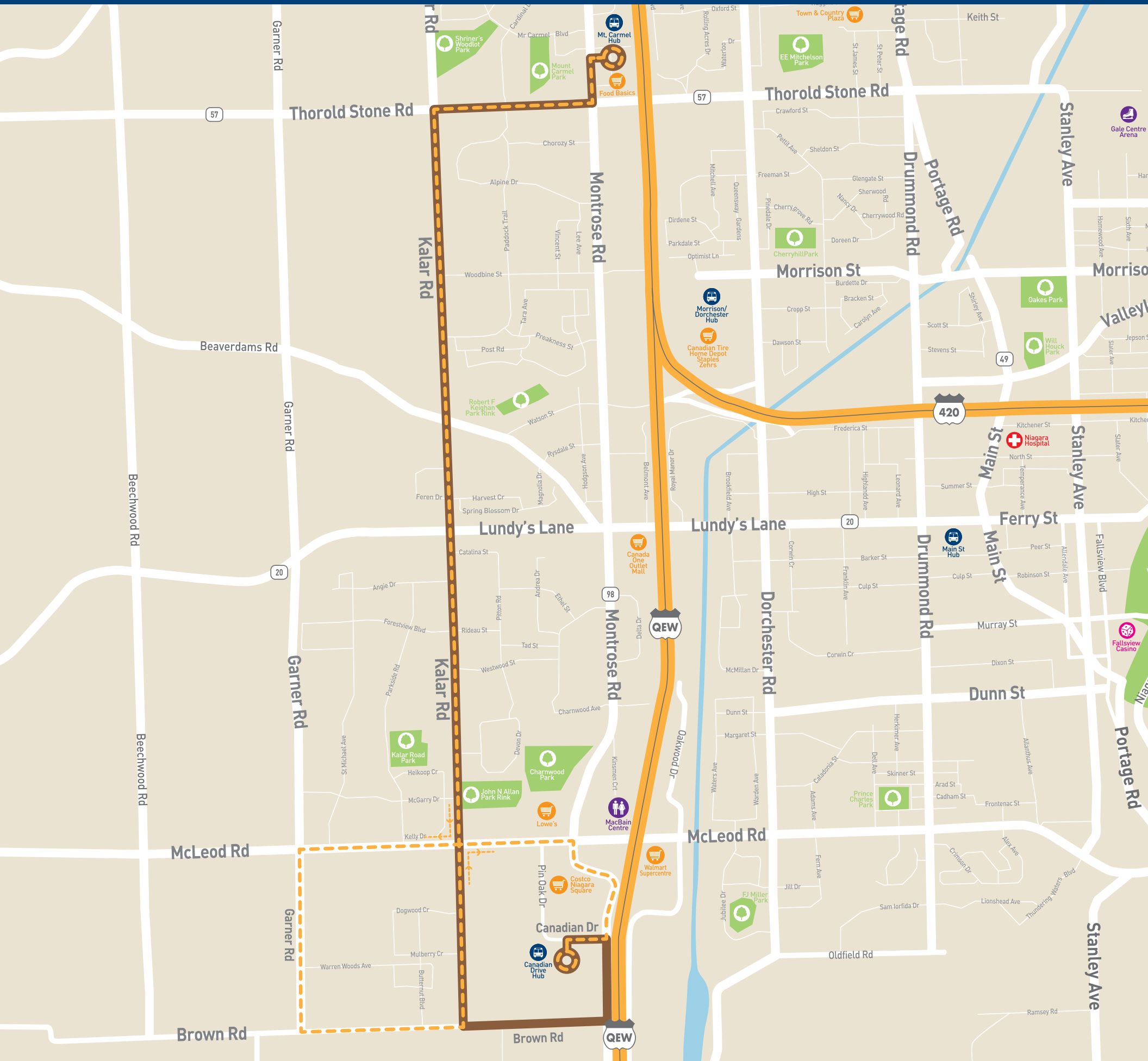
ROUTE 205

EVENING | SUNDAY | HOLIDAYS

to Mt Carmel Hub
to Canadian Drive Hub



niagara region transit



SCHEDULE

EVENING | SUNDAY | HOLIDAYS

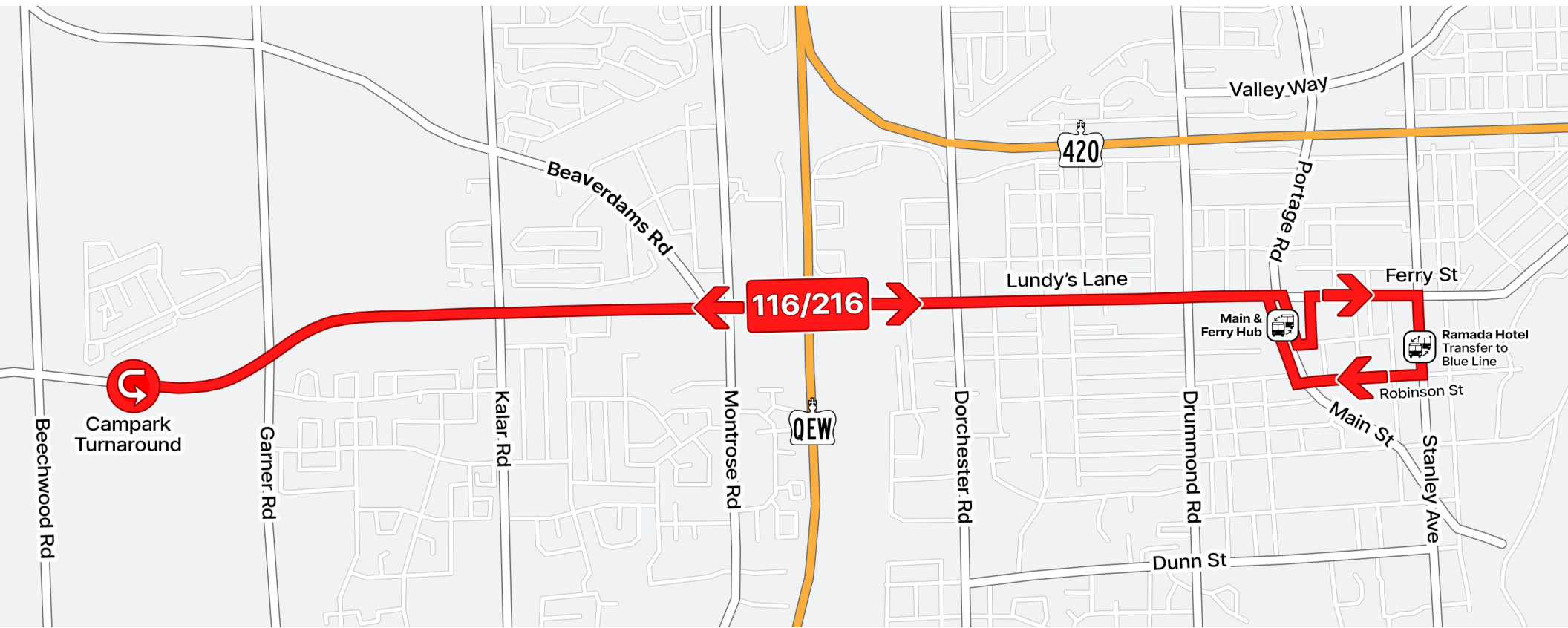
205
205

to Mt Carmel Hub
to Canadian Drive Hub



205 EVENING	To Mt Carmel Hub		
Depart Canadian Drive Hub	6:45PM	Every 60 Minutes until	9:45PM
205 EVENING	To Canadian Drive Hub		
Depart Mt Carmel Hub	7:15PM	Every 60 Minutes until	10:15PM
205 SUNDAYS & HOLIDAYS	To Mt Carmel Hub		
Depart Canadian Drive Hub	6:45AM	Every 60 Minutes until	7:45PM
205 SUNDAYS & HOLIDAYS	To Canadian Drive Hub		
Depart Mt Carmel Hub	7:15AM	Every 60 Minutes until	8:15PM

SCAN THE QR CODE
to download the Transit App for up to the minute real time schedule information



APPENDIX B

Zoning By-Law Excerpts

be made a condition to the approval of plans and drawings in a site plan control area established under section 35a of The Planning Act. Where a building, structure or lot accommodates more than one use or purpose, the required parking spaces shall be the sum of the required parking spaces for each such use or purpose.

Table 1

CLASS OF USE, BUILDING OR STRUCTURE	MINIMUM PARKING SPACE REQUIREMENTS
Additional Dwelling Unit	1 parking space for each additional dwelling unit, which may be provided in tandem
Arena	1 parking space for each 5 seats
Bank, trust company, credit union, Currency exchange, sightseeing tourist information centre, timeshare sales office, office other than a dental or medical office or clinic medical office or clinic (2002-061)	1 parking space for each 25 square metres (269.1 sq. ft.) of gross leasable floor area
