

APPENDIX D

Land Use and Socio-Economic Assessment



REGIONAL MUNICIPALITY OF NIAGARA
**Livingston Avenue Extension
EA Socio-Economic
Assessment**

Appendix D - Environmental Study Report

This page intentionally left blank

Table of Contents

1.0	Introduction	1
2.0	Policy/Planning Context	2
2.1	Provincial Planning Context	2
2.1.1	Provincial Policy Statement (PPS)	2
2.2	Municipal Planning Context.....	3
2.2.1	Town of Grimsby Official Plan	3
3.0	Existing Conditions	5
3.1	Transportation and Infrastructure	5
3.1.1	Transportation in the Town of Grimsby	5
3.1.2	Existing Road Network.....	5
3.1.2.1	Utilities	5
3.2	Socio-Economic Environment	6
3.2.1	Existing Land Use Planning Policies	6
3.2.1.1	Town of Grimsby land use	7
3.2.2	Population and Demographics	7
3.2.3	Economic Activities and Labour Force	8
3.2.4	Tourism and Recreation in the Community	9
3.2.5	Parks and Recreational Trail Areas.....	10
3.2.6	Community Services	10
3.2.7	Indigenous Communities.....	10
3.2.8	Current Development Applications.....	10

References

Figures

1.0 Introduction

The Town of Grimsby retained Dillon Consulting Limited (Dillon) in 2018 to assist in the preparation of an Environmental Assessment Study (EA Study) under the Municipal Class Environmental Assessment process, for the extension of Livingston Avenue to Regional Road 81 (Main Street West). The Focused Study Area is shown in **Figure 1-1**.



The Focused Study Area is bounded by the South Service Road from Casablanca Boulevard to Oakes Rd. North, Main St. West from Casablanca Boulevard to Oakes Rd. North, lands west of Emily Street, and Oakes Road North from the South Service Road to Main St. West.

2.0 Policy/Planning Context

In reviewing and assessing the existing infrastructure and future requirements of the Focused Study Area, it is essential to establish a policy context for infrastructure expansion, considering both growth, and transportation objectives. The policy framework guides strategic investment decisions to support community objectives and accommodate forecasted population and economic growth. The assessment and evaluation of the problems and opportunities was carried out with due consideration to the policy framework to ensure that the ultimate improvement plan is consistent with the policies and objectives of the various levels of government (i.e. Municipal, Provincial).

There are a number of plans and studies that provided guidance regarding the need and justification for the Project as described below.

2.1 Provincial Planning Context

2.1.1 Provincial Policy Statement (PPS)

The Provincial Policy Statement (PPS) was issued under the authority of Section 3 of the Planning Act and came into effect on April 30, 2014. The PPS sets out the province's vision for how lands are settled, infrastructure is designed and built, and land and resources are managed to achieve the long-term objective of liveable and resilient communities. The PPS supports and promotes providing a range of transportation choices in and between communities, which includes through active transportation facilities. Section 3 of the Planning Act requires decisions affecting planning matters "shall be consistent with" policy statements issued under the Act.

The PPS supports and promotes healthy and active communities. This includes planning public streets to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity (Section 1.5 - Public Spaces, Recreation, Parks, Trails and Open Space of the PPS).

Planned improvements to the corridor (defined as "infrastructure" in the PPS) are to be consistent with the relevant Transportation Systems and Transportation and Infrastructure Corridors policies included in Sections 1.6.7 and 1.8 of the PPS as summarized as follows:

- The proposed improvements should be safe, energy efficient, facilitate(s) the movement of people and goods, and appropriate to address projected needs;
- The project shall make efficient use of existing and planned infrastructure;
- As part of a multi-modal transportation system, connectivity within and among transportation systems and modes should be maintained and, where possible, improved including connections which cross jurisdictional boundaries; and

- Promote the use of active transportation in and between residential, employment (including commercial and industrial) and institutional uses and other areas.

The PPS provides a strong basis to include active transportation facilities within the corridor.

2.2 Municipal Planning Context

2.2.1 Town of Grimsby Official Plan

The Town of Grimsby's Official Consolidated Plan (approved May 2012) establishes the framework for managing growth, protecting resources and providing direction on land use decisions in the Town. Section 3.5.5 of the Official Plan (Downtown- Intensification) identifies four distinct street types within the Downtown District based on their adjacent land uses, their particular role for moving traffic and their design characteristics. According to Section 3.5.6.2 of the Town of Grimsby's Official Plan and identified on Schedule C, Livingston Avenue is identified as an arterial road. According to the plan these roads have distinct identities and characteristics that need to be enhanced as the Town grows.

The plan reflects the changes in legislation that includes growth targets of the 2016 Growth Plan, the goals for a prosperous Grimsby which will be implemented through the policies of the plan. The goals for Grimsby are designed for the purpose of long-term prosperity including the preparation of Grimsby for future intensification. The goals relevant to this study pertain to transit identified in section 5.6.2 and the planned future of the roads mentioned in Section 5.4.7.1. The following is an excerpt from the plan:

5.6.2 Transit

5.6.2.1

It is the intent of this Plan to explore opportunities for the provision of public Transit including opportunities for coordinated transit planning with adjacent Municipalities.

