

SCHEDULE "A"

AMENDMENT NO. 41

THE AMENDMENT

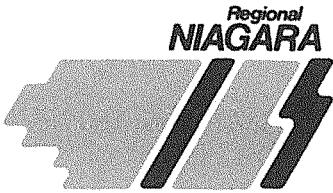
1. Section 1, Land Use, Subsection 1.23.A entitled "Highway Industrial – Commercial" be amended by deleting the following in Policy 1.23.A.6:

- the letter "s" after the word "operation"; and
- the words "and south"

2. Section 1, Land Use, Subsection 1.23.A entitled "Highway Industrial – Commercial" be amended by adding the following Policy:

- 1.23.A.8 In addition to the permitted Commercial uses of Policy 1.23.A.1 a supermarket is also permitted on the lands occupying Part of Lot 3, R.P.25, Plan 717 – 110 Regional Road 20 East, and having a total area of approximately 1.8 hectares.

**AMENDMENT NO. 41
TO THE
OFFICIAL PLAN
OF THE
TOWN OF PELHAM**




THE REGIONAL MUNICIPALITY OF NIAGARA

OFFICIAL PLAN AMENDMENT NO. 41
SUPERMARKET IN INDUSTRIAL/COMMERCIAL DESIGNATION
REGIONAL ROAD 20, EAST OF STATION ST.
TOWN OF PELHAM

Amendment No. 41 to the Official Plan of the Town of Pelham, which was adopted by the Council of the Town of Pelham, is hereby approved under Section 17 of the Planning Act.

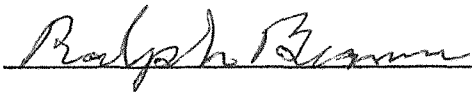
DATE: September 24, 2001



David J. Farley
Director of Planning and Development
Regional Municipality of Niagara

TOWN OF PELHAM
CERTIFICATE
OFFICIAL PLAN OF THE
TOWN OF PELHAM
AMENDMENT NO. 41

The attached text constituting Amendment No. 41 to the Official Plan of the Town of Pelham, was prepared by the Pelham Planning Services Committee and was adopted by the Corporation of the Town of Pelham by By-law No. 2304 (2001) in accordance with Section 17 of the Planning Act, R.S.O. 1990, as amended, on the 3rd day of July, 2001.



MAYOR



DEPUTY CLERK

THE CORPORATION OF THE
TOWN OF PELHAM

BY-LAW NO. 2304 (2001)

Being a by-law to adopt Amendment No. 41 to the
Official Plan of the Town of Pelham.

THE COUNCIL OF THE CORPORATION OF THE TOWN OF PELHAM IN
ACCORDANCE WITH THE PROVISION OF THE PLANNING ACT, R.S.O. 1990, AS
AMENDED, HEREBY ENACTS AS FOLLOWS:

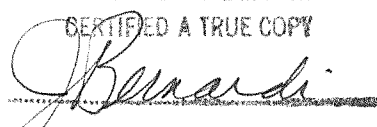
- (1) Amendment No. 41 to the Official Plan of the Town of Pelham, consisting of the attached Text, is hereby adopted.
- (2) THAT the Clerk is hereby authorized and directed to make application to the Regional Municipality of Niagara for approval of the aforementioned Amendment No. 41 to the Official Plan of the Town of Pelham.
- (3) THAT this by-law shall come into force and take effect on the day of the final passing thereof.

ENACTED AND PASSED THIS 3RD DAY OF JULY, 2001 A.D.


MAYOR RALPH BEAMER


DEPUTY CLERK GORDON CHERNEY

TOWN OF PELHAM
CERTIFIED A TRUE COPY


JACK BERNARDI, a Commissioner,
etc., Regional Municipality of
Niagara, for the Corporation of the
Town of Pelham.
Expires December 9, 2003.

SCHEDULE " A "

AMENDMENT NO. 41

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- the letter "s" after the word "operation"; and
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2. Section 1, Land Use, Subsection 1.23.A entitled "Highway Industrial – Commercial" be amended by adding the following Policy:

- 1.23.A.8 In addition to the permitted Commercial uses of Policy 1.23.A.1 a supermarket is also permitted on the lands occupying Part of Lot 3, R.P.25, Plan 717 – 110 Regional Road 20 East, and having a total area of approximately 1.8 hectares.

AMENDMENT NO. 41

TO THE OFFICIAL PLAN

FOR THE TOWN OF PELHAM

PLANNING AREA

TABLE OF CONTENTS

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Introduction to the Official Plan Amendment

- i) Purpose
- ii) Location
- iii) Basis

PART B - THE AMENDMENT

The Amendment which will be incorporated into the Town of Pelham Official Plan.

PART C - BACKGROUND

Background material relevant to the Official Plan Amendment.

NOTE:

Parts A and C are explanatory sections providing information regarding the Amendment and do not form a part of the body of the Official Plan Amendment. Only Part B constitutes the actual Amendment to the Official Plan of the Town of Pelham.

PART A

PREAMBLE

PART A

PURPOSE

The Purpose of this amendment is to:

- ▶ Permit the additional use of a supermarket within the Highway Industrial-Commercial designation

LOCATION

The lands that are the subject of this amendment are located on the south side of Regional Road 20 (Highway #20) just east of Station Street. The legal description of the property is Part of Lot 3, Registered Plan 25, Plan 717 and municipally known as 110 Highway #20 East.

BASIS

The basis of this amendment is to:

- ▶ Permit, in addition to the permitted industrial-commercial uses, a supermarket.
- ▶ Facilitate the rezoning of the lands to a Highway Commercial Exception Zone.
- ▶ Will provide for the strengthening of the Central Business District over time.


PART B

THE AMENDMENT

THE AMENDMENT

1. **Section 1, Land Use, Subsection 1.23.A entitled "Highway Industrial – Commercial" be amended by deleting the following in Policy 1.23.A.6:**
 - the letter "s" after the word "operation"; and
 - the words "and south"
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TOWN OF PELHAM
CERTIFIED A TRUE COPY


D. Cherny

PART C

APPENDICES

LIST OF APPENDICES

- Appendix A-1 Notice of Public Meeting February 28, 2001
A-2 Notice of Second Public Meeting May 28, 2001
A-3 Affidavit re
- Giving Notice of Public Meetings
- Giving Notice of Adoption
- Appendix B-1 Minutes of General Committee Meeting February 28, 2001
B-2 Minutes of General Committee Meeting May 28, 2001
- Appendix C Written Submissions or Comments and when they were received
- | | | |
|-----|---|---------------|
| C1 | Henry Joseph Realty Services | Feb. 12, 2001 |
| C2 | Bonnie Birch | Feb. 20, 2001 |
| C3 | Donna and Gerry Nash | Feb. 20, 2001 |
| C4 | Regional Niagara Planning and Development Dept. | Feb. 22, 2001 |
| C5 | Regional Niagara Public Works | Feb. 22, 2001 |
| C6 | Regional Niagara Public Health Department | Feb. 26, 2001 |
| C7 | Robin Dee & Associates | Feb. 28, 2001 |
| C8 | Velma & Sydney Ferrell | Mar. 19, 2001 |
| C9 | Delcan | Mar. 21, 2001 |
| C10 | Pricewaterhouse Coopers | May 14, 2001 |
| C11 | Regional Niagara Public Works | May 17, 2001 |
| C12 | Bob Meehan, Fonthill IGA | May 28, 2001 |
| C13 | Delcan | June 14, 2001 |
| C14 | John and Paul Nemy, Fonthill Lumber Ltd. | June 20, 2001 |
| C15 | Velma & Sydney Ferrell | June 25, 2001 |
| C16 | Bonnie Birch | June 27, 2001 |
- Appendix D-1 Affidavit re
- List re Oral Submissions at Public Meetings
- Appendix E-1 Planning Report dated January 18, 2001
E-2 Planning Report dated June 18, 2001
- Appendix F-1 Affidavit re
- Information under Section 6(2) of Ont. Reg. 198/96 is provided and is true
- Appendix G-1 List of Public Bodies Given Notice Which Did Not Respond
- Appendix H-1 Information re Applicant Initiating the Amendment

**TOWN OF PELHAM
PUBLIC MEETING NOTICE CONCERNING
OFFICIAL PLAN AND ZONING BY-LAW AMENDMENTS #AM-12/00**

Appendix A-1

609793 Ontario Inc., Agent Ramgold Ltd.
110 Highway 20 East, Part Lot 3, R.P. 25, Plan 717

NOTICE is hereby given that the Council of the Corporation of the Town of Pelham will be holding a Public Meeting to consider the matter of a proposed Official Plan Amendment and Zoning By-law Amendment, pursuant to the provisions of Section 17(15) and Section 34(12) of the Planning Act, R.S.O. 1990, as amended, for the area shown on the **Key Map** on the reverse side.

The Public Meeting is scheduled for **Wednesday, February 28, 2001 at 8:00 P.M.** at the **Town of Pelham Municipal Building, Council Chambers, 20 Pelham Town Square.**

LOCATION & PROPERTY DESCRIPTION:

The subject property is located on the south side of Regional Road 20 (Highway 20) just east of Station Street and shown on the said **Key Map** which may assist you in locating the site. The subject land is formally described as being Part of Lot 3, Reg. Plan 25, Plan No. 717, in the Town of Pelham and municipally known as 110 Highway 20 East, having a total area of approximately 1.8 hectares (4.4 ac. \pm).

DEVELOPMENT PROPOSAL:

The applicant proposes to amend the Official Plan and Zoning By-law to include a supermarket as a permitted use within the Highway Industrial Commercial designation of the Official Plan and within the Highway Commercial Zone of the Zoning By-law.

OFFICIAL PLAN:

The Town's Official Plan designates the lands subject of the application as "Highway Industrial Commercial". This category focuses on the Highway 20 corridor from Station Street through to the eastern municipal boundary and does not permit supermarkets.

OFFICIAL PLAN AMENDMENT:

The applicant proposes to amend the Official Plan to include a supermarket as a permitted use within the Highway Industrial Commercial designation.

ZONING BY-LAW:

Currently the subject lands are zoned Highway Commercial "HC" Zone in accordance with the Town's Zoning By-Law No. 1136 (1987), as amended, which does not permit supermarkets.

ZONING BY-LAW AMENDMENT:

The applicant proposes to amend the Zoning By-law to include a supermarket as a permitted use within the Highway Commercial Zone.

PUBLIC MEETING PROCESS:

The Planning Act, R.S.O. 1990, provides that, before amending the Official Plan or Zoning By-Law, at least one Public Meeting be held for the purpose of informing the public in respect of the proposed changes.

Council has not yet made a decision on these applications. Any person who attends the meeting shall be afforded an opportunity to make representation in respect of the proposed amendments. Comments and recommendations received will be taken into account by the Council in making a final decision on this matter at a future date.

If you wish to be notified of the adoption of the proposed Official Plan amendment and/or Zoning By-law amendment you must make a written request to the Town of Pelham.

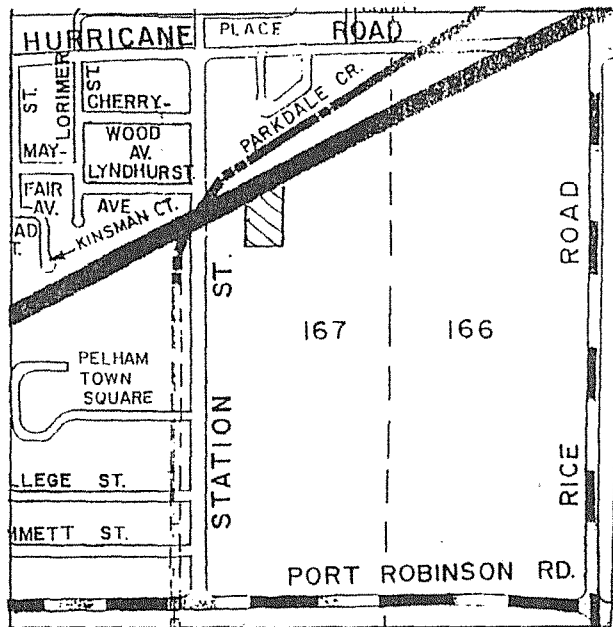
If a person or public body that files an appeal of a decision of the Council in respect of the proposed official plan and/or zoning by-law amendments does not make oral submissions at a public meeting or make written submissions to the Town of Pelham before the proposed official plan or zoning by-law amendments are adopted, the Ontario Municipal Board may dismiss all or part of the appeal.

A copy of the proposed Official Plan amendment and background material related to the amendment will be available for inspection at the public meeting. Further information related to the proposed amendments may be obtained between 8:30 a.m. and 4:30 p.m., Monday to Friday, at my office (905) 892-2607, ext. 16.

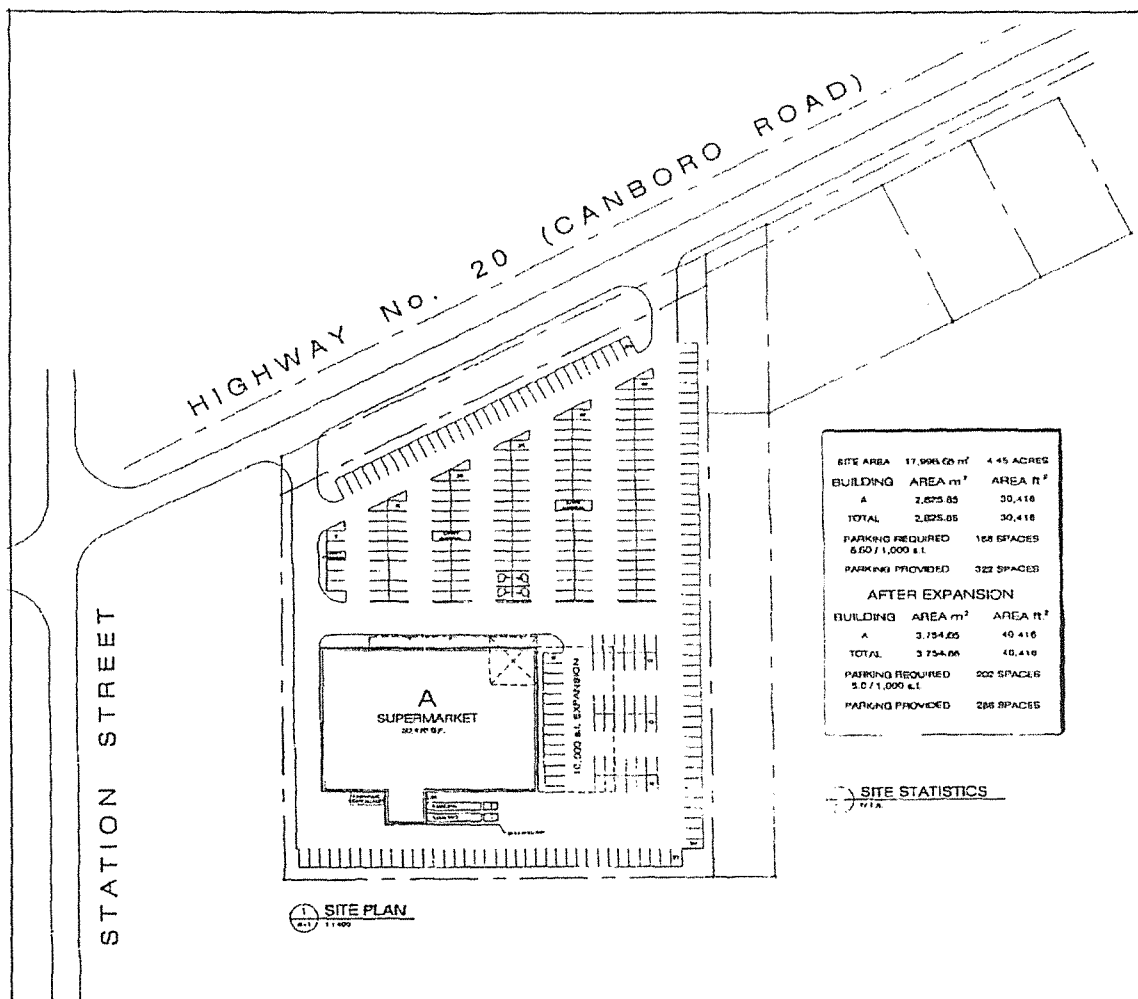
This notice is dated at the Town of Pelham
this 1st day of February, 2001.

(KEY MAPS ON REVERSE)

J. Bernardi, Director of Planning Services
TOWN OF PELHAM
20 Pelham Town Square, P. O. Box 400
Fonthill, Ontario L0S 1E0
Telephone: (905) 892-2607, ext. 16



Subject Property





OFFICE OF THE:
MAYOR
CHIEF ADMINISTRATIVE OFFICER
CLERK
DIRECTOR OF FINANCIAL SERVICES
DIRECTOR OF OPERATIONS
DIRECTOR OF PLANNING SERVICES
DIRECTOR OF BUILDING & ENFORCEMENT SERVICES

THE CORPORATION OF THE
TOWN OF PELHAM

TEL. (905) 892-2607
FAX (905) 892-5055

POST OFFICE BOX 400
PELHAM MUNICIPAL BUILDING, 20 PELHAM TOWN SQUARE
FONTHILL, ONTARIO L0S 1E0

May 8, 2001

To Whom It May Concern:

Re: Official Plan & Zoning Amendment Applications #AM-12/00
Proposed Supermarket
609793 Ontario Inc. & Ramgold Ltd. - 110 Highway 20 E

This is to advise all the persons who signed the attendance list at the February 28, 2001, public meeting that the General Committee, Planning Services Division, will be convening a second Public Meeting as directed by Council at its' meeting of March 5, 2001 as follows:

"That staff be directed to schedule an additional public meeting with respect to Proposed Official Plan & Zoning By-law Amendment Application #AM-12/00 - 609793 Ontario Inc. & Ramgold Ltd. - Part Lot 3, R.P. 25, Plan 717 - 110 Highway #20 East once all the pertinent information relating to this application has been filed with the municipality"

The second Public Meeting will be held on Monday, May 28, 2001, at 7:00 p.m. at the Town of Pelham Municipal Building, Council Chambers, 20 Pelham Town Square.

Also, please be advised that, upon request, copies of the Traffic Assessment and the Peer Review of the Market Opportunity & Impact Analysis will be available to the public on Thursday afternoon, May 17, 2001.

PUBLIC MEETING PROCESS:

The Planning Act, R.S.O. 1990, provides that, before amending the Official Plan or Zoning By-Law, at least one Public Meeting be held for the purpose of informing the public in respect of the proposed changes. This occurred on February 28, 2001.

Council has not yet made a decision on these applications. Any person who attends the meeting shall be afforded an opportunity to make representation in respect of the proposed amendments. Comments and recommendations received will be taken into account by the Council in making a final decision on this matter at a future date.

Cont.../2

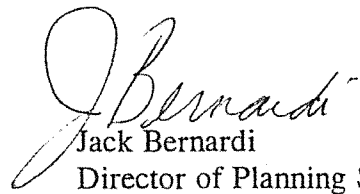
If you wish to be notified of the adoption of the proposed Official Plan amendment and/or Zoning By-law amendment you must make a written request to the Town of Pelham.

If a person or public body that files an appeal of a decision of the Council in respect of the proposed official plan and/or zoning by-law amendments does not make oral submissions at a public meeting or make written submissions to the Town of Pelham before the proposed official plan or zoning by-law amendments are adopted, the Ontario Municipal Board may dismiss all or part of the appeal.

If you require any further information regarding this matter please contact me at 892-2607, Ext. 16.

Yours very truly,

TOWN OF PELHAM


Jack Bernardi
Director of Planning Services

/JB

c.c. Mayor Beamer and Members of Council
Cheryl Miclette, Clerk
Glen Barker
Rami Goldman

THE CORPORATION OF THE TOWN OF PELHAM

IN THE MATTER OF SECTION 17 OF THE
PLANNING ACT, R.S.O. 1990, AS AMENDED

TOWN OF PELHAM OFFICIAL PLAN AMENDMENT NO. 41

Part of Lot 3, Reg. Plan 25, Plan 717, 110 Highway #20 East

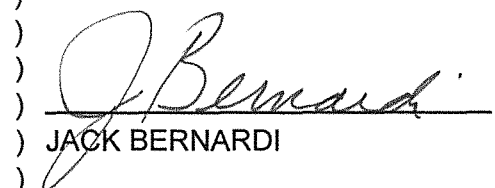
AFFIDAVIT

I, JACK BERNARDI, DIRECTOR OF PLANNING SERVICES OF
THE TOWN OF PELHAM, IN THE REGIONAL MUNICIPALITY OF NIAGARA,
MAKE OATH AND SAY AS FOLLOWS:

- (1) I am the Director of Planning Services of the Corporation of the Town of Pelham and as such I have knowledge of the matters herein set forth.
- (2) On the 2nd day of February, 2001, I did cause to be sent by prepaid First Class Mail and in envelopes addressed to the respective public bodies whose names and addresses are shown on the list attached hereto and marked as Schedule "A" to this Affidavit, and to the respective persons whose names and addresses are shown on the list attached hereto and marked as Schedule "B" to this Affidavit, a notice of the public meeting.
- (3) On the 8th day of May, 2001, I did cause to be sent by prepaid First Class Mail and in envelopes addressed to the respective persons whose names and addresses are shown on the list attached hereto and marked as Schedule "C" to this Affidavit, a notice of the second public meeting.
- (4) On the 5th day of July, 2001, I did cause to be sent by prepaid First Class Mail and in envelopes addressed to the respective persons whose names and addresses are shown on the list attached hereto and marked as Schedule "D" to this Affidavit, a copy of the Notice of Adoption of Official Plan Amendment No. 41.

SWORN BEFORE ME AT THE TOWN OF PELHAM)
IN THE REGIONAL MUNICIPALITY OF NIAGARA)
THIS 6TH DAY OF JULY, 2001 A.D.)


GORDON CHERNEY, DEPUTY CLERK


JACK BERNARDI

MAILING LIST OF PUBLIC BODIES FOR NOTICE OF PUBLIC MEETING

ATTN CLERK

REGIONAL NIAGARA
BOX 1042
THOROLD ON L2V 4T7

REGIONAL NIAGARA HEALTH
SERVICES
573 GLENRIDGE AVE
ST CATHARINES ON L2T 4C2

ATTN SEC-TREASURER
NIAGARA PENINSULA
CONSERVATION AUTHORITY
250 THOROLD RD WEST 3RD FLOOR
WELLAND ON L3C 3W3

D MANICCIA MGR OF OPERATIONS

NIAGARA CATHOLIC DISTRICT
SCHOOL BOARD
427 RICE RD
WELLAND ON L3C 7C1

ATTN MANAGER
PLANNING & TRANSPORTATION

DIST SCHOOL BOARD OF NIAGARA
191 CARLTON ST
ST CATHARINES ON L2R 7P4

ATTN SECRETARY

ENBRIDGE CONSUMERS GAS
P O BOX 1051
THOROLD ON L2V 5A8

PRESERVATION OF
AGRICULTURAL LANDS
BOX 1090
ST CATHARINES ON L2R 7A3

LAND USE PLANNING SECTION
REAL ESTATE SERVICES
HYDRO ONE NETWORKS INC
483 BAY ST 12TH FLR NORTH TOWER
TORONTO ON M5G 2P5

MANAGER LAND SERVICES
ENBRIDGE CONSUMERS GAS
101 CONSUMER DRIVE
WHITBY ON L1N 1C4

MR JOHN BLAKELY
RIGHT-OF-WAY AGENT
INTERPROVINCIAL PIPE LINE
P O BOX 128
SARNIA ON N7T 7H8

TECHNICIAN I
RIGHT-OF-WAY DEPT
TRANSCANADA PIPELINES LTD
P O BOX 1000 STN M
CALGARY AB T2P 4K5

609793 ONTARIO INC
P O BOX 1800
OAKVILLE ON L6J 5C7

RAMGOLD LTD
1002-75 THE DONWAY WEST
TORONTO ON M3C 2E9

Y & E BOLDUC
8 PARKDALE CRES
FONTHILL ON L0S 1E3

JANE JANSEN
10 PARKDALE CRES
FONTHILL ON L0S 1E3

TERENCE & SUE FREEMAN
12 PARKDALE CRES
FONTHILL ON L0S 1E3

A & M VELDHUIZEN
14 PARKDALE CRES
FONTHILL ON L0S 1E3

B LEGER & J PUPETZ
16 PARKDALE CRES
FONTHILL ON L0S 1E3

BRIAN & DEBORAH GULLETT
18 PARKDALE CRES
FONTHILL ON L0S 1E3

L ROEPKE & R SCHROEDER
1431 STATION ST
FONTHILL ON L0S 1E0

STEVE & SHEILA FORSTNER
1427 STATION ST BOX 1033
FONTHILL ON L0S 1E0

BRIAN & LAVERNA SULLIVAN
P O BOX 420
FONTHILL ON L0S 1E0

PAUL & EILEEN ROODE
1419 STATION ST BOX 1145
FONTHILL ON L0S 1E0

MICHAEL & BERYL GEORGIEV
1415 STATION ST
FONTHILL ON L0S 1E0

PELHAM HYDRO ELEC COMM
BOX 1039
FONTHILL ON L0S 1E0

PANFILO GUGLIELMI
1283 COLVIN BLVD
BUFFALO NY USA 14223

ANTHONY & SUSAN MULÉ
290 HELLEMS AVE
WELLAND ON L3B 3B7

RUDOLF & BRIGITTE ZENNER
C/O NOVITIUM MANAGEMENT
727 LANDSDOWNE ST W
PETERBOROUGH ON K9J 1Z2

GARDENS FOUR LTD
R R #2
NIAGARA-ON-LAKE ON L0S 1J0

R & C BAXTER IN TRUST
P O BOX 1390
FONTHILL ON L0S 1E0

FONTHILL CONCRETE PRODUCTS
P O BOX 1800
OAKVILLE ON L6J 5C7

ROMAN CATHOLIC EPISCOPAL
CORP ST CATHARINES
C/O ST ALEXANDERS PARISH
BOX 773
FONTHILL ON L0S 1E0

JOHN PORTOLESI
1445 STATION ST
FONTHILL ON L0S 1E0

K & B BARGHOORN
1443 STATION ST BOX 275
FONTHILL ON L0S 1E0

ELIZABETH GROSS
1441 STATION ST
FONTHILL ON L0S 1E0

ALEXANDER & VALERIE ROSS
1439 STATION ST
FONTHILL ON L0S 1E0

A MacGILLIVRAY & R SASSI
1437 STATION ST
FONTHILL ON L0S 1E0

M FAST & K THOMPSON
1435 STATION ST
FONTHILL ON L0S 1E0

J & M VAN SCHYNDEL
1433 STATION ST BOX 1395
FONTHILL ON L0S 1E0

ELDA & LAVERN JACKSON
8 LYNDHURST ST
FONTHILL ON L0S 1E3

SCOTT & JANE ELLIOTT
C/O 1460 STATION ST
FONTHILL ON L0S 1E0

D & C VANLOCHEM
1462 STATION ST
FONTHILL ON L0S 1E3

NEMY HOLDINGS LIMITED
P O BOX 340
FONTHILL ON L0S 1E0

GLOBE REALTY HOLDINGS
C/O ROYAL BANK REAL EST
P O BOX 1 STN ROYAL BANK
TORONTO ON M5J 2J5

ROCKY MAIDA
6292 GLENGATE ST
NIAGARA FALLS ON L2E 5S3

1238962 ONTARIO LTD
ATTN ANDJELKO MRKALJ
115 HWY #20 EAST
FONTHILL ON L0S 1E0

AVONDALE STORES LIMITED
BOX 130
JORDAN STATION ON L0R 1S0

TOWN OF PELHAM
BOX 400
FONTHILL ON L0S 1E0

SCHEDULE "C"

DON & SHARON COOK
1632 PELHAM ST
FONTHILL ON L0S 1E3

JOHN PORTOLESI
1445 STATION ST
FONTHILL ON L0S 1E0

GEORGE & JEAN CRYSLER
5 EVELYN COURT
FONTHILL ON L0S 1E5

VELMA & SYD FERRELL
24 CHURCH HILL
FONTHILL ON L0S 1E0

PAMELA MISENER
1409 PELHAM ST
FONTHILL ON L0S 1E0

LARRY PELT
20 FALLINGBROOK
FONTHILL ON L0S 1E0

BOB MEEHAN
C/O FONTHILL IGA
BOX 1175
FONTHILL ON L0S 1E0

JEANNE PENDER
175 CANBORO RD
RIDGEVILLE ON L0S 1M0

MARG PICK
23 KEVIN DR
FONTHILL ON L0S 1E4

BARBARA LEMIEUX
1 OAK LANE
FONTHILL ON L0S 1E0

CRAIG LARMOUR
BOX 52
FONTHILL ON L0S 1E0

JAMES DALTON
BOX 950
FONTHILL ON L0S 1E0

BOB NUNNENMACHER
8 JUBILEE DR
ST CATHARINES ON L2M 4P8

LAURA MEEHAN
311-2040 CLEAVER AVE
BURLINGTON ON L7M 4C4

K D BARGHOORN
1443 STATION ST
FONTHILL ON L0S 1E0

BOB HURTUBISE
HILLSIDE SPORTS
FONTHILL SHOPPING CENTRE
FONTHILL ON L0S 1E0

ALBERT METLER
P O BOX 35
FONTHILL ON L0S 1E0

TOM STEELE
SAPPHIRES JEWELLERS
FONTHILL SHOPPING CENTRE
FONTHILL ON L0S 1E0

PAT SCANLAN
45 PELHAM TOWN SQUARE
FONTHILL ON L0S 1E0

EDDA TAUSS
121 DALEVIEW DR
FONTHILL ON L0S 1E0

KATIE MacKENZIE
45 PELHAM TOWN SQUARE
FONTHILL ON L0S 1E0

ANDREW MacGILLIVRAY
1437 STATION ST
FONTHILL ON L0S 1E0

MIKE HASSANI
1088 DEBORAH ST
FONTHILL ON L0S 1E4

E BOLDUC
8 PARKDALE CRES
FONTHILL ON L0S 1E3

L ROEPKE
1431 STATION ST
FONTHILL ON L0S 1E0

J FERGIE
1345 MERRITTVILLE HWY
THOROLD ON L3B 5N5

L McCOMBS
R R #1
RIDGEVILLE ON L0S 1M0

S FENTON
234 ST AUGUSTINE AVE
WELLAND ON L3C 2K9

J BISHOP
437 METLER RD R R #1
RIDGEVILLE ON L0S 1M0

M PROULX
1405 STATION ST
FONTHILL ON L0S 1E0

GAIL LEVAY
HOLLOW ROAD
FONTHILL ON L0S 1E0

PAUL SAMUEL
1619 EFFINGHAM ST
RIDGEVILLE ON L0S 1M0

SHARON PESANT
HOT SHOTS
FONTHILL SHOPPING CENTRE
FONTHILL ON L0S 1E0

ROY KIRKUP
5 KEVIN DR
FONTHILL ON L0S 1E4

RICK LOWES
686 QUAKER ROAD
WELLAND ON L3C 3H4

DOUG SHARPE
BOX 111
FONTHILL ON L0S 1E0

LLOYD BEAMER
173 CANBORO ROD W
R R #1
RIDGEVILLE ON L0S 1M0

FRANK SICOLI
1096 EDWARD AVE
FONTHILL ON L0S 1E4

DR JOAN MORRISON
1613 PELHAM ST
FONTHILL ON L0S 1E3

ROBERT & CARLA BAXTER
96 HWY 20 EAST
FONTHILL ON L0S 1E0

SCHEDULE "D"

MAILING LIST FOR NOTICE OF PASSING OF OFFICIAL PLAN AMENDMENT NO. 41

609793 ONTARIO INC
P O BOX 1800
OAKVILLE ON L6J 5C7

RAMGOLD LTD
1002-75 THE DONWAY WEST
TORONTO ON M3C 2E9

Y & E BOLDUC
8 PARKDALE CRES
FONTHILL ON L0S 1E3

JANE JANSEN
10 PARKDALE CRES
FONTHILL ON L0S 1E3

TERENCE & SUE FREEMAN
12 PARKDALE CRES
FONTHILL ON L0S 1E3

A & M VELDHUIZEN
14 PARKDALE CRES
FONTHILL ON L0S 1E3

B LEGER & J PUPETZ
16 PARKDALE CRES
FONTHILL ON L0S 1E3

BRIAN & DEBORAH GULLETT
18 PARKDALE CRES
FONTHILL ON L0S 1E3

L ROEPKE & R SCHROEDER
1431 STATION ST
FONTHILL ON L0S 1E0

STEVE & SHEILA FORSTNER
1427 STATION ST BOX 1033
FONTHILL ON L0S 1E0

BRIAN & LAVERNA SULLIVAN
P O BOX 420
FONTHILL ON L0S 1E0

PAUL & EILEEN ROODE
1419 STATION ST BOX 1145
FONTHILL ON L0S 1E0

MICHAEL & BERYL GEORGIEV
1415 STATION ST
FONTHILL ON L0S 1E0

PELHAM HYDRO ELEC COMM
BOX 1039
FONTHILL ON L0S 1E0

PANFILO GUGLIELMI
1283 COLVIN BLVD
BUFFALO NY USA 14223

ANTHONY & SUSAN MULÉ
290 HELLEMS AVE
WELLAND ON L3B 3B7

RUDOLF & BRIGITTE ZENNER
C/O NOVITIUM MANAGEMENT
727 LANDSDOWNE ST W
PETERBOROUGH ON K9J 1Z2

GARDENS FOUR LTD
R R #2
NIAGARA-ON-LAKE ON L0S 1J0

R & C BAXTER IN TRUST
P O BOX 1390
FONTHILL ON L0S 1E0

FONTHILL CONCRETE PRODUCTS
P O BOX 1800
OAKVILLE ON L6J 5C7

ROMAN CATHOLIC EPISCOPAL
CORP ST CATHARINES
C/O ST ALEXANDERS PARISH
BOX 773
FONTHILL ON L0S 1E0

JOHN PORTOLESI
1445 STATION ST
FONTHILL ON L0S 1E0

K & B BARGHOORN
1443 STATION ST BOX 275
FONTHILL ON L0S 1E0

ELIZABETH GROSS
1441 STATION ST
FONTHILL ON L0S 1E0

ALEXANDER & VALERIE ROSS
1439 STATION ST
FONTHILL ON L0S 1E0

A MacGILLIVRAY & R SASSI
1437 STATION ST
FONTHILL ON L0S 1E0

M FAST & K THOMPSON
1435 STATION ST
FONTHILL ON L0S 1E0

J & M VAN SCHYNDEL
1433 STATION ST BOX 1395
FONTHILL ON L0S 1E0

ELDA & LAVERN JACKSON
8 LYNTHURST ST
FONTHILL ON L0S 1E3

SCOTT & JANE ELLIOTT
C/O 1460 STATION ST
FONTHILL ON L0S 1E0

D & C VANLOCHEM
1462 STATION ST
FONTHILL ON L0S 1E3

NEMY HOLDINGS LIMITED
P O BOX 340
FONTHILL ON L0S 1E0

GLOBE REALTY HOLDINGS
C/O ROYAL BANK REAL EST
P O BOX 1 STN ROYAL BANK
TORONTO ON M5J 2J5

ROCKY MAIDA
6292 GLENGATE ST
NIAGARA FALLS ON L2E 5S3

1238962 ONTARIO LTD
ATTN ANDJELKO MRKALJ
115 HWY #20 EAST
FONTHILL ON L0S 1E0

AVONDALE STORES LIMITED
BOX 130
JORDAN STATION ON L0R 1S0

TOWN OF PELHAM
BOX 400
FONTHILL ON L0S 1E0

DON & SHARON COOK
1632 PELHAM ST
FONTHILL ON L0S 1E3

GEORGE & JEAN CRYSLER
5 EVELYN COURT
FONTHILL ON L0S 1E5

VELMA & SYD FERRELL
24 CHURCH HILL
FONTHILL ON L0S 1E0

PAMELA MISENER
1409 PELHAM ST
FONTHILL ON L0S 1E0

LARRY PELT
20 FALLINGBROOK
FONTHILL ON L0S 1E0

BOB MEEHAN
C/O FONTHILL IGA
BOX 1175
FONTHILL ON L0S 1E0

JEANNE PENDER
175 CANBORO RD
RIDGEVILLE ON L0S 1M0

MARG PICK
23 KEVIN DR
FONTHILL ON L0S 1E4

BARBARA LEMIEUX
1 OAK LANE
FONTHILL ON L0S 1E0

CRAIG LARMOUR
BOX 52
FONTHILL ON L0S 1E0

JAMES DALTON
BOX 950
FONTHILL ON L0S 1E0

BOB NUNNENMACHER
8 JUBILEE DR
ST CATHARINES ON L2M 4P8

LAURA MEEHAN
311-2040 CLEAVER AVE
BURLINGTON ON L7M 4C4

BOB HURTUBISE
HILLSIDE SPORTS
FONTHILL SHOPPING CENTRE
FONTHILL ON L0S 1E0

ALBERT METLER
P O BOX 35
FONTHILL ON L0S 1E0

TOM STEELE
SAPPHIRES JEWELLERS
FONTHILL SHOPPING CENTRE
FONTHILL ON L0S 1E0

PAT SCANLAN
45 PELHAM TOWN SQUARE
FONTHILL ON L0S 1E0

EDDA TAUSS
121 DALEVIEW DR
FONTHILL ON L0S 1E0

KATIE MacKENZIE
45 PELHAM TOWN SQUARE
FONTHILL ON L0S 1E0

MIKE HASSANI
1088 DEBORAH ST
FONTHILL ON L0S 1E4

J FERGIE
1345 MERRITTVILLE HWY
THOROLD ON L3B 5N5

L McCOMBS
R R #1
RIDGEVILLE ON L0S 1M0

S FENTON
234 ST AUGUSTINE AVE
WELLAND ON L3C 2K9

J BISHOP
437 METLER RD R R #1
RIDGEVILLE ON L0S 1M0

M PROULX
1405 STATION ST
FONTHILL ON L0S 1E0

GAIL LEVAY
HOLLOW ROAD
FONTHILL ON L0S 1E0

SHARON PESANT
HOT SHOTS
FONTHILL SHOPPING CENTRE
FONTHILL ON L0S 1E0

ROY KIRKUP
5 KEVIN DR
FONTHILL ON L0S 1E4

RICK LOWES
686 QUAKER ROAD
WELLAND ON L3C 3H4

DOUG SHARPE
BOX 111
FONTHILL ON L0S 1E0

DR JOAN MORRISON
1613 PELHAM ST
FONTHILL ON L0S 1E3

LAURA MEEHAN
27 LEASIDE DR #413
ST CATHARINES ON L2M 7X1

FRANK SICOLI
1096 EDWARD AVE
FONTHILL ON L0S 1E4

BOB NUNNENMACHER
8 JUBILEE DR
ST CATHARINES ON L2M 4P8

DAN METLER
BOX 606
FONTHILL ON L0S 1E0

JULIENNE & BARBARA DONKER
570 HWY #20
FENWICK ON L0S 1C0

PAUL & BETTY SAMUEL
1619 EFFINGHAM ST
RIDGEVILLE ON L0S 1M0

PAT HOMENUCK
205 PANCAKE LANE
RIDGEVILLE ON L0S 1M0

LLOYD & SHIRLEY BEAMER
173 CANBORO RD W
R R #1
RIDGEVILLE ON L0S 1M0

PAUL STEWART
PRICEWATERHOUSE COOPERS
145 KING ST
TORONTO ON M5H 1V8

GC-34/2001

GENERAL COMMITTEE

GC-4/01

February 28, 2001

Minutes of a special General Committee meeting held on Wednesday, February 28th, 2001 at 7:00 p.m. in the Municipal Council Chambers. The special meeting was called for the purpose of holding public meetings under the Planning Act with respect to three applications.

