



**RE: ERO number: 019-4483
Proposed Amendment to the Greenbelt Area boundary regulation - Growing the size of the Greenbelt
Transit Station Area - Grimsby/Casablanca GO station**

The purpose of this submission is to request an adjustment to the Transit Station Area for the future Grimsby/Casablanca GO station. Notwithstanding that no formal amendment to Greenbelt Plan mapping or policy are necessary, the adjustment must be initiated by the Province since lands affected are within the Greenbelt.

Town of Grimsby Official Plan Amendment #6, which constitutes the Secondary Plan for the Grimsby/Casablanca GO Station area. (also uploaded as an attachment)

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

The Secondary Plan recognizes that Grimsby is the gateway to Niagara Region from the Greater Toronto and Hamilton Area (GTHA), and will be the focus of significant long-term intensification, redevelopment and public realm improvement. Today, the area is in transition, occupied by a number of highway commercial, residential and industrial uses.

Investment in higher-order transit, provides the Grimsby/Casablanca GO Transit Station area with a unique opportunity to emerge as a complete community node. This node will primarily focus on providing the full range of uses needed to support those living and working in the area, while continuing to serve the needs of the travelling public. These uses will include the introduction of new public spaces and community facilities.

The Secondary Plan contains the following relevant policy and mapping provisions:

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

b) *All public infrastructure in this location should be developed in accordance with Policy 4.2.1 of the Greenbelt Plan and all other applicable Provincial, Regional and Town policies.*

12.3.14.4 *Phasing of Development*

Development of these lands as a Transit Station Area will occur in multiple phases over the long term. At the time that this secondary plan was prepared, the following items provide the understanding for the phasing of the Transit Station Area:

a) *The area around the Transit Station will be planned to achieve a significant level of intensification (in accordance with the policies of this plan) for lands located within the urban area boundary;*

b) *The Region will work with the Town, Metrolinx and MTO to ensure that all of the other policies of this plan are implemented, including policies for improving road safety, achieving the complete streets objectives as well as the supporting infrastructure improvements identified in this plan;*

- c) *The opening day concept of the Casablanca GO Transit Station will comply with the 2011 Niagara Rail Expansion Environmental Study Report;*
- d) *At such time the opening concept reaches capacity, the Region of Niagara and the Town of Grimsby will work with Metrolinx to expand the Casablanca GO Transit Station south of the CNR mainline; and,*
- e) *A Regional Transit Station will be permitted on the lands identified as “Future Transit Station Area” subject to the completion of a Transit Terminal Feasibility Study including the evaluation of a terminal in West Niagara, that will comply with the Provincial environmental assessment process.*

Schedule G: Land Use – GO Transit Station Secondary Plan is attached. Schedule G identifies the Transit Station Area and Future Transit Area for the purpose of the Secondary Plan and reflects the limits determined by the 2011 Niagara Rail Expansion Environmental Study Report.

As a result of further analysis and planning it has been determined that the area identified as Transit Station Area is constrained relative to on-site transit-oriented development potential. As such, it is now warranted to expand the limits of the Transit Station Area to also include the Future Station Transit Area to afford the opportunity for a more comprehensive and holistic development scenario as contemplated by the Secondary Plan.

The adjustment to the Transit Station Area limits to include the Future Transit Station Area must be initiated by the Province as the local planning authorities do not have jurisdiction in this regard.

It is noted that the adjustment to include the Future Transit Station Area does not impact Greenbelt Policies or Mapping as Transportation Infrastructure and Transit Station Areas are already an approved land use by the Greenbelt Plan.



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SCHEDULE 5 TO AMENDMENT NO. 6 OF THE TOWN OF GRIMSBY OFFICIAL PLAN

Schedule G: Land Use -
GO Transit Station Secondary Plan