5.6.2.2

All Town Arterial roads and Collectors Road should be designed to accommodate a future transit network.

5.6.2.3

Any work that results in improvements to the transit network is subject to the Requirements of the Municipal Engineers Association Class Environmental Assessment.

5.6.2.4

It is the intent of this plan to promote the location of a commuter railway stop at Casablanca Boulevard in support of the intensification targets for the area.

5.4.7 Future Road Connections

5.4.7.1

The future road connections planned include: Connection of Livingston Avenue east of Casablanca Boulevard, to Regional Road No. 81. The proposed intersection configuration would encourage the use of Livingston Avenue and discourage the use of Main Street West. An Environmental Assessment is required for the future Livingston Avenue road extension.

3.0 Existing Conditions

This section of the report describes the current state of the area as a source of background information that encompasses both the study area and for the purpose contextual information that describes the character of the Town of Grimsby, Ontario at large. This information is important for understanding the baseline conditions of human settlement and the economic ecosystem from which we can better anticipate or mitigate changes that could occur from the Project.

3.1 Transportation and Infrastructure

The following sub-sections provide a summary of baseline transportation information.

3.1.1 Transportation in the Town of Grimsby

A network of regional roads and rail connect the town to the surrounding area. The QEW is a Provincial highway that links the Town to Ontario's major urban centres and shared border with the U.S. The hourly GO transit service makes it easy to travel across the GTA on the Niagara/Toronto line, which passes through the Town of Grimsby. According to the Town's official plan, planning is underway to extend the weekday GO train commuter service from Hamilton to the Town of Grimsby as well.

3.1.2 Existing Road Network

Arterial Roads are under the jurisdiction of the Regional Municipality of Niagara. Livingston Avenue is an asphalt two lane arterial road that runs through the heart of the Town of Grimsby's Downtown in an east to west direction, parallel to the QEW starting from Murray Street in the east and ending after Emily Street in the west. Livingston Avenue connects several residential neighborhoods in the area as it approaches its terminus west of Casablanca Boulevard. Livingston Avenue is connected to various residential streets creating passage for community members and travellers to access the many institutional, commercial, and recreational services in the community, mainly towards the east of the corridor. As the roadway progresses to the west where it intersects with Casablanca Boulevard, there is a four-way right lane right-of-way intersection. Further to the west, Livingston Avenue arrives at a dead-end after intersecting with a four-way stop intersection with an exclusive westbound to northbound right turn lane.

According to the Town of Grimsby's Official Plan, Livingston Avenue is classified as an arterial road and has the primary function of moving traffic smoothly in and out of the downtown area.

3.1.2.1 Utilities

Existing utilities pertinent to this Study are located along the following corridors:

- The Livingston Avenue right-of-way from the east end of the Irish Grove Woodlot westerly to Main St. West/Oakes Road North;
- Main Street West from Casablanca Boulevard westerly to Oakes Road North;

- South Service Road from Hunter Road to Industrial Drive;
- Hunter Road from the Livingston Avenue right-of-way northerly to the South Service Road; and
- Main Street West/Oakes Road North.

Of particular note, the Town of Grimsby installed a 250 mm (10 inch) sanitary sewer within the Regionally-owned Livingston Avenue right-of-way from Hunter Road easterly through the Irish Grove Woodlot extending to east of Casablanca Boulevard; a water line was also installed in this corridor from Hunter Road westerly to Main St West.

3.2 Socio-Economic Environment

The description of baseline socio-economic conditions completed for the study area included a review of The Town of Grimsby's Official Plan, data collected through site reconnaissance activities, background reviews and input received through consultation efforts. The Focused Study Area includes Livingston Avenue which runs approximately 1.7 Km westerly from Downtown Grimsby.

The socio-economic environment section provides baseline information on the following features:

- Land Use and Planning Policies;
- Population and Demographics;
- Economic Activities, Employment and Labour Force;
- Tourism and Recreation;
- Indigenous Communities; and
- Community Services.

3.2.1 Existing Land Use Planning Policies

The Niagara Region is an upper-tier Municipality that includes the lower tier government of the Town of Grimsby, which presides over zoning by-laws.

Existing land use as it pertains to the Focused Study Area is described below from east to west; the area generally consists of a mix of agricultural fields, forest, and rural residential. Schedule B of the Town's Official Plan is reflective of these land uses i.e. agricultural and rural residential designations.

With regards to the policies that currently describe the decisions on influencing the development of Livingston Avenue, Section 2.4.6 of the official plan mentions Livingston Avenue explicitly. Livingston Avenue begins in the downtown core of Grimsby east of the Focused Study Area. The Town of Grimsby Official Plan Schedule A identifies Downtown as a prime area for intensification and is considered as an area of residential and mixed use. These areas will be the primary focus for land development intensification and will be planned and designed to meet the intensification targets set out in the intensification strategy in Section 2.4.6.