ATTENDANCE:

Council:

Mayor R. Beamer
Councillor C. Kuckyt
Councillor G. Berkhout
Councillor R. Hatt
Councillor W. B. Walker
Councillor S. Matthews
Councillor U. Brand

Staff:

CAO/Director of Financial Services G. Cherney
Director of Planning Services J. Bernardi
Recording Secretary(Clerk) C. Miclette

Others:

Mr. Glen Barker of BLS Planning**
Mr. Drew Semple, Regional Planning**
Mr. Don Campbell, Regional Planning**
Mr. William Smeaton, Regional Councillor**
Mr. Bruce Timms, Regional Councillor**
Interested Citizens

Media:

Carolyn Mullin, The Voice of Pelham
Diane Ujfalussy, Pelham News
The Standard

** - IN ATTENDANCE PART TIME

1. CALLED TO ORDER:

The special meeting was called to order by Mayor R. Beamer.

2. ADOPTION OF AGENDA:

RECOMMENDATION - MOVED BY COUNCILLOR C. KUCKYT, SECONDED BY COUNCILLOR G. BERKHOUT - THAT the agenda for the February 28th, 2001 Special General Committee meeting be adopted. CARRIED, CHAIR, MAYOR R. BEAMER

3. DISCLOSURE OF PECUNIARY INTEREST AND THE GENERAL NATURE THEREOF:

There were no disclosures of pecuniary interest noted by members of the Committee.

4. PUBLIC MEETING UNDER PLANNING ACT:

At this point in the meeting, Mayor R. Beamer vacated the Chair and Councillor W. B. Walker assumed the Chair as Chair of the Planning Services Division.

- (A) JOINT PUBLIC MEETING - 7:00 P.M. - PROPOSED OFFICIAL PLAN & ZONING BY-LAW AMENDMENT APPLICATION #AM-11/00 - ROBERT & SHIRLEY LEIDEN - PART OF LOT 15, CONC. 8 - 1401 MAPLE STREET:

Chair, Councillor Walker noted that this was a joint public meeting between the Regional Municipality of Niagara and the Town of Pelham. Chair Walker then introduced Regional Councillor William Smeaton and Regional Councillor Bruce Timms, who are members of the Regional Planning Committee as well as Mr. Drew Semple & Mr. Don Campbell staff of the Regional Niagara Planning Department.

The Chair Secretary then recited the required form of notice.

Chair, Councillor Walker then introduced Director of Planning Services J. Bernardi who provided an overview of the application, as well as the background information contained in the Technical Information Report P-05/01. J. Bernardi noted that they must assess the various planning documents, being the Provincial Policy Statement, Regional Official Plan, Town Official Plan and Zoning By-law and that once this review is completed, a recommendation report will be prepared taking into account any comments received this evening from members of the Committee or the public with respect to this application.

Chair, Councillor Walker then called upon Mr. Don Campbell of the Regional Planning Department who stated that the Region must review the Provincial Policy Statement and Regional Official Plan prior to taking a recommendation report to the Regional Planning Committee for consideration. He stated that the application has been circulated to the various agencies for comment and that once these comments are received and reviewed a report will be prepared. In closing, Mr. Campbell noted that, at this point in time, no decision has been made by the Region on this application, but he did indicate that a sample wording for the amendment had been prepared, as required by the Planning Act. Mr. Campbell noted the background information report which was available to the public.

Applicant's Presentation: - Mr. Bob Leiden indicated that he did not have anything further to add.

Public Input: - There were no comments received from the general public on this application.

Committee Input:

Mayor Beamer - How long has the business been in existence? Mr. Leiden responded that he has been in operation for 13 years at the present location, but that in fact, the business has been in existence for approximately 30 years.

Councillor Brand - Are tents manufactured on site? Mr. Leiden responded by noting that no tents are manufactured on site and that the site is only used for storage purposes.

This public meeting was declared closed by the Chair.

At this point in the meeting, Regional Councillors & Regional Planning Staff left the meeting.

- (B) PUBLIC MEETING - 7:30 P.M. - PROPOSED ZONING BY-LAW AMENDMENT APPLICATION #AM-10/0099 - KEN & LYSE EDWARDS, PART OF LOTS 7 & 8, CONC. 8 & 9, 398 CANBORO ROAD:

The Chair Secretary recited the required form of notice.

Chair, Councillor Walker then called on the Director of Planning Services, J. Bernardi to provide the Committee and public with an overview of the application.

Mr. Bernardi noted that this application for rezoning was to recognize deficient lot frontage and to remove an existing special exemption on Part 1.

In closing, Mr. Bernardi noted that planning staff would be assessing this application and preparing a recommendation report for consideration by Council pending any comments received this evening from the Committee or public.

Applicant's Presentation: - The applicant or representative were not in attendance.

Public Input: - There was no one who spoke to this application.

Committee Input: - No members of Committee spoke to this application.

This public meeting was declared closed by the Chair.

At this point in the meeting, Mr. Glen Barker of BLS Planning entered the meeting.

- (C) PUBLIC MEETING - 8:00 P.M. - PROPOSED OFFICIAL PLAN & ZONING BY-LAW AMENDMENT APPLICATION #AM-12/00 - 609793 ONTARIO INC. & RAMGOLD LTD. - PART LOT 3, R.P. 25, PLAN 717 - 110 HIGHWAY #20 EAST:

The Chair Secretary recited the required form of notice.

Chair, Councillor Walker then introduced Planning Consultant, Mr. Glen Barker who informed the public of his responsibility to the municipality.

Mr. Barker provided a brief overview of the application as to uses currently permitted on this site. He also noted that if the amendment to the Official Plan and Zoning By-law were approved, then a site plan would have to be prepared to address how the actual development would be developed. Mr. Barker noted the requirements contained in the Official Plan Amendment, as well as the current cap of 25,000 square feet for a shopping centre.

Mr. Barker also noted that a Draft Form of the Official Plan Amendment was available on the back table.

Mr. Barker stated that if "supermarket" was added as a permitted use then a zoning by-law amendment was required.

Mr. Barker then reviewed the preliminary Site Plan which had been prepared by the applicant which showed "Building B" - 4,000 square feet - drive through restaurant and "Building A" - 30,000 square feet with a future expansion of 10,000 square feet to the rear. The site plan also noted that the garbage and loading area would be located on the east side of the building and that allocation had been made for 280 parking spaces. Mr. Barker noted that a zoning conformity check had not yet been carried out.

Mr. Barker also noted that access would be provided on the east and west edge of the property.

Mr. Barker made mention of two documents which had been filed by the applicant with the municipality:

- (1) Market Opportunity & Impact Analysis dated January 31^{st.}, 2001 prepared by Mr. Henry Joseph, P. Eng. MBA
- (2) Letter from Ms. Ana Gall of DelCan Corporation re Preliminary Traffic Assessment

Mr. Barker noted that the Regional Municipality of Niagara will be looking at Regional Road #20 in the near future and as well he noted that the intersection of Regional Road #20 and Station Street do not meet the standards.

Mr. Barker stated that two points of access are required for this site and that a right hand turn lane into the development would be required as a result of this development as noted in the preliminary traffic assessment carried by Ms. Ana Gall of DelCan.

Mr. Barker also stated that land use policies as well as amenity and design criteria must be assessed.

In closing, Mr. Barker noted the various items which must be assessed:

- (1) appropriateness of site
- (2) right location within municipality
- (3) assessment of Market Study
- (4) determine whether it will threaten the viability of the downtown core
- (5) character and appearance of the community - can this proposal achieve this
- (6) assess size of proposal
- (7) land use compatibility - can it be achieved

Applicant's Presentation:

Mr. Rami Goldman thanked Mr. Barker for his in depth review of the proposal. Mr. Goldman then introduced Mr. Greg Boyd, designer and builder of proposed store; Mr. Henry Joseph, Preparer of Market Study and Ms. Ana Gall, Preparer of Preliminary Traffic Assessment.

In closing, Mr. Goldman noted that, in his opinion, this proposal would strengthen the municipality.

Public Input:

Mr. Bob Meehan - reviewed, in detail, his written comments of February 20^{th.}, 2001 which were broken down into four sections, as follows:

- (1) background on how we got to the issue before us
- (2) flaws in the proposal as it relates to planning
- (3) flaws in the market analysis
- (4) comparison to another town with similar characteristics

RECOMMENDATION - MOVED BY MAYOR R. BEAMER, SECONDED BY COUNCILLOR C. KUCKYT - THAT the petition presented by Mr. Bob Meehan be received for the information of the Committee. CARRIED, CHAIR, COUNCILLOR W. B. WALKER

Dr. J. Morrison, President, Fonthill/Fenwick Business Association - Dr. Morrison noted that the mandate of the Business Association was to promote business and to protect the current businesses in operation. Dr. Morrison then expressed three concerns relating to this proposed development:

- (1) does not feel the municipality warrants such a business and that the current businesses must be protected
- (2) what affect will it have on Klager's and Country Meat & Deli
- (3) traffic is a major concern and it will cause added problems on this highway

In closing, Dr. Morrison asked Council to take their concerns into consideration when making their decision.

Mr. Frank Sicoli, Shoppers Drug Mart - Mr. Sicoli reviewed the problems which he envisions if this development is built:

- (1) traffic
- (2) does not feel buying habits of Pelham will support such a store
- (3) feels the market opportunity and impact analysis report is too ambitious
- (4) accessibility for seniors

Mr. Sicoli noted that his worst fear would be that the Fonthill Shopping Centre would become empty therefore putting an end to a wonderful Town Square atmosphere.

In closing, Mr. Sicoli noted that what the people of Pelham can and will support can be accommodated in the Fonthill Shopping Plaza with a renovated larger grocery store.

Mr. Manfred Fast of 1435 Station Street - Mr. Fast expressed thanks to the Committee for allowing him the opportunity to comment on the proposed supermarket.

Mr. Fast highlighted the comments set out in his written presentation with respect to the proposal and he stated that if, in fact, the proposal is approved there are certain issues which the immediate neighbours would like addressed, such as:

- (1) creation of a greenbelt
- (2) building location on the site
- (3) location of trash compactor
- (4) noise from truck loading docks; airconditioning/heating units, as well as regulating hours of operation and delivery
- (5) lighting for the building and parking lot
- (6) infrastructure impacts on sewage, water pressure, electrical, etc.

- (7) traffic - Highway #20 concerns and the enhanced use of Station Street as a thoroughfare need to be addressed to ensure safety and security

Mrs. Carla Baxter, Fonthill Paint & Paper - Mrs. Baxter noted the current problem with trucks parking along Regional Road #20 from Station Street to the McDonald's/Donut Diner properties.

Mrs. Margaret Pick - She indicated that she chose to live in a small town and that she would hate to see a "big box" store located in Pelham.

Mrs. Barbara Lemieux - She indicated that when entering the Town of Pelham from the east it is not a good impression and it does not make her proud, as well she feels that this development will have a negative impact on Pelham.

Mr. Vic Farago - indicated that he supports this proposal and he indicated that he feels the people of Pelham will stay in Pelham if this store is built and that it will help the municipality grow.

Committee Input:

Councillor Matthews - questioned what the major issues for the Highway #20 area were.

Mr. Barker responded by noting that the Regional Municipality of Niagara will be assessing Regional Road #20 in the near future and that a consultant will be hired to carry out a Class Environmental Assessment on this highway.

Councillor Brand - questioned when the market analysis was carried out and how was it established.

Mr. Joseph Henry noted that the market analysis addressed shopping needs, as well as the needs of the community. He noted that, in his opinion, Sobey's will bring people that currently shop out-of-town back into Town. He also noted that they must look at the best way to accommodate the people of Pelham.

Councillor Hatt - noted that he shares the concerns of the residents with respect to traffic on Regional Road #20, as well as the possible affect on the Fonthill Shopping Centre and the seniors'.

Mayor Beamer - noted that, in his opinion, the figures contained in the market analysis which indicated that 2,500 persons from the 3 municipalities of Wainfleet, Lincoln and West Lincoln, would shop at this store were far fetched.

Mr. Joseph Henry made reference to Table 7 contained in his market analysis and he noted that if, in fact, the estimated \$1.7 million is taken out of the scenerio, it does not change the picture.

Mayor Beamer - inquired as to when staff became aware of the location of Building B on the property and the proposed drive through restaurant. Mr. Barker responded that the plan was deposited with the municipality on February 1st., 2001.

Councillor Brand - noted that, in his opinion, the 10% was purely speculation and also that the figure of \$22.5 million by 2006 was also pure projections.

Mr. Joseph Henry - noted that the 10% was based on his own opinion, but he also noted that the current owner of IGA, Mr. Bob Meehan, in fact stated that approximately 5% of his business is from out of town. Mr. Henry also addressed the concerns raised by Councillor Brand with respect to the figures contained in Table 6.

Mr. Henry - also noted that this site would allow for expansion and therefore the store would not have to relocate if an expansion became necessary.

Councillor Kuckyt - feels that this is a very important issue for this Council to deal with and she expressed her disappointment about not having all the information before Committee this evening, i.e. traffic study and site plan showing "Building B".

Chair, Councillor Walker then called upon Ms. Ana Gall of DelCan Corporation who stated that this development could be serviced in this area if certain improvements were carried out on Regional Road #20. She also noted that traffic counts were taken during the weekday PM peak hour as well as Sunday midday peak hour.

Ms. Gall also noted that discussions have been held with staff at Regional Niagara, who are cognizant of the need to widen Regional Road #20. She also noted that Regional Staff have advised that a Class Environmental Assessment will be initiated by the end of 2001. She also noted that for the purpose of their preliminary traffic assessment, they assumed that Regional Road #20 would be reconstructed with a three-lane cross-section within five years.

She also noted that the proposed supermarket is expected to generate about 456 two-way vehicle trips during the weekday pm peak hour and approximately 687 two-way vehicle trips during the Saturday peak hour; however, the number of new trips generated by the proposed development is expected to be approximately 212 two-way vehicle trips during the weekday pm peak hour and about 321 two-way vehicle trips during the Saturday peak hour.

Ms. Gall also noted that an operational analyses was undertaken at the nearby intersection using the two future traffic scenarios.

In closing, Ms. Gall noted that the capacity and level of service of the driveways servicing the proposed development were examined and she indicated the results.

Mr. Jim Dalton - inquired as to whether or not there were any concrete plans for a 29,000 square foot expansion at the Fonthill Shopping Centre IGA.

Mr. Bob Meehan - responded that no concrete plans were in place, but that a sample store layout and restructured parking lot had been prepared. He also noted that expansion of the current store would be a viable option and good for the community.

Mrs. Jeannie Pender - asked if it would be possible to circulate a petition or survey around Town to determine whether or not this type of store is wanted and/or warranted before a decision is made by the Committee. In closing, she noted that people shop where it is most convenient.

Mr. Roy Kirkup - inquired as to how the 3 lane highway could be accomplished.

Ms. Gall - noted that it could either be an urban or rural cross section whereby the possibility existed that the current shoulders could be eliminated. She noted that the proposal was to reconstruct Regional Road 20 from Highway #406 to Rice Road. In closing, she encouraged the residents of Pelham to attend any public meetings held by the Region with respect to the Class Environmental Assessment to be carried out.

Councillor Brand - noted that any new proposal should not threaten the existing core area and he feels that another market study should be carried out by a third party and paid for by the applicant.

Councillor Berkhout noted that there are many unanswered questions at this point.

Chair, Councillor Walker agreed that another market study should be carried out and that it should review why only 20% of the market is currently being captured by the existing store.

Director of Planning Services J. Bernardi suggested that if, in fact, the Committee would like to have an independent market study carried out and paid for by the applicant, they should confirm with the applicant that he is willing to pay for same.

Mr. Goldman noted that he will agree with a Peer Review and that he will pay all costs involved with preparation of same.

Councillor Brand noted that, in his opinion, an Independent Third Party Market Study should be carried out and not a Peer Review.

Mr. Goldman noted that a peer review can review anything and he feels that a peer review will assess the situation adequately.

Director of Planning Services J. Bernardi noted that it has been the practice of the municipality to carry out a Peer Review and therefore he feels that this would be appropriate in this case.

Mayor Beamer noted that, in his opinion, an Independent Peer Review would be fair and adequate. He also noted that all information should be supplied to the Committee well in advance of the meeting so that Committee/Council can make a decision on the matter at hand.

Councillor Hatt noted that he supports the carrying out of an Independent Peer Review.

RECOMMENDATION - MOVED BY COUNCILLOR R. HATT, SECONDED BY MAYOR R. BEAMER - THAT the Committee recommend to Council that an Independent Peer Review be carried out, with all costs associated with the review to be borne by the applicant. CARRIED, CHAIR, COUNCILLOR W. B. WALKER

Ms. Gall noted that the complete Traffic Study should be completed within the next 2 weeks.

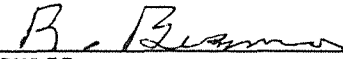
Councillor Brand asked that any new reports be made available to Council as soon as possible after receipt of same.

Director of Planning Services J. Bernardi suggested that terms of reference should be drafted for review by the Committee prior to a request for an independent peer review.

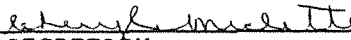
The Chair declared the public meeting closed.

(5) ADJOURNMENT:

RECOMMENDATION - MOVED BY COUNCILLOR R. HATT, SECONDED BY COUNCILLOR C. KUCKYT - THAT this special General Committee meeting be adjourned until the next regular meeting scheduled for MONDAY, MARCH 12th, 2001, unless sooner called by the Mayor. CARRIED, CHAIR, MAYOR R. BEAMER



CHAIR



SECRETARY

GC-98/2001

GENERAL COMMITTEE

GC-13/01

May 28, 2001

Minutes of a regular General Committee meeting held on Monday, May 28th, 2001 at 7:00 p.m. in the Municipal Council Chambers, 20 Pelham Town Square, Fonthill.

ATTENDANCE:

Council: Mayor R. Beamer;
Councillor G. Berkhout
Councillor U. Brand
Councillor C. Kuckyt
Councillor R. Hatt
Councillor S. Matthews
Councillor W. B. Walker;

Staff: C.A.O./Director of Financial Services G. Cherney
Director of Planning Services J. Bernardi
Director of Building/Enforcement Services E. Cronier
Director of Operations L. J. Hodge
Recording Secretary (Clerk) C. Miclette

Others: Glen Barker of BLS Planning Associates
Ana Gall of DelCan Engineering
Paul Stewart of Price Waterhouse
Interested citizens
1st. Pelham Pathfinders**
Friends of the Bradshaw Park

Media: Sarah Murrell, The Voice of Pelham
Greg Furminger, Pelham News

** - PART TIME ONLY

1. CALLED TO ORDER:
The meeting was called to order by Mayor R. Beamer.

2. ADOPTION OF AGENDA:
RECOMMENDATION - MOVED BY COUNCILLOR S. MATTHEWS,
SECONDED BY COUNCILLOR U. BRAND - THAT the agenda for the May 28th,
2001 regular General Committee meeting be adopted. CARRIED, CHAIR,
MAYOR R. BEAMER

3. DISCLOSURE OF PECUNIARY INTEREST & GENERAL NATURE
THEREOF:
There were no disclosures of pecuniary interest noted by
members of the Committee.

At this point in the meeting, Mayor Beamer vacated the
Chair and Councillor W. B. Walker assumed the Chair as Chair of the
Planning Services Division.

4. PUBLIC MEETING UNDER PLANNING ACT:
Proposed Official Plan & Zoning By-law Amendment
Application #AM-12/01 - 609793 Ontario Inc. & Ramgold Ltd. - 110
Highway #20 East - Part Lot 3, R.P. 25, Plan 717

(I) Chair, Councillor W. B. Walker recited the required form of notice pursuant to the Planning Act.

The Chair then called upon Ana Gall of DelCan Engineering to present the Traffic Assessment which she had carried out with respect to the proposed supermarket development.

Ms. Ana Gall provided the Committee and interested persons with an overview of the Traffic Assessment which she had prepared with respect to the proposal. She noted that, in her opinion, the proposal could be accommodated without the fast food restaurant and she explained her reasons for this comment.

Councillor Hatt requested clarification from Ms. Gall with respect to her comment that this proposal could be accommodated at this location without the fast food restaurant. Ms. Gall stated her reasons for this comment noting that in her opinion there would be no adverse effect on Highway #20 if the proposal is approved.

In response to a question raised by Councillor Brand, Ms. Gall noted that Highway #20 warrants a 4 lane highway and she explained, in detail, how the ranges work. She also explained the peak hour factors and the fact that this highway currently has a capacity deficiency. She also stated that need and justification for road widening will be considered by the Region. In closing, Ms. Gall noted that "new traffic" will not increase significantly due to this development as it will only be "diverted traffic".

Chair, Councillor Walker read the correspondence which had been received from the Regional Municipality of Niagara dated May 15th, 2001 which set out their comments with respect to the Traffic Assessment Study which had been completed by Ms. Ana Gall of DelCan.

Councillor Matthews noted that, in her opinion, there is a safety issue due to the traffic problems on this highway.

Ms. Gall also noted that it is the Region's plan to upgrade Regional Road #20 (Highway #20) from Pelham Street to Highway #406, but she did state that a Class EA must be completed before the work can proceed. She noted that in speaking with the Region it is a high priority project which means within the next couple of years, 2002 or 2003.

In response to a question raised by Councillor Matthews, Director of Operations L. J. Hodge that he can request statistical information with respect to Regional Road #20, which would set out a profile of accident experience, from the Regional Municipality of Niagara.

Councillor Kuckyt noted the current parking problems along Highway #20.

Mayor Beamer inquired as to whether or not "signalization" was considered in front of this development, to which Ms. Gall noted that it was not considered as it was felt that it would be too close to the proposed signalization at Station Street and Highway #20 and that they did not feel the Region would support same.

In response to a question raised by Councillor Brand, Ms. Gall explained the information contained in Table 6 - Operational Performance of Proposed Driveways, which included historical traffic counts; dates and hours of counts which were carried out in March, 2001.

Chair, Councillor Walker then introduced Mr. Paul Stewart of Price Waterhouse Coopers who provided an overview of the Peer Review of the Henry Joseph Market Study - Proposed Supermarket at Highway #20 and Station Street.

Mr. Stewart noted that, in their opinion, the trade area contained in the Henry Joseph Market Study was too large and that the supermarket share was very aggressive.

Mr. Stewart highlighted the conclusions set out in the review, as well as the two recommendations.

Mr. Stewart responded to various questions raised by members of Council as to whether or not the market study took into account the existing plaza and downtown core, to which he replied that they did consider these areas.

Mr. Stewart noted that, in their opinion, the specialty food stores would not be impacted by this development and he stated that this would only provide more competition in the market.

Chair, Councillor Walker noted the recent comment of the Ontario Municipal Board which states that competition is not a reason for appeal.

Mrs. Pick inquired as to whether or not a survey had been conducted of the Pelham Area to determine if the residents of Pelham wanted to see such a store in their area.

Mr. Stewart noted that no public survey was conducted by his firm.

Mrs. J. Pender also suggested that a public survey should be carried out by Council of the community.

Mr. Jim Dalton questioned Mr. Stewart as to whether or not he was aware of the by-law dealing with economic viability.

Mr. Stewart noted that he was aware of the by-law and that, in their opinion, the economic viability of the downtown core is not at risk.

Mrs. Joan Morrison stated that they are not against Sobey's, but rather that they are concerned with a vacancy occurring at the plaza. She also questioned whether or not Sobey's could take over the current IGA, to which Mr. Harry Kodors responded that IGA is Sobey's.

Mr. Goldman noted that the parking and store configuration at the plaza would make it impossible to locate there.

Mr. Goldman also stated that Council must make a decision on this matter and he indicated that they will not appeal to the Ontario Municipal Board if not supported by Council.

Mr. Bob Meehan stated that in speaking with National Grocers and Commissio's, they have both indicated that they are under performing by 10-15%. He also noted the possibility of WalMart relocating to Woodlawn Road.

Councillor Hatt questioned whether or not we would continue to lose market share.

Councillor Kuckyt questioned Mr. Meehan as to whether or not he would leave Town if the market shares continued to drop.

Mayor Beamer inquired as to what percentage shop outside of Pelham, to which Mr. Stewart indicated that approximately 70% shop outside the community.

Mrs. Joan Morrison inquired as to whether or not another retail outlet would be persued to fill the vacancy if IGA closes, due to Sobey's locating in Pelham.

Mr. Bob Meehan noted that his lease is unique in that he has a 7 day out clause and that he does not have a long time obligation. Mr. Meehan gave an overview of the information which he had provided to members of the Committee this evening with respect to a traffic study which he had carried out. He also noted that he had spoke with the Regional Municipality of Niagara regarding the improvements to Highway #20 and that they had indicated that the Class EA has not been tendered and therefore no consultant had been chosen at this point in time. Mr. Meehan also reviewed the analysis with respect to on site parking and, in closing, he explained the recommendations set out in his submission dated May 28th., 2001.

Ms. Ana Gall further clarified some of the information contained in her Traffic Assessment Study with respect to the estimated number of customers attracted to the store; the reason that the Saturday peak hours show higher volumes; use of information contained in ITE Manual which sets out criteria for free standing supermarkets, as well as free standing fast food restaurants and that this information was not specific to the Fonthill area. She also noted traffic generating capabilities with other types of development.

Councillor Hatt noted his concerns with the traffic on Highway #20 and the need for a turning lane for "on" traffic, as well he stated that signalization at the site would be necessary if the proposal is approved. He also noted that lighting is not good in this area which also causes a safety issue.

Councillor Brand asked whether or not the Mayor, as the Regional representative for Pelham, had any idea where the issue of improvements to Highway #20 stands at the Region, to which the Mayor replied that he does not sit on the Public Works Committee and therefore he is not sure of the status.

RECOMMENDATION - MOVED BY COUNCILLOR R. HATT, SECONDED BY COUNCILLOR G. BERKHOUT - THAT the following information with respect to Proposed Official Plan & Zoning By-law Amendment Application #AM-12/01 - 609793 Ontario Inc. & Ramgold Ltd. - 110 Highway #20 East be received for the information of the Committee:

- Correspondence from the Regional Municipality of Niagara dated May 15th., 2001
- Traffic Assessment prepared by DelCan dated March 16, 2001
- Peer Review of The Henry Joseph Market Study - Proposed Supermarket at Highway 20 & Station Street prepared by Price Waterhouse Coopers dated May 9th., 2001
- Submission by Bob Meehah dated May 28th., 2001

CARRIED, CHAIR, COUNCILLOR W. B. WALKER

(II) The Chair then closed the public meeting portion of the agenda.

5. BUSINESS SUBDIVISION:

(A) PLANNING SERVICES:

(i) Hearing of Delegations:

There were no letters received and/or persons in attendance.

(ii) Staff Reports:

Report P-28/01 re Recommendation Report - Proposed Zoning By-law Amendment Application #AM-4/01 - John & Barbara Donker - Part Lot 11 and Part of the Road Allowance Between Lots 11 & 12, Conc. 8, 570 Highway #20 West (Regional Road #20) -
RECOMMENDATION - MOVED BY COUNCILLOR G. BERKHOUT, SECONDED BY COUNCILLOR C. KUCKYT - THAT Report P-28/01 re Recommendation Report - Proposed Zoning By-law Amendment Application #AM-4/01 - John & Barbara Donker - Part Lot 11 and Part of the Road Allowance Between Lots 11 & 12, Conc. 8, 570 Highway #20 West (Regional Road #20) be received; AND THAT the recommendations contained therein be approved, as follows: - "THAT the Committee recommend to Council:

(1) That the Zoning By-law Amendment Application #AM-4/01 be approved which would:

- (A) amend the zoning on the subject lands (Part 1) by adding to the Special Exception Zoning to recognize an existing floral wholesale distribution business with associated office facilities which includes the sale of flowers not produced on site and to

recognize a deficient easterly sideyard setback and lot frontage.

- (B) rezone the subject lands (Parts 2, 3 and 4) to an Agricultural "A-161" Special Exception Zone to recognize a deficient lot area and lot frontage.
- (2) That staff be directed to prepare the necessary amending by-law for consideration by Council.
- (3) That Council pass a resolution pursuant to Subsection 34 (17) of the Planning Act directing that no further notice be required for the change in the proposed Zoning By-law from that contained in the Public Notice.

CARRIED, CHAIR, COUNCILLOR W. B. WALKER

(iii) Other & New Business:

There were no items listed and/or presented for consideration by the Committee.

(iv) Communications Received to May 23rd., 2001:

- (A) Information Items #1 to #4 - RECOMMENDATION
 - MOVED BY COUNCILLOR C. KUCKYT, SECONDED BY COUNCILLOR G. BERKHOUT
 - THAT Planning Services communications received to May 23rd., 2001, Items #1 to #4, be received for the information of the Committee.
- CARRIED, CHAIR, COUNCILLOR W. B. WALKER

(B) OPERATIONS:

At this point in the meeting, Councillor W. B. Walker vacated the Chair and Councillor G. Berkhout resumed the chair as Chair of the Operations Division.

(i) Hearing of Delegations:

Ms. Carolyn Botari on behalf of the Friends of the Bradshaw Park re Establishment of "Stewardship Committee" - Ms. Botari noted that the Friends of the Bradshaw Park had four (4) concerns with respect to the establishment of the Committee, which they would like clarified and/or responded to by the Committee. She also noted that the Pelham Sports & Leisure Council were aware of their presentation to the Committee and that they supported same.

She noted that there first concern was Why is there a need to develop new terms of reference when other such Committees are already in existence and, as well, it was their opinion that the establishment of a Stewardship Committee was approved by Council in September, 2000.

Director of Operations L. J. Hodge noted the difference between a Stewardship Committee and an Advisory Committee and that therefore the terms of reference must be changed to reflect the changes in duties and responsibilities of the Advisory Committee. Mr. Hodge also noted the reason for the letter of May, 2001 which explained the legal opinion of the Town's Solicitor that the municipality is unable to form such a Stewardship Committee.

Ms. Botari then asked whether or not the municipality would accept suggestions from Committee members to help with the preparation of the new terms of reference.