Barbershop or hairdressing establishment	3 parking spaces plus 1 additional parking space for each chair above 3
Bed and Breakfast	1 parking space for each guest room in addition to the parking space required for a detached dwelling or dwelling unit
Car Wash (81-62, #40)	4 parking spaces in line per bay
Dental or Medical Clinic or office	3 parking spaces for each practitioner
Drive-in-Restaurant	25 parking spaces plus 1 parking space for each 5 seats within the building or structure
Drive-through Facility accessory to a restaurant or retail store	12 parking spaces in a queuing lane measured from where products are dispensed, each with a minimum length of 6 metres (19.69 ft.) and a minimum width of 2.75 metres (9.02 ft.).
Drive-through Facility accessory to a financial institution	3 spaces in a queuing lane, measured from where products are dispensed, each with a minimum length of 6 metres (19.69 ft.) and a minimum width of 2.75 metres (9.02 ft.).
Detached dwelling, Duplex dwelling or Semi-detached dwelling and an on street townhouse dwelling	1 parking space for each dwelling unit
Dwelling containing 4 or more dwelling units save and except an on street townhouse dwelling	1.4 parking space for each dwelling unit
Funeral Home	15 parking spaces
Home for the Aged, Nursing Home	2 parking spaces for each 5 beds
Hospital	1 parking space for each 2 beds
Hotel	1 parking space for each two bedrooms. plus 1 parking space for each 5.5 square metres (59.2 sq. ft.) of floor area used as a place of assembly