The Project area, is considered a primary zone for urban settlement near to highways such as the QEW and the CN Rail according to the Town of Grimsby's Official plan, Schedule A-Municipal Structure. Livingston Avenue passes through several different zoning types: High Density Residential, Commercial, Light/Medium Density residential, Institutional, Downtown Transition and downtown Main Street. The road passes through a small cluster of residential area and ends towards an agricultural zone in the west where the extension is proposed to take place. **Figure 3-1** depicts the Official Plan Designations in the Livingston corridor, **Figure 3-2** illustrates the Regional Official Plan Strategic Cycling Network, **Figure 3-3** depicts the Town of Grimsby GO Station Secondary Plan Land Uses, and **Figure 3-4** illustrates the Greenbelt Plan Designations in the Study Area.

3.2.1.1 Town of Grimsby land use

A description of the Town of Grimsby's land use from (east to west) is outlined below.

The land where the proposed road extension is to take place is zoned for a mixture of agricultural and residential uses. Small clusters of residential neighborhoods exist to the west of the Casablanca Livingston Avenue intersection and ends after Livingston Avenue crosses Emily Street. Casablanca Boulevard/Livingston Avenue abuts farmland to the south, zoned for the production of special crop as prescribed in Schedule B of the Official Plan. Further to the west is another cluster of residentially developed land.

Casablanca Boulevard to Emily Street

Where Livingston Avenue meets Casablanca Boulevard there is a four-way intersection. On Livingston Avenue heading east of the corridor are residential areas of low and medium density. Continuing in a west bound direction Livingston Avenue dead ends after intersecting with Emily Street which could be described as a small cluster of lightly developed residential landmass. Westward between the dead end and Regional Road 81 is land currently zoned as agricultural and currently hosts arable land, and beyond the field is land currently zoned as environmental protection and is a mature woodlot.

Hunter Road, (a north and south running street) runs perpendicular to George and Elmer street which make up what can be described as a small neighborhood surrounded by land zoned and used for agriculture (see **Figure 3-1** above).

3.2.2 Population and Demographics

With a current population of 27,314 the Town of Grimsby is one of the fastest growing municipalities in the Niagara Region (Statistics Canada, 2016). Statistics Canada's most recent data indicates that the Town's population growth increased by 18% between 2001 and 2006. The population of the Town of Grimsby is expected to steadily increase in the next decade, with approximate population of 27,408 by 2019 as mentioned in the Town's community profile (Town of Grimsby Community Profile, 2009).

Based on 2016 data from Statistics Canada, the Town of Grimsby has total of 10,330 occupied dwellings according to Statistics Canada's 2016 Census profile (Statistics Canada, 2016) and is projected to see more growth and development in its residential zoned areas by 2019 (Community Profile, 2009).

The two largest age cohorts in the Town of Grimsby Ontario are ages 0-14 consisting of approximately 4,750 individuals (approximately 0.2% of the Ontario average) and age 65+ consisting of 5,265 (approximately 0.4% of the Ontario average) individuals according to Statistics Canada's 2016 data (Statistics Canada, 2016). The Town of Grimsby has a total of 8,195 families; 4,040 consisting of 2-persons.

The majority of the Town of Grimsby Ontario derive from European origin (22,655 were identified in data gathered by Statistics Canada in 2016). The most popular language spoken in the Town of Grimsby is English with 26,925 fluent speakers and 1,630 who identify as French/English bilingual.

3.2.3 Economic Activities and Labour Force

The Town of Grimsby is within easy access to 3 international airports in Toronto, Hamilton and Buffalo, as well as 2 regional airports in Niagara and the Town of Grimsby Airpark. Railway freight lines run right through town and connect to major Canadian and U.S. points. In addition, the Town has access to the Great Lakes and St. Lawrence Seaway through major ports in Hamilton and Niagara. Due to its accessibility, industries have access to a large and well-educated labour pool. Reported by the Town of Grimsby's socio-economic profile, a great number of residents travel daily to larger urban centres through Niagara, Hamilton and the Greater Toronto Area (Town of Grimsby Socio-Economic profile, 2016).

The Town of Grimsby and surrounding area boasts several agritourist attractions based on the production of wine in the area, namely: Andrew Peller Limited Winery (Town of Grimsby), and in adjacent Stoney Creek: Leaning Post Wines, Ridge Road Estate Winery, and Puddicombe Estate Winery. According to Schedule B of the official plan the land use to the west where Livingston Avenue currently ends is zoned for the production of tender fruit and grapes. This particular zoning promotes the vitality of the industry within the Niagara Escarpment.