Ms. Botari then inquired as to whether or not the park could be open to the public this year and she stated that they understand that there is currently a liability issue with respect to the securing of the wells on site. Mr. Hodge noted that once the wells have been secured, then the park will be open to the public. He noted that monies are currently in place in the capital budget for the securing of the wells.

Ms. Botari questioned the rationale of Council with respect to the allowing of Pelham residents only to sit on the Advisory Committee. Councillor Kuckyt noted that expertise from outside the municipality would be welcome, but that it was the opinion of Council that active members of the Committee should be from the Pelham community.

Ms. Botari also noted that the letter sent by Mr. Hodge on May 3, 2001 was unclear and she suggested that a follow up letter be forwarded to the interested parties.

Councillor Matthews noted that, in her opinion, the letter was clear and maybe the persons who did not respond are no longer interested.

Councillor Hatt stated that a co-operative approach must be taken and that a positive response by all parties must be established. Councillor Hatt asked staff to expedite the matter of establishing the Advisory Committee.

Ms. Botari noted that the Friends of the Bradshaw Park and the Advisory Committee at separate entities and that they are just trying to assist the municipality by doing the legwork for them.

CAO G. Cherney suggested that possibly the persons who hadn't responded to the letter of Mr. Hodge dated May 3, 2001, could be contacted by telephone to determine their interest on sitting on the Advisory Committee.

Director of Operations L. J. Hodge noted that a meeting will be called with all interested parties in the near future.

RECOMMENDATION - MOVED BY MAYOR R. BEAMER, SECONDED BY COUNCILLOR S. MATTHEWS - THAT the Committee recommend to Council that the Director of Operations be directed to forward a registered letter to everyone who responded to the original advertisement to sit on the Stewardship Committee to determine whether or not they are still interested; AND THAT the letter include a 30 day response time. CARRIED, CHAIR, COUNCILLOR G. BERKHOUT

(ii) Staff Reports:

Report MOR-41/01 re 2001 Model Year Tractor and Front End Loader - Acceptance of Tender - RECOMMENDATION - MOVED BY COUNCILLOR W. B. WALKER, SECONDED BY COUNCILLOR S. MATTHEWS - THAT Report MOR-41/01 re 2001 Model Year Tractor and Front End Loader - Acceptance of Tender be received; AND THAT the recommendation contained therein be approved, as follows: - "THAT the Committee recommend to Council that the tender of \$20,087.05, all taxes included, for a Kubota B7500HST Tractor and LA302 Loader, submitted by Ben Berg Farm & Industrial Equipment be accepted." CARRIED, CHAIR, COUNCILLOR G. BERKHOUT

Report MOR-42/01 re 2001 Model Year ½ Ton Pickup Truck - Acceptance of Tender - RECOMMENDATION - MOVED BY COUNCILLOR S. MATTHEWS, SECONDED BY COUNCILLOR U. BRAND - THAT Report MOR-42/01 re 2001 Model Year ½ Ton Pickup Truck - Acceptance of Tender be received; AND THAT the recommendation contained therein be approved, as follows: "THAT the Committee recommend to Council that the tender of \$27,370.00, all taxes included, for a 2001 Model Year Ford ½ Ton Pickup Truck, submitted by Farr Ford Lincoln be accepted forthwith." CARRIED, CHAIR, COUNCILLOR G. BERKHOUT

Report MOR-43/01 re Summary of Special Events Permits - RECOMMENDATION - MOVED BY COUNCILLOR U. BRAND, SECONDED BY COUNCILLOR S. MATTHEWS - THAT Report MOR-43/01 re Summary of Special Events Permits be received for the information of the Committee. CARRIED, CHAIR, COUNCILLOR G. BERKHOUT

(iii) Other & New Business:

There were no items listed and/or presented for consideration.

(iv) Communications received to May 23rd., 2001:
No communications received.

(C) CORPORATE SERVICES:

At this point in the meeting, Councillor G. Berkhout vacated the Chair and Councillor C. Kuckyt resumed the chair as Chair of the Corporate Services Division.

(i) Hearing of Delegations:

There were no letters of request or persons in attendance to be heard.

(ii) Staff Reports:

There were no staff reports listed and/or presented for consideration by the Committee.

(iii) Other & New Business:

Approval of Accounts - RECOMMENDATION - MOVED BY COUNCILLOR S. MATTHEWS, SECONDED BY COUNCILLOR G. BERKHOUT - THAT the Committee recommend to Council that the accounts as per Cheque Register dated May 28th., 2001, in the amount of

GC-106/2001

\$1,117,493.96, be approved and ordered paid. CARRIED, CHAIR, COUNCILLOR C. KUCKYT

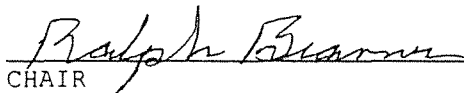
(iv) Communications Received to May 23rd., 2001:

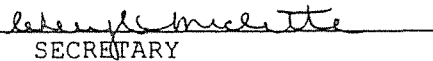
(A) Information Items #1 to #3 RECOMMENDATION

- MOVED BY COUNCILLOR U. BRAND, SECONDED BY COUNCILLOR S. MATTHEWS
- THAT Corporate Services communications received to May 23rd., 2001, Items #1 to #3 be received for the information of the Committee. CARRIED, CHAIR, COUNCILLOR C. KUCKYT

6. COMMITTEE OF THE WHOLE:
There was no Committee of the Whole session held.

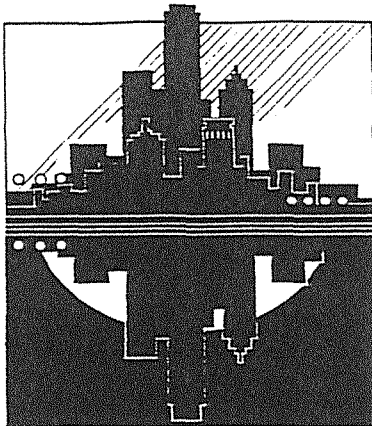
7. ADJOURNMENT:
RECOMMENDATION - MOVED BY COUNCILLOR W. B. WALKER, SECONDED BY COUNCILLOR S. MATTHEWS - THAT this regular meeting of the General Committee be adjourned until the next regular meeting scheduled for MONDAY, JUNE 11th., 2001, unless sooner called by the Chair. CARRIED, CHAIR, MAYOR R. BEAMER


CHAIR


SECRETARY

HENRY JOSEPH REALTY SERVICES

REAL ESTATE RESEARCH & PLANNING



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E-mail: hwjoseph @ pathcom.com

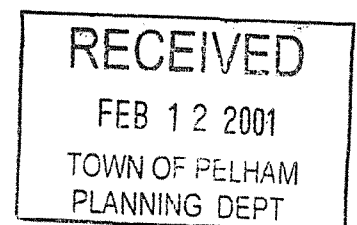
MARKET OPPORTUNITY & IMPACT ANALYSIS

PROPOSED SUPERMARKET

Hwy No. 20 & Station Street
Town of Pelham (Fonthill Community), Ontario

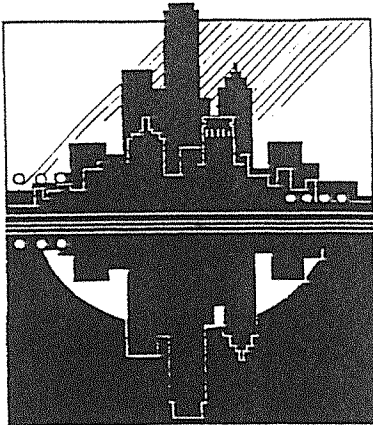
Prepared For:
Prepared By:
Date:

RAMGOLD LIMITED
Henry Joseph, *P.Eng. MBA*
January 31, 2001



HENRY JOSEPH REALTY SERVICES

REAL ESTATE RESEARCH & PLANNING



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E-mail: hwjoseph @ pathcom.com

January 31, 2001

Rami Goldman
Ramgold Ltd.
75 The Donway West, Ste 1002
Don Mills, Ontario
M3C 2E9

Dear Mr. Goldman:

**RE: TOWN OF PELHAM
MARKET DEMAND & IMPACT ANALYSIS
PROPOSED SUPERMARKET USE**

Please find enclosed the retail demand and impact analysis for your site in the Fonthill Community of the Town of Pelham, Ontario. The purpose of this study was to review the demand for Supermarket uses in the Town of Pelham, the development opportunity for this use on your site, and the impact of site development on area existing and planned supermarket uses.

The site development concept for your property comprising a supermarket with an ultimate scale of 40,500 sf will fit comfortably into the current and future market opportunity and permit existing and planned retail facilities to continue to operate at acceptable performance levels.

Henry Joseph P.ENG MBA
Real Estate Research & Planning Consultant

Introduction

HENRY JOSEPH REALTY SERVICES were retained **Ramgold Ltd.** to provide consulting advice regarding a proposal to amend the appropriate Official Plan and Zoning By-law to permit a retail development comprising a freestanding supermarket in the Fonthill Community of the Town of Pelham. Henry Joseph was asked to prepare a market analysis assessing the need, opportunity and impact of the proposed supermarket facility, recognizing existing and planned area retail developments and planning policies.

An analysis has been provided on the basis that –

- ☐ the proposed supermarket will open for business in 2002, as either -
 - a new supermarket banner not currently represented in the community, or
 - a relocation and expansion of the existing IGA supermarket.
- ☐ The first full operating year will be 2003.

Development Concept

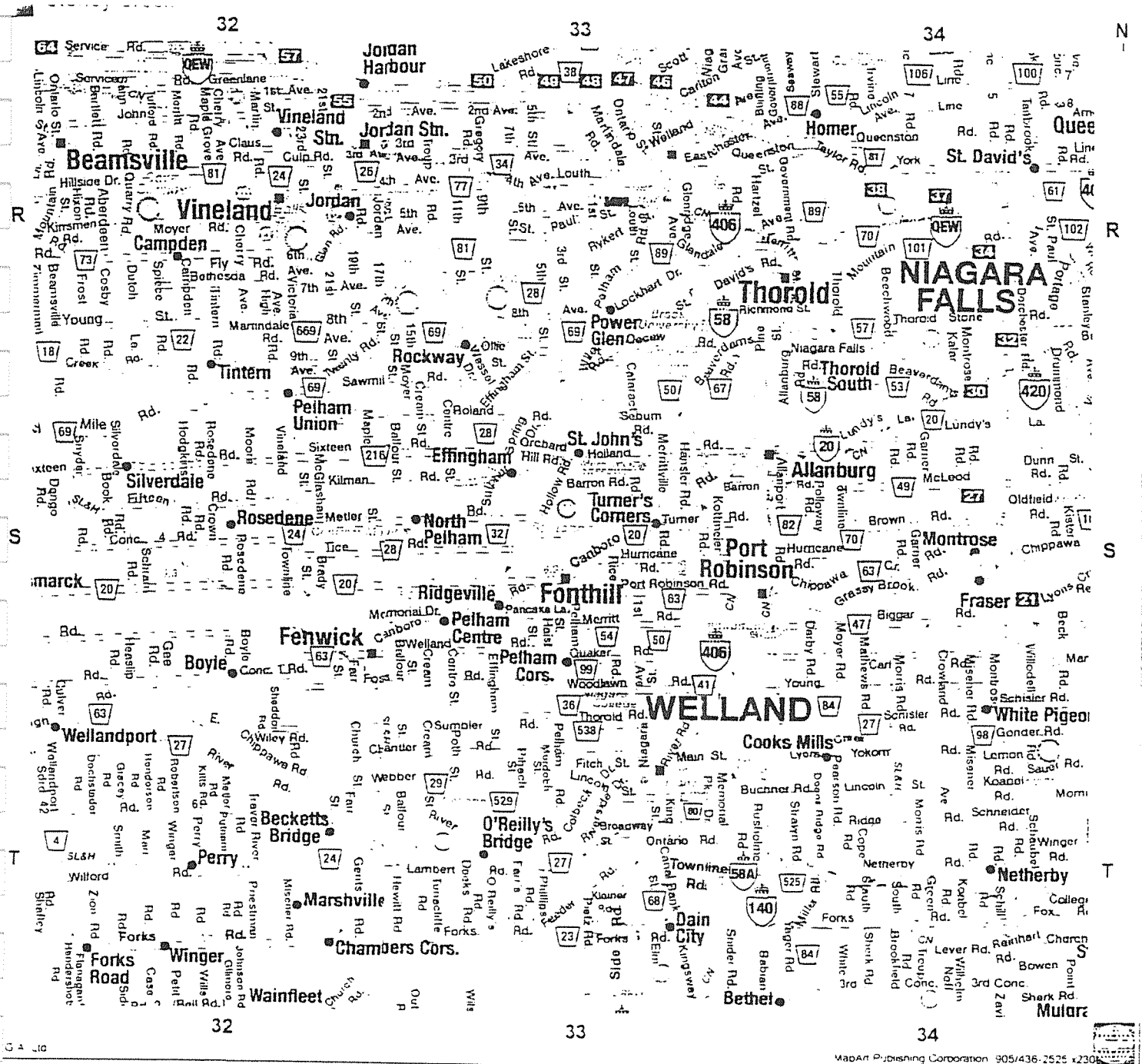
The development concept submitted provides for a supermarket of approximately 30,500 sf with a site expansion capability of approximately 10,000 sf, producing an overall development of approximately 40,500 sf. The site itself is approximately 4.45 acres in size and is located on the south side of Hwy No. 20 (Canboro Road), east of Station Street. The property currently contains a vacant building, formerly operated as a building supply outlet.

The Setting

This section of Hwy No. 20, generally east of Station Street, currently contains a mix of highway commercial uses including restaurants, gasoline service stations, lumber dealers, real estate offices and other commercial establishments. Many of the uses found along this strip, such as banks and personal service establishments, are also found in the other commercial concentrations within the municipality.

Character of the Area

The character of the area is that commonly found in municipalities of this scale throughout the Ontario market. It is a typical evolution and re-cycling of perimeter industrial uses along the main highway into retail/wholesale uses. As retail uses and their requisite floorspace and parking demands have increased, many have expanded and relocated out of the central core into these redevelopment areas. The municipality benefits to the extent that these areas and sites can be planned and controlled in a comprehensive manner and the tenants benefit from their enhanced market draws and improved customer access. These planned commercial areas are ideal to accommodate supermarket relocations and expansions. The supermarket has the opportunity to operate in an evolving commercial area. The smaller tenants already in place along the commercial strip receive the benefit of an anchor tenant to strengthen customer flow to the area.

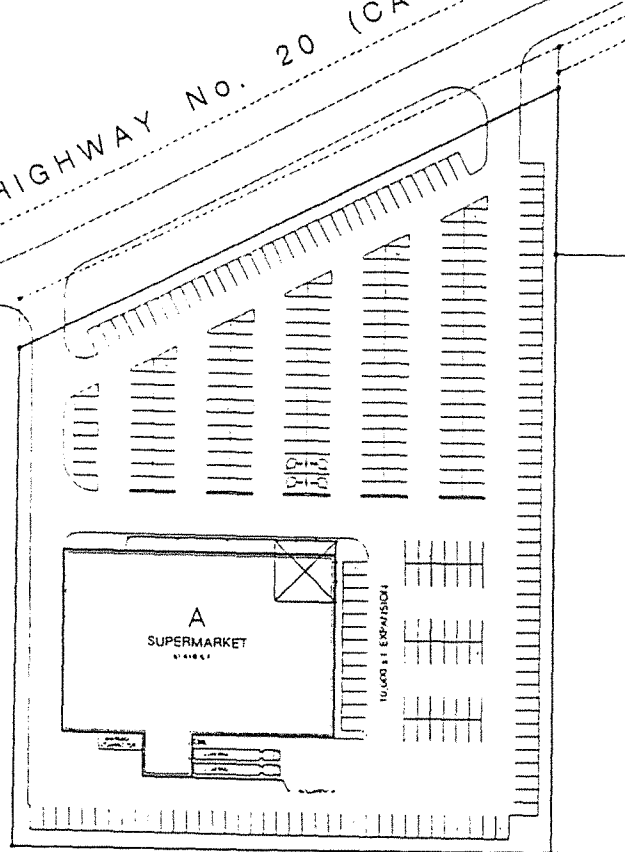


HENRY JOSEPH REALTY SERVICES

AREA COMMUNITIES

STATION STREET

HIGHWAY No. 20 (CANBORO ROAD)



SITE PLAN

SITE AREA	17,908.25 m ²	4.45 ACRES
BUILDING AREA m ²	AREA ft ²	
A	2,523.65	30,416
TOTAL	2,523.65	30,416
PARKING REQUIRED	168 SPACES	
5.60 / 1,000 s.f.		
PARKING PROVIDED	322 SPACES	
AFTER EXPANSION		
BUILDING AREA m ²	AREA ft ²	
A	3,734.65	40,416
TOTAL	3,734.65	40,416
PARKING REQUIRED	202 SPACES	
5.0 / 1,000 s.f.		
PARKING PROVIDED	265 SPACES	

SITE STATISTICS

HENRY JOSEPH REALTY SERVICES

CLIENT: DEVELOPMENT CONCEPT

Suitability of This Location

This is a logical and sensible relocation area for a local business when, by virtue of a need to expand both now and again in the future, it seeks a location still within the municipality and still capable of serving its existing and growing customer base. With a current site requirement of at least three acres and a further growth requirement to a 4.45 acre scale, this supermarket proposal is not compatible with the character, scale and functional customer capacity of a core centre site.

Utilization of Land Parcel

The land parcel itself is quite extensive (4.45 acres) with considerable frontage on Hwy No. 20. A larger scale single use on this property is far more desirable than a collection of smaller uses. The proposed use is also more compatible with adjacent residential properties to the west than currently permitted light industrial/warehousing and automobile oriented uses such as service stations, car washes, vehicle repair shops and motor vehicle sales.

A Dynamic Process

Over the past decade many supermarkets have expanded and relocated to less central locations in similar sized communities. Their prior locations are generally re-occupied by other smaller tenants upgrading or expanding in their local setting. Sometimes the former premises are sub-divided to permit these relocations or even to introduce new retailers to the market, thus benefiting the area consumers.

Trade Area

The Trade area is the geographical area from which retail facilities could normally expect to derive the major portion of their sales volume, generally between 80% and 95% of total sales. The geographical extent of the trade area is a function of (i) the pattern of accessibility and driving times created by the current and future road networks; (ii) the type, scale and character of existing area retail facilities and the proposed development; (iii) the scale, accessibility and merchandising strength of competitive facilities. The remaining sales will originate from occasional expenditures by visitors, tourists, students and employees working but not residing in the delineated Trade area.

The trade area for site and the balance of Pelham retail facilities and the primary and secondary trade area sectors are indicated below. The trade area reflects the influence of the existing and planned Town of Pelham retail facilities.

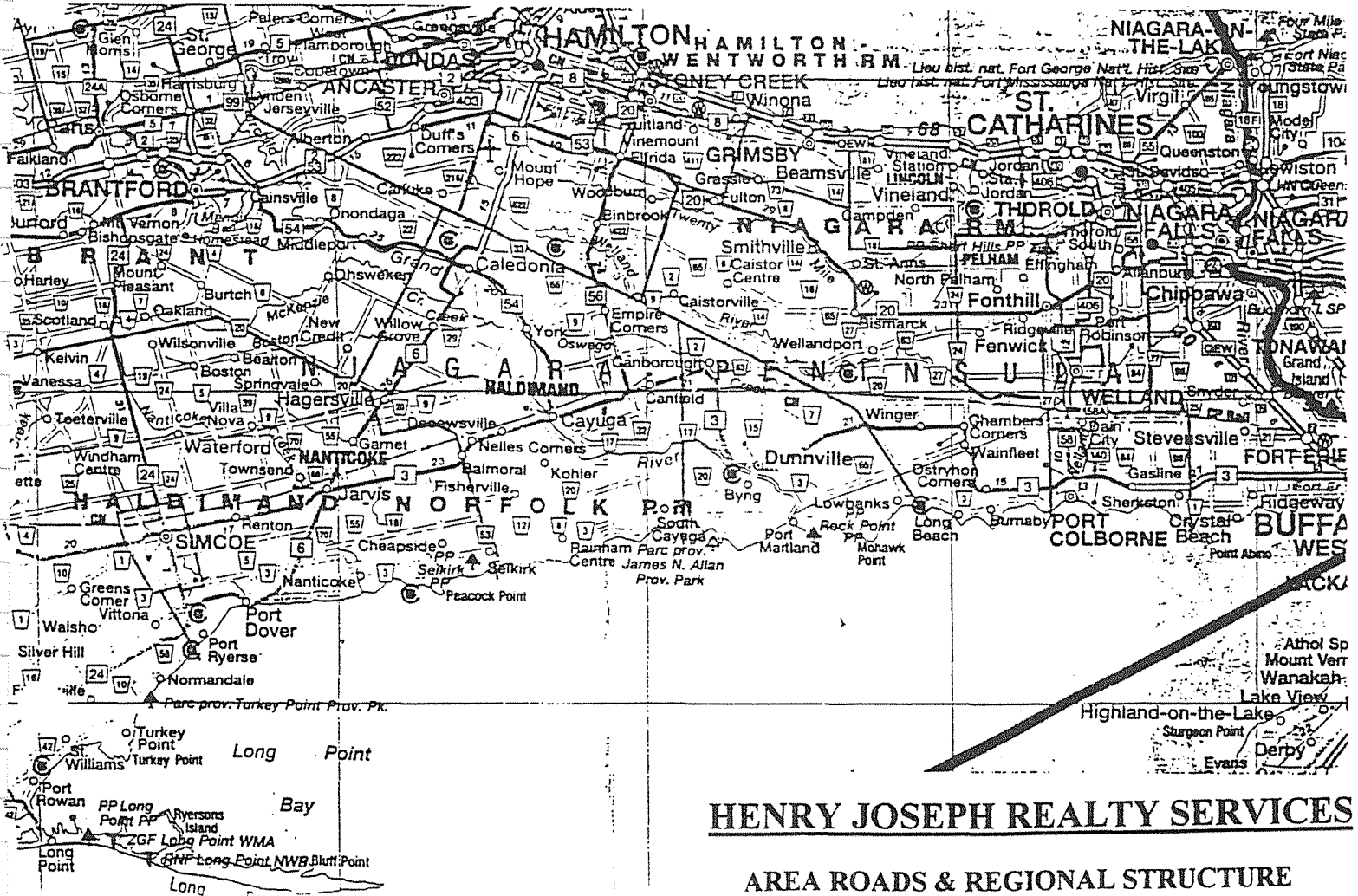
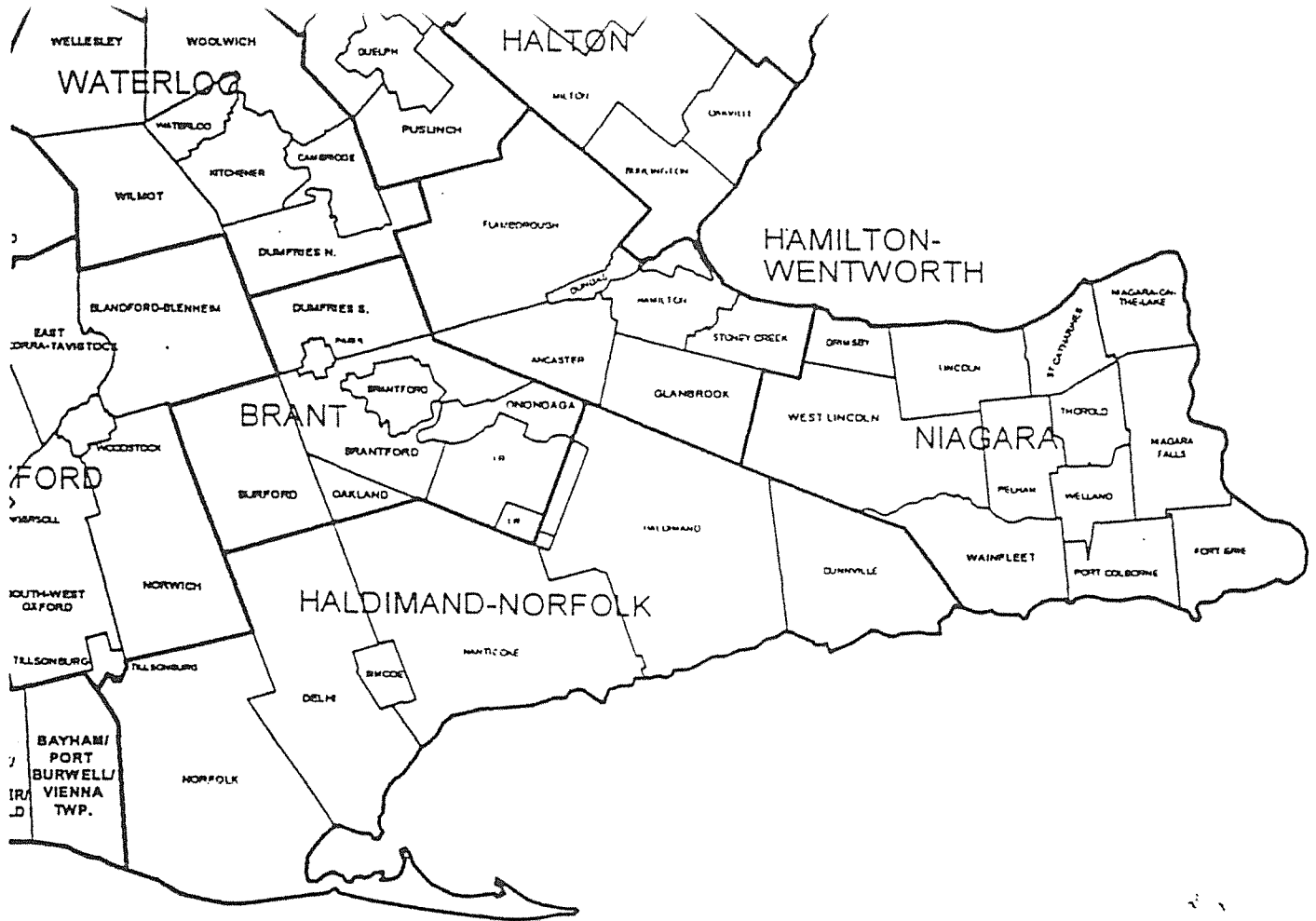
Trade Area Components

Primary Trade Area

- ☐ Town of Pelham

Secondary Trade Area

- ☐ Town of Lincoln (10% of population base)
- ☐ Town of Wainfleet (10% of population base)
- ☐ Town of West Lincoln (10% of population base)



HENRY JOSEPH REALTY SERVICES

AREA ROADS & REGIONAL STRUCTURE

In consideration of the designated trade area, it should be noted that:

The principal market for the analyzed FCTM and TBA facilities is the Town of Pelham itself. To the extent that the Town of Pelham has been and will continue to be a market centre for a portion of the surrounding area municipalities, a portion of their population base (namely 10%) has been included in the market potential for Pelham retail services and an appropriate market share has been drawn from this secondary zone potential.

The inclusion of this secondary zone leaves the majority of the market potential (namely 90%) to support existing and future retail development in the planned commercial centres for these adjacent municipalities. To the extent that Pelham retail facilities draw only a portion of the sales in the designated secondary zone, even more potential is left for these surrounding market centres.

Historical Population

Historical population for the Niagara R.M. and its area municipalities are provided in Table 1. Trade area historical population trends are identified in Table 2. During the 1991-1996 census period, moderate population growth was experienced in the surrounding area.

Population growth within the trade area municipalities was between 6.0% and 9.6%. The Town of Pelham population increased by 1,015 persons or 7.6% during the 1991-1996 period. The communities to the north and west including Lincoln and West Lincoln experienced strong population growth.

Future Population

Population growth within the Niagara R.M. (Table 3) is expected to be moderate over the forecast period. The Town of Pelham is expected to grow by approximately 159 persons per annum in the 2001-2011 period. The Town of Lincoln is expected to grow by approximately 287 persons per annum in the 2001-2011 period. The Town of Wainfleet is expected to grow by approximately 41 persons per annum in the 2001-2011 period. The Town of West Lincoln is expected to grow by approximately 92 persons per annum in the 2001-2011 period.

Trade area resident population (Table 4) is expected to grow moderately over the next decade in both the primary and secondary trade areas. The primary trade area comprises the Town of Pelham, including both urban and rural components. The secondary zone comprises 10% of the resident population of the surrounding area municipalities. The trade area population is expected to increase from a level of 18,522 persons in 1996 to 19,552 persons in 2001, 20,585 persons in 2006 and 21,614 persons in 2011.

Commercial Structure

The centre of community services in the Fonthill community is the Town Square area. It currently contains the Town Hall, the library, the post office and a senior citizens residence. This is the central focus of the commercial area designated in the Town of Pelham Official Plan. This commercial area extends west of Pelham Street, north of Hwy No. 20, east to Niagara Street and south almost to College Street. It also includes a mix of street front retail establishments as well as the Fonthill Shopping Centre, a strip centre anchored by IGA, Shoppers Drug Mart, a Sears Catalogue outlet and Jumbo Video.

The Hwy No. 20 corridor is an evolving commercial area. The current Official Plan designation, e.g. Highway Industrial-Commercial recognizes this shift. This area is recognized in the Official Plan as "a major transportation corridor through the Town and as an entrance to the urban area of Fonthill". The

Official Plan designation for this area currently permits a range of commercial uses, particularly larger space users whose building mass and extensive parking requirements would not be suitable for the central core. The zoning for the area also permits a range of commercial establishments including car dealerships, nursery or garden centres, farm produce markets, gas stations, restaurants, business and professional offices.

Market Opportunity

The potential for additional retail development in the trade area has two major influences.

- The first is the population of the trade area in terms of current and future permanent and seasonal residents;
- The third is the market presence of existing and proposed higher order retail facilities, both in terms of DSTM (Department Store Type Merchandise) and FCTM (Food & Convenience Type Merchandise) categories, thus assuring inflow dollars to overall facilities.

The existing and future population levels are identified herein, along with per capita retail expenditures as developed in the Appendices, to indicate the total retail market expenditure potential in 1999, 2001, 2003, 2006 and 2011 expressed in 1999 constant dollars.

FCTM Potential

The FCTM (Food & Convenience Type Merchandise) potential for the trade area is indicated in Table 6. These are the dollars which will be spent by trade area residents in all types of FCTM facilities including:

FCTM:

Supermarket

- Supermarkets

Other Food

- Grocery stores
- Convenience stores
- Bakery Products stores
- Candy & Nut stores
- Fruit & Vegetable stores
- Meat Markets
- Other Specialty Food Stores

The Town of Pelham resident FCTM potential (Table 6) is expected to increase from \$27.3 million in 1999 to \$32.6 million in 2011. The Secondary Zone resident FCTM potential is expected to increase from \$6.7 million in 1999 to \$8.1 million in 2011.

Supermarket Potential

- The Supermarket share of total FCTM expenditures and the sector market penetration levels are identified in Table 7. The Supermarket share of FCTM is estimated to be 75.0% in 1999 increasing to 80.0% in 2003 as area supermarket facilities are upgraded and expanded. On this basis, the Town of Pelham resident supermarket expenditure potential is expected to increase from \$20.5 million in 1999

to \$26.1 million in 2011. The Secondary Zone resident supermarket potential is expected to increase from \$5.0 million in 1999 to \$6.4 million in 2011.

Market Residual Analysis

- The market penetration potential of Town of Pelham supermarket facilities in the various market sectors plus inflow potential is indicated in Table 7. The 1999 market penetration levels are estimated to be Primary Zone: 30.0%; Secondary Zone: 15.0%; inflow: 10.0%; producing overall sales of \$7.7 million. This is a sales productivity level of \$483/sf, a strong operating level.
- The 2003 market penetration levels are estimated to be: Primary Zone: 75.0%; Secondary Zone: 25.0%; inflow: 12.5%; producing overall sales of \$21.5 million. Allowing existing floorspace to remain at the 1999 operating level of \$7.7 million, the net incremental sales opportunity, with no sales transfers from existing floorspace, is \$13.8 million in 2003 increasing to \$14.8 million in 2006 and \$16.5 million in 2011.
- This increment, on the basis of a new store productivity of \$425/sf would generate the opportunity for an additional 32,540 sf of supermarket floorspace in 2003, increasing to 34,890 sf in 2006 and 38,931 sf in 2011. To the extent that new floorspace is introduced above this threshold, sales transfers will occur from existing supermarkets.

Future Retail Performance – Impact Analysis

The site development is proposed to contain:

- a supermarket with an ultimate scale of 40,500 sf and potential phasing:

The supermarket component may or may not involve a relocation of the existing IGA supermarket. In the event that a relocation does not take place, scenario A identifies the opportunity and sales performance of area supermarkets based on no relocation. In the event that it does, Scenario B identifies the opportunity and sales performance of area supermarkets based on the relocation assumption.

Site Development Concept

	<u>2003</u>	<u>2006</u>	<u>2011</u>
<u>Supermarket:</u>			
Scenario A – no relocation	30,500	30,500	40,500 sf
Scenario B – relocation of IGA	40,500	40,500	40,500 sf

It is assumed for purposes of this analysis that -

- ◇ the project applications will be approved in 2001;
- ◇ the new store will be open for business in 2002;
- ◇ the new store will have its first full operating year in 2003;

Supermarket Performance

The residual supermarket floorspace (beyond current inventory) approximates 32,540 square feet by the year 2003 at a Trade Area population level of about 19,965 persons. This assumes that the supermarket share of FCTM spending rises to 80.0% for the Primary Trade Area and 80.0% for the Secondary Trade Area. This opportunity exists without reducing the 1999 performance levels of existing floorspace of \$483/sf.

This by itself is sufficient to support additional new supermarket space.

Supermarket - Scenario A

- ☐ new supermarket at subject site at 30,500 sf by 2003; 40,500 sf by 2011
- ☐ IGA remains in existing location

As indicated in Table 8, the new supermarket would increase the capture of trade area expenditure potential to Pelham facilities. The total sales to Pelham supermarkets will increase from \$7.7 million in 1999 to \$21.5 million in 2003 and \$22.5 million by 2006.

The overall sales productivity will decrease initially from \$483/sf in 1999 to \$463/sf in 2003 and increase to \$485 by 2006. These are strong operating levels. This projected sales performance confirms adequate market support for a new supermarket on the subject property. The remaining IGA would likely be converted to a Price Chopper banner, carrying a more limited merchandise range and lower prices. The market analysis herein shows an opportunity for this level of community supermarket expansion - still maintaining an acceptable overall performance level and an appropriate balance of supermarket services.

Supermarket - Scenario B

- ☐ IGA relocates to subject site at 40,500 sf by 2003
- ☐ Existing IGA store recycled for DSTM uses

As indicated in Table 8, the IGA relocation and expansion to a new supermarket would increase the capture of trade area expenditure potential to Pelham facilities. The total sales to Pelham supermarkets will increase from \$7.7 million in 1999 to \$21.5 million in 2003 and \$22.5 million by 2006.