4.20 LOADING AREAS

4.20.1 REQUIREMENTS: The owner or occupant of every building or structure to be erected or used for manufacturing, storage or for any purpose involving the use of vehicles for the receipt or distribution of materials or merchandise, shall provide and maintain on land that is not part of a highway and not part of the required parking area, a loading area located on the same lot with the said building or structure. The said loading area shall contain loading spaces to the extent at least prescribed in the following schedule and each such loading space shall be at least 9 metres long (29.53 ft.) and 3 metres (9.84 ft.) wide and have a vertical clearance of not less than 4 metres (13.12 ft.) with access to a street or public lane of at least 6 metres (19.69 ft.) in width by means of one or more access driveways and access ramps.

The following is the schedule referred to:

Floor Area of Building or Structure	Minimum Number of Loading Spaces
Up to and including 300 sq. m	0
Over 300 sq. m but not exceeding 3,700 sq. m	1
Over 3,700 sq. m but not exceeding 9,300 sq. m	2
Over 9,300 sq. m	2 loading spaces plus 1 additional loading space for each 9,300 sq. m of floor area over the initial 9,300 sq. m

4.20.2 (DELETED)

4.21 FLOODLIGHTING: No person shall erect or maintain any lighting facility used to illuminate any building, parking lot, parking area or loading area unless it is so designed and installed as to ensure that the light is deflected from adjacent buildings and streets.

4.22 SUPPLEMENTARY REGULATIONS FOR CAR WASHES: No person shall use any land or erect or use any building or structure for the purpose of a car wash except in accordance with the following regulations:

(a) Minimum lot frontage, interior lot	33 metres (108.27 ft.)
(b) Minimum lot frontage, corner lot	38 metres (124.67 ft.)
(c) Minimum lot depth	38 metres (124.67 ft.)
(d) Minimum front yard depth	12 metres (39.37 ft.) plus any applicable distance specified in section 4.27.1
(e) Minimum interior side yard width	6 metres (19.69 ft.)
(f) Minimum exterior side yard width	12 metres (39.37 ft.) plus any applicable distance specified in section 4.27.1
(g) Minimum rear yard depth	7.5 metres (24.61 ft.) plus any applicable distance specified in section 4.27.1
(h) Maximum height of building or structure	7.5 metres (24.61 ft.) subject to section 4.27.

APPENDIX C

Parking Data

Ontario Traffic Inc - Parking Occupancy Study

Location: 550-560 North Service Road, Grimsby

Time	Thursday, January 26, 2023					Friday, January 27, 2023					Saturday, January 28, 2023				
	Tenant	Visitor	Tenant Accessible	Other	Visitor Accessible	Tenant	Visitor	Tenant Accessible	Other	Visitor Accessible	Tenant	Visitor	Tenant Accessible	Other	Visitor Accessible
6:00 to 6:30	205	68	15	2	0	207	66	15	2	0	201	58	16	2	0
6:30 to 7:00	195	62	15	1	0	196	59	15	1	0	198	60	15	2	0
7:00 to 7:30	186	57	15	1	0	188	56	15	1	0	195	64	15	2	0
7:30 to 8:00	172	61	15	1	0	169	58	15	1	0	193	69	15	1	0
8:00 to 8:30	160	65	15	1	1	161	63	15	1	1	188	72	15	1	0
8:30 to 9:00	153	73	14	2	2	150	71	14	2	1	179	78	14	1	1
9:00 to 9:30	137	78	14	2	2	138	75	13	2	1	171	81	13	3	0
9:30 to 10:00	125	83	15	2	3	127	81	13	3	2	165	85	12	4	0
18:00 to 18:30	135	75	16	2	2	139	72	16	1	1	149	56	11	2	0
18:30 to 19:00	142	67	15	1	1	146	66	16	2	0	152	61	11	3	0
19:00 to 19:30	147	58	14	2	0	155	55	15	2	0	156	60	12	3	0
19:30 to 20:00	151	50	14	3	0	159	52	14	2	0	158	58	12	2	0
20:00 to 20:30	164	53	14	2	0	166	54	15	2	0	161	55	13	2	0
20:30 to 21:00	179	58	14	2	0	177	56	15	2	0	163	53	14	2	0
21:00 to 21:30	185	57	15	2	0	182	58	15	2	0	169	57	15	2	0
21:30 to 22:00	188	58	15	2	0	187	59	15	2	0	182	63	16	2	0
22:00 to 22:30	190	56	15	2	0	190	57	16	2	0	186	61	16	1	0
22:30 to 23:00	193	54	15	2	0	196	55	16	2	0	189	59	16	1	0
Available Spaces =	319	133	18	4	6	319	133	18	4	6	319	133	18	4	6