According to the Town's Economic profile, "Small offices, home offices and knowledge-based industry are all growing sectors. Professional services are available through a variety of financial, educational, accounting, communications, and transportation and health care firms. The Town's Chamber of Commerce and Downtown Improvement Area aggressively promote member businesses and maintains strong links with other regional and provincial Chambers. The Town has its own electric utility, drinking water system and sewage treatment facilities, and access to natural gas.

The composition of industrial and economic opportunities in the Town of Grimsby fall into what would be typical for most areas in Ontario, centering on healthcare and retail and manufacturing. The area north of Livingston Avenue, zoned for commercial use along the South Service Road, includes retail services, some of which conveniently suits the need of QEW travellers such as gas stations and restaurants. Table 3-1 of major employers in the Town of Grimsby, has been extracted from the Town's Economics Committee findings.

Table 3-1: Major Employers in the Town of Grimsby

Company Name	Product or Service
West Lincoln Memorial Hospital	Healthcare
Public Schools and High Schools	Education
NRB.Inc	Manufacturer of Modular Buildings
Shalom Major	Healthcare
John Deere	Manufacturer of Agricultural Implements – Head Office
Andrew Peller Wines	Wine/Beverage
Sobeys	Retail
Empire Transportation	Truck Transport
Town of Grimsby	Local Government

The Town of Grimsby Ontario has a total labour force of approximately 14,710, consisting of: healthcare, education, manufacturing, and retail trade. Statistics Canada's 2016 data (Statistics Canada, 2016) indicates that healthcare makes up 12%, education 9%, and manufacturing approximately 12%. The remaining labour force consists of a small percentage of a variation of numerous sectors.

3.2.4 Tourism and Recreation in the Community

Presently the Town is the western gateway to the Niagara wine route where visitors can spend time winetasting and exploring local vineyards. There are several pick-your-own-farms where visitors can see tender fruit such as peaches, pears and plums grown in orchards.

To the west of the Focused Study Area where Livingston Avenue is expected to join Regional Road 81 there is a baseball diamond situated to the north of Oakes Road/Regional Road 81 intersection. Tourism activities include increasingly popular agri-tourism operations and enjoyment of natural areas. To the south of the Focused Study Area, adjacent to Regional Road 81 is a Greenhouse.

Just outside of the Focused Study Area, the Grimsby Minor Hockey Association is found on Livingston Avenue west of the Hemlock Way and Livingston Avenue intersection.

3.2.5 Parks and Recreational Trail Areas

Aside from the baseball diamond, there are not any formal parks or recreational trails where the roadway is planned to be extended.

3.2.6 Community Services

While there are no developed community services in the Focused Study Area, Livingston Avenue provides mobility through the Town of Grimsby downtown core, connecting communities to various institutional and recreational services such as schools, community centres and churches. For example to the East of the Focused Study Area between Roberts Road and Hemlock way is an institutional building (New Hope Church) and a minor hockey league facility (Grimsby Minor Hockey Association Inc.). Continuing to the east are schools and churches developed north and south of the roadway.

3.2.7 Indigenous Communities

A review of the Aboriginal and Treaty Rights Information System (ATRIS) indicated that the closest reserve lands are approximately 43 kilometres (km) southwest of the Focused Study Area, belonging to the Six Nations Grand River Territory where both the Mississaugas of the New Credit First Nation and the Haudenosaunee Confederacy are located. The nearest Metis Nation of Ontario is approximately 30 kilometres (km) southeast of the Focused Study Area.

3.2.8 Current Development Applications

As of March 20, 2020 the Town of Grimsby have indicated that there are a limited number of development applications pending that are situated within the Project Study Area.

References

Government of Ontario (1990b). Planning Act. Available at:
<https://www.ontario.ca/laws/statute/90p13>

Hemson Consulting Ltd (2012). Greater Golden Horseshoe Growth Forecasts to 2041, Technical Report.

Metrolinx (2011). Niagara Rail Service Expansion Environmental Study Report.

Indigenous and Northern Affairs Canada (2016). Treaty Texts - Upper Canada Land Surrenders. Available at: <https://www.aadnc-aandc.gc.ca/eng/1370372152585/1370372222012#ucls>

Ministry of Municipal Affairs and Housing (2019). A Place to Grow: Growth Plan for the Greater Golden Horseshoe.

Ministry of Municipal Affairs and Housing (2020). Provincial Policy Statement, 2020.

Ministry of Transportation Ontario (2013). CycleON – Ontario's Cycling Strategy.

Niagara Peninsula Conservation Authority (2013). Niagara Peninsula Source Protection Plan.

Niagara Region (2017). Niagara Region Transportation Master Plan.