The overall sales productivity will increase from \$483/sf in 1999 to \$531/sf in 2003 and increase to \$556/sf by 2006. These are strong operating levels. This projected sales performance confirms adequate market support for a supermarket expansion/relocation. The market analysis herein shows an opportunity for this level of community supermarket expansion - still maintaining an acceptable overall performance level and an acceptable distribution of supermarket services.

Conclusions & Recommendations

Conclusions

- ☐ The Town of Pelham supermarket facilities are currently losing market share and significant sales opportunities to competitive supermarket facilities in adjacent communities, particularly Welland, Thorold and St. Catharines. These competitive market centres are benefiting from a wider breadth of operating banners, merchandise selection and competitive pricing. By virtue of larger scale DSTM services (community and regional shopping centres), they also benefit from increased customer traffic.

- The market opportunity exists to expand and upgrade the supermarket services within the community. The IGA, and the other tenants of the Fonthill Shopping Centre, have been significant contributors to existing customer draws to Pelham. The current supermarket services need significant upgrading and expansion. They cannot compete, in their current form, with larger scale new format facilities in Welland, Thorold and St. Catharines.
- The new scale of operation requires a site such as the subject property. The location, even if it were to transfer the existing supermarket out of the downtown core, would ensure a stronger draw to overall community retail facilities. It would remain an anchor retail use for the community, if not directly for the downtown area.
- The new supermarket may or may not be a relocation of one of the existing supermarkets. A potential Loblaws, Sobeys, or Commissos on the subject property would enhance local competition and reduce outflow dollars. So would a new Sobeys facility in an expanded and upgraded form.
- The existing IGA store, in the event of their relocation, would represent an excellent store for re-utilization by smaller DSTM and/or service commercial uses, either currently in the market or desirous of entering the market. There are no smaller specialty stores proposed on the subject property, thus eliminating any direct competition with existing specialty stores in the downtown area.
- The supermarket use proposed on the subject property would not create a regional-scale facility or shopping district. The principal market for the upgraded supermarket uses would be the Town of Pelham itself. To the extent that these supermarket uses will draw from the abutting area municipalities, the overlap shall be modest and will not undermine the viability of their central business districts.

Recommendations

- *The municipality should approve the proposed Official Plan and Zoning By-law amendments.*

TABLE 1**HISTORICAL POPULATION - NIAGARA R.M.**

<u>Year/Location</u>	<u>Population</u>		<u>Change: 1991 to 1996</u>	
	<u>1991</u>	<u>1996</u>	<u>Amount</u>	<u>Percent</u>
Fort Erie (T)	26,006	27,183	1,177	4.5%
Grimsby (T)	18,520	19,585	1,065	5.8%
Lincoln (T)	17,149	18,801	1,652	9.6%
Niagara Falls (C)	75,399	76,917	1,518	2.0%
Niagara-On-The-Lake (T)	12,945	13,238	293	2.3%
Pelham (T)	13,328	14,343	1,015	7.6%
Port Colborne (C)	18,766	18,451	-315	-1.7%
St Catharines (C)	129,300	130,926	1,626	1.3%
Thorold (C)	17,542	17,883	341	1.9%
Wainfleet (TP)	6,203	6,253	50	0.8%
Weiland (C)	47,914	48,411	497	1.0%
West Lincoln (TP)	10,864	11,513	649	6.0%
Niagara R.M.	393,936	403,504	9,568	2.4%

Source: Statistics Canada

TABLE 2

HISTORICAL POPULATION - TRADE AREA

<u>Year</u> <u>Location</u>	<u>Portion In</u> <u>Trade Area</u>	<u>Population</u>		<u>Period Growth</u> 1991-1996	
		<u>1991</u> <u>census</u>	<u>1996</u> <u>census</u>	<u>Amount</u>	<u>Percent</u>
Pelham T	100.0%	<u>13,328</u>	<u>14,343</u>	<u>1,015</u>	7.6%
Subtotal PTA		13,328	14,343	1,015	7.6%
Lincoln T	10.0%	1,715	1,880	165	9.6%
Wainfleet T	10.0%	620	625	5	0.8%
West Lincoln T	10.0%	<u>1,086</u>	<u>1,151</u>	<u>65</u>	6.0%
Subtotal STA		3,422	3,657	235	6.9%
Total Trade Area		16,750	18,000	1,250	7.5%

Source: Statistics Canada - original data i.e. not adjusted for census undercount

TABLE 3**POPULATION FORECAST - NIAGARA R.M.**

<u>Municipality/Period</u>	<u>1991 census</u>	<u>1996 census</u>	<u>2001 interpolate</u>	<u>2006 interpolate</u>	<u>2011 forecast</u>
Fort Erie	26,006	27,183	28,695	30,212	31,724
Period growth - amount		1,177	1,512	1,517	1,512
Average Annual Growth		235	302	303	302
Grimsby	18,520	19,585	20,494	21,405	22,314
Period growth - amount		1,065	909	911	909
Average Annual Growth		213	182	182	182
Lincoln	17,149	18,801	20,233	21,669	23,101
Period growth - amount		1,652	1,432	1,436	1,432
Average Annual Growth		330	286	287	286
Niagara Falls	75,399	76,917	79,051	81,191	83,325
Period growth - amount		1,518	2,134	2,140	2,134
Average Annual Growth		304	427	428	427
Niagara-On-The-Lake	12,945	13,238	14,960	16,686	18,408
Period growth - amount		293	1,722	1,727	1,722
Average Annual Growth		59	344	345	344
Pelham	13,328	14,343	15,134	15,928	16,719
Period growth - amount		1,015	791	794	791
Average Annual Growth		203	158	159	158
Port Colborne	18,766	18,451	18,848	19,247	19,644
Period growth - amount		-315	397	398	397
Average Annual Growth		-63	79	80	79
St Catharines	129,300	130,926	132,159	133,397	134,630
Period growth - amount		1,626	1,233	1,237	1,233
Average Annual Growth		325	247	247	247
Thorold	17,542	17,883	19,201	20,523	21,841
Period growth - amount		341	1,318	1,322	1,318
Average Annual Growth		68	264	264	264
Wainfleet	6,203	6,253	6,459	6,666	6,872
Period growth - amount		50	206	207	206
Average Annual Growth		10	41	41	41
Welland	47,914	48,411	49,571	50,733	51,893
Period growth - amount		497	1,160	1,163	1,160
Average Annual Growth		99	232	233	232
West Lincoln	10,864	11,513	11,972	12,431	12,890
Period growth - amount		649	459	460	459
Average Annual Growth		130	92	92	92
Niagara R.M.	393,936	403,504	416,776	430,089	443,361
Period growth - amount		9,568	13,272	13,312	13,272
Average Annual Growth		1,914	2,654	2,662	2,654

Source: Niagara R.M., February 2001

TABLE 4

POPULATION PROJECTIONS - TRADE AREA

<u>Trade Area</u>	<u>Census 1991</u>	<u>Census 1996</u>	<u>1999</u>	<u>2001</u>	<u>2003</u>	<u>2006</u>	<u>2011</u>
Primary Trade Area (Town of Pelham)							
Unadjusted Population	13,328	14,343		15,134		15,928	16,719
Population Projection *		14,759	15,302	15,573	15,900	16,390	17,204
Period Growth (#; 5 yr)		1,015		814		817	814
Period Growth (%; 5 yr)		7.6%		5.5%		5.2%	5.0%
Secondary Trade Area							
Lincoln T (10%)	1,715	1,880		2,023		2,167	2,310
Wainfleet T (10%)	620	625		646		667	687
West Lincoln T (10%)	1,086	1,151		1,197		1,243	1,289
Unadjusted Population	3,422	3,657		3,866		4,077	4,286
Population Projection *		3,763	3,907	3,978	4,065	4,195	4,411
Period Growth (#; 5 yr)		235		216		216	216
Period Growth (%; 5 yr)		6.9%		5.7%		5.4%	5.1%
Total Trade Area							
Unadjusted Population	16,750	18,000		19,001		20,004	21,005
Population Projection *		18,522	19,209	19,552	19,965	20,585	21,614
Period Growth (#; 5 yr)		1,250		1,030		1,033	1,030
Period Growth (%; 5 yr)		7.5%		5.6%		5.3%	5.0%

* 1996 census population adjusted for Census undercount of

2.9%

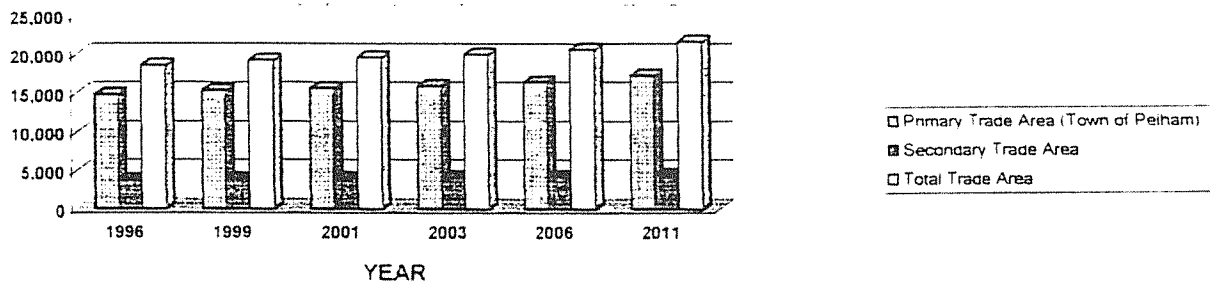
POPULATION PROJECTION - TRADE AREA

TABLE 5

FCTM INVENTORY: TOWN OF PELHAM

<u>Retail Category</u>	<u>Address</u>
<u>Supermarket</u>	
Fonthill IGA	Fonthill Shopping Plaza
<u>Other Food</u>	
Avondale Convenience	1161 Pelham Street
Avondale Convenience	121 Hwy No. 20 East
Avondale Convenience	1390 Haist Street
Avondale Convenience	675 Metler Road
Avondale Convenience	786 Canboro Road
Bulk Market	1376 Haist Street
Centre Variety	1421 Pelham Street
Country Corner Meats & Deli	686 Quaker Road
Gallagher's Farm Market	346 Hwy No. 20 West
Klager's Meat & Produce	1507 Pelham Street
Target Food	151 Hwy No. 20 West

Source: Town of Pelham Municipal & Community Services and Field Review

TABLE 6

STUDY AREA - FCTM EXPENDITURE POTENTIAL

Period:	<u>1999</u>	<u>2001</u>	<u>2003</u>	<u>2006</u>	<u>2011</u>
Primary Trade Area					
Population	15,302	15,573	15,900	16,390	17,204
Expenditure/Capita	\$1,787	\$1,805	\$1,823	\$1,850	\$1,897
Potential (\$millions)	\$27.3	\$28.1	\$29.0	\$30.3	\$32.6
Secondary Trade Area					
Population	3,907	3,978	4,065	4,195	4,411
Expenditure/Capita	\$1,720	\$1,737	\$1,755	\$1,781	\$1,826
Potential (\$millions)	\$6.7	\$6.9	\$7.1	\$7.5	\$8.1
Total Trade Area (\$millions)	\$34.1	\$35.0	\$36.1	\$37.8	\$40.7

Note: Forecast in 1999 constant dollars

FCTM: Food & Convenience Type Merchandise

Real growth per annum: 0.5%

TRADE AREA - FCTM POTENTIAL
(\$millions)

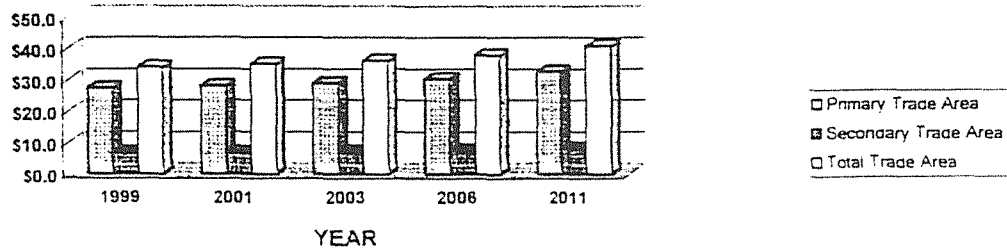


TABLE 7

SUPERMARKET DEMANDS & RESIDUAL SPACE

<u>Study Area</u>		<u>1999</u>	<u>2001</u>	<u>2003</u>	<u>2006</u>	<u>2011</u>
Primary Trade Area						
FCTM Expenditure Potential (Smillions)		\$27.3	\$28.1	\$29.0	\$30.3	\$32.6
Supermarket Share @	75.0%	\$20.5				
	80.0%		\$22.5	\$23.2	\$24.3	\$26.1
Local Capture @	30.0%	\$6.2				
	75.0%		\$16.9	\$17.4	\$18.2	\$19.6
Secondary Trade Area						
FCTM Expenditure Potential (Smillions)		\$6.7	\$6.9	\$7.1	\$7.5	\$8.1
Supermarket Share @	75.0%	\$5.0				
	80.0%		\$5.5	\$5.7	\$6.0	\$6.4
Local Capture @	15.0%	\$0.8				
	25.0%		\$1.4	\$1.4	\$1.5	\$1.6
Town of Pelham Local Share						
Without Inflow (Smillions)		\$6.9	\$18.2	\$18.8	\$19.7	\$21.2
Plus Inflow @	10.00%	\$0.8				
	12.50%		\$2.6	\$2.7	\$2.8	\$3.0
Total Potential Town of Pelham		\$7.7	\$20.9	\$21.5	\$22.5	\$24.2
Less existing competition @						
floorspace	15,900					
sales/sf	\$483	\$7.7	\$7.7	\$7.7	\$7.7	\$7.7
Residual Sales Demand		\$0.0	\$13.2	\$13.8	\$14.8	\$16.5
Residual GLA sf:						
sales \$/sf	\$400.00	0	32,944	34,574	37,071	41,365
	\$425.00	0	31,006	32,540	34,890	38,931
	\$450.00	0	29,284	30,733	32,952	36,769

SUPERMARKET RESIDUAL FLOORSPACE OPPORTUNITY

(sf)

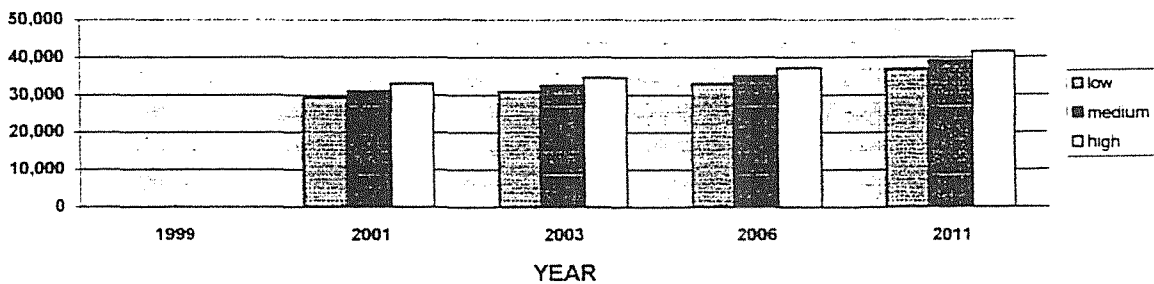


TABLE 8

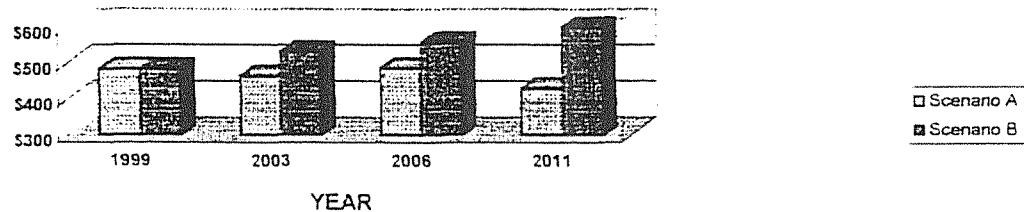
STUDY AREA SUPERMARKET EXPANSION SCENARIOS

<u>Study Area</u>		<u>1999</u>	<u>2001</u>	<u>2003</u>	<u>2006</u>	<u>2011</u>
Total Study Area Capture (\$ million)		\$7.7	\$20.9	\$21.5	\$22.5	\$24.2
(ref. Table 7)	sales/week	\$147,615	\$401,030	\$413,570	\$432,777	\$465,805

<u>Scenario A - Supermarket</u>	<u>New Supermarket on Subject Property</u>				
Floorspace:					
IGA		15,900	15,900	15,900	15,900
Subject Proposal		0	30,500	30,500	40,500
Total Floorspace		15,900	46,400	46,400	56,400
Average Sales/sf		\$483	\$463	\$485	\$429

<u>Scenario B - Supermarket</u>	<u>New Supermarket on Subject Property + Relocation of IGA</u>				
Floorspace:					
IGA		15,900	0	0	0
Subject Proposal		0	40,500	40,500	40,500
Total Floorspace		15,900	40,500	40,500	40,500
Average Sales/sf		\$483	\$531	\$556	\$598

SUPERMARKET PERFORMANCE
\$/SF



Appendix A-1

Income Index - 1996

<u>Location</u>	<u>Persons in Private Hlds</u>	<u>Private Households</u>	<u>P.P.H.</u>	<u>Inc/Hshld</u>	<u>Inc/Can</u>
Town of Pelham	14,315	5,070	2.82	\$67,912	\$24,053
			Area/Ontario	Inc Index	119.7%
Lincoln T	18,230	6,425	2.84	\$54,993	\$19,382
Wainfleet T	6,235	2,150	2.90	\$53,659	\$18,503
West Lincoln T	11,470	3,595	3.19	\$55,077	\$17,263
Subtotal	35,935	12,170	2.95	\$54,782	\$18,553
			Area/Ontario	Inc Index	92.3%
Province of Ontario	10,605,060	3,924,515	2.70	\$54,291	\$20,091
				Inc Index	100.0%

Source: 1996 Census

Appendix A-2

Per Capita Retail Expenditures - 1999

<u>Location/ Index</u>	<u>Ontario 1999</u>	<u>Primary Trade Area</u>	<u>Secondary Trade Area</u>
Income Index:	100.0	119.7	92.3
FCTM Index		102.76	98.92
FCTM Expend/Capita	\$1,739	\$1,787	\$1,720
DSTM Index		114.52	94.33
DSTM Expend/Capita	\$3,078	\$3,525	\$2,903
TBA Index		114.52	94.33
TBA Expend/Capita	\$255	\$292	\$241
Restaurant Index		116.94	93.20
Restaurant Expend/Capita	\$721	\$843	\$672
Personal Service Index		111.23	97.55
Personal Service Expend/Capita	\$248	\$276	\$242

Notes:

Ontario Sales Per Capita 1999 - Appendix A-3

FCTM Elasticity Index: $y = 85.98 + .1402 (x)$ where x equals income index

DSTM Elasticity Index: $y = 26.35 + .7365 (x)$ where x equals income index

TBA Elasticity Index: $y = 26.35 + .7365 (x)$ where x equals income index

Restaurant Elasticity Index: $y = 13.256 + .8661 (x)$ where x equals income index

Personal Service Elasticity Index: $y = 51.480 + .4991 (x)$ where x equals income index

Ontario Restaurant Expenditure/capita 1999 = (\$680/cap in 1997) x 103% x 103% = \$721/capita

Ontario Personal Service Expenditure/capita 1999 = (\$234/cap in 1997) x 103% x 103% = \$248/capita

Family Expenditures in Canada 1996, Statistics Canada Catalogue 62 - 555

Appendix A-3

Retail Sales - Ontario 1999

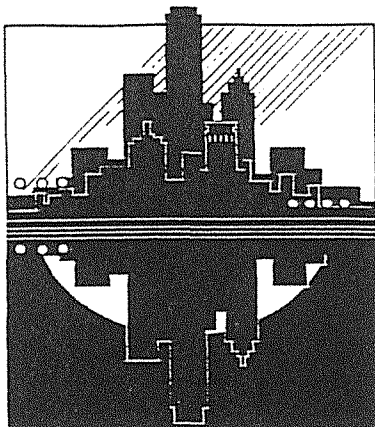
<u>Category</u>	<u>Sales \$millions</u>	<u>Percent population</u>	<u>Sales/capita 11,513,808</u>
FCTM:			
Supermarket & Grocery	\$17,075.6	85.3%	\$ 1,483.1
Other Food	\$1,966.9	9.8%	\$ 170.8
Subtotal	\$19,042.5	95.1%	\$ 1,653.9
Price/Costco addback to food	\$978.7	4.9%	\$ 85.0
Total FCTM	\$20,021.2	100.0%	\$ 1,738.9
DSTM:			
Drugstores	\$5,577.6	15.7%	\$ 484.4
Shoe Stores	\$614.9	1.7%	\$ 53.4
Mens Clothing Stores	\$672.3	1.9%	\$ 58.4
Womens Clothing Stores	\$1,826.5	5.2%	\$ 158.6
Other clothing Stores	\$2,605.3	7.4%	\$ 226.3
Total Apparel & Accessories	\$5,719.0	16.1%	\$ 496.7
Household Furniture & Appliances	\$4,034.6	11.4%	\$ 350.4
Household Furnishings	\$1,092.5	3.1%	\$ 94.9
Total H. F. & Appliances	\$5,127.1	14.5%	\$ 445.3
Department Stores (with concessions)	\$7,720.0	21.8%	\$670.5
Other General Merchandise			
Subtotal	\$11,947.2	33.7%	\$1,037.6
less Price/Costco addback to food	\$978.7	2.8%	\$ 85.0
Total General Merchandise	\$10,968.5	31.0%	\$ 952.6
Other Semi-Durable Goods Stores	\$3,814.8	10.8%	\$ 331.3
Other Durable Goods Stores	\$2,838.8	8.0%	\$ 246.6
Other Retail Stores:			
Opticians (6592), Art Galleries/Art Supplies (6593), Luggage & Leather (6594), Pet Stores (6596) and Other Retail Stores nec (6599)			
Subtotal Other Retail	\$1,392.4	3.9%	\$ 120.9
Total DSTM	\$35,438.2	100.0%	\$ 3,077.9
TBA	\$2,936.8		\$ 255.1
Total DSTM & TBA	\$38,375.0		\$ 3,333.0

Source

- 1) Population July 1, 1999 from S C Quarterly Demographic Statistics, including net undercoverage of non-permanent residents & returning Cdns (catl. 91-002 XPB)
- 2) Dept Store Sales including concessions, Matrix 112, August 2000 CANSIM
- 3) Portion of Other Retail Stores NEC estimated at 9.0% per 1997 results
- 4) TBA includes Tires, Batteries & Accessories (6342) Home & Auto Supply (6341)
- 5) Retail Trade Statistics catl. 63-005, Table 3 March 2000

Henry Joseph -

HENRY JOSEPH REALTY SERVICES
Real Estate Research & Planning



Henry Joseph is a graduate of McGill University (B.Eng-Civil Engineering) and the University of Western Ontario (MBA-Marketing & Finance). Mr. Joseph began his real estate career with Cadillac Development Corporation in the 1970's and later became a national vice-president of A.E. LePage Limited in charge of real estate research and municipal planning activities across Canada. He has practiced as an independent consultant for the past 20 years and maintains a strong working relationship with industry planners, architects and real estate professionals.

Mr. Joseph's real estate consulting activities have covered the full spectrum of Canadian markets with additional involvement in U.S. markets and properties. He is often called on as a professional witness before municipalities, the Ontario Municipal Board and other legal tribunals and courts. He has been retained by private developers, major corporations, financial institutions, municipal and provincial government agencies.

Project Assignments

- ☐ market and merchandising studies for commercial, industrial and residential projects in most Canadian markets over a thirty year period;
- ☐ project planning and land use planning assignments throughout Canada and U.S.A.;
- ☐ recognized professional consulting expertise before area and regional municipalities, the Ontario Municipal Board and other tribunals and courts;
- ☐ consulting reports, affidavits and expert testimony in shopping centre planning/merchandising, sales performance, lease requirements and financial impact matters;
- ☐ project management assignments for rezonings and official plan amendments;
- ☐ a combination of planning/engineering and market/economic consulting qualifications and experience with an ability to deal with the planning (municipal), development and market (economic) environment of the programs;
- ☐ an in-depth knowledge of the Canadian market and a comprehensive understanding of the market and operating characteristics of retail/commercial developments.

Academic & Professional Qualifications

1964 - B.Eng. (Civil Engineering) McGill University
Professional Engineer - Province of Ontario
1969 - M.B.A. (Marketing & Finance) UWO Richard Ivey Business School

Professional Career

1979-2001 Real estate consultant - President, Henry W. Joseph Realty Corporation Limited
1973-1979 Vice-President & Director, Canada - Research & Planning Division, A.E. LePage Professional Services Company
1972-1973 Director of Research & Planning, Geoffrey Still Associates - shopping centre consultants
1969-1972 Assistant to the President, Cadillac Development Corporation Limited
1964-1967 Consulting Engineer, H.G. Acres & Company Limited

Areas of Consulting Expertise

Consulting.....

Market Studies
Planning/Impact Analysis
Feasibility Studies
Merchandising/Leasing Analysis
Project Planning & Rezoning

Projects.....

Retail Facilities
Office Facilities
Residential Facilities
Mixed Use Developments
Business Parks

Location of Consulting Assignments (Ontario. partial)

Ajax
Barrie
Brampton
Brockville
Caledon
Cornwall
Etobicoke
Halton Hills
Kingston
London
Mississauga
Newmarket
Oakville
Peterborough
Richmond Hill
Scarborough
Thunder Bay
Vaughan
Whitby

Ancaster
Belleville
Brantford
Burlington
Collingwood
Dunnville
Guelph
Hamilton
Kitchener
Markham
Newcastle
North York
Oshawa
Pickering
Sarnia
Sudbury
Toronto
Waterloo
Windsor

Clients (Partial)

**20 Vic Management
A&P Properties Limited
Bentall Real Estate Services
Canada Life Insurance
Commercial Equities Limited
Creson Corporation
First Professional Management
H&M Cherney Realty
IPCF (Loblaw) Properties Limited
JDS Investments Limited
Landawn Shopping Centres
Lebovic Enterprises
Penequity Management Group
Public Works Canada
Riotrin Properties (Ancaster) Inc.
The Camrost Group Limited
The Oshawa Group
The Sports Authority Canada
Town of Markham
Town of Parry Sound
Trafalgar Capital Management
Trinity Development Group Inc.
York Trillium Developments**

**A&M Super Discount Marts
Alterra Commercial Properties
Bramalea Limited
Canpro Properties Limited
Confederation Life Insurance
Famous Players Developments
Frum Development Group
Highland Farms (Supermarkets)
ITCO Properties Limited
JSM (Ontario) Corporation
Landsmith Corporation
Michael-Angelo's Market Place
Province of Ont. - Realty Group
Ramgold Developments Inc.
Rutledge Development Corp
The Effort Trust Company
The Rose Corporation
Town of Halton Hills
Town of Milton
Township of Skugog
Tridel Corporation
Wharton Building Corporation**

Clerk Cheryl Miclette

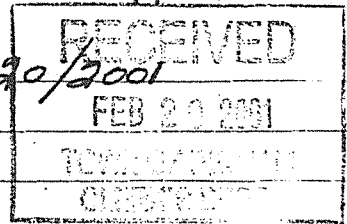
From: "Bonnie Birch"
 To: <clerks@town.pelham.on.ca>
 Sent: Tuesday, February 20, 2001 4:44 PM
 Subject: Sobey's
 Dear Cheryl:

Thank you for your prompt reply to my telephone call today. My husband and I would like to voice our opinion in regard to the proposed re-zoning and possible location of a Sobey's at the old site of the Fonthill building supplies store. You have no doubt received many calls or complaints of such a development. As a long time resident of Fonthill we originally purchased our home here due to the quiet almost quaint surroundings. Since moving here we have watched, to our dismay, far too much development (squeezing housing into any available land all for the sake of that big thing "DEVELOPMENT". Speaking to other long time residents who feel the same way we have discovered that the Mayor and Council only seem to prefer to deal with or listen to those with the money. We now have large expensive housing subdivisions owners of whom commute to Hamilton or Toronto to work leaving a large amount of teenage latch-key kids with nothing to do until Mom or Dad get home. This has caused a number of problems which you would see if you checked the police calls for the older section of town. A new grocery store is not needed in our town, (look how many businesses have closed their doors due to lack of business in our downtown area. We have a Commisso's only 5 kilometers up the road in Welland if the IGA in the town plaza does not satisfy their needs. Highway 20 is far too traffic logged to add another problem to it. This is a bedroom community mainly due to the expensive housing subdivisions built in the last 8 years. These people do not have to live here they just travel in and out and if they cannot find what they want in our local IGA, Shopper's Drug Mart or Pet store etc., I am quite sure either Welland, St. Catharines or Niagara Falls could fill their needs.

Why not use the land on the 20 for a MUCH NEEDED COMMUNITY CENTRE FOR OUR YOUTH (latch-key kids) or for a Community Garden for volunteers to garden and beautify the entry into our town. The out of town workers may appreciate a place to spend some time with their children in a positive, town beautifying project. Thought could also be given to letting a popular nursery from the St. Catharines area to lease the land and coordinate the community gardens to ensure possible experimental planting of Carolina Belt shrubs, trees, perennials, annuals, vegetables etc to be sold to the public. Surely there must be something to use this site for rather than causing an unnecessary added competitor to our more than adequate plaza. We have already lost a lovely old-fashioned grocery store where everyone was known by their first names with the closure of Klager's who could not compete with the larger IGA. So lets keep this simple and slow down on development. Please add to my letter the following: HAVE COUNCIL **"LISTEN TO THE PEOPLE"** FOR A CHANGE AND THINK NOT ONLY OF THE BOTTOM LINE. OUR TOWN HAS RECEIVED ENOUGH BUILDING PERMIT DOLLARS IN THE LAST 5-6 YEARS TO USE FOR GARDENS, FIXING UP THE TOWN CORE AND OTHER MORE BEAUTIFYING PROJECTS. ALSO, ASK THE MAYOR IF HE WOULD LIKE TO SEE ALL THESE PEOPLE, TRAFFIC AND RETAILERS IN HIS "COUNTRY LIKE" HOME AREA.

THANK YOU
 Bonnie and Gary Birch 8923677

Feb 20/2001



Municipal Council
 Pelham Municipal Building
 Town Square

As concerned citizens we heartily concur with the statements made by Mr. Meehan in Today's Tribune.

Many Fenthill residents walk to the Plaza. A care of seniors has been established who rely upon the Plaza for their needs. The plan for the Plaza provides a library, a post office, a drugstore and a grocery store. Reconsider this responsible planning.

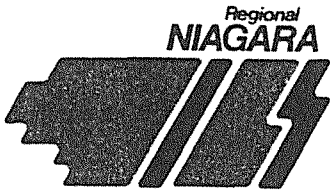
The residents of the Sr Citizens apts plus the people who will be living in the new senior citizens apts being built need a conveniently located grocery store. Seniors could not walk "safely" to a grocery store on Highway #20 considering the existing traffic patterns.

Mr. Meehan has given 22 years of his life to Fenthill. His service to the community in organizations such as the Niagara Child Development Centre has been outstanding.

Fenthill needs a plaza where people can walk safely with their children. The plaza would die without a grocery store. I'm sure the other businesses wouldn't survive.

Let's keep Fenthill alive so that people want to live here. I am sure a survey would endorse our observations.

Donna & Gerry Nash
 4 Petronella Pkwy. Box 905
 Fenthill



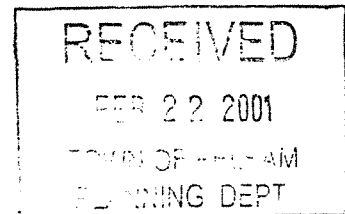
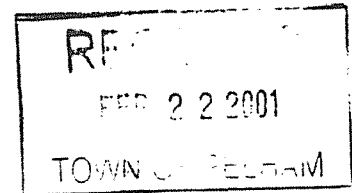
PLANNING AND DEVELOPMENT DEPARTMENT

Appendix C-4

The Regional Municipality of Niagara
3550 Schmon Parkway, P.O. Box 1042
Thorold, Ontario L2V 4T7
Telephone: (905) 984-3630
Fax: (905) 641-5208
E-mail: plan@regional.niagara.on.ca

February 13, 2001
D.10.M.19.27 (AM10/00)

Mr. J. Bernardi
Director of Planning Services
Town of Pelham
P.O. Box 400
20 Pelham Town Square
Fonthill, Ont.
L0S 1E0



Dear Mr. Bernardi

**Re: Application to Amend the Official Plan and Zoning Bylaw
609793 Ontario Inc. and Ramgold Ltd.
Regional Road 20, east of Station St.
Town of Pelham**

Regional Planning staff has reviewed this application from both a Provincial and Regional policy perspective. The proposal involves changes to the Planning documents to allow a supermarket in an area that originally was intended for industrial related commercial uses. The site affected was previously used for a building supply outlet.

This property is within the urban area boundary according to the Regional Policy Plan. The objectives of the Plan for commercial activities include ensuring an overall adequate supply of shopping facilities, without adversely affecting existing facilities and supporting a dispersed pattern. Generally, however, the primary responsibility for determining a detailed commercial strategy guiding the size and location of new and expanded shopping facilities within any local municipality rests with that municipality (Policy 5.12).

Based on its size, the current proposal is not of a Regional scale and it is primarily the Town's responsibility to assess the appropriateness of the proposal. We offer the following observations for your information:

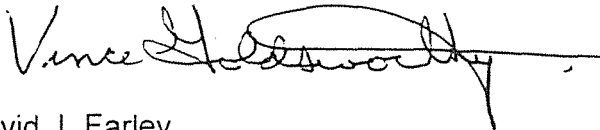
1. The proposed use is at the easterly "gateway" area to Fonthill. It would be advantageous to develop commercial uses that will enhance the appearance of this entrance to Fonthill. The Town can employ a sign bylaw as well as site plan and zoning techniques to assist in this regard. For example, the street view as proposed would be a large parking area in front of a building. We expect that the Town will ensure that appropriate landscaping, berming and signage provisions are incorporated in the site plan to enhance the appearance of the proposed development.
2. This general area was established initially with a more industrial flavour. The Town may wish to consider the long term strategy for this area to determine the

most appropriate mix of commercial and industrial uses, again bearing in mind the "Gateway" character that the Town may wish to promote in this area.

3. The comments of the Regional Public Works Department should be obtained with respect to access to Regional Road 20 and servicing requirements.

In conclusion, other than for some site planning observations, Regional Planning staff have no objection to the approval of these amendments from either a Regional or Provincial planning perspective. Please advise The Regional Planning Department as to the adoption of formal amendments.

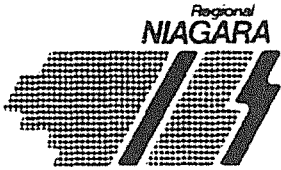
Sincerely



David J. Farley
Assistant Planning Director

Copy: Mr. W. Stevens, Regional Public Works Department

623/01 G. Barker- (Fax)
Vg/AM12-00Pelham



THE REGIONAL MUNICIPALITY OF NIAGARA

MEMORANDUM

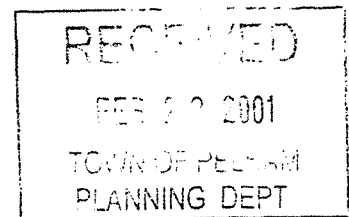
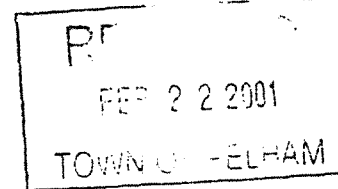
DATE: February 21, 2001

TO: Vince Goldsworthy
Planning and Development Department

FROM: William J. Stevens, C.E.T.
Supervisor Development Approvals

SUBJECT: **Public Meeting**
Zoning By-law Amendment (Preliminary)
Proposed: Grocery Store
Applicant: Ramgold Ltd. (609793 Ontario Inc.)
South Side of Regional Road 20 (former Highway 20)
East of Station Street
Town of Pelham
Our File: D.10.020.2 (2001-1)

COPY



We have no objection to the above-referenced rezoning in order to construct a grocery store and we provide the following comments:

1) **Regional Road Allowance**

The existing right-of-way is approximately **80-feet wide** and future widening will be required from the opposite side of the road allowance. Therefore, no further widening is required at this time from the subject property.

2) **Access**

A detailed site plan and site servicing drawing is required, detailing servicing and storm drainage. All surface runoff must be directed away from the Regional right-of-way.

An access design detailing driveway widths and internal traffic patterns must be based on proposed uses. Note that we would prefer one major access way, centrally located with a throat width of 12 m and radii sufficient enough to accommodate tractor-trailers.

A *Traffic Impact Study* is required to determine the impact of the proposed grocery store and fast food development.

3) **Regional Permit Requirements**

Prior to any construction taking place within a Regional road allowance, a **Regional Construction Encroachment and/or Entrance Permit** must be obtained. Applications

must be made through the *Permits Section* of the *Operational Support Services Division* of the *Public Works Department*.

4) **Compliance with Regional Sewer Use By-law**

Please be advised that owners of commercial and industrial buildings are required to comply with the Region's Sewage Use By-law #3303-83, as amended. Under **Section 6 (a)** the installation and maintenance of a suitable manhole at the property line may be required to allow observation, sampling and measurement of sewage flows. Under **Section 4 (2)** the installation of an interceptor may be necessary for the removal of grease, flammable waste, sand or other harmful ingredients. The owner should discuss these matters with *Mr. Mike Glynn, C.E.T., Manager of Environmental Technical Services at 905-685-4225, extension 3211*, to ascertain the exact requirements for this proposal.

5) **Servicing**

Servicing is the responsibility of the *Town of Pelham*.

6) **Protection of Survey Evidence**

Survey Evidence adjacent to *Regional* road allowances is not to be damaged or removed during the development of the property. We would request that any agreements entered into for this development include a clause that requires the owner to obtain a certificate from an *Ontario Land Surveyor*, stating that all existing and new evidence is in place at the completion of said development.

Yours truly,



William J. Stevens, C.E.T.

Supervisor Development Approvals

DR/cm

L:\Engineering-Planning-and-Development\Rusnak-Dave\Pelham\3380.v.goldsworthy.memo.doc

c: Jack Bernardi, Town of Pelham

B. McInnis

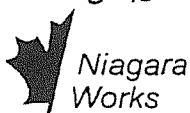
R. Clegg

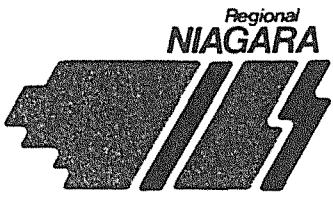
M. Glynn

J. Hodge

G. Barker (Fax)

Feb. 23/01





Public Health Department

The Regional Municipality of Niagara

INSPECTION DIVISION

573 Glenridge Avenue

St. Catharines, Ontario L2T 4C2

Telephone: 905-688-3762, Toll Free: 1-800-263-7248

Fax: 905-641-4994

E-mail address: inspect@regional.niagara.on.ca

Appendix C-6

RECEIVED

FEB 26 2001

TOWN OF PELHAM

February 21, 2001

Mr. Jack Bernardi
TOWN OF PELHAM
P.O. Box 400
Fonthill, Ontario
L0S 1E0

RECEIVED

FEB 26 2001

TOWN OF PELHAM
PLANNING DEPT

RE: Zoning By-law Amendment #AM-12/00

Our Public Health Inspector has reported on the above-mentioned transaction and has provided the following details:

Name of Owner/Applicant: 609793 Ontario Inc.

Location: 110 Highway 20 East, Pt. Lot 3, R.P. 25, Plan 717

In the City, Town or Township of: Town of Pelham

COMMENTS:

This department offers no objections at this time.

Yours truly,

Gerry Murray, C.P.H.I.(C)

For: Robin Williams, M.D., D.P.H., F.R.C.P.(C)

Medical Officer of Health

GJM:vd

RECEIVED

FEB 28 2001

TOWN OF PELHAM
PLANNING DEPT

Robin Dee & Associates

REAL ESTATE COUNSELORS & ECONOMISTS

Appendix C-7

MEMORANDUM

To : Bob Meehan

From : Robin Dee

Date : February 26, 2001

Subject : Market Opportunity and Impact Analysis
Proposed Supermarket
Highway No. 20 & Station Street
Fonthill Community, Pelham, Ontario.

BY FAX
(905) 892-8711

I have conducted an initial review of the Henry Joseph study reference above and note the following:

1. Trade Area Definition

There is no empirical justification provided for the defined trade area by way of a shoppers intercept/origin survey at either the existing IGA supermarket or in the central area of Fonthill. Furthermore, there is no discussion of the supermarket competition in surrounding municipalities which will bear directly on the appropriate trade area definition for the study of additional supermarket facilities in Fonthill.

There should be a trade area map clearly indicating the geographic extent of the surrounding municipalities which are included in the Secondary Trade Area.

2. Trade Area Population Growth

Where will the future growth locate in the surrounding municipalities? On what basis has the market analyst concluded that 10% of the growth in these municipalities will fall within the influence of supermarket facilities in Fonthill?

3. Current and Future Local Capture Rates (Table 7)

This table is the key foundation to the conclusions drawn.

However, there is no empirical support for the estimated base year (1999) Local Capture rates of Supermarket potential, i.e. the 30% factor in the Primary Trade Area and the 15% in the Secondary Trade Area.

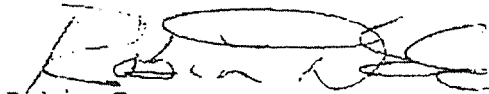
If they are currently as low as indicated, without knowing where and to whom the substantial outflow is currently accruing, it is only a wild guess as to what reduction in the outflow factors can be expected given the supermarket proposal under study. What is a serious omission in this analysis is a current survey of trade area residents supermarket shopping patterns to give a fix on the current capture rates and the nature and strength of the forces outside that are drawing supermarket dollars away from Fonthill.

4. It is not valid to put the analysis in Table 7 and the estimates of residual space demand forward as support for both a relocation of an existing supermarket and the entry of a new banner with no change or reduction in the existing inventory. The Local Capture rates and hence the resultant estimates of the residual space demand will be quite different under two such alternative scenarios.

Conclusion

The market study is not complete and does not therefore provide Council with the appropriate information to make an informed decision on the proposal.

Hope you find these comments of assistance. Call if you have any questions.



Robin Dee.

24 Church Hill, P.O. Box 196,
Fonthill, Ontario, L6S 1E0,
March 10, 2001.

RECEIVED

MAR 19 2001

TOWN OF PELHAM
PLANNING DEPT

His Worship the Mayor,
Town of Pelham.

Your Worship,

My husband, Sydney, and I were present at the public meeting on February 28, a meeting held to discuss an application from Sobey's to change the zoning of Regional Road 20 to allow the building of a supermarket at Station Street. Syd and I have purchased an apartment in Iron Square Manor, a purchase motivated by the fact that such an apartment would put us within easy walking distance of the businesses located in the plaza and the downtown core. If this proposed Sobey's supermarket is built, we foresee the closing of the 16A and the eventual closing of most of the businesses in the plaza, leaving Fonthill with an abandoned mall. And the supermarket will be beyond our walking capabilities, especially if we are carrying groceries. The same will be true of many of the seniors who now patronize the 16A.

Perhaps, if we had known we would be in such a dilemma, even before our apartment is

Faxed
03/19/01
Glen Barker

finished and ready for occupancy, we would have chosen to buy an apartment in St. Catharines where there is public transit and taxi service.

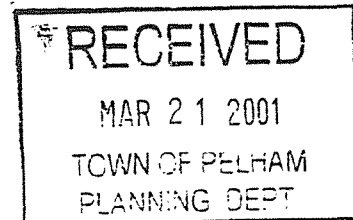
As one of the women attending the meeting pointed out, the people of Fonthill have chosen to live here because of its small-town atmosphere. That is certainly true of Syd and me. And, for those who want to shop at a big-box store, they will find one within a five-minute drive. But such a supermarket will change the character of Fonthill forever.

Many of those at the meeting spoke of the traffic nightmare that will result from the increased traffic on a highway that is already congested. The traffic consultant hired by Soley's stated that the region will be rebuilding the highway in the future, but she was unable to say when it would happen. She spoke of a possible five-lane highway from highway 40 to Pelham Street. This would be horrific and would turn Regional Road 20 into a traffic corridor like Ontario Street and Hartzell Road in St. Catharines. She also spoke of the more likely possibility of a three-lane highway, with a sidewalk on either side and landscaping. This would seem to us a more pleasant gateway into Fonthill. In any case, whether Soley's is built

or not, Council must soon take the initiative to do something to improve the streetscape of Regional Road 20.

Instead of a Sobey's supermarket, we would suggest that the town buy the site and establish a pleasant green area for the residents of Foxthill. What a wonderful gateway to the town!

Yours truly,
Valma Ferrell
Sydney Ferrell



Report to

GOLDMARCO

**PROPOSED COMMERCIAL
DEVELOPMENT
Regional Road 20, Town of Pelham**

**PRELIMINARY TRAFFIC
ASSESSMENT**

DEL CAN

March 16, 2001
PW-1048-PWA



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Appendix A – HCS Output Sheets – Existing (2001) Conditions

Appendix B – HCS Output Sheets – Future (2006) Conditions

1 INTRODUCTION

1.1 Background

Ramgold Limited has submitted an application to the Town of Pelham, on behalf of 609793 Ontario Inc., to amend the Town's Official Plan and Zoning By-Law. The applicant is seeking the amendment to include a Supermarket as a permitted use within the Highway Commercial Zone of the Zoning By-Law. The subject lands are located on the south side of Regional Road 20 (formerly, Highway 20 and known locally as Canboro Road) just east of Station Street, see Figure 1 on the following page.

The legal description of the property is Part of Lot 3, Registered Plan 25, Plan 717, and municipally known as 110 Highway 20 East. The subject land is irregular and predominantly rectangular in shape with a total area of approximately 1.8 hectares (\pm 4.4 acres) with a total frontage of approximately 138.6 m along Regional Road 20. The subject lands are currently occupied by a vacant concrete block building. The lands are relatively flat, as are the surrounding property.

1.2 Purpose of the Report

Delcan Corporation was retained to undertake a preliminary assessment of the potential traffic impacts arising from the proposed commercial development of the subject lands. Specifically, Delcan was asked to:

1. Identify existing traffic volumes at the intersection of Regional Road 20 (Canboro Road) and Station Street;
2. Derive estimates of the traffic likely to be generated by the proposed commercial development;
3. Undertake capacity and level of service analysis, as required, to identify future estimated traffic operations at the key intersection within the defined study area under future conditions;
4. Identify possible physical and operational improvements that may be required to mitigate the impacts of the traffic generated by the commercial development; and
5. Review the operation of the proposed site entrances.

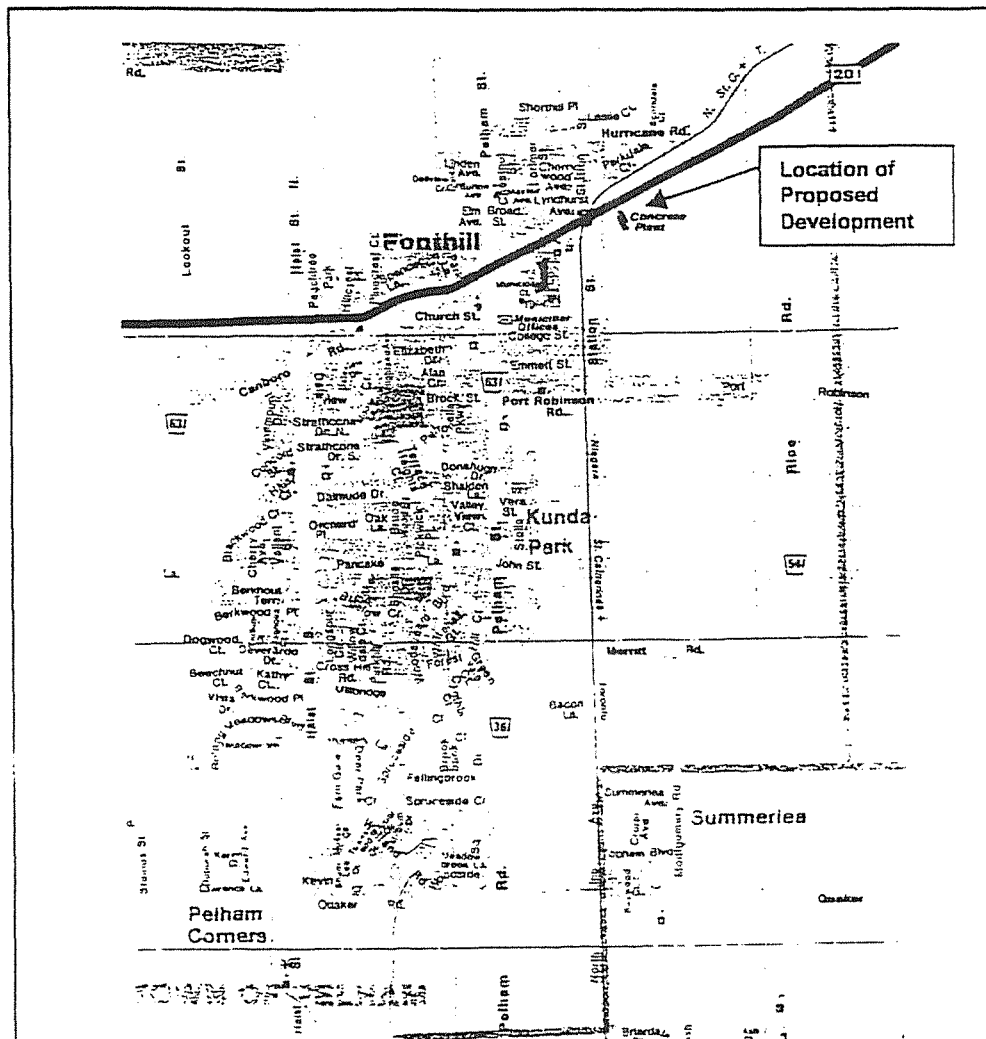


Figure 1. Location of Proposed Development

1.3 The Proposed Development

The draft site plan, prepared by Traugott Construction (Kitchener) Limited and dated December 20, 2000, has been reproduced herein as Figure 2. The development proposal is comprised of the following:

Land Use	Size (square feet)	Anticipated Build Out
Supermarket	30,110	1-2 years
Fast Food Restaurant with Drive-through window	4,000	2-3 years

The draft site plan has been designed to provide for a future expansion of the Supermarket to an ultimate build-out of 40,110 square feet in 10-15 years. It is noted that the proposed Fast Food Restaurant is a permitted use within the current zoning.

1.4 Study Area, Horizon Year and Design Hours

The impact area was limited to the nearby intersection of Canboro Road and Station Street (immediately west of the proposed development). It is our understanding that, if granted approval, the Supermarket would be open within two (2) years. (The expansion of the Supermarket is not anticipated for at least 10-15 years). The development of the Fast Food Restaurant will likely occur within three (3) years. For the purpose of this study, a five year horizon was selected for the traffic analysis. The design hours chosen for the traffic analysis correspond to the Weekday PM peak hour and the Saturday Midday peak hour.

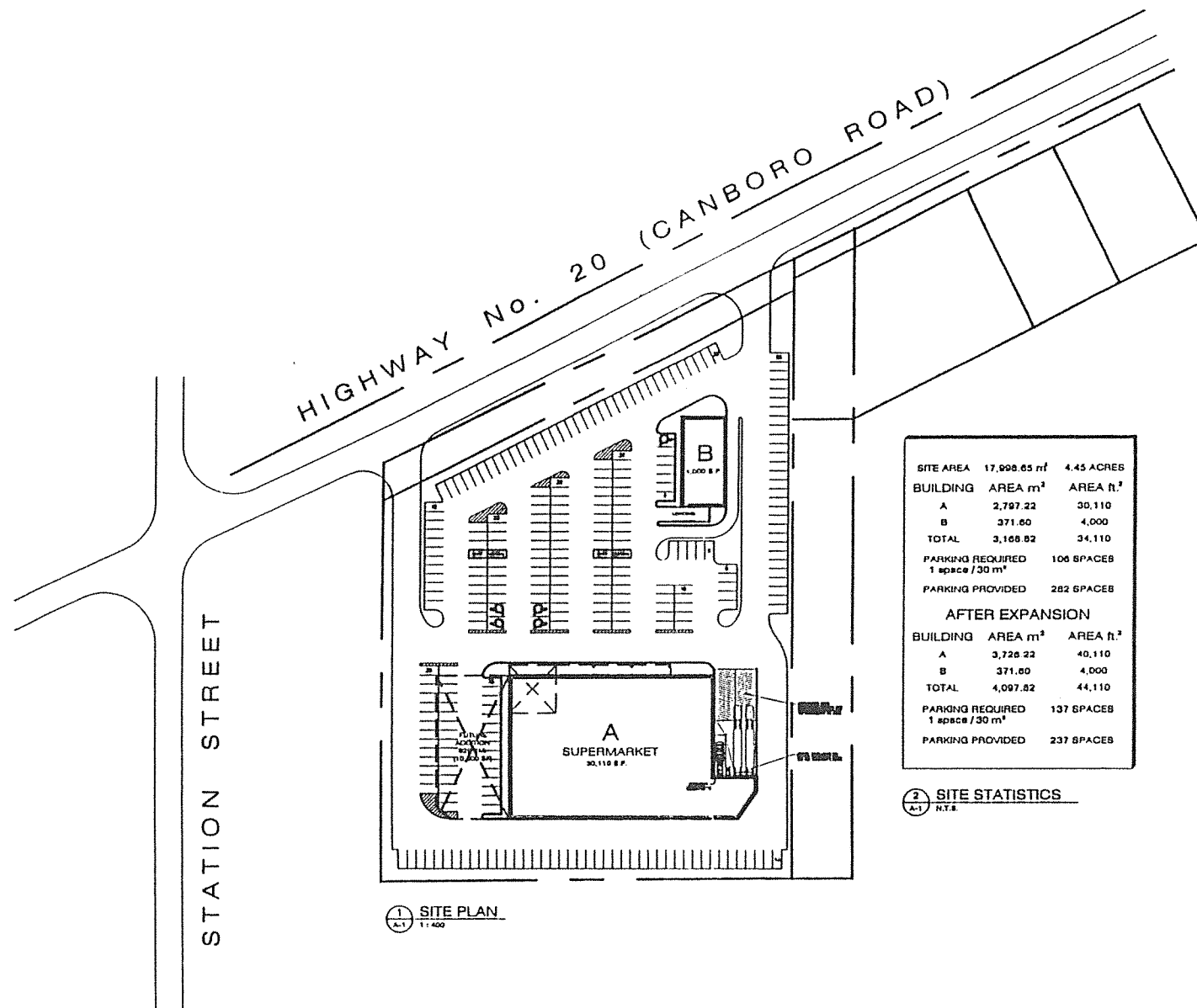
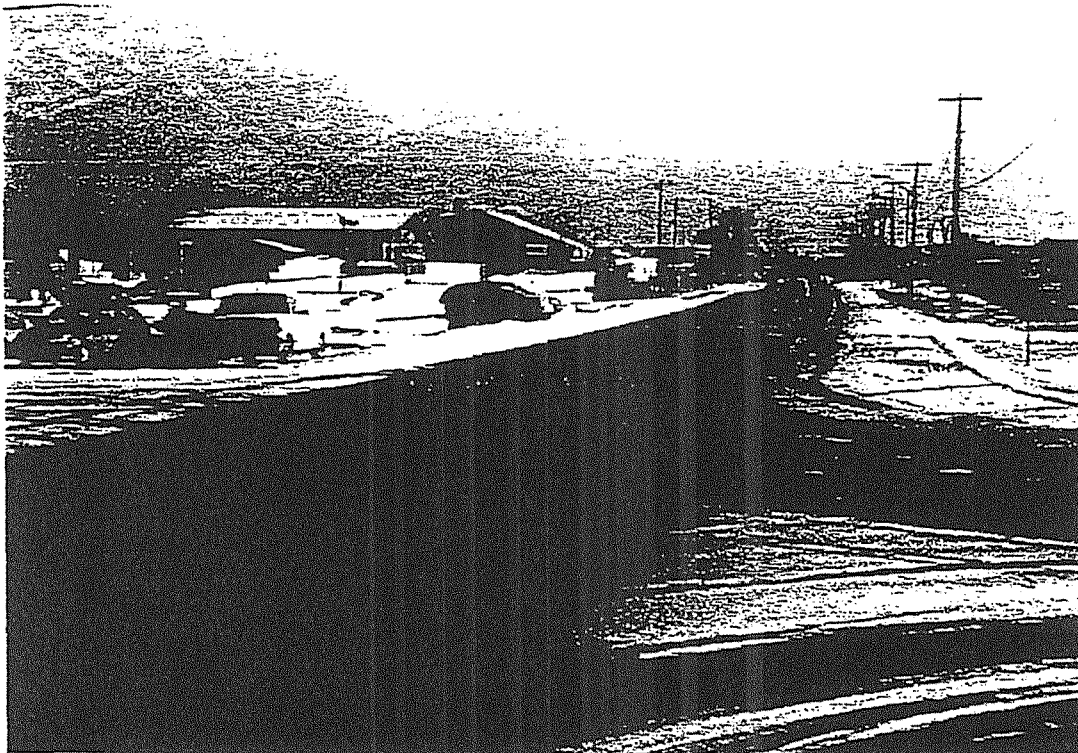


Figure 2: Draft Site Plan
Prepared By Traugott (December 20, 2000)

2 EXISTING CONDITIONS

2.1 Existing Road Network

The proposed development abuts the south side of Regional Road 20 (Canboro Road) just east of Station Street in the Village of Fonthill, Town of Pelham, Ontario. Canboro Road, formerly Highway 20, is a major east-west Regional roadway which serves as a transportation link between the City of Hamilton and Niagara Region's eastern municipalities (including Niagara Falls). Within Fonthill, Canboro Road's cross-section changes from a rural cross-section (gravel shoulders, open ditch drainage, no sidewalks) to an urban cross-section (concrete curb and gutter, asphalt shoulders, sidewalks). As shown in Photograph 1, below, in the vicinity of the proposed development, Canboro Road has a two lane rural cross-section. The roadway alignment is generally straight and level. As seen in the photograph below, the posted speed limit on Canboro Road in the vicinity of the site is 50 km/hr. (The speed limit increases to 60 km/hr east of the subject site).



Photograph 1. Canboro Road at Station Street - Looking easterly

The predominant land use along Canboro Road between Station Street and Rice Road is commercial/retail services and includes gas stations, fast-food restaurants including McDonald's and Donut Diner, a lumber store, a paint and paper store and a dry cleaner.

Station Street is a local roadway a two lane rural cross-section with a posed speed of 50 km/hr. There are no sidewalks along Station Street. The predominant land use abutting Station Street is residential.

2.2 Existing Traffic

Existing traffic volumes were obtained from traffic counts that were conducted on Thursday February 8, 2001 and Saturday February 10, 2001 at the intersection of Canboro Road and Station Street. The existing (2001) Weekday PM peak hour and Saturday midday peak hour traffic volumes are illustrated on Figure 3.

2.3 Existing Traffic Conditions

2.3.1 Intersection Capacity and Level of Service

The concepts of capacity and level of service are central to the operational analysis of roadway sections and intersections and consequently, both concepts are considered when evaluating the operational performance of a roadway section and/or intersection. Capacity is normally evaluated using the *volume-to-capacity* (V/C) ratio which describes the extent of available capacity used by vehicles. The V/C ratio is measured by a fractional value between zero and one. Level of service is a qualitative concept used to define the quality of service of traffic conditions on a roadway section or at an intersection.

An analysis was undertaken to examine how well the intersection of Canboro Road and Station Street is operating under existing conditions. The analysis employed the *Highway Capacity Manual (HCM)*¹ techniques for unsignalized intersections within the Highway Capacity Software (HCS2000) Version 4.1.

At STOP controlled intersections, the HCM procedures make use of average control delay to define the operating ranges for the different levels of service. Average control delay for any particular movement is a function of the capacity of the approach and the

¹ Highway Capacity Manual. Special Report 209. (Third Edition, updated 1998) Transportation Research Board. National Research Board, National Research Council, Washington, D. C., Chapters 9 and 10.

Station Street

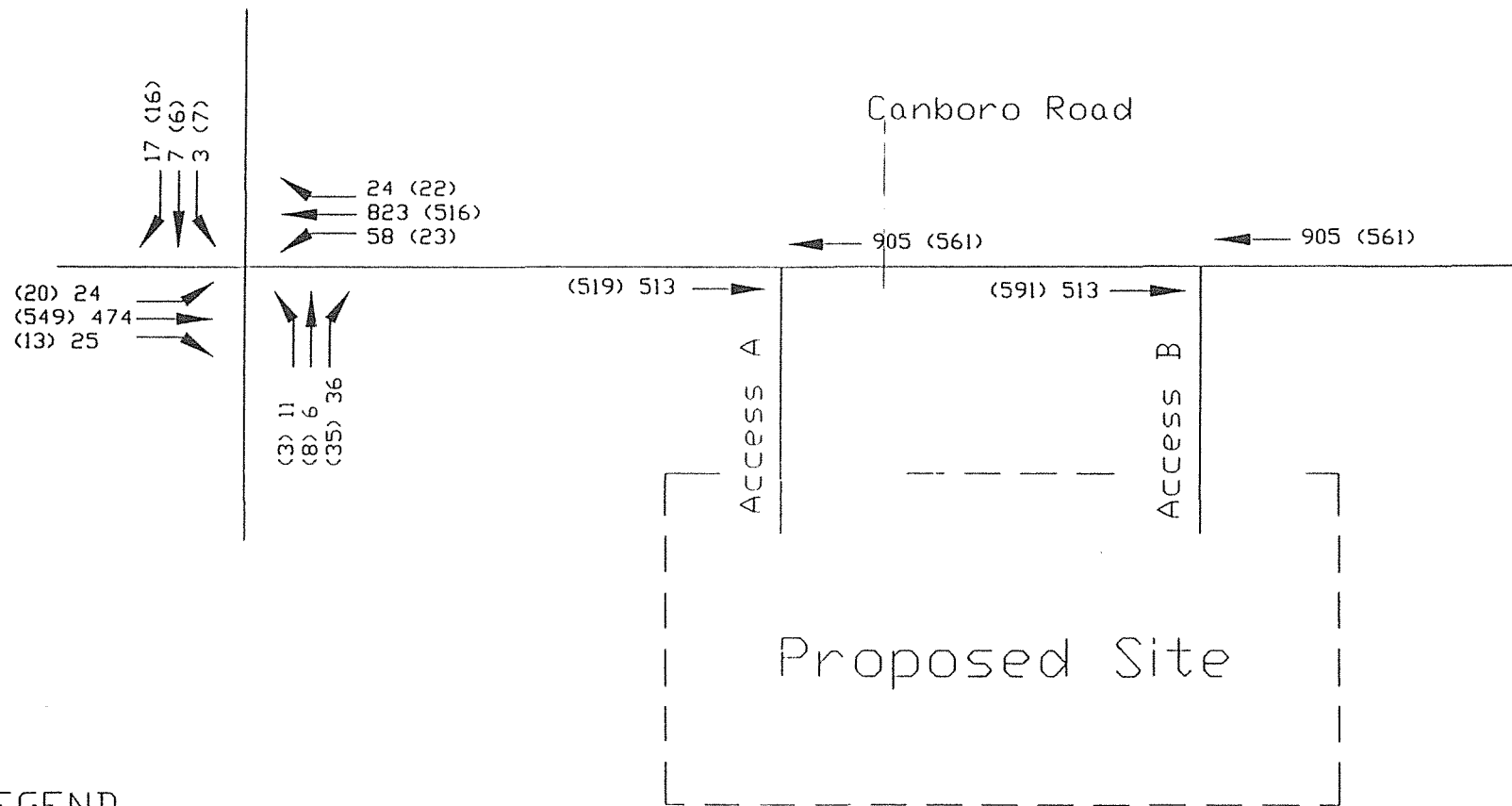


Figure 3: Existing Traffic Volumes

degree of saturation. In this particular analysis, the lowest priority movement, which corresponds to the left turn movement from the minor street, was used as a measure of the operational performance of the intersection.

The Level of Service (LOS) for a STOP controlled intersection is determined by the computed control delay and is defined for each minor movement. A value for the Average Control Delay less than 10 seconds per vehicle is defined as LOS A. As the computed Average Control Delay increases, there is a corresponding deterioration in the LOS from A to F. At the extreme end, LOS F exists when there are insufficient gaps of suitable size in the traffic stream on the major road to allow side-street traffic to safely cross through a major-street. The lower threshold for LOS F is an average control delay of 50 seconds per vehicle. In this study, the performance of STOP controlled intersections is measured by *average control delay* (in seconds per vehicle) and the corresponding level of service (LOS).

The findings from the operational analysis of Canboro Road and Station Street under existing conditions are summarized in Table 1. Copies of the HCS Output sheets are provided in Appendix A of this report.

**Table 1. Operational Performance – Canboro Road at Station Street
Existing Conditions**

	Weekday Peak Hour				Saturday Peak Hour			
	WBD Left	EBD Left	NBD	SBD	WBD Left	EBD Left	NBD	SBD
Volume/Capacity Ratio	0.06	0.03	0.28	0.17	0.03	0.02	0.15	0.13
Average Control Delay (seconds/vehicle)	8.6	9.9	30.9	31.4	8.8	8.7	18.4	23.4
Level of Service (LOS)	A	A	D	D	A	A	C	C

The results indicate that the intersection of Canboro Road and Station Street is currently operating at level of service (LOS) D, or better, during the design hours. The findings also indicate that the maximum vehicle queues on the Station Street approaches generally do not exceed two (2) vehicles. While the volume-to-capacity (V/C) ratios on the minor street approaches are well below 0.50, the value of the Average Control Delay for the lowest priority movement (i.e., left turn movement from minor street onto major street) ranges from 18.4 seconds per vehicle to 31.4 seconds per vehicle. While these results indicate that left turning vehicles from the Station Street approaches experience

delay during the design hours, traffic conditions characterized by level of service D, or better, are considered acceptable.

2.3.2 Roadway Midblock Capacity

Roadway (midblock) capacity is useful when examining traffic operations on a long stretch of road. In situations where the length of roadway between intersections is short, the practical capacity of the roadway is limited or controlled by the capacity of the intersections, particularly all-way STOP controlled or signalized intersections. Roadway midblock capacity was employed as a measure of quality of peak hour traffic operations on Canboro Road between Station Street and Rice Road. Roadway midblock capacity is governed by a number of factors including the physical characteristics of the roadway (i.e, lane width, grade, shoulder width, passing opportunities) and the characteristics of the traffic using the roadway (i.e., composition, directional split).

Using the HCM technique for evaluating traffic conditions along two lane highways, the service quality along Canboro Road between Station Street and Rice Road is LOS E during the weekday PM peak hour and LOS D during the Saturday peak hour. Generally, traffic conditions characterized by operations at LOS E indicate a capacity deficiency. In this particular case, there is a need to widen the existing two-lane roadway to four lanes

2.4 Planned Road Improvements

Based on discussions with Regional Staff, the Region is cognizant of the need to widen Canboro Road and we understand that sometime in March 2001 the Region will be initiating a Class Environmental Assessment for the proposed widening of Canboro Road. The Region is seeking to construct a three lane cross-section (two travel lanes and a centre two-way left turn lane) within the next two years while protecting for a future five lane cross-section. For the purpose of this study, we have assumed that the planned widening of Canboro Road will be completed by early 2003.

3 FUTURE BACKGROUND TRAFFIC

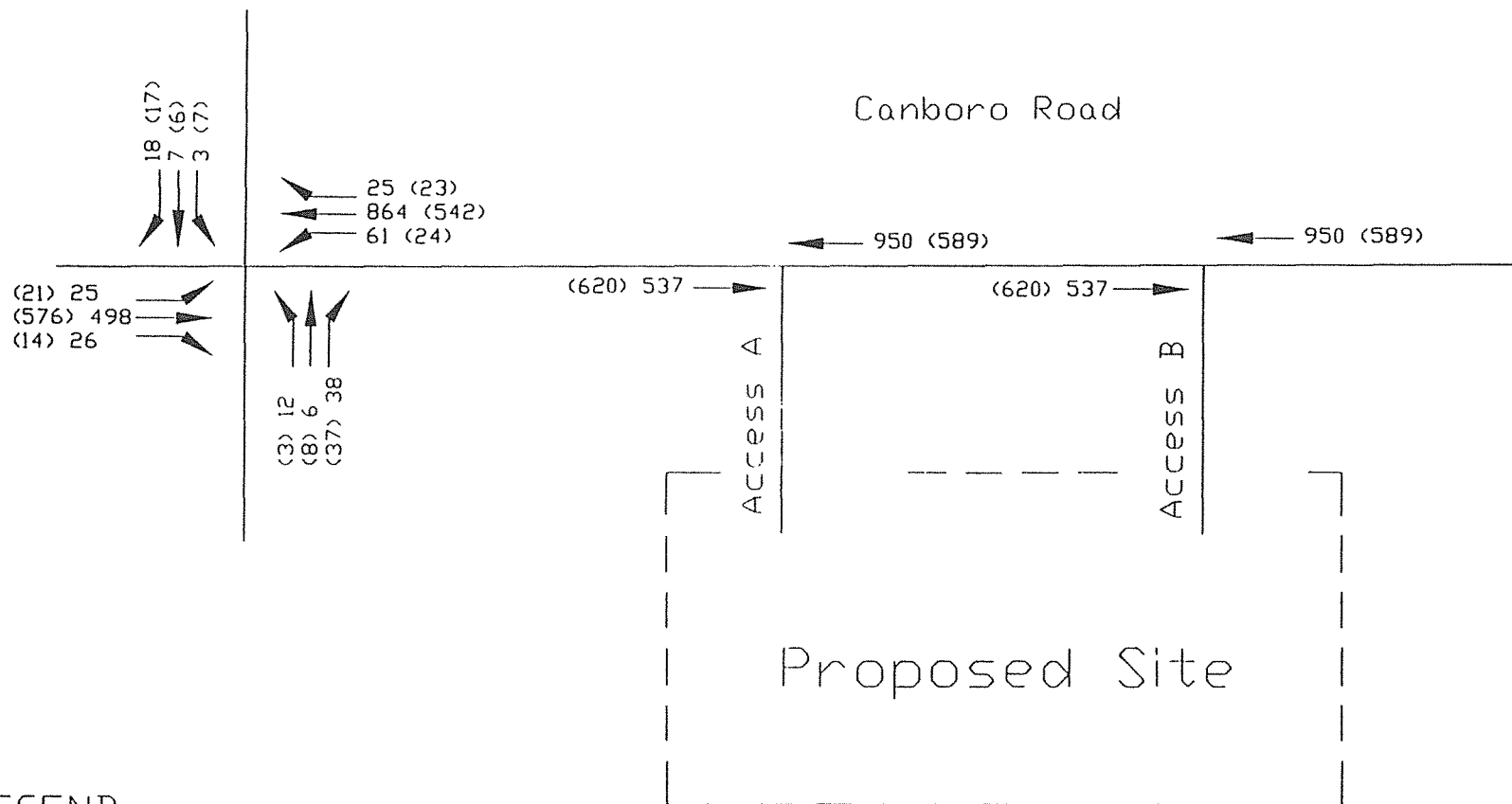
Estimates of the non-site traffic (traffic that is not generated by the proposed development) is required to complete the analysis of the horizon year conditions. These estimates characterize the anticipated traffic volumes on the adjacent road network without the proposed development. Non-site traffic consists of two components:

1. through traffic, consisting of all movements through the study area without origin or destination in the study area; and
2. traffic generated by area development and/or intensification of nearby land uses.

One means of estimating the increase in through traffic is to examine historical traffic trends in the study area, to develop growth rates and then to apply the growth rates to the existing traffic volumes. A review of historical turning movement counts (at Station Street) and historical AADT volumes along Regional Road 20 suggest that traffic volumes have been relatively stable from 1993 to 2001. However, to account for general increases in mobility through the study area, an annual growth rate of 1% was applied to the existing (2001) peak hour traffic volumes.

The estimated future background traffic volumes for the Weekday PM peak hour and the Saturday peak hour are illustrated on Figure 4.

Station Street



LEGEND

00 (00): Weekday PM Peak Hour (Saturday Midday Peak Hour)

Figure 4: Future Background Traffic Volumes

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4 SITE TRAFFIC ANALYSIS

4.1 Trip Generation

Trip generation is the process that estimates the volume of traffic that can reasonably be expected to enter and leave a specific development. The generation analysis estimates trips for periods when traffic on the road network and generation for specific land uses are at their highest daily levels. In this particular case, this typically occurs either during the Weekday PM peak hour of roadway operation and during the Saturday midday peak hour (which may coincide with peak hour of generator). During other time periods, the estimated site traffic and/or the volume of traffic on the area roads are lower. This approach to the evaluation of development proposals allows for the traffic analysis to consider operations for more severe conditions than may be expected to occur during other periods.

Estimates of the traffic generated by the proposed development were derived from material published by the Institute of Transportation Engineers (ITE)². The ITE defines a Supermarket as "typically free-standing retail stores selling a complete assortment of food, food preparation and wrapping materials and household cleaning and servicing items"³. Similarly, the ITE defines a Fast Food Restaurant with Drive-Through Window as restaurants which cater to carryout clientele, provide long hours of service and experience a high turnover rate for eat-in customers. The trip generation rates for the *ITE Land Use 850 – Supermarket* and the *ITE Land Use 834 – Fast-food Restaurant With Drive-through Window* were used to obtain estimates of traffic generated by the proposed development. The unit vehicle trip rates employed to derive estimates of the site traffic generated by the proposed Supermarket and Fast-Food Restaurant are presented in Table 2.

² Institute of Transportation Engineers. Trip Generation – An Informational Report. 5th Edition. January 1991.

³ Institute of Transportation Engineers. Trip Generation – An Informational Report. 5th Edition. January 1991. Page 1388

Table 2. Unit Trip Rates – Proposed Development
(Vehicle Trip Ends per 1000 Sq. Feet Gross Floor Area)

Land Use	Weekday PM Peak Hour			Saturday Midday Peak Hour		
	In	Out	Total	In	Out	Total
Supermarket – ITE Code 850	5.27	5.07	10.34	7.82	7.51	15.33
Fast-Food Restaurant – ITE Code 834	19.00	17.53	36.53	28.88	27.75	56.63

Using the trip generation rates provided in Table 2, estimates of the traffic generated by the proposed development were determined and are presented in Table 3.

Table 3. Estimated Site Traffic – Proposed Development

Land Use	Gross Floor Area (sq. ft.)	Weekday PM			Saturday Peak Hour		
		In	Out	Total	in	Out	Total
Supermarket	30,110	156	152	310	235	225	460
Restaurant	4,000	76	70	146	116	111	227
Total Site		234	222	456	351	336	687

As shown in Table 3, above, the proposed development is expected to generate about 456 two-way vehicle trips during the Weekday PM peak hour and 687 two-way vehicle trips during the Saturday midday peak hour.

To put the total traffic estimates presented in Table 3 in context, it is worthwhile to compare these estimates to the traffic expected by some of the land uses permitted by the current zoning. As noted in Section 1.1, the subject lands are currently zoned Highway Commercial. The proposed restaurant is a permitted use within that current zoning. In addition, the current zoning also permits the development of a number of traffic intensive land uses such as:

- ♦ Nursery or garden centres;
- ♦ Shopping centre (with a gross leasable area of 25,000 square feet); and
- ♦ Building supplies outlets.

Using trip generation rates published by the Institute of Transportation Engineers, estimates of the traffic generated by the land uses listed above were derived. These estimates are presented in Table 4, below.

Table 4. Estimated Site Traffic – Permitted Uses

Land Use	Gross Floor Area (sq. ft.)	Weekday PM			Saturday Peak Hour		
		In	Out	Total	In	Out	Total
Nursery - Wholesale	45,000	116	116	232	124	124	248
Restaurant	4,000	76	70	146	116	111	227
Total Site – 'As-of-Right' – Scenario 1		192	186	378	240	235	475
Garden Centre	45,000	84	84	168	248	248	496
Restaurant	4,000	76	70	146	116	111	227
Total Site – 'As-of-Right' – Scenario 2		160	154	314	364	359	723
Shopping Centre	45,000	158	158	316	215	215	430
Restaurant	4,000	76	70	146	116	111	227
Total Site – 'As-of-Right' – Scenario 3		234	228	462	331	326	657
Hardware/Paint Store	45,000	110	110	220	252	252	504
Restaurant	4,000	76	70	146	116	111	227
Total Site – 'As-of-Right' – Scenario 4		186	186	366	368	363	731

The total traffic estimates for the various development scenarios, as presented in Table 4, are in the range of approximately 314-462 two-way vehicle trips during the Weekday PM peak hour and in the range of about 475-731 two-way vehicle trips during the Saturday peak hour. When we compare the total site traffic estimates provided in Table 3 with those presented in Table 4, we note that the total traffic generated by the proposed development (Supermarket, Fast-Food Restaurant) will be within the limits of the 'as-of-right' zoning during the design hours.

In the case of service commercial/retail land uses such as Supermarkets and Fast-Food Restaurants, the traffic volume measured at the driveways is different from the amount of traffic **added** to the surrounding road network. These land uses will attract a portion of their trips from traffic passing the site on the adjacent road network. Accordingly, trips to and from commercial/retail land uses fall into one of three categories:

- Primary trips,
- Pass-by trips, and
- Diverted Linked trips.

Primary trips are trips made for the specific purpose of travel to the commercial development and then return to their point of origin. For example, a home-to-shopping-to-home combination of trips is a primary trip set.

Pass-by trips are those trips that are already travelling by the site on the way to another location/destination. These trips would already be using Canboro Road in front of the site irrespective of the proposed development. Without the development of the proposed Supermarket and Fast-Food Restaurant, these trips would pass by the site without stopping. With the proposed development, these trips enter the site and then leave to continue their primary destination. These are not new trips generated by the proposed development but instead are part of the existing traffic stream. Pass-by trips are attracted from the traffic passing the site on an adjacent roadway that contains a direct access to the new site, for example, Canboro Road. Pass-by trips affect only the turning movements of vehicles in the vicinity of this location and at the site driveways.

Diverted linked trips are trips attracted from the traffic volumes on roadways within the vicinity of the Village of Fonthill but which require a diversion from that roadway to another roadway to gain access to the new commercial development. For example, a diverted linked trip may involve a diversion from South Pelham Street to Canboro Road to access the new site. Similar to pass-by trips, diverted linked trips are not new trips and only affect the turning movements at intersections in the vicinity of the new commercial development and at the site driveways.

Recent research by published by the ITE suggests that the percentages of pass-by and diverted linked trips attracted to Supermarkets will depend on a number of factors. Based on surveys conducted in the United States, the percentage of pass-by trips associated with Supermarkets is in the range of 32-56%⁴. Similarly, the percentage of pass-by trips associated with Fast-Food Restaurants (with a drive-through window) is in the range of 35-56%. For the purpose of this study, the percentage of pass-by trips was assumed to be 50% for the proposed Supermarket and 60% for the proposed Restaurant. All of the pass-by trips would be attracted from existing traffic on Canboro

⁴ *Trip Generation Handbook*. Institute of Transportation Engineers. 5th Edition. January 1991. Pages I-21 to I-37.

Road. The percentage of diverted linked trips was assumed to be zero. Therefore, the percentage of primary trips or new trips was assumed to be 50% for the Supermarket and 40% for Fast-food Restaurant. Accordingly, the number of **new trips** generated by the proposed development corresponds to about 212 trips during the weekday PM peak hour (i.e., 112 inbound and 100 outbound) and approximately 321 trips during the Saturday midday peak hour (i.e., 168 inbound and 153 outbound).

4.2 Trip Distribution and Assignment

The distribution and assignment of site traffic to the adjacent road network is necessary to analyze the impacts of the traffic generated by the proposed development at the nearby intersection within the study area. Trip distribution is the process that is used to estimate where traffic enters or leaves the more detailed study area.

The estimated distribution of the primary (new) trips generated by the proposed Supermarket was based on existing traffic patterns, on a review of existing residential development within the Town of Pelham and existing Supermarkets within Pelham and in the surrounding areas and on information provided in the *Market Opportunity and Impact Analysis* prepared by Henry Joseph (January 31, 2001). On the basis of this information, we have assumed the following distribution for the primary (new) trips generated by the proposed development (for both design hours):

To/From East –	Via Canboro Road	10%
To/From West –	Via Canboro Road	90%

The estimated trip distribution for the pass-by was based on the distribution of existing traffic on Canboro Road. In this regard, a review of existing traffic patterns suggest the following pass-by trip distribution:

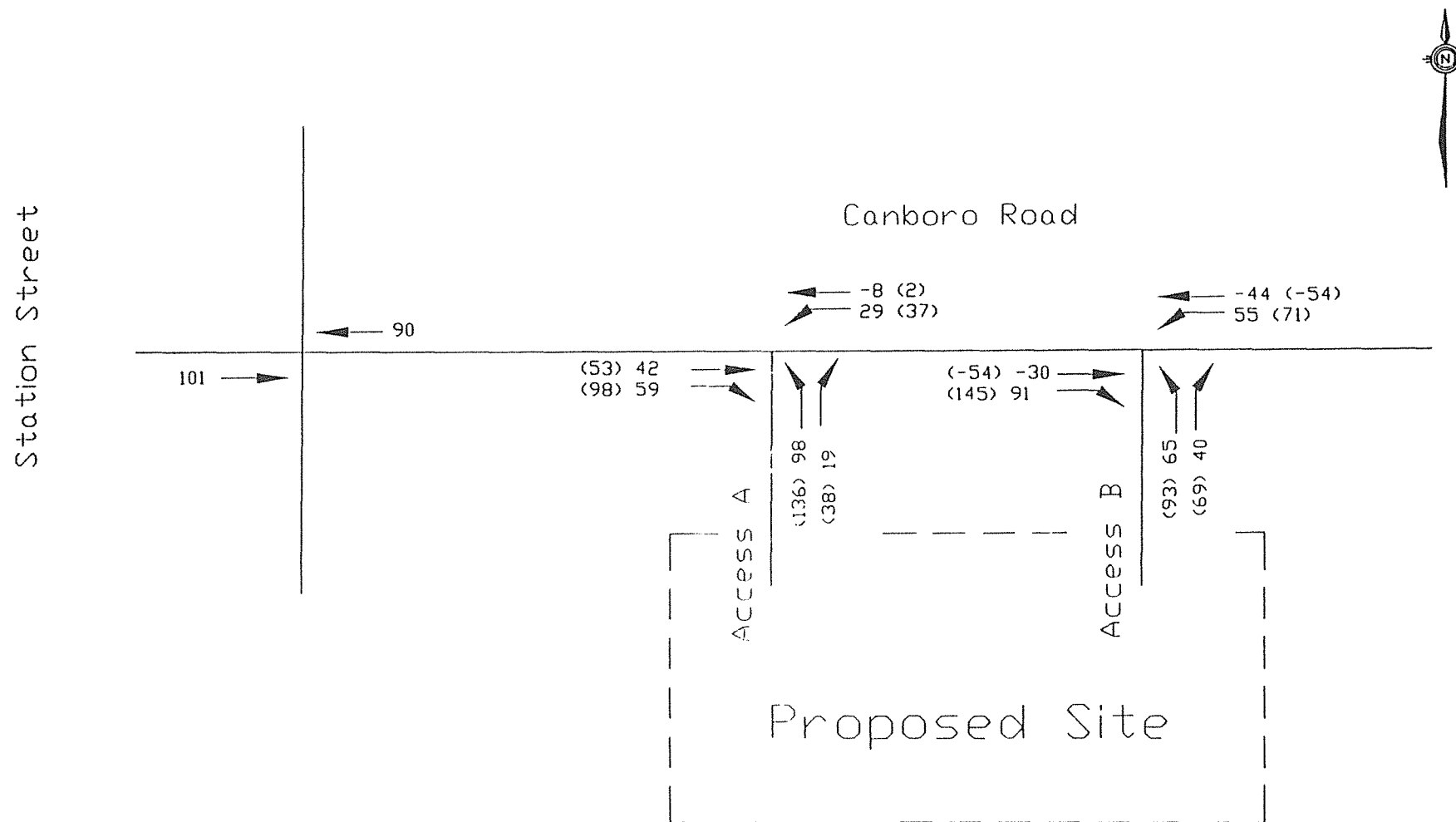
Weekday PM Peak Hour

To/From East –	Via Regional Road 20	60%
To/From West –	Via Regional Road 20	40%

Saturday Midday Peak Hour

To/From East –	Via Regional Road 20	50%
To/From West –	Via Regional Road 20	50%

The assignment of the traffic generated by the proposed development during both the Weekday PM peak hour and the Saturday peak hour is illustrated on Figure 5.



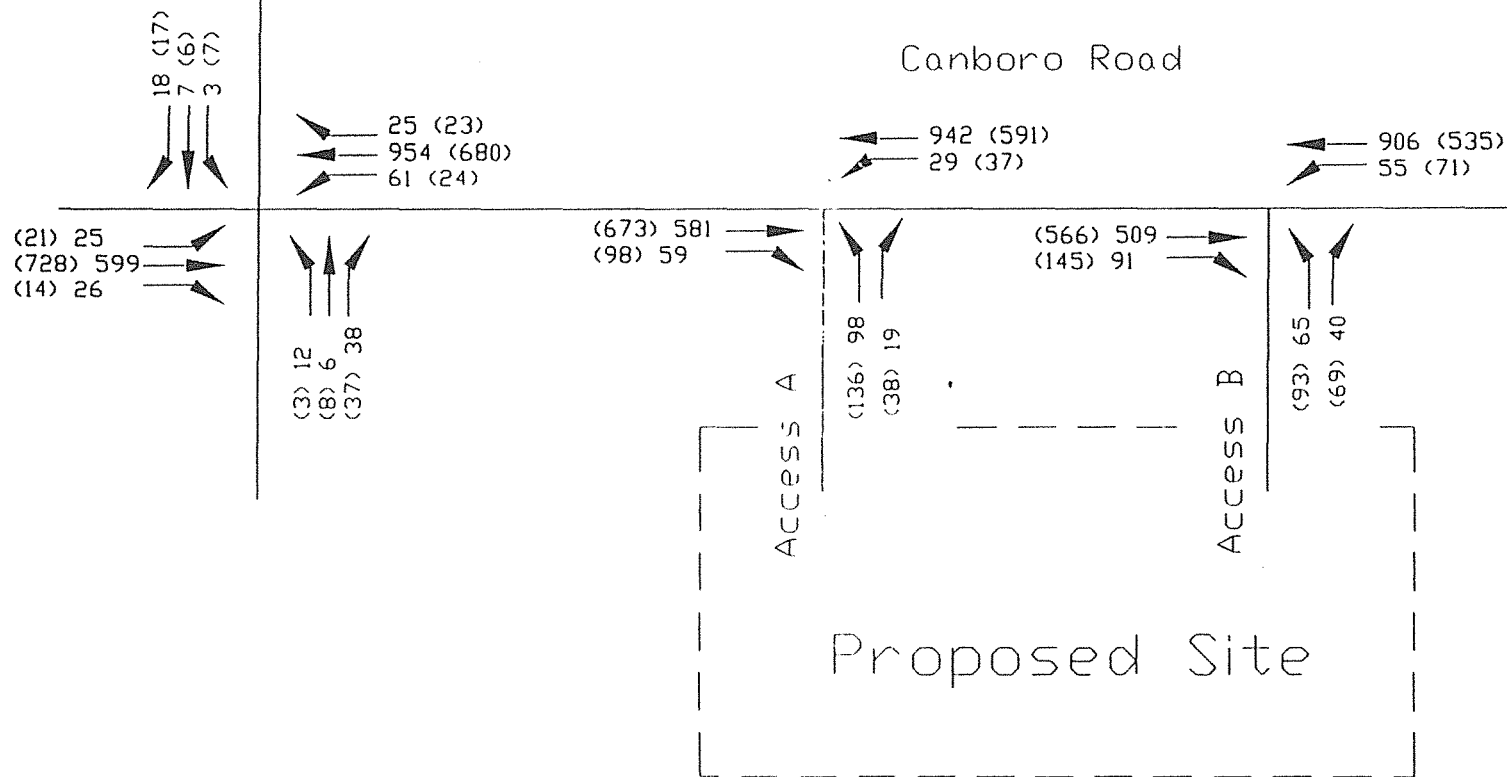
LEGEND

00 (00): Weekday PM Peak Hour (Saturday Midday Peak Hour)

Figure 5: Site Traffic Assignment

Estimated total traffic for the peak hours on area roads is determined by adding together estimated future background traffic and estimated site traffic. The resulting total peak hour traffic volumes in 2006 for the Weekday PM peak hour and Saturday midday peak hour is shown in Figure 6.

Station Street



LEGEND

00 (00): Weekday PM Peak Hour (Saturday Midday Peak Hour)

Figure 6: Future Total Traffic Volumes

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5 TRAFFIC ASSESSMENT

The impacts arising from the introduction of site traffic will consist of a number of effects including; additional traffic at the existing nearby intersections and the related affects of this additional traffic on intersection performance and the overall performance of the site accesses.

5.1 Intersection Capacity and Level of Service

Capacity analysis is a process that is used to describe how well an intersection will perform under various traffic conditions and the results can assist in evaluating the need for improvements. The analysis was undertaken using the two future traffic scenarios – estimated 2006 peak hour traffic *without* and *with* the proposed development. The analysis assumed that Canboro Road would be widened to provide a centre two-way left turn lane, as planned by Niagara Region by early 2003. The results of the operational analyses are presented in Table 5, on the following page. Copies of the HCS output sheets are provided in Appendix B of this report.

On the basis of the results of the intersection capacity and level of service analyses, the traffic generated by the proposed development is expected to produce little impact at the intersection of Canboro Road and Station Street during the design hours. Future traffic operations at this intersection are anticipated to be at level of service (LOS) C or better during the design hours. The addition of the site-generated traffic is not expected to result in a decrease in the operating level of service. Traffic conditions characterized by operations at level of service C, or better, are considered acceptable.

**Table 5. Operational Performance – Canboro Road and Station Street
– Future (2006) Conditions**

Without Proposed Development

	Weekday Peak Hour				Saturday Peak Hour			
	WBD Left	EBD Left	NBD	SBD	WBD Left	EBD Left	NBD	SBD
Volume/Capacity Ratio	0.06	0.04	0.19	0.11	0.03	0.02	0.13	0.09
Average Control Delay (seconds/vehicle)	8.7	10.1	19.5	21.2	8.9	8.8	15.4	16.7
Level of Service (LOS)	A	B	C	C	A	A	C	C

With Proposed Development

	Weekday Peak Hour				Saturday Peak Hour			
	WBD Left	EBD Left	NBD	SBD	WBD Left	EBD Left	NBD	SBD
Volume/Capacity Ratio	0.07	0.04	0.22	0.13	0.03	0.03	0.16	0.12
Average Control Delay (seconds/vehicle)	9.1	10.5	23.1	24.2	9.6	9.4	18.7	20.5
Level of Service (LOS)	A	B	C	C	A	A	C	C

5.2 Operation of Proposed Site Accesses

The proposed development will be accessed via two driveways on Canboro Road. The most westerly driveway is located along the western property limit and is approximately 70 m from the centre of intersection of Canboro Road and Station Street. The eastern driveway is located along the eastern property limit and is approximately 120 m east of the centre of the most westerly driveway. Future (2006) traffic conditions at the proposed driveways were evaluated during the design hours. The analysis made use of the *Highway Capacity Manual (HCM)*⁵ techniques for unsignalized intersections within the Highway Capacity Software (HCS2000) Version 4.1. The findings from these analyses are presented in summary form in Table 6. Copies of the HCS output sheets are provided in Appendix B of this report.

Table 6. Operational Performance of Proposed Driveways

Most Westerly Driveway (Access A)

	Weekday Peak Hour		Saturday Peak Hour	
	WBD Left	NBD	WBD Left	NBD
Volume/Capacity Ratio	0.03	0.49	0.05	0.68
Average Control Delay (seconds/vehicle)	9.0	32.6	9.8	40.9
Level of Service (LOS)	A	D	A	E

Most Easterly Driveway (Access B)

	Weekday Peak Hour		Saturday Peak Hour	
	WBD Left	NBD	WBD Left	NBD
Volume/Capacity Ratio	0.06	0.39	0.09	0.51
Average Control Delay (seconds/vehicle)	9.0	26.2	9.7	26.0
Level of Service (LOS)	A	D	A	D

⁵ Highway Capacity Manual, Special Report 209. (Third Edition, updated 1998) Transportation Research Board. National Research Board, National Research Council, Washington, D. C., Chapters 9 and 10.

Outbound movements at the most westerly driveway are expected to operate at level of service D during the weekday PM peak hour and at level of service E during the Saturday peak hour. In the case of the former, the 95th percentile vehicle queue on the driveway is not expected to exceed 3 vehicles (or approximately 18 m). Although not desirable, traffic conditions at driveways characterized by level of service E (with short vehicle queues) are acceptable. Outbound movements at the most easterly driveway are expected to operate at level of service D during both design hours. Traffic conditions characterised by operations at level of service D are considered acceptable.

From a traffic perspective, two access points are required to properly service the proposed development.

5.3 Access Design - Recommendations

The estimated eastbound right turn volume into the site warrants the provision of an exclusive right turn lane at one of the driveways. In view of the proximity of the most westerly driveway to the unsignalized intersection of Canboro Road and Station Street, it is recommended that the exclusive right turn lane be provided at the most easterly driveway. It is also recommended that a 70 km/hr design speed be selected for the purpose of designing the right turn lane and that the design be consistent with prevailing design guidelines (that is, either Regional design guidelines or Ministry of Transportation for Ontario).

5.4 Stability of the Analysis

The foregoing analysis portrays traffic operations on the basis of available traffic data and assumptions outlined previously. The assumptions reflect the broadly based experience and training of the author and others at Delcan Corporation. The analysis attempts to present conditions as reasonably as possible according to current practice and area road conditions.

In our analysis of future (2006) traffic conditions, we have assumed that Canboro Road would be widened to three lanes to provide for a centre two-way left turn lane. It is our understanding that the proposed Supermarket may be built out by 2002 which is about one year before the tentative completion of the proposed widening of Canboro Road. (The proposed Fast-Food Restaurant is not likely to be built before the improvements are completed). Of particular interest, therefore, is the ability of the site driveways to deal with the traffic generated by the proposed Supermarket under the existing roadway configuration. Accordingly, as part of this study, the operation of the proposed accesses

was evaluated assuming only the Supermarket would be built-out and no improvements to Canboro Road. The results of this analysis are presented in Table 7.

Table 7. Operational Performance of Proposed Driveways - Proposed Supermarket Only, Existing Canboro Road Configuration

Most Westerly Driveway (Access A)

	Weekday Peak Hour		Saturday Peak Hour	
	WBD Left	NBD	WBD Left	NBD
Average Control Delay (seconds/vehicle)	8.7	58.2	9.1	45.6
Level of Service (LOS)	A	F	A	E

Most Easterly Driveway (Access B)

	Weekday Peak Hour		Saturday Peak Hour	
	WBD Left	NBD	WBD Left	NBD
Average Control Delay (seconds/vehicle)	8.7	37.2	9.1	30.1
Level of Service (LOS)	A	E	A	D

As shown in Table 7, the outbound movements at Access A are expected to operate at level of service F during the weekday PM peak hour and at level of service E during the Saturday peak hour. While traffic operations characterized by level of service F are not generally acceptable, in this particular case, the corresponding Average Control Delay for the outbound movements is about 58 seconds per vehicle. Traffic delays in this range are not considered excessive since they are comparable to the vehicular delays typically encountered at signalized intersections during the street peak hours. In addition, the 95th percentile queue (related to the outbound movements) is not expected to exceed 3 vehicles during the design hours. The operation of the westbound left turn movement is expected to be at level of service A. Therefore, the major street traffic is not expected to be significantly impacted by the proposed driveway.

Outbound movements at the most easterly driveway (Access B) are expected to operate at level of service D, or better, during both design hours. The operation of the westbound left turn movement is expected to be at level of service A. Therefore, the major street traffic is not expected to be significantly impacted by the proposed driveway.

Based on these results, the proposed site accesses can adequately accommodate the estimated traffic generated the proposed Supermarket until Canboro Road is widened to three lanes. It is recommended, however, that the proposed restaurant be delayed until the widening has been completed.

6 FINDINGS AND CONCLUSIONS

The following points summarize the key findings and conclusions arising from this preliminary traffic assessment:

- Ramgold Limited has submitted an application to the Town of Pelham, on behalf of 609793 Ontario Inc., to amend the Town's Official Plan and Zoning By-Law. The applicant is seeking the amendment to include a Supermarket as a permitted use within the Highway Commercial Zone of the Zoning By-Law. The subject lands, comprising about 1.8 hectares (\pm 4.4 acres), are located on the south side of Regional Road 20 (Canboro Road) just east of Station Street in the village of Fonthill.
- The development proposal is comprised of a 30,110 sq.ft. Supermarket and a 4,000 sq. ft. Fast-Food Restaurant with a Drive-Through Window. The proposed restaurant is a permitted use.
- The draft site plan (prepared by Traugott Construction and dated December 20, 2000) has been designed to provide for a future expansion of the Supermarket to an ultimate build-out of 40,110 square feet in 10-15 years.
- The intersection of Canboro Road and Station Street is currently operating at level of service D or better during the weekday PM peak hour and the Saturday midday peak hour.
- Existing traffic conditions along Canboro Road between Station Street and Rice Road are operating at level of service E during the weekday PM peak hour and at level of service D during the Saturday midday peak hour. Traffic conditions characterised by operations at level of service E indicate a capacity deficiency. In this particular case, there is a need to widen the existing two-lane roadway to four lanes.
- In March 2001, the Region will initiate a Class Environmental Assessment for the proposed widening of Canboro Road. The Region will be constructing a three lane cross-section (two travel lanes and a centre two-way left turn lane) within the next two years while protecting for a future five lane cross-section.
- A review of historical traffic volumes suggest that traffic volumes have remained relatively stable from 1993 to 2001. However, to account for general increases in mobility through the study area, an annual growth rate of 1% was applied to the existing (2001) peak hour traffic volumes.

- The proposed development will generate about 456 two-way vehicle trips during the Weekday PM peak hour and about 687 two-way vehicle trips during the Saturday midday peak hour.
- The total traffic generated by the proposed (Supermarket and Fast-Food Restaurant) development is well within the limits of the 'as-of-right' zoning during the design hours.
- The proposed development will attract a portion of their trips from traffic already on the roadway and currently passing by the site. In this case, the number of **new trips** generated by the proposed development corresponds to about 212 two-way vehicle trips during the weekday PM peak hour and approximately 321 two-way vehicle trips during the Saturday peak hour.
- The addition of the traffic generated by the proposed development is expected to produce little impact on the operation of the STOP controlled intersection of Canboro Road and Station Street during the design hours. This intersection is expected to operate at level of service C, or better, during the design hours.
- The proposed site accesses are expected to adequately accommodate the traffic generated by the proposed development.
- From a traffic perspective, the proposed development will require two access points from Canboro Road.
- It is recommended that an exclusive right turn lane (for eastbound movements) be provided at the most easterly driveway.
- Based on the evaluation of the future (2002) operation of proposed site accesses, assuming no improvements to Canboro Road, the accesses can adequately accommodate the estimated traffic generated by the proposed Supermarket.

It is recommended, however, that the proposed restaurant be deferred until Canboro Road has been widened to three lanes.

Appendix **A**

HCS2000: Unsignalized Intersections Release 4.1

TWO-WAY STOP CONTROL SUMMARY

Analyst: JSR
 Agency/Co.: Delcan Corporation
 Date Performed: 2/21/2001
 Analysis Time Period: Weekday PM Peak Hour
 Intersection: Canboro Road & Station Street
 Analysis Year: 2001 (Existing Traffic)
 Project ID: PW-1048-PW-A-00
 East/West Street: Canboro Road (Hwy 20)
 North/South Street: Station Street

Intersection Orientation: EW

Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound			Westbound		
		1	2	3	4	5	6
		L	T	R	L	T	R
Volume		24	474	25	58	823	24
Peak-Hour Factor, PHF		0.96	0.96	0.96	0.96	0.96	0.96
Hourly Flow Rate, HFR		25	493	26	60	857	25
Percent Heavy Vehicles		2	--	--	2	--	--
Median Type	Undivided						
RT Channelized?							
Lanes		0	1	0	0	1	0
Configuration		LTR			LTR		
Upstream Signal?		No			No		

Minor Street:	Approach Movement	Northbound			Southbound		
		7	8	9	10	11	12
		L	T	R	L	T	R
Volume		11	6	36	3	7	17
Peak Hour Factor, PHF		0.96	0.96	0.96	0.96	0.96	0.96
Hourly Flow Rate, HFR		11	6	37	3	7	17
Percent Heavy Vehicles		2	2	2	2	2	2
Percent Grade (%)			0			0	
Median Storage							
Flared Approach:	Exists?	No			No		
	Storage						
RT Channelized?							
Lanes		0	1	0	0	1	0
Configuration		LTR			LTR		

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound	
Movement	1	4	7	8	9	10	11
Lane Config	LTR	LTR		LTR			LTR
v (vph)	25	60		54			27
C(m) (vph)	767	1047		192			163
v/c	0.03	0.06		0.28			0.17
95% queue length	0.10	0.18		1.10			0.58
Control Delay	9.9	8.6		30.9			31.4
LOS	A	A		D			D
Approach Delay				30.9			31.4
Approach LOS				D			D

HCS2000: Unsignalized Intersections Release 4.1

TWO-WAY STOP CONTROL SUMMARY

Analyst: JSR
 Agency/Co.: Delcan Corporation
 Date Performed: 2/21/2001
 Analysis Time Period: Saturday Midday Peak Hour
 Intersection: Canboro Road & Station Street
 Analysis Year: 2001 (Existing Traffic)
 Project ID: PW-1048-PW-A-00
 East/West Street: Canboro Road (Hwy 20)
 North/South Street: Station Street

Intersection Orientation: EW

Study period (hrs): 0.25

Vehicle Volumes and Adjustments							
Major Street:	Approach	Eastbound				Westbound	
	Movement	1	2	3	4	5	6
		L	T	R	L	T	R
Volume		20	549	13	23	516	22
Peak-Hour Factor, PHF		0.91	0.91	0.91	0.91	0.91	0.91
Hourly Flow Rate, HFR		21	603	14	25	567	24
Percent Heavy Vehicles		2	--	--	2	--	--
Median Type	Undivided						
RT Channelized?							
Lanes		0	1	0	0	1	0
Configuration		LTR			LTR		
Upstream Signal?		No			No		
Minor Street:	Approach	Northbound			Southbound		
	Movement	7	8	9	10	11	12
		L	T	R	L	T	R
Volume		3	8	35	7	6	16
Peak Hour Factor, PHF		0.91	0.91	0.91	0.91	0.91	0.91
Hourly Flow Rate, HFR		3	8	38	7	6	17
Percent Heavy Vehicles		2	2	2	2	2	2
Percent Grade (%)			0			0	
Median Storage							
Flared Approach:	Exists?	No			No		
	Storage						
RT Channelized?							
Lanes		0	1	0	0	1	0
Configuration		LTR			LTR		
Delay, Queue Length, and Level of Service							
Approach	EB	WB	Northbound			Southbound	
Movement	1	4	7	8	9	10	11 12
Lane Config	LTR	LTR	LTR	LTR	LTR	LTR	LTR
v (vph)	21	25		49			30
C(m) (vph)	985	963		318			225
v/c	0.02	0.03		0.15			0.13
95% queue length	0.07	0.08		0.54			0.45
Control Delay	8.7	8.8		18.4			23.4
LOS	A	A		C			C
Approach Delay				18.4			23.4
Approach LOS				C			C

1985 HCM:TWO-LANE HIGHWAYS

FACILITY LOCATION.... Regional Road 20
 ANALYST..... AIG
 TIME OF ANALYSIS..... PM Peak
 DATE OF ANALYSIS..... 03-06-2001
 OTHER INFORMATION.... Existing Traffic

A) ADJUSTMENT FACTORS

PERCENTAGE OF TRUCKS.....	5
PERCENTAGE OF BUSES.....	0
PERCENTAGE OF RECREATIONAL VEHICLES.....	5
DESIGN SPEED (MPH).....	50
PEAK HOUR FACTOR.....	.9
DIRECTIONAL DISTRIBUTION (UP/DOWN).....	60 / 40
LANE WIDTH (FT).....	12
USABLE SHOULDER WIDTH (AVG. WIDTH IN FT.)...	6
PERCENT NO PASSING ZONES.....	0

B) CORRECTION FACTORS

LEVEL TERRAIN

LOS	E T	E B	E R	f w	f d	f HV
A	2	1.8	2.2	1	.94	.9
B	2.2	2	2.5	1	.94	.88
C	2.2	2	2.5	1	.94	.88
D	2	1.6	1.6	1	.94	.93
E	2	1.6	1.6	1	.94	.93

C) LEVEL OF SERVICE RESULTS

INPUT VOLUME(vph):	1420
ACTUAL FLOW RATE:	1578
SERVICE	
LOS	FLOW RATE
	V/C
A	356
B	626
C	997
D	1560
E	2437

LOS FOR GIVEN CONDITIONS: E

1985 HCM:TWO-LANE HIGHWAYS

FACILITY LOCATION.... Regional Road 20
 ANALYST..... AIG
 TIME OF ANALYSIS..... Saturday Midday
 DATE OF ANALYSIS..... 03-06-2001
 OTHER INFORMATION.... Existing Traffic

A) ADJUSTMENT FACTORS

PERCENTAGE OF TRUCKS.....	5
PERCENTAGE OF BUSES.....	0
PERCENTAGE OF RECREATIONAL VEHICLES.....	5
DESIGN SPEED (MPH).....	50
PEAK HOUR FACTOR.....	.9
DIRECTIONAL DISTRIBUTION (UP/DOWN).....	50 / 50
LANE WIDTH (FT).....	12
USABLE SHOULDER WIDTH (AVG. WIDTH IN FT.)...	6
PERCENT NO PASSING ZONES.....	0

B) CORRECTION FACTORS

LEVEL TERRAIN

LOS	E T	E B	E R	f w	f d	f HV
A	2	1.8	2.2	1	1	.9
B	2.2	2	2.5	1	1	.88
C	2.2	2	2.5	1	1	.88
D	2	1.6	1.6	1	1	.93
E	2	1.6	1.6	1	1	.93

C) LEVEL OF SERVICE RESULTS

INPUT VOLUME (vph): 1155
 ACTUAL FLOW RATE: 1283

LOS	SERVICE FLOW RATE	V/C
A	378	.15
B	666	.27
C	1061	.43
D	1659	.64
E	2593	1

LOS FOR GIVEN CONDITIONS: D

Appendix **B**

HCS2000: Unsignalized Intersections Release 4.1

TWO-WAY STOP CONTROL SUMMARY

Analyst: JSR
 Agency/Co.: Delcan Corporation
 Date Performed: 2/21/2001
 Analysis Time Period: Weekday PM Peak Hour
 Intersection: Canboro Road & Station Street
 Analysis Year: 2006 (Future Background)
 Project ID: PW-1048-PW-A-00
 East/West Street: Canboro Road (Hwy 20)
 North/South Street: Station Street

Intersection Orientation: EW

Study period (hrs): 0.25

Vehicle Volumes and Adjustments							
Major Street:	Approach Movement	Eastbound			Westbound		
		1	2	3	4	5	6
		L	T	R	L	T	R
Volume		25	498	26	61	864	25
Peak-Hour Factor, PHF		0.96	0.96	0.96	0.96	0.96	0.96
Hourly Flow Rate, HFR		26	518	27	63	900	26
Percent Heavy Vehicles		2	--	--	2	--	--
Median Type	TWLT						
RT Channelized?							
Lanes		0	1	0	0	1	0
Configuration		LTR			LTR		
Upstream Signal?		No			No		
Minor Street:	Approach Movement	Northbound			Southbound		
		7	8	9	10	11	12
		L	T	R	L	T	R
Volume		12	6	38	3	7	18
Peak Hour Factor, PHF		0.96	0.96	0.96	0.96	0.96	0.96
Hourly Flow Rate, HFR		12	6	39	3	7	18
Percent Heavy Vehicles		2	2	2	2	2	2
Percent Grade (%)			0			0	
Median Storage	1						
Flared Approach: Exists?		No			No		
Storage							
RT Channelized?							
Lanes		0	1	0	0	1	0
Configuration		LTR			LTR		

Delay, Queue Length, and Level of Service							
Approach	EB	WB	Northbound			Southbound	
Movement	1	4	7	8	9	10	11 12
Lane Config	LTR	LTR		LTR			LTR
v (vph)	26	63		57			28
C(m) (vph)	738	1024		305			250
v/c	0.04	0.06		0.19			0.11
95% queue length	0.11	0.20		0.67			0.37
Control Delay	10.1	8.7		19.5			21.2
LOS	B	A		C			C
Approach Delay				19.5			21.2
Approach LOS				C			C

HCS2000: Unsignalized Intersections Release 4.1

TWO-WAY STOP CONTROL SUMMARY

Analyst: JSR
 Agency/Co.: Delcan Corporation
 Date Performed: 2/21/2001
 Analysis Time Period: Saturday Midday Peak Hour
 Intersection: Canboro Road & Station Street
 Analysis Year: 2006 (Future Background)
 Project ID: PW-1048-PW-A-00
 East/West Street: Canboro Road (Hwy 20)
 North/South Street: Station Street

Intersection Orientation: EW

Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound				Westbound		
		1	2	3	4	5	6	
		L	T	R	L	T	R	
Volume		21	576	14	24	542	23	
Peak-Hour Factor, PHF		0.91	0.91	0.91	0.91	0.91	0.91	
Hourly Flow Rate, HFR		23	632	15	26	595	25	
Percent Heavy Vehicles		2	--	--	2	--	--	
Median Type	TWLTL							
RT Channelized?								
Lanes		0	1	0	0	1	0	
Configuration		LTR			LTR			
Upstream Signal?		No			No			
Minor Street:	Approach Movement	Northbound				Southbound		
		7	8	9	10	11	12	
		L	T	R	L	T	R	
Volume		3	8	37	7	6	17	
Peak Hour Factor, PHF		0.91	0.91	0.91	0.91	0.91	0.91	
Hourly Flow Rate, HFR		3	8	40	7	6	18	
Percent Heavy Vehicles		2	2	2	2	2	2	
Percent Grade (%)			0			0		
Median Storage	1							
Flared Approach: Exists?		No			No			
Storage								
RT Channelized?								
Lanes		0	1	0	0	1	0	
Configuration		LTR			LTR			

Delay, Queue Length, and Level of Service

Approach Movement	EB		WB		Northbound			Southbound		
	1	4	7	8	9	10	11	12		
Lane Config	LTR	LTR	L	LTR			LTR			
v (vph)	23	26		51			31			
C(m) (vph)	960	939		397			338			
v/c	0.02	0.03		0.13			0.09			
95% queue length	0.07	0.09		0.44			0.30			
Control Delay	8.8	8.9		15.4			16.7			
LOS	A	A		C			C			
Approach Delay				15.4			16.7			
Approach LOS				C			C			

HCS2000: Unsignalized Intersections Release 4.1

TWO-WAY STOP CONTROL SUMMARY

Analyst: JSR
 Agency/Co.: Delcan Corporation
 Date Performed: 2/21/2001
 Analysis Time Period: Weekday PM Peak Hour
 Intersection: Canboro Road & Station Street
 Jurisdiction: Fonthill, Ontario
 Analysis Year: 2006 (Future Total)
 Project ID: PW-1048-PW-A-00
 East/West Street: Canboro Road (Hwy 20)
 North/South Street: Station Street

Intersection Orientation: EW

Study period (hrs): 0.25

Vehicle Volumes and Adjustments							
Major Street:	Approach	Eastbound				Westbound	
	Movement	1	2	3	4	5	6
		L	T	R	L	T	R
Volume		25	599	26	61	954	25
Peak-Hour Factor, PHF		0.96	0.96	0.96	0.96	0.96	0.96
Hourly Flow Rate, HFR		26	623	27	63	993	26
Percent Heavy Vehicles		2	--	--	2	--	--
Median Type	TWLTL						
RT Channelized?							
Lanes		0	1	0	0	1	0
Configuration		LTR			LTR		
Upstream Signal?		No			No		

Minor Street:	Approach	Northbound				Southbound	
	Movement	7	8	9	10	11	12
		L	T	R	L	T	R
Volume		12	6	38	3	7	18
Peak Hour Factor, PHF		0.96	0.96	0.96	0.96	0.96	0.96
Hourly Flow Rate, HFR		12	6	39	3	7	18
Percent Heavy Vehicles		2	2	2	2	2	2
Percent Grade (%)			0			0	
Median Storage	1						
Flared Approach:	Exists?	No			No		
Storage							
RT Channelized?							
Lanes		0	1	0	0	1	0
Configuration		LTR			LTR		

Delay, Queue Length, and Level of Service							
Approach	EB	WB	Northbound			Southbound	
Movement	1	4	7	8	9	10	11 12
Lane Config	LTR	LTR	LTR	LTR	LTR	LTR	LTR
v (vph)	26	63		57			28
C(m) (vph)	681	936		255			215
v/c	0.04	0.07		0.22			0.13
95% queue length	0.12	0.22		0.84			0.44
Control Delay	10.5	9.1		23.1			24.2
LOS	B	A		C			C
Approach Delay				23.1			24.2
Approach LOS				C			C

HCS2000: Unsignalized Intersections Release 4.1

TWO-WAY STOP CONTROL SUMMARY

Analyst: JSR
 Agency/Co.: Delcan Corporation
 Date Performed: 2/21/2001
 Analysis Time Period: Saturday Midday Peak Hour
 Intersection: Canboro Road & Station Street
 Analysis Year: 2006 (Future Total)
 Project ID: PW-1048-PW-A-00
 East/West Street: Canboro Road (Hwy 20)
 North/South Street: Station Street

Intersection Orientation: EW

Study period (hrs): 0.25

Vehicle Volumes and Adjustments							
Major Street:	Approach	Eastbound				Westbound	
	Movement	1	2	3	4	5	6
		L	T	R	L	T	R
Volume		21	728	14	24	680	23
Peak-Hour Factor, PHF		0.91	0.91	0.91	0.91	0.91	0.91
Hourly Flow Rate, HFR		23	799	15	26	747	25
Percent Heavy Vehicles		2	--	--	2	--	--
Median Type	TWLT						
RT Channelized?							
Lanes		0	1	0	0	1	0
Configuration		LTR			LTR		
Upstream Signal?		No			No		
Minor Street:	Approach	Northbound				Southbound	
	Movement	7	8	9	10	11	12
		L	T	R	L	T	R
Volume		3	8	37	7	6	17
Peak Hour Factor, PHF		0.91	0.91	0.91	0.91	0.91	0.91
Hourly Flow Rate, HFR		3	8	40	7	6	18
Percent Heavy Vehicles		2	2	2	2	2	2
Percent Grade (%)			0			0	
Median Storage	1						
Flared Approach:	Exists?	No				No	
	Storage						
RT Channelized?							
Lanes		0	1	0	0	1	0
Configuration		LTR				LTR	
Delay, Queue Length, and Level of Service							
Approach	EB	WB	Northbound			Southbound	
Movement	1	4	7	8	9	10	11
Lane Config.	LTR	LTR	LTR	LTR	LTR	LTR	LTR
v (vph)	23	26		51			31
C(m) (vph)	843	813		314			263
v/c	0.03	0.03		0.16			0.12
95% queue length	0.08	0.10		0.57			0.40
Control Delay	9.4	9.6		18.7			20.5
LOS	A	A		C			C
Approach Delay				18.7			20.5
Approach LOS				C			C

HCS2000: Unsignalized Intersections Release 4.1

TWO-WAY STOP CONTROL SUMMARY

Analyst: JSR
 Agency/Co.: Delcan Corporation
 Date Performed: 2/21/2001
 Analysis Time Period: Weekday PM Peak Hour
 Intersection: Canboro Road & Access A
 Analysis Year: 2006 (Future Total)
 Project ID: PW-1048-PW-A-00
 East/West Street: Canboro Road (Hwy 20)
 North/South Street: Access A (Westerly Access)

Intersection Orientation: EW

Study period (hrs): 0.25

Vehicle Volumes and Adjustments								
Major Street:	Approach Movement	Eastbound				Westbound		
		1 L	2 T	3 R	4 L	5 T	6 R	
Volume		581	59		29	942		
Peak-Hour Factor, PHF		0.96	0.96		0.96	0.96		
Hourly Flow Rate, HFR		605	61		30	981		
Percent Heavy Vehicles		--	--		2	--	--	
Median Type	TWLTL							
RT Channelized?								
Lanes		1	0			1	1	
Configuration			TR			L	T	
Upstream Signal?		No				No		
Minor Street:	Approach Movement	Northbound				Southbound		
		7 L	8 T	9 R	10 L	11 T	12 R	
Volume		98		19				
Peak Hour Factor, PHF		0.96		0.96				
Hourly Flow Rate, HFR		102		19				
Percent Heavy Vehicles		2		2				
Percent Grade (%)			0			0		
Median Storage	1							
Flared Approach: Exists?			No					
Storage								
RT Channelized?								
Lanes		0	0					
Configuration			LR					
Delay, Queue Length, and Level of Service								
Approach Movement	EB	WB	Northbound			Southbound		
			1	7	8	9	10	11 12
Lane Config			L		LR			
v (vph)		30			121			
C(m) (vph)		923			248			
v/c		0.03			0.49			
95% queue length		0.10			2.47			
Control Delay		9.0			32.6			
LOS		A			D			
Approach Delay					32.6			
Approach LOS					D			

HCS2000: Unsignalized Intersections Release 4.1

TWO-WAY STOP CONTROL SUMMARY

Analyst: JSR
 Agency/Co.: Delcan Corporation
 Date Performed: 2/21/2001
 Analysis Time Period: Saturday Midday Peak Hour
 Intersection: Canboro Road & Access A
 Analysis Year: 2006 (Future Total)
 Project ID: PW-1048-PW-A-00
 East/West Street: Canboro Road (Hwy 20)
 North/South Street: Access A (Westerly Access)

Intersection Orientation: EW

Study period (hrs): 0.25

Vehicle Volumes and Adjustments								
Major Street:	Approach Movement	Eastbound				Westbound		
		1 L	2 T	3 R	4 L	5 T	6 R	
Volume			673	98	37	591		
Peak-Hour Factor, PHF			0.91	0.91	0.91	0.91		
Hourly Flow Rate, HFR			739	107	40	649		
Percent Heavy Vehicles			--	--	2	--	--	
Median Type	TWLT							
RT Channelized?								
Lanes			1	0		1	1	
Configuration				TR		L	T	
Upstream Signal?			No			No		
Minor Street:	Approach Movement	Northbound				Southbound		
		7 L	8 T	9 R	10 L	11 T	12 R	
Volume		136		38				
Peak Hour Factor, PHF		0.91		0.91				
Hourly Flow Rate, HFR		149		41				
Percent Heavy Vehicles		2		2				
Percent Grade (%)			0			0		
Median Storage	1							
Flared Approach: Exists?			No					
Storage								
RT Channelized?								
Lanes		0		0				
Configuration			LR					
Delay, Queue Length, and Level of Service								
Approach Movement	EB	WB	Northbound			Southbound		
			1	7	8	9	10	11 12
Lane Config			L		LR			
v (vph)		40			190			
C(m) (vph)		791			281			
v/c		0.05			0.68			
95% queue length		0.16			4.49			
Control Delay		9.8			40.9			
LOS		A			E			
Approach Delay					40.9			
Approach LOS					E			

HCS2000: Unsignalized Intersections Release 4.1

TWO-WAY STOP CONTROL SUMMARY

Analyst: JSR
 Agency/Co.: Delcan Corporation
 Date Performed: 2/21/2001
 Analysis Time Period: Weekday PM Peak Hour
 Intersection: Canboro Road & Access B
 Analysis Year: 2006 (Future Total)
 Project ID: PW-1048-PW-A-00
 East/West Street: Canboro Road (Hwy 20)
 North/South Street: Access B (Easterly Access)

Intersection Orientation: EW

Study period (hrs): 0.25

Vehicle Volumes and Adjustments							
Major Street:	Approach	Eastbound				Westbound	
	Movement	1	2	3	4	5	6
		L	T	R	L	T	R
Volume			509	91		55	906
Peak-Hour Factor, PHF			0.96	0.96		0.96	0.96
Hourly Flow Rate, HFR			530	94		57	943
Percent Heavy Vehicles			--	--		2	--
Median Type	TWLT						
RT Channelized?							
Lanes			1	0		0	1
Configuration				TR		LT	
Upstream Signal?			No			No	

Minor Street:	Approach	Northbound			Southbound		
	Movement	7	8	9	10	11	12
		L	T	R	L	T	R
Volume		65		40			
Peak Hour Factor, PHF		0.96		0.96			
Hourly Flow Rate, HFR		67		41			
Percent Heavy Vehicles		2		2			
Percent Grade (%)			0			0	
Median Storage	1						
Flared Approach: Exists?			No				
Storage							
RT Channelized?							
Lanes		0		0			
Configuration			LR				

Delay, Queue Length, and Level of Service								
Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config		LT		LR				
v (vph)		57		108				
C(m) (vph)		957		276				
v/c		0.06		0.39				
95% queue length		0.19		1.78				
Control Delay		9.0		26.2				
LOS		A		D				
Approach Delay				26.2				
Approach LOS				D				

HCS2000: Unsignalized Intersections Release 4.1

TWO-WAY STOP CONTROL SUMMARY

Analyst: JSR
 Agency/Co.: Delcan Corporation
 Date Performed: 2/21/2001
 Analysis Time Period: Saturday Midday Peak Hour
 Intersection: Canboro Road & Access B
 Analysis Year: 2006 (Future Total)
 Project ID: PW-1048-PW-A-00
 East/West Street: Canboro Road (Hwy 20)
 North/South Street: Access B (Easterly Access)

Intersection Orientation: EW

Study period (hrs): 0.25

Vehicle Volumes and Adjustments							
Major Street:	Approach Movement	1 L	2 T	3 R	4 L	5 T	6 R
Volume			566	145	71	535	
Peak-Hour Factor, PHF			0.91	0.91	0.91	0.91	
Hourly Flow Rate, HFR			621	159	78	587	
Percent Heavy Vehicles			--	--	2	--	--
Median Type	TWLTL						
RT Channelized?				No			
Lanes			1	1		1	1
Configuration			T	R		L	T
Upstream Signal			No			No	

Minor Street:	Approach Movement	7 L	8 T	9 R	10 L	11 T	12 R
Volume		93		69			
Peak Hour Factor, PHF		0.91		0.91			
Hourly Flow Rate, HFR		102		75			
Percent Heavy Vehicles		2		2			
Percent Grade (%)			0			0	
Median Storage	1						
Flared Approach:	Exists?		No				
	Storage						
RT Channelized?							
Lanes		0		0			
Configuration			LR				

Delay, Queue Length, and Level of Service								
Approach Movement	EB	WB	Northbound			Southbound		
Lane Config	1	4		7	8	9		10 11 12
		L			LR			
v (vph)		78			177			
C(m) (vph)		837			344			
v/c		0.09			0.51			
95% queue length		0.31			2.80			
Control Delay		9.7			26.0			
LOS		A			D			
Approach Delay					26.0			
Approach LOS					D			



Fax Cover Sheet

To: Jack Bernardi
Company: Town of Pelham
Fax: 1-905-892-5055

From: Paul Stewart
Fax: 416-815-5323

Date: May 14, 2001

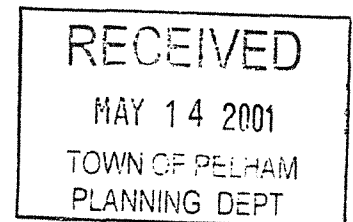
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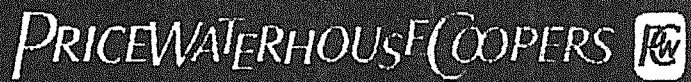
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Subject: Peer Review

Attached is a signed copy of our final report. I will courier 12 copies to you as soon as they have been photocopied.





Peer Review Of The Henry Joseph Market Study
Proposed Supermarket At Highway 20 & Station
Street, Town of Pelham, Ontario

Prepared for: Town of Pelham

May 9, 2001

Mr. Jack Bernardi
Town of Pelham
Planning Department
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May 9, 2001

**Subject: Peer Review Of The Henry Joseph Market Opportunity & Impact Analysis
Proposed Supermarket At Highway No.20 & Station Street, Town of Pelham
(Fonthill Community), Ontario**

Dear Mr. Bernardi:

As requested, PricewaterhouseCoopers LLP (PwC) are pleased to provide you with our Peer Review of the above noted market study. The market study (dated January 31, 2001) was submitted in support of a new supermarket in Fonthill, and examined the following two scenarios:

- (1) new store of 30,500 square feet (which expands to 40,500 square feet in 2011), plus the existing supermarket of 15,900 square feet.
- (2) new store of 40,500 square feet, and the closure of the existing 15,900 square foot store.

It is our understanding that the new store will be a Sobey's supermarket. The focus of this review is on providing an assessment of the assumptions used in the Joseph report, along with a review of the letters written by Robin Dee and Bob Meehan. In addition our review included discussions with Mr. Joseph in order to clarify some of his assumptions. The following summarizes our findings.

Henry Joseph Market Study

The key assumptions used by Mr. Joseph that we have reviewed are the following: Trade Area, Population, Supermarket Share of Food Expenditures, Local Capture Rates and the Impact On Supermarket Sales Levels. In addition, we have discussed the potential impact that the proposed supermarket will have on the health of the downtown core. Each of these assumptions are discussed in detail below.

It should be noted that the focus of our review has been on the space currently proposed (i.e. we have not evaluated the impact or appropriate timing of expanding the proposed supermarket by 10,000 square feet). Given the long term nature of this expansion (i.e. 2011) we have not examined this issue in our review.

(1) Trade Area

The Trade Area delineated for the Joseph report encompasses, the entire Town of Pelham as the Primary Zone, and takes a ten percent portion of the surrounding communities of Lincoln, Wainfleet, and West Lincoln for the Secondary Zone. In addition, the analysis assumes inflow sales (i.e. expenditures from residents living outside the defined Trade Area) of 10% in 1999, increasing to 12.5% in future years.

We have reviewed the Trade Area in terms of the local road network, proximity of other surrounding supermarkets, and comments made by the local IGA operator regarding the extent of the Trade Area. We note that no empirical data was provided that could be used to assess the exact portion of the surrounding communities that fell within the Secondary Zone. Based on this review and the lack of supporting data we have concluded that the Trade Area is potentially aggressive in size.

In order to test a worse case scenario, we have excluded the Secondary Zone from the analysis (which represents \$0.8 million in 1999 and \$1.4 million in 2003). We note that if the sales in the Secondary Zone are excluded, the sales volume in 1999 would be \$6.9 million (assuming a 30% capture rate and inflow of 10%) representing sales of \$434 per square foot. This sales level is within 3% of the actual sales levels identified by the current IGA operator and supports the assumptions used in this sensitivity analysis.

In addition, in order to test a more conservative set of assumptions, we have held inflow at 10% (whereas Joseph increases it to 12.5%) for future years. We note that although the percentage of sales derived from inflow has been held constant at 10%, the overall amount increases (i.e. \$0.7 to \$1.9) given increases in previous assumptions. This increase in sales (identified in our sensitivity analysis) is considered acceptable given the greater drawing power associated with the addition of a new store.

(2) Population Forecasts

Based on our discussions with the Pelham planning department it is our understanding the current and future population levels for Pelham are acceptable.

(3) Supermarket Share

The current supermarket share of 75% is considered within an acceptable range for a community such as Pelham. Given the potential increase in supermarket space in the Trade Area (i.e. potentially increasing by almost 100% or more) the increase in the supermarket share is considered within an acceptable range.

With the increase in the supermarket share there is some transfer of sales from existing specialty food stores located both inside and outside the Trade Area. We note, that with continued growth in the market, the transfer of sales will reduce over time. Based on our discussions with Mr. Joseph, the specialty food stores in Pelham are distributed throughout the community, which will help reduce any potential impacts. As such we do not anticipate any significant impact to the commercial structure of the community resulting from sales transfers from specialty food stores.

(4) Local Capture Rates & Impact On Supermarkets

Based on the Trade Area as discussed above, the current local share of 30% is acceptable given it produces a sales level that is close to the existing store's actual performance. In the Joseph report the capture rate was increased to 75%, recognizing the addition of new space.

In our discussions with Mr Joseph, he indicated that when planning for commercial development it would be reasonably to assume a 75% local capture rate for the Primary Zone (i.e. the municipality should permit sufficient supermarket space to accommodate the majority of local residents supermarket expenditures, as opposed to having them leave the community to shop).

Based on the PWC trade area and inflow assumptions, this local share would produce average overall sales levels of \$416 per square foot in 2003, which we consider acceptable as there are sufficient sales volume available in a competitive market to support both stores. We note that it is likely that the new store would achieve higher than average sales levels (i.e. \$435 per square foot) with the existing store's sales dropping below the average (i.e. \$377) per square foot. In our experience these are reasonable sales levels.

It is reasonable to assume a significant increase in the local capture rate given there is a significant amount of additional space proposed (i.e. almost doubling), as well as the fact that there is the opportunity to increase the level of service in the community with two different banners. For example, we assume the smaller store would be discount oriented such as a Price Chopper (as indicated by Mr. Joseph) and that the new store would be a Sobeys.

We note, however, that there is a significant amount of existing supermarket space on the immediate periphery of the Trade Area (e.g. Welland) which Pelham residents have easy access. In addition, we note that consumers will continue to shop outside of the Trade Area because of work (e.g. people shop at supermarket on their way home from work) or due to the fact that consumers have specific banner preferences (e.g. the only store to get President's Choice products are at Loblaws/Zehrs affiliated stores). As such we have run a sensitivity analysis assuming a lower capture rate.

Assuming a local capture rate of 65% (as opposed to the 75% used by Joseph) then the average overall sales levels for the two supermarkets drops to \$362 per square foot. Assuming the new store will continue to achieve sales of \$435 per square foot then the sales at the existing store would drop to \$220 per square foot in 2003 (increasing to \$233 per square foot by 2006). At these sales levels there is significant risk of closure for the existing store.

Based on our sensitivity analysis (which represents a worse case scenario in terms of the stores trade areas and capture rates) we conclude that there is risk that the proposed supermarket will result in the closure of the downtown store. It is important to note that the specific decision to close a store is based on other factors such as lease agreements, corporate decisions to maintain market share, the operator's willingness to response to the entry of a new store by varying product mix and marketing strategy (thereby increasing market share and increasing sales).

Table 1
Supermarket Demand Analysis - Sensitivity Analysis Of Joseph Study
(Scenario A: Impact Excluding Secondary Zone) (1)

		<u>1999</u>	<u>2003</u>	<u>2006</u>
FCTM Potential (\$millions)		\$27.3	\$29.0	\$30.3
Supermarket Share @	75%	\$20.5		
	80%		\$23.2	\$24.2
Local Capture Rate @	30%	\$6.2		
	75%		\$17.4	\$18.2
Inflow @	10%	\$0.7		
	10%		\$1.9	\$2.0
Total Supermarket Potential For Pelham		\$6.9	\$19.3	\$20.2
Square Footage				
- Existing IGA		15,900	15,900	15,900
- Proposed Store			<u>30,500</u>	<u>30,500</u>
Total Space		15,900	46,400	46,400
Average Overall Sales/ Sq.Ft.		\$434	\$416	\$435
Proposed Store Total Sales (\$millions)		\$0	\$13.3	\$13.7
Proposed Store Sales/SF		\$0	\$435	\$450
Existing Store Sales (\$millions)		\$6.9	\$6.0	\$6.5
Existing Store Sales / SF		\$434	\$377	\$409

Source: PricewaterhouseCoopers LLP

1) Assumptions regarding FCTM Expenditure Potential, Supermarket share, Local Capture rates, and Inflow are based on the Joseph market study (Table 7)

Table 2
Supermarket Demand Analysis - Sensitivity Analysis Of Joseph Study
(Scenario B: Impact Excluding Secondary Zone & Reduced Local Capture Rate) (1)

		<u>1999</u>	<u>2003</u>	<u>2006</u>
FCTM Potential (\$millions)		\$27.3	\$29.0	\$30.3
Supermarket Share @	75%	\$20.5		
	80%		\$23.2	\$24.2
Local Capture Rate @	30%	\$6.2		
	65%		\$15.1	\$15.7
Inflow @	10%	\$0.7		
	10%		\$1.7	\$1.7
Total Supermarket Potential For Pelham		\$6.9	\$16.8	\$17.4
Square Footage				
- Existing IGA		15,900	15,900	15,900
- Proposed Store			<u>30,500</u>	<u>30,500</u>
Total Space		15,900	46,400	46,400
Average Overall Sales/ Sq.Ft.		\$434	\$362	\$375
Proposed Store Total Sales (\$millions)		\$0	\$13.3	\$13.7
Proposed Store Sales/SF		\$0	\$435	\$450
Existing Store Sales (\$millions)		\$6.9	\$3.5	\$3.7
Existing Store Sales / SF		\$434	\$220	\$233

Source: PricewaterhouseCoopers LLP

1) Assumptions regarding FCTM Expenditure Potential, Supermarket share, and inflow are based on the Joseph market study (Table 7)

In order to understand the implications of a worse case scenario it is important to understand the impact that the closure of the supermarket would have on the downtown. We note that in the second scenario examined by Joseph, the existing store is closed.

(5) Impact On The Downtown

The Joseph report did not provide any detailed information on the health of the downtown area (e.g. current vacancy rate). As such, over the course of our Peer Review we visited Fonthill and undertook a review and assessment of the downtown area and subject property. Although additional empirical data would have been useful (e.g. survey of cross-shopping patterns between the IGA and downtown stores, inventory of existing retail and service uses, etc.), based on our visit to the area and experience with commercial planning, we provide the following comments:

Proximity To Downtown

The downtown area of Fonthill, appears to extend over a relatively broad area, extending west of Pelham Street, north of Highway 20, south to College Street, and east to the existing plaza. The current focus of the community appears to be around the Town Square area (which includes the existing plaza, Town Hall, Library, LCBO).

The subject property is located just to the east of Station Street and is in relatively close proximity to the existing plaza (i.e. the uses separating the two sites are a school, church, and residential lot). As such *customers to the proposed store will still have relatively convenient access to the stores and services in the downtown area, which will help ensure the area does not experience any significant or critical impact to the area.*

Retention Of Expenditures

The proposed store will help retain residents' supermarket expenditures in the community. By changing people's supermarket shopping patterns the opportunity is available to also change their shopping patterns at other stores. Specifically, *by promoting residents to shop locally at the new supermarket, it is possible that they may shop and increase their support of other local stores.*

Downtown & Plaza Have Other Strong Tenants

The Fonthill shopping centre will still retain a number of important retailers such as Shoppers Drug Mart, Brewers Retail, Pet Value, and Jumbo. In addition, the downtown area contains a number of other important commercial uses including the LCBO, Niagara Credit Union, CIBC, TD Bank, medical and professional office space. ***Based on the strength of the commercial uses and tenants, it is our opinion that people will continue to shop in the existing plaza and downtown area.***

We note that there is some vacant space in the downtown and existing plaza (estimated at 7.5% for the plaza) although in general the area appears in reasonable health.

Downtown Has Other Non-Retail Anchor Uses

In our experience one of the defining characteristics of a healthy downtown is the multiplicity of uses and incorporating important non-retail uses in the area. We note that the Fonthill downtown area contains a healthy concentration of uses including a number of important non-retail uses, such as:

- Post Office
- Library
- Town Hall
- Church
- School
- Retirement Homes

Given the concentration of uses in the downtown area, it is our opinion that people will continue to visit the area, which is an important factor in protecting the overall health of the downtown.

Replacement For Potential Vacancy Of Supermarket

As noted in our sensitivity analysis there is some risk that the existing supermarket may close as a result of the proposed supermarket, however, based on the stores strong locational characteristics (strong tenants in the plaza, visibility, convenient parking etc.) re-tenanting

options for the store appear strong. *There are a number of re-tenanting options available for the vacant store, including:*

- new large non-food retailer to the community (e.g. Giant Tiger);
- new food retailer (e.g. specialty food store or independent supermarket operator that does not require the same sales volumes as the major chain stores and which can differentiate itself from the proposed store);
- expansion of an existing retailer in the area; and,
- sub-division of the store into smaller units.

(6) Development Alternatives Evaluated

The Joseph report examined two scenarios: (1) existing downtown supermarket remains and (2) if the existing store closed and the proposed store was 10,000 square feet larger. We note that Mr. Joseph does not change his assumptions to reflect the differences between the two scenarios. In our opinion the two scenarios would likely have different assumptions (e.g. the capture rates for a single larger store would likely be lower than if there were a somewhat smaller proposed store plus the existing supermarket operating under a different banner).

The net effect, however, of adjusting the assumptions to reflect a single supermarket in the community would be to lower the performance levels for the proposed store (i.e. overall sales may increase in the store given the loss of a competitor, however, the increase is not at the same rate as the increase in space). We note, however, that supermarkets may operate stores at somewhat lower sales per square foot figures in anticipation of future population growth.

In addition, in some cases retailers may chose to forgo a future expansion as it is cheaper to build one large store initially as opposed to incurring additional costs and a disruption to the business associated with a small expansion.

Robin Dee Letter

Mr. Dee was concerned that no empirical data (e.g. in-store licence plate survey) was provided to support the Trade Area. We note that survey data (while helpful) is not always necessary to define a trade area, and that it is possible in many cases for an experienced market consultant to approximate a trade area based on a review of the market. Given that no empirical data was

used we have assumed a smaller Trade Area (based on our review of the marketplace), in order to be conservative. In addition, Mr. Dee was concerned that no basis was provided for concluding that 10% of the existing and future population in the surrounding municipalities reside in the Trade Area. We have tested this proposition by excluding the Secondary Zone from our sensitivity analyses.

Mr. Dee was also concerned that no empirical data was collected (e.g. telephone survey) to estimate existing capture rates and assists in determining future rates. While a telephone survey would be helpful, it is our opinion that the current capture rate can be estimated without a survey. Given that the IGA owner provided his sales, we are reasonably confident that the current capture rate is appropriate. Future capture rates, are ultimately based on the judgement of the market consultant. Based on our review of the surrounding competitive market, we undertook a sensitivity test using a lower more conservative capture rate to examine a worse case scenario.

We agree with Mr. Dee that the assumptions used to support a single large store would be different from those associated with two stores and have already discussed this issue in our letter.

Bob Meehan's Comments

We have focused our review of his letter on issues pertaining to the market demand for the store (i.e. questions related to noise, traffic, what is permitted under current zoning have not been addressed as they are matters for other experts to evaluate).