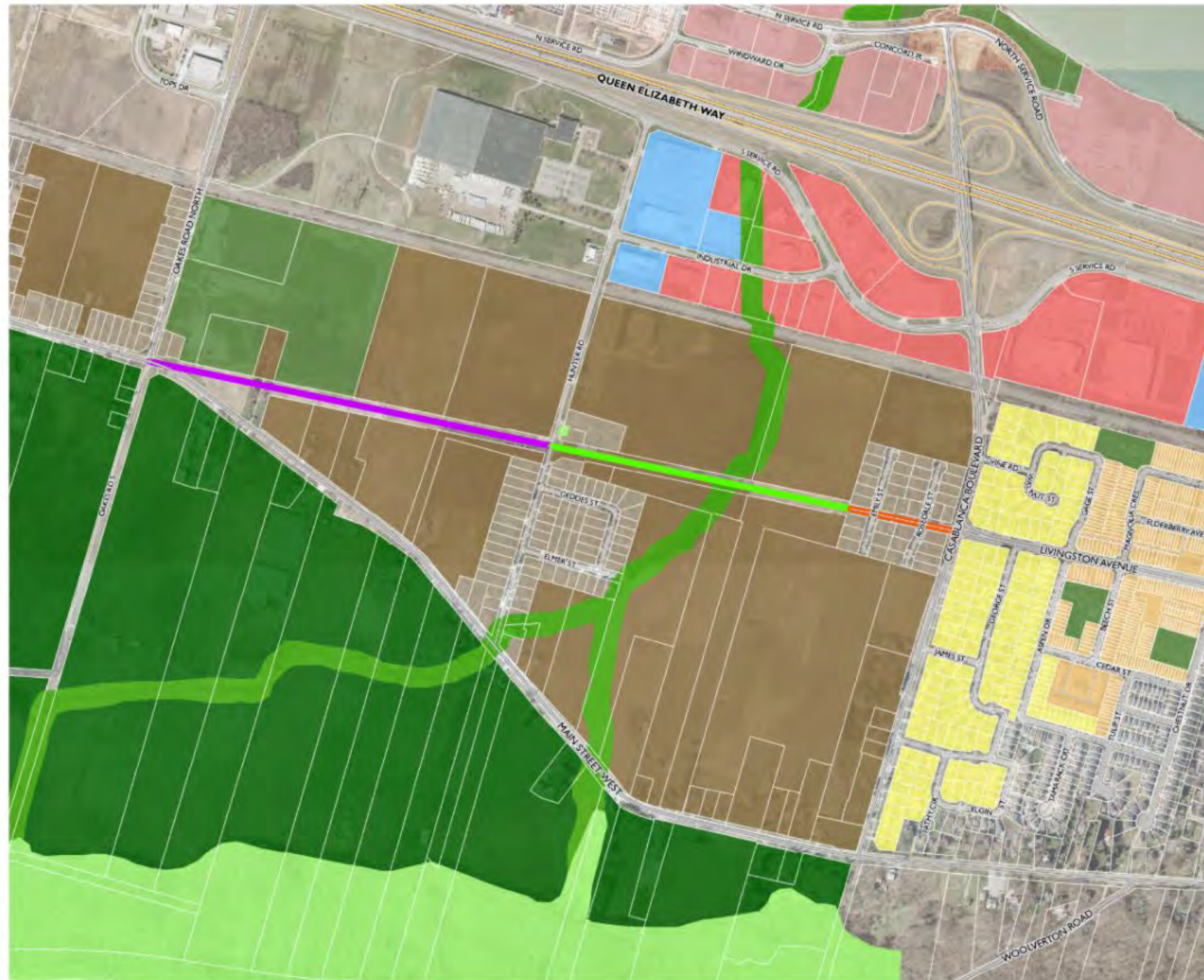
Niagara Region (2014). Regional Official Plan.

Ontario Ministry of Agriculture, Food and Rural Affairs (2017). Greenbelt Plan.

Statistics Canada (2017a). Census Profile. 2016 Census, Grimsby.

Town of Grimsby (2018). Grimsby GO Transit Station Secondary Plan.

Town of Grimsby (2012). Town of Grimsby Official Plan.



CASABLANCA + LIVINGSTONE EA

Figure 3-1
Town of Grimsby Official Plan Designations

- Option 1: Improving Short Section
- Option 2: Extending to Hunter Road
- Option 3: Extending to Oakes Road/Main Street (RR 81)
- Parcel

LAND USE, SCHEDULE B

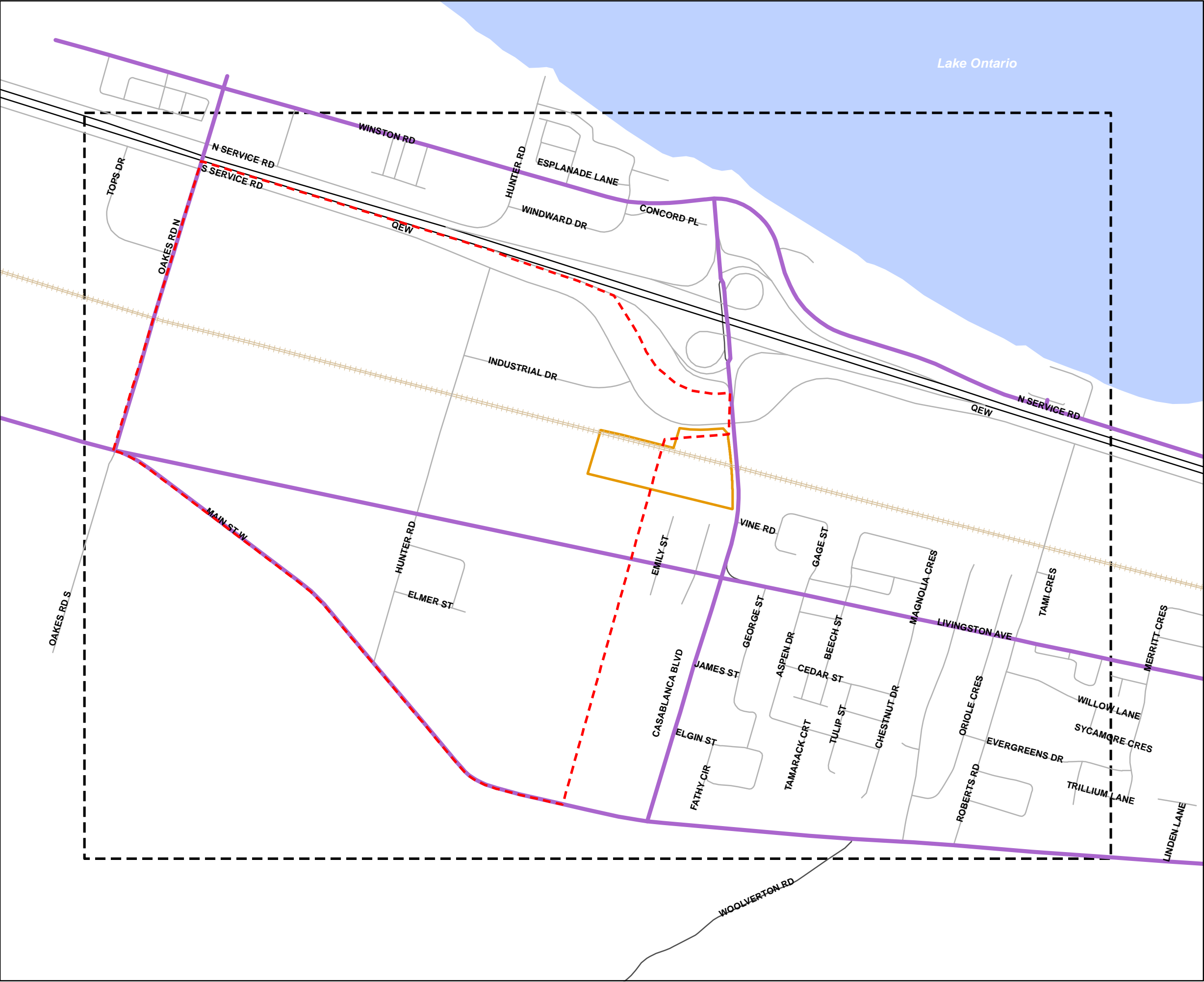
- Escarpment Natural Area
- Escarpment Protection Area
- EMPLOYMENT AREA
- ENVIRONMENTAL CONSERVATION AREA
- ENVIRONMENTAL PROTECTION AREA
- PARKS AND OPEN SPACE
- LOW DENSITY RESIDENTIAL AREA
- MEDIUM DENSITY RESIDENTIAL AREA
- RESIDENTIAL / MIXED USE AREA
- SERVICE COMMERCIAL AREA
- SPECIALTY CROP AREA - TENDER FRUIT AND GRAPE LANDS
- RURAL AREA

1:7,500
0 50 100 200 m

MAP CREATED BY: GM
MAP CHECKED BY: GJ
MAP PROJECTION: NAD 1983 UTM Zone 18N



PROJECT: 187650
STATUS: DRAFT
DATE: 2018-07-19



**LIVINGSTON AVENUE EXTENSION
ENVIRONMENTAL ASSESSMENT
Niagara Region**

**Figure 3-2
Excerpt from Schedule E2 of the Regional
Official Plan: Strategic Cycling Network**

- Focused Study Area
- Grimsby GO Transit Station Area (2011 ESR Boundary, Metrolinx)
- Study Area
- Strategic Cycling Network (Niagara Region, 2017)
- Local Road
- Arterial Road
- Highway
- Railway (CN)
- Water Body