We recognize Mr. Meehan's concern regarding the size of the Trade Area and have examined the impact under a more conservative Trade Area, which produces sales estimates for the year 1999 which are similar to his current sales volume. Mr. Meehan is also concerned that the market study over-estimated the supermarket potential available in the market. Our sensitivity analysis has examined the potential impact using different more conservative assumptions.

Conclusions

Supermarkets are increasing in size in order to provide the range and selection of merchandise that consumers are demanding. The community of Welland (which is close to Fonthill) has a number of larger supermarkets that are serving Pelham residents.

In our opinion, the Town of Pelham which contained 14,343 people in 1996 and is forecast to grow to 16,719 people by 2011 is large enough and requires significantly more supermarket space in order to properly serve the community¹. The existing 15,900 square foot supermarket does not provide adequate service to the community. The fact that the existing IGA owner indicated that there were preliminary plans to expand the existing store to 29,000 square feet, indicates that the market is currently underserved. As there is no specific application related to the expansion of the existing store, it has not been included in our analysis.

The subject property is of sufficient size to accommodate the current and future supermarket space warranted in the community. In addition, the subject property is close enough to the downtown to offer convenient access to the downtown. As such, we do not anticipate any critical impacts to the commercial structure of the community as a result of the proposed supermarket.

By not approving the supermarket, local residents will continue to shop outside of the municipality. In addition the community is at risk that additional space in the future will be developed on the periphery of the community further reducing Fonthill's ability to serve local residents and ultimately impacting the health of the existing supermarket.

Recommendations

Recommendation 1: Approve the proposed supermarket as it will increase the service to the existing and future population in the community without a critical impact to the downtown.

¹ Population figures based on the Census and population forecasts from the Region of Niagara. Figures have not been adjusted for net undercoverage (i.e. people that are missed in the Census)



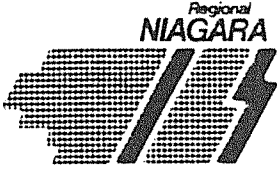
Recommendation 2: In order to promote the continued health to the existing plaza and downtown, the municipality should require a market study be undertaken (that evaluates the impact on the downtown) for any proposed commercial development not permitted under current planning regulations.

It has been a pleasure undertaking this Peer Review. If you have any questions please feel free to contact our office.

Yours truly
PricewaterhouseCoopers LLP

A handwritten signature in black ink, which appears to read 'D.R. Annand', is written over the printed name.

Douglas R. Annand
Real Estate Advisory Services



THE REGIONAL MUNICIPALITY OF NIAGARA

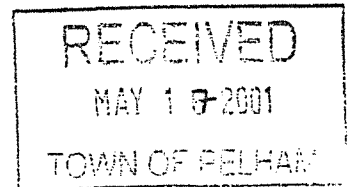
MEMORANDUM

DATE: May 15, 2001

TO: Vince Goldsworthy
Planning and Development Department

SUBJECT: Preliminary Traffic Assessment
Proposed: Supermarket and Fast Food Restaurant
Applicant: 609793 Ontario Inc. and Ramgold Ltd.
Regional Road 20 (South Side of former Highway 20)
East of Station Street
In the Town of Pelham
Our File: D.10.020.2 (2001-1)

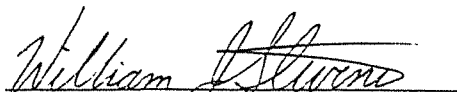
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We have reviewed the *Traffic Impact Study* on the above-referenced Preliminary Traffic Assessment and advise of the following:

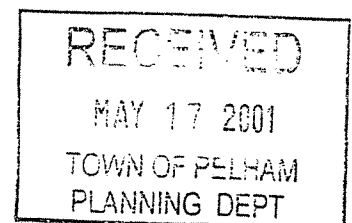
- ☐ The location of the driveways are acceptable, however, they must be constructed entirely on the subject frontage, ensuring that the radii do not intersect the adjacent lot lines.
- ☐ The driveways must be constructed at an angle of no less than 70°.
- ☐ The approaching radius must be constructed with an 18-metre radius, which is necessary for larger delivery trucks. The most easterly radius must be constructed with an 18-metre radius also, for trucks leaving the site. The two inside radii can function with 5-metre radii.
- ☐ As indicated in the *Traffic Impact Study*, an eastbound right-turn lane is required for the site.
- ☐ The crosswalk signals at the school located west of this site will be integrated with a new signalized intersection at *Station Street*. This should improve any future traffic deficiencies at the proposed site of the supermarket.

We thank you for the opportunity to review the traffic study and trust that our comments will be incorporated into any development agreement for this site.


William J. Stevens, C.E.T.
Supervisor Development Approvals

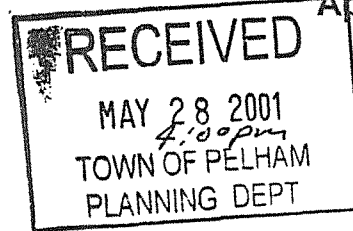
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c: B. McInnis
E. Flora
J. Bernardi, Town of Pelham

May 22/01
J. Hodge
G. Barker
Niagara a.ball (905) 356-7008
Works R. Goldman (416) 391-0586



May 28, 2001

Chairman,
Councilors

I have done an analysis of the traffic conditions that will exist if you allow the new IGA to be built on the proposed site. I have tried to use the same approach as the consultant. I have used the sales figures contained in the report submitted by Price Waterhouse.

The first scenario envisions the IGA staying open. Based on my current sales figures and the projected sales of the new store, I can accurately project customer count. The new store will do almost double my current sales. Therefore, customer count should be twice my current level. Midweek customer count would be just over 2000 and Saturday's count would be 2270. On Saturday's, my store does 12.6% of it's business during the busiest hour.. If we apply this number to the new store, it would mean that at the peak hour on Saturday's the store would generate about 286 cars. I estimate that about 90% would want to turn left after shopping. This means that 258 cars an hour or 4.3 per minute have to turn left. One car must be able to turn left every 14 seconds and continue to do so for an hour. The spreadsheet also outlines the traffic conditions as they would exist during every day of the week. The longest turning time occurs on Friday, at 18 seconds, the shortest on Saturday. Sunday through Thursday is consistent at 15 to 17 seconds.

The second scenario envisions the closure of the current IGA. Sales as per the consultant rise to \$323,0770 per week. This is almost 2.5 times my current sales. Applying the same logic, the customer count for Saturday's peak hour rises to 362, The time to make a left turn drops to 11 seconds and between 12 and 14 seconds during the week.

The consultants report has recommended that the most easterly exist be used for right hand turns only. This would leave one exit to handle all the left turns.

This location presents a number of traffic challenges

1. Traffic entering or leaving this site must go either east or west. This site does not present the options that exist with a plaza located at a crossroad.
2. All the access points are on one roadway.
3. The present roadway is already heavily traveled
4. The site sits at the most easterly edge of the population it is meant to serve. This means that a disproportionate number of customers come from and return to the west
5. The busiest time of the day is between 4 and 5 o'clock when people are returning from work. To access this site, commuters will have to turn left to enter and left to exit.
6. Parking! This site has parking for 282 cars. At peak times on a Saturday, the grocery store would need about 35 employees. Assume 30 came in their own cars. Let's assume that another 30 places are taken up by patrons of the Tim Horton's / Wendy's. This leaves 222 spots for the shoppers of the IGA. This means that every shopper at the IGA can leave his or her car parked parked for only 37 minutes. Any longer than 37 minutes and the parking will overflow onto highway 20 !!

I would also like to comment on section 2.4 and section 6 of the preliminary traffic study. This deals with potential improvements to highway #20. Section 2.4 states that " sometime in March 2001 the Region will be initiating a Class Environmental Assessment." Section 6 states that a turn lane will be added in the next two years. In discussions with the Senior Projects Engineer, Ralph Scholz on May 15th, he told me that the process of hiring the consultants has not even begun. The Region has not made any decisions on what or when it will do anything to highway 20!! This decision will not be made until after the Environmental Assessment study is complete. According to Ralph, the improvements to #20 could be anything from 1 to 3 lanes. If the Region decides to add 3 more lanes, will they have to expropriate any of this site? If the answer is yes, what happens to the 35 parking spots adjoining the highway

I have made no comment on the traffic that will be generated by the addition of the Wendy's/ Tim Horton's. I do not have any knowledge of the amount of traffic such an addition would generate.

Conclusions

The traffic generated by this site will overwhelm the road system. This is due to four main factors:

1. there are only two access points
2. there is only one exit available for left turns
3. a high percentage of customers will want to make a left turn when leaving
4. all the traffic must exit via # 20

Recommendations:

1. this site desperately needs access to another road. The only one available is Station Street. Make approval conditional upon the applicant getting access to Station Street.
2. Highway 20 cannot handle the high number of left-hand turns this project will generate. Widening the road or putting in a turn lane may not be sufficient to accommodate left turns. Defer the application until sufficient improvements commence to highway 20
3. Refuse this application. All the problems that this site creates can be alleviated by putting this development at the corner of #20 and Rice Road.

Respectfully submitted by:

Bob Meehan

EXISTING IGA STAYS OPEN

	<u>SAT</u>	<u>SUN</u>	<u>MONDAY</u>	<u>TUES.</u>	<u>WED</u>	<u>THURS</u>	<u>FRIDAY</u>	
CUSTOMERS								
30-Jun-00	1243	749	1092	1093	1051	1115	1574	
4-May-01	1065	670	1010	1002	995	975	1077	
TOTAL	2308	1419	2102	2095	2046	2090	2651	
AVERAGE	1154	710	1051	1048	1023	1045	1326	
AVERAGE ORDER	\$ 22.53	\$ 19.81	\$ 18.37	\$ 16.39	\$ 16.66	\$ 19.29	\$ 22.12	
NEW STORE SALES	13,300,000							
WEEKLY	\$ 255,769							
CURRENT SALES	\$ 130,000							
RATIO	1.97							TOTAL
CUSTOMERS	2270	1396	2068	2061	2013	2056	2608	14472
SALES-PEAK PERIOD	\$ 3,278	\$ 2,590	\$ 2,146	\$ 2,102	\$ 2,045	\$ 2,536	\$ 2,536	
PER HOUR								
AVERAGE ORDER	\$ 22.53	\$ 19.81	\$ 18.37	\$ 16.39	\$ 16.66	\$ 19.29	\$ 22.12	
OF CUSTOMERS	145	131	117	128	123	131	115	
SALES-PEAK PERIOD								
OF TOTAL	12.6%	18.4%	11.1%	12.2%	12.0%	12.6%	8.6%	
NEW STORE	286	257	230	252	242	259	226	
FROM WEST	90%	90%	90%	90%	90%	90%	90%	
OF LEFT TURNS								
PEAK HOUR	258	231	207	227	217	233	203	
PER MINUTE	4.3	3.9	3.4	3.8	3.6	3.9	3.4	
SECONDS TO TURN	14	16	17	16	17	15	18	

EXISTING IGA CLOSERS

	<u>SAT</u>	<u>SUN</u>	<u>MONDAY</u>	<u>TUES.</u>	<u>WED</u>	<u>THURS</u>	<u>FRIDAY</u>	
CUSTOMERS								
30-Jun-00	1243	749	1092	1093	1051	1115	1574	
4-May-01	1065	670	1010	1002	995	975	1077	
TOTAL	2308	1419	2102	2095	2046	2090	2651	
AVERAGE	<u>1154</u>	<u>710</u>	<u>1051</u>	<u>1048</u>	<u>1023</u>	<u>1045</u>	<u>1326</u>	
AVERAGE ORDER	\$ 22.53	\$ 19.81	\$ 18.37	\$ 16.39	\$ 16.66	\$ 19.29	\$ 22.12	
NEW STORE SALES	16,800,000							
WEEKLY	\$ 323,077							
CURRENT SALES	\$ 130,000							
RATIO	2.49							<u>TOTAL</u>
CUSTOMERS	2868	1763	2612	2603	2542	2597	3294	18280
ASSUME 10% INCREASE	2581	1587	2351	2343	2288	2337	2965	16452
IN AVERAGE ORDER								
SALES-PEAK PERIOD	\$ 3,278	\$ 2,590	\$ 2,146	\$ 2,102	\$ 2,045	\$ 2,536	\$ 2,536	
PER HOUR								
AVERAGE ORDER	\$ 22.53	\$ 19.81	\$ 18.37	\$ 16.39	\$ 16.66	\$ 19.29	\$ 22.12	
# OF CUSTOMERS	145	131	117	128	123	131	115	
SALES-PEAK PERIOD								
% OF TOTAL	12.6%	18.4%	11.1%	12.2%	12.0%	12.6%	8.6%	
NEW STORE	362	325	290	319	305	327	285	
FROM WEST	90%	90%	90%	90%	90%	90%	90%	
# OF LEFT TURNS								
PEAK HOUR	325	292	261	287	275	294	256	
PER MINUTE	5.4	4.9	4.4	4.8	4.6	4.9	4.3	
SECONDS TO TURN	11	12	14	13	13	12	14	

DELCAN

Appendix C-13

RECEIVED

JUN 14 2001

TOWN OF PELHAM

June 11, 2001

Our Ref.: PW-1048-PWA

Mr. Rami Goldman
75 The Donway West
Suite 1002
North York, Ontario
M3C 2E9

RECEIVED

JUN 14 2001

TOWN OF PELHAM
PLANNING DEPT

Dear Mr. Goldman:

**Re: Supplementary Traffic Assessment –
Proposed Commercial Development (110 Highway 20 East)
Regional Road 20, Town of Pelham, Ontario**

In response to your recent request, we have examined the future operation of the most easterly driveway assuming traffic signal control in place. For the purpose of this supplementary traffic assessment we have assumed the following:

1. Traffic signal control at the intersection of Regional Road 20 and Station Street;
2. Full build-out of the proposed development (that is, supermarket and fast-food restaurant would be built out by 2006); and
3. The traffic signals at Station Street and at the most easterly driveway would operate in the 'actuated-coordinated' mode. This would allow the traffic control signal to be responsive to vehicles on the side-street/driveway yet operate with some degree of co-ordination between the two intersections.

In addition, two scenarios for the intersection configurations were examined: Scenario A assumed no exclusive turn lanes at either signalized intersection; and Scenario B assumed provision of left turn lanes on the Regional Road 20 approaches and an eastbound right turn lane at the most easterly driveway. Scenario B is consistent with the proposed widening of Regional Road 20 to a three-lane cross-section.

The SYNCHRO (Version 5, 2001) analysis package was employed to evaluate traffic operations. The results from these analyses are presented in summary form in Table 1 on the following page. Copies of the output sheets from SYNCHRO are attached to this letter.

June 15/01
cc Jamie Hodge
DELCAN CORPORATION

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Table 1. Intersection Operations – Future (2006) Conditions

Intersection	Control	Weekday PM Peak Hour	Saturday Peak Hour
<i>Scenario A – Existing Cross-section on Regional Road 20</i>			
Niagara Road 20 @ Station Street	Signalized	EBD V/C 0.50, LOS A WBD V/C 0.82, LOS A NBD V/C 0.22, LOS D SBD V/C 0.11, LOS D	EBD V/C 0.69, LOS B WBD V/C 0.67, LOS A NBD V/C 0.13, LOS C SBD V/C 0.09, LOS C
Most Easterly Driveway (Entrance B)	Signalized	EBD Thru, Right V/C 0.52, LOS A WBD Left, Thru V/C 0.88, LOS C NBD Left, Right V/C 0.23, LOS C	EBD Thru, Right V/C 0.65, LOS A WBD Left, Thru V/C 0.71, LOS B NBD Left, Right V/C 0.43, LOS C
<i>Scenario B – Three-lane Cross-section on Regional Road 20</i>			
Niagara Road 20 @ Station Street	Signalized	EBD Left V/C 0.16, LOS A EBD Thru, Right V/C 0.52, LOS A WBD Left V/C 0.15, LOS A WBD Thru, Right V/C 0.81, LOS A NBD V/C 0.16, LOS C SBD V/C 0.08, LOS C	EBD Left V/C 0.08, LOS A EBD Thru, Right V/C 0.68, LOS B WBD Left V/C 0.10, LOS A WBD Thru, Right V/C 0.64, LOS A NBD V/C 0.12, LOS C SBD V/C 0.08, LOS C
Most Easterly Driveway (Entrance B)	Signalized	EBD Thru V/C 0.49, LOS A EBD Right V/C 0.10, LOS A WBD Left V/C 0.15, LOS A WBD Thru V/C 0.88, LOS C NBD Left V/C 0.11, LOS B NBD Right V/C 0.08, LOS B	EBD Thru V/C 0.59, LOS A EBD Right V/C 0.18, LOS A WBD Left V/C 0.26, LOS A WBD Thru V/C 0.56, LOS B NBD Left V/C 0.17, LOS B NBD Right V/C 0.14, LOS B

The findings indicate that the provision of traffic control signals at the most easterly driveway will result in significant improvement in the level of service (LOS) of the outbound movements. As shown in Table 1, even without widening Regional Road 20 (to a three-lane cross-section), the Northbound outbound movements at the subject driveway are expected to operate at LOS C, or better, during the two design hours. Traffic conditions characterized by operations at level of service C are considered acceptable.

On the basis of these findings, our recommendation to defer the proposed Fast-Food Restaurant until Regional Road 20 is widened (as stated in our report of March 16, 2001) is not longer applicable. The results presented in Table 1 show that with traffic signal control, the most easterly driveway can accommodate the traffic generated by the proposed Supermarket and Fast-Food Restaurant.

I trust that this is satisfactory.

Please advise if we can be of further assistance.

Yours truly,



Ana I. Gall, P.Eng., M.Eng., PTOE
Senior Transportation Engineer

















Attachment

c.c.: Mr. Jack Bernardi, Town of Pelham

HCM Signalized Intersection Capacity Analysis

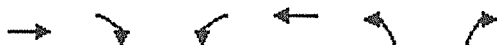
1: Canboro & Station

Future Total Weekday PM Peak Hour
6/11/2001

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		0.99			1.00			0.91			0.91	
Flt Protected		1.00			1.00			0.99			0.99	
Satd. Flow (prot)		1870			1872			1691			1708	
Flt Permitted		0.94			0.93			0.95			0.98	
Satd. Flow (perm)		1759			1740			1618			1679	
Volume (vph)	25	599	26	61	954	25	12	6	38	3	7	18
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	26	624	27	64	994	26	12	6	40	3	7	19
Lane Group Flow (vph)	0	677	0	0	1084	0	0	58	0	0	29	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		82.0			82.0			16.0			16.0	
Effective Green, g (s)		84.0			84.0			18.0			18.0	
Actuated g/C Ratio		0.76			0.76			0.16			0.16	
Clearance Time (s)		6.0			6.0			6.0			6.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		1343			1329			265			275	
v/s Ratio Prot												
v/s Ratio Perm		0.38			0.62			0.04			0.02	
v/c Ratio		0.50			0.82			0.22			0.11	
Uniform Delay, d1		5.0			8.1			39.9			39.1	
Progression Factor		1.00			0.27			1.00			1.00	
Incremental Delay, d2		0.3			3.0			1.9			0.8	
Delay (s)		5.3			5.2			41.8			39.9	
Level of Service		A			A			D			D	
Approach Delay (s)		5.3			5.2			41.8			39.9	
Approach LOS		A			A			D			D	
Intersection Summary												
HCM Average Control Delay		6.9					HCM Level of Service		A			
HCM Volume to Capacity ratio		0.71										
Actuated Cycle Length (s)		110.0					Sum of lost time (s)		8.0			
Intersection Capacity Utilization		106.8%					ICU Level of Service		F			
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
7: Canboro & Ent. B

Future Total Weekday PM Peak Hour
6/11/2001



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0			4.0	4.0	
Lane Util. Factor	1.00			1.00	1.00	
Frt	0.98			1.00	0.95	
Flt Protected	1.00			1.00	0.97	
Satd. Flow (prot)	1845			1878	1733	
Flt Permitted	1.00			0.93	0.97	
Satd. Flow (perm)	1845			1758	1733	
Volume (vph)	509	91	55	906	65	40
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	530	95	57	944	68	42
Lane Group Flow (vph)	625	0	0	1001	110	0
Turn Type			Perm			
Protected Phases	4			8	2	
Permitted Phases			8			
Actuated Green, G (s)	69.2			69.2	28.8	
Effective Green, g (s)	71.2			71.2	30.8	
Actuated g/C Ratio	0.65			0.65	0.28	
Clearance Time (s)	6.0			6.0	6.0	
Vehicle Extension (s)	3.0			3.0	3.0	
Lane Grp Cap (vph)	1194			1138	485	
v/s Ratio Prot	0.34				c0.06	
v/s Ratio Perm				c0.57		
v/c Ratio	0.52			0.88	0.23	
Uniform Delay, d1	10.3			15.9	30.4	
Progression Factor	0.57			1.00	1.00	
Incremental Delay, d2	0.4			8.0	1.1	
Delay (s)	6.2			23.9	31.5	
Level of Service	A			C	C	
Approach Delay (s)	6.2			23.9	31.5	
Approach LOS	A			C	C	

Intersection Summary

HCM Average Control Delay	18.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	102.8%	ICU Level of Service	F
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis 1: Canboro & Station

Future Total Saturday Midday Peak Hour

6/11/2001



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		1.00			1.00			0.90			0.92	
Flt Protected		1.00			1.00			1.00			0.99	
Satd. Flow (prot)		1876			1872			1682			1721	
Flt Permitted		0.97			0.96			0.99			0.95	
Satd. Flow (perm)		1825			1806			1669			1650	
Volume (vph)	21	728	14	24	680	23	3	8	37	7	6	17
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	23	800	15	26	747	25	3	9	41	8	7	19
Lane Group Flow (vph)	0	838	0	0	798	0	0	53	0	0	34	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		50.9			50.9			17.1			17.1	
Effective Green, g (s)		52.9			52.9			19.1			19.1	
Actuated g/C Ratio		0.66			0.66			0.24			0.24	
Clearance Time (s)		6.0			6.0			6.0			6.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		1207			1194			398			394	
v/s Ratio Prot												
v/s Ratio Perm		0.46			0.44			0.03			0.02	
v/c Ratio		0.69			0.67			0.13			0.09	
Uniform Delay, d1		8.5			8.2			23.9			23.7	
Progression Factor		1.00			0.59			1.00			1.00	
Incremental Delay, d2		1.8			1.2			0.7			0.4	
Delay (s)		10.2			6.1			24.6			24.1	
Level of Service		B			A			C			C	
Approach Delay (s)		10.2			6.1			24.6			24.1	
Approach LOS		B			A			C			C	
Intersection Summary												
HCM Average Control Delay		9.0										
HCM Volume to Capacity ratio		0.55										
Actuated Cycle Length (s)		80.0							8.0			
Intersection Capacity Utilization		82.9%										
ICU Level of Service									D			
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
7: Canboro & Ent. B









Future Total Saturday Midday Peak Hour
6/11/2001



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0			4.0	4.0	
Lane Util. Factor	1.00			1.00	1.00	
Frt	0.97			1.00	0.94	
Flt Protected	1.00			0.99	0.97	
Satd. Flow (prot)	1832			1872	1725	
Flt Permitted	1.00			0.76	0.97	
Satd. Flow (perm)	1832			1431	1725	
Volume (vph)	566	145	71	535	93	69
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	622	159	78	588	102	76
Lane Group Flow (vph)	781	0	0	666	178	0
Turn Type	Perm					
Protected Phases	4			8	2	
Permitted Phases			8			
Actuated Green, G (s)	50.8			50.8	17.2	
Effective Green, g (s)	52.8			52.8	19.2	
Actuated g/C Ratio	0.66			0.66	0.24	
Clearance Time (s)	6.0			6.0	6.0	
Vehicle Extension (s)	3.0			3.0	3.0	
Lane Grp Cap (vph)	1209			944	414	
v/s Ratio Prot	0.43				0.10	
v/s Ratio Perm				0.47		
v/c Ratio	0.65			0.71	0.43	
Uniform Delay, d1	8.1			8.7	25.8	
Progression Factor	0.12			1.00	1.00	
Incremental Delay, d2	0.9			2.4	3.2	
Delay (s)	1.9			11.1	29.0	
Level of Service	A			B	C	
Approach Delay (s)	1.9			11.1	29.0	
Approach LOS	A			B	C	
Intersection Summary						
HCM Average Control Delay		8.6		HCM Level of Service	A	
HCM Volume to Capacity ratio		0.63				
Actuated Cycle Length (s)		80.0		Sum of lost time (s)	8.0	
Intersection Capacity Utilization		98.0%		ICU Level of Service	E	
c Critical Lane Group						

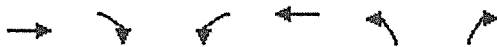
HCM Signalized Intersection Capacity Analysis 1: Canboro & Station

Future Total Weekday PM Peak Hour
6/11/2001

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Frt	1.00	0.99		1.00	1.00			0.91			0.91	
Flt Protected	0.95	1.00		0.95	1.00			0.99			0.99	
Satd. Flow (prot)	1789	1872		1789	1876			1691			1708	
Flt Permitted	0.13	1.00		0.33	1.00			0.95			0.98	
Satd. Flow (perm)	247	1872		630	1876			1625			1681	
Volume (vph)	25	599	26	61	954	25	12	6	38	3	7	18
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	26	624	27	64	994	26	12	6	40	3	7	19
Lane Group Flow (vph)	26	651	0	64	1020	0	0	58	0	0	29	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases	4			8			2			6		
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	52.0	52.0		52.0	52.0			16.0			16.0	
Effective Green, g (s)	54.0	54.0		54.0	54.0			18.0			18.0	
Actuated g/C Ratio	0.68	0.68		0.68	0.68			0.22			0.22	
Clearance Time (s)	6.0	6.0		6.0	6.0			6.0			6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)	167	1264		425	1266			366			378	
v/s Ratio Prot	0.35			c0.54								
v/s Ratio Perm	0.11			0.10			c0.04			0.02		
v/c Ratio	0.16	0.52		0.15	0.81			0.16			0.08	
Uniform Delay, d1	4.7	6.5		4.7	9.3			24.9			24.4	
Progression Factor	1.00	1.00		0.46	0.24			1.00			1.00	
Incremental Delay, d2	0.4	0.4		0.1	3.0			0.9			0.4	
Delay (s)	5.2	6.8		2.3	5.2			25.8			24.8	
Level of Service	A	A		A	A			C			C	
Approach Delay (s)	6.8			5.0			25.8			24.8		
Approach LOS	A			A			C			C		
Intersection Summary												
HCM Average Control Delay	6.6			HCM Level of Service			A					
HCM Volume to Capacity ratio	0.64											
Actuated Cycle Length (s)	80.0			Sum of lost time (s)			8.0					
Intersection Capacity Utilization	70.7%			ICU Level of Service			C					
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
7: Canboro & Ent. B

Future Total Weekday PM Peak Hour
6/11/2001






















Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Flt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	1883	1601	1789	1883	1789	1601
Flt Permitted	1.00	1.00	0.36	1.00	0.95	1.00
Satd. Flow (perm)	1883	1601	679	1883	1789	1601
Volume (vph)	509	91	55	906	65	40
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	530	95	57	944	68	42
Lane Group Flow (vph)	530	95	57	944	68	42
Turn Type	Perm		Perm		Perm	
Protected Phases	4		8		2	
Permitted Phases	4		8		2	
Actuated Green, G (s)	43.5	43.5	43.5	43.5	24.5	24.5
Effective Green, g (s)	45.5	45.5	45.5	45.5	26.5	26.5
Actuated g/C Ratio	0.57	0.57	0.57	0.57	0.33	0.33
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1071	911	386	1071	593	530
v/s Ratio Prot	0.28		c0.50		c0.04	
v/s Ratio Perm	0.06		0.08		0.03	
v/c Ratio	0.49	0.10	0.15	0.88	0.11	0.08
Uniform Delay, d1	10.4	7.9	8.1	14.9	18.6	18.4
Progression Factor	0.53	0.08	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.3	0.0	0.2	8.7	0.4	0.3
Delay (s)	5.8	0.7	8.3	23.6	19.0	18.7
Level of Service	A	A	A	C	B	B
Approach Delay (s)	5.0		22.7		18.9	
Approach LOS	A		C		B	
Intersection Summary						
HCM Average Control Delay			16.1	HCM Level of Service		B
HCM Volume to Capacity ratio			0.60			
Actuated Cycle Length (s)			80.0	Sum of lost time (s)		8.0
Intersection Capacity Utilization			60.1%	ICU Level of Service		B
Critical Lane Group						

HCM Signalized Intersection Capacity Analysis

1: Canboro & Station

Future Total Saturday Midday Peak Hour
6/11/2001

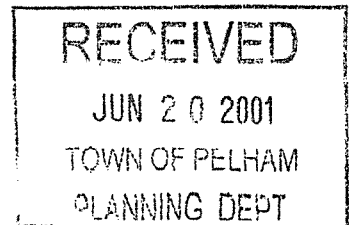
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Frt	1.00	1.00		1.00	1.00			0.90			0.92	
Flt Protected	0.95	1.00		0.95	1.00			1.00			0.99	
Satd. Flow (prot)	1789	1878		1789	1874			1682			1721	
Flt Permitted	0.25	1.00		0.22	1.00			0.99			0.95	
Satd. Flow (perm)	464	1878		417	1874			1670			1654	
Volume (vph)	21	728	14	24	680	23	3	8	37	7	6	17
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	23	800	15	26	747	25	3	9	41	8	7	19
Lane Group Flow (vph)	23	815	0	26	772	0	0	53	0	0	34	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases	4			8			2			6		
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	49.4	49.4		49.4	49.4			18.6			18.6	
Effective Green, g (s)	51.4	51.4		51.4	51.4			20.6			20.6	
Actuated g/C Ratio	0.64	0.64		0.64	0.64			0.26			0.26	
Clearance Time (s)	6.0	6.0		6.0	6.0			6.0			6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)	298	1207		268	1204			430			426	
v/s Ratio Prot	c0.43			0.41				c0.03			0.02	
v/s Ratio Perm	0.05			0.06				c0.03			0.02	
v/c Ratio	0.08	0.68		0.10	0.64			0.12			0.08	
Uniform Delay, d1	5.4	9.0		5.5	8.7			22.8			22.5	
Progression Factor	1.00	1.00		0.73	0.54			1.00			1.00	
Incremental Delay, d2	0.1	1.5		0.1	1.1			0.6			0.4	
Delay (s)	5.5	10.5		4.1	5.8			23.4			22.9	
Level of Service	A	B		A	A			C			C	
Approach Delay (s)	10.4			5.8				23.4			22.9	
Approach LOS	B			A				C			C	
Intersection Summary												
HCM Average Control Delay	8.9			HCM Level of Service			A					
HCM Volume to Capacity ratio	0.52											
Actuated Cycle Length (s)	80.0			Sum of lost time (s)			8.0					
Intersection Capacity Utilization	53.0%			ICU Level of Service			A					
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
7: Canboro & Ent. B

Future Total Saturday Midday Peak Hour
6/11/2001



Movement	EBL	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	1883	1601	1789	1883	1789	1601
Flt Permitted	1.00	1.00	0.29	1.00	0.95	1.00
Satd. Flow (perm)	1883	1601	540	1883	1789	1601
Volume (vph)	566	145	71	535	93	69
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	622	159	78	588	102	76
Lane Group Flow (vph)	622	159	78	588	102	76
Turn Type	Perm		Perm	Perm		
Protected Phases	4			8	2	
Permitted Phases		4	8			2
Actuated Green, G (s)	42.5	42.5	42.5	42.5	25.5	25.5
Effective Green, g (s)	44.5	44.5	44.5	44.5	27.5	27.5
Actuated g/C Ratio	0.56	0.56	0.56	0.56	0.34	0.34
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1047	891	300	1047	615	550
v/s Ratio Prot	c0.33			0.31	c0.06	
v/s Ratio Perm		0.10	0.14			0.05
v/c Ratio	0.59	0.18	0.26	0.56	0.17	0.14
Uniform Delay, d1	11.8	8.7	9.2	11.5	18.3	18.1
Progression Factor	0.35	0.03	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.7	0.1	0.5	0.7	0.6	0.5
Delay (s)	4.9	0.4	9.7	12.1	18.8	18.6
Level of Service	A	A	A	B	B	B
Approach Delay (s)	4.0			11.9	18.7	
Approach LOS	A			B	B	
Intersection Summary						
HCM Average Control Delay	8.8		HCM Level of Service		A	
HCM Volume to Capacity ratio	0.43					
Actuated Cycle Length (s)	80.0		Sum of lost time (s)		8.0	
Intersection Capacity Utilization	52.7%		ICU Level of Service		A	
c Critical Lane Group						



June 18. 2001

Pelham Town Council
Town of Pelham
P.O. Box 400
Fonthill, Ontario
L0S 1E0

Re: Reg. Rd. #20 Highway Traffic

Dear Council Members,

Fonthill Lumber is very concerned about the additional traffic that will be generated on Regional Road #20 by the proposed Sobbey's Grocery store in Fonthill. Safe highway access from our location of business is already a problem. We daily enter the roadway with oversize (wide) loads carried by our fleet of 4 tractor trailers.

We understand that highway improvements can be extremely costly. However, we believe that any action short of a major improvement to this section of Highway #20 would not be responsible. Safety is our main concern.

Any improvements along this section of Highway #20 would greatly benefit all the businesses, pedestrians, bicyclists, vehicle traffic and Fonthill.

We hope that these comments are taken in a positive manner and we look forward to your response.

Yours truly,

A handwritten signature in black ink, consisting of a large, stylized loop with a smaller loop on top and a horizontal stroke across the middle.

John Nemy / Owner
Paul Nemy / Owner

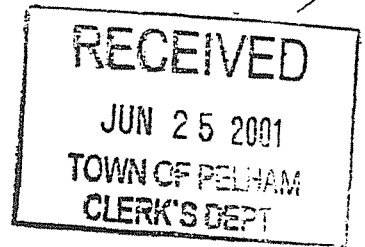
fonthill lumber ltd.

P.O. Box 340 Fonthill, Ontario, Canada, L0S 1E0
905-892-2641 1-800-668-7630
lumber@fonthill.com
www.fonthill.com

Celebrating 50 Years

cc: A. B. B. - Lumber

24 Church Hill, P.O. Box 196,
 Foxhill, Ontario L0S 1E0,
 June 22, 2001.



Your Wishes,

Re: The construction of a Sobey's supermarket on
 Regional Road 20.

The other day, as I was driving on Regional
 Road 20, I saw a series of signs suggesting
 that what Foxhill needs is, not a new
 Sobey's, but a bigger IGA. That, I think,
 is the answer.

Once a week my husband and I shop at
 the IGA. First we go to Shoppers Drug Mart.
 Then we walk along the sidewalk past Wellside
 Sports where we check out the windows.
 Sometimes we go in and sometimes we buy.
 We also check out the displays at Sphère's
 and in front of the Dollar Store.

If Sobey's is built, the IGA will disappear,
 that is the logical consequence. Sobey