0 75 150 225 m



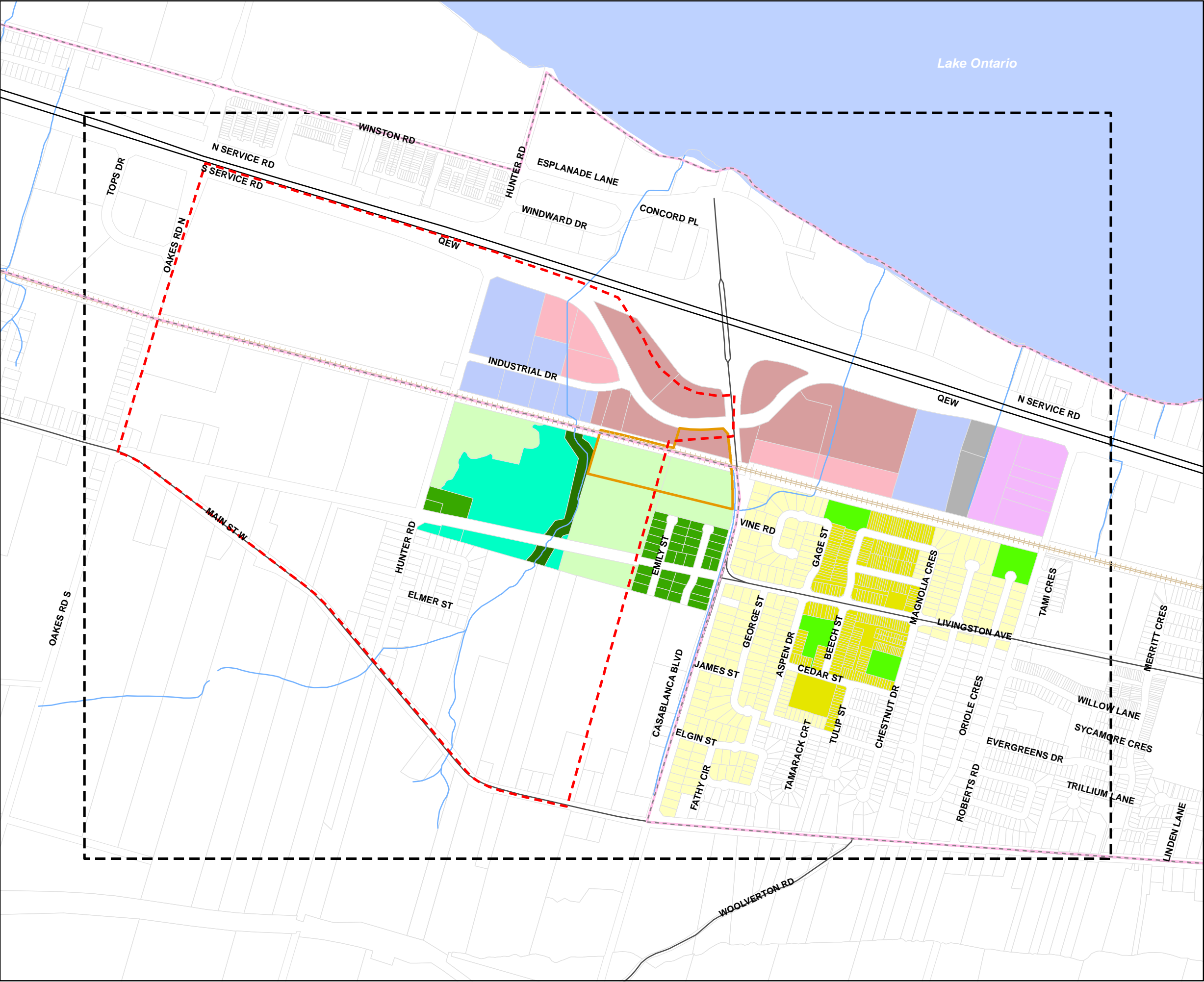
MAP DRAWING INFORMATION:
ESRI IMAGERY (2013), MNRF

MAP CREATED BY: SFG / LK
MAP CHECKED BY: CV
MAP PROJECTION: NAD 1983 CSRS UTM Zone 17N

FILE LOCATION: G:\cad\GIS\187650\MXD\ESR_Figures\Strategic_Cycling_Network.mxd



PROJECT: 187650
STATUS: DRAFT
DATE: 2019-02-04



**LIVINGSTON AVENUE EXTENSION
ENVIRONMENTAL ASSESSMENT
Niagara Region**

**Figure 3-3
Grimsby GO Transit Station Secondary Plan-
Schedule G Land Use Plan (2018)**

- Focused Study Area
- Grimsby GO Transit Station Area (2011 ESR Boundary, Metrolinx)
- Study Area
- Urban Boundary
- Arterial Road
- Highway
- Railway (CN)
- Water
- Parcel

Schedule G Land Use Plan

- Agriculture - Specialty Crop Area
- Employment - General Industrial
- Employment - Office
- Environmental Conservation Area
- Environmental Protection Area
- Low Density Residential
- Medium Density Residential
- Mixed Use - High Density
- Mixed Use - Medium Density
- Parks and Open Space
- Rural Area
- Utility Area

0 75 150 225 m



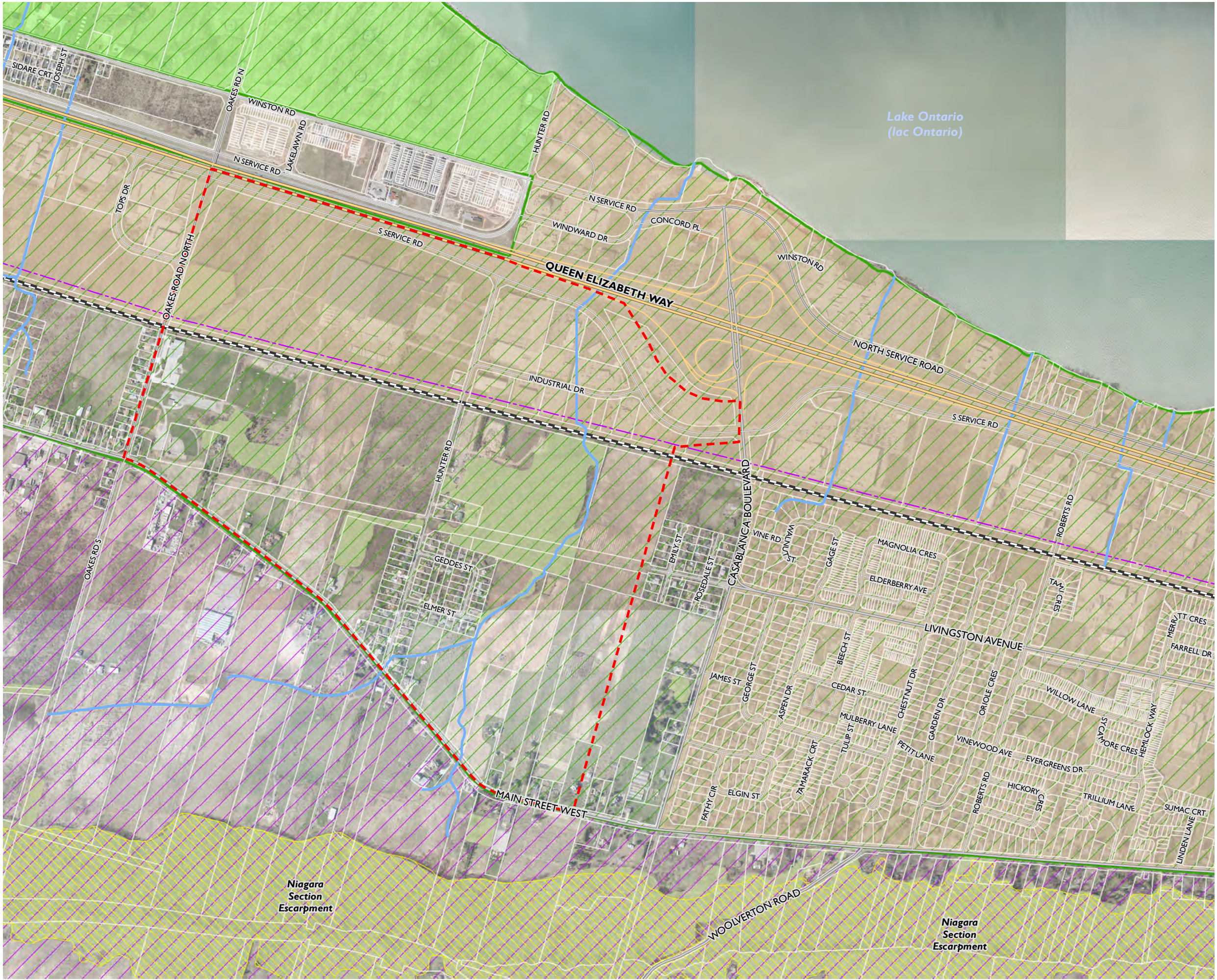
MAP DRAWING INFORMATION:
ESRI IMAGERY (2013), MNRF

MAP CREATED BY: SFG / LK
MAP CHECKED BY: CV
MAP PROJECTION: NAD 1983 CSRS UTM Zone 17N

FILE LOCATION: G:\cad\GIS\187650\MXD\ESR_Figures\Schedule G- Land Use Plan.mxd



PROJECT: 187650
STATUS: DRAFT
DATE: 2019-02-04



**LIVINGSTON AVENUE EXTENSION
ENVIRONMENTAL ASSESSMENT
Niagara Region**

Figure 3-4
Greenbelt Plan Designations in the Study
Area

- Study Area
- Watercourse
- CNR Rail Line
- Hydro Line
- Parcel
- ANSI, Life Science
- Woodland

- Ontario Greenbelt Designation**
- Niagara Escarpment Plan
 - Protected Countryside
 - Natural Heritage System
 - Towns/Villages

1:10,000
0 50 100 200 m



MAP CREATED BY: GM
MAP CHECKED BY: DB
MAP PROJECTION: NAD 1983 UTM Zone 17N



PROJECT: 187650
STATUS: DRAFT
DATE: 2020-01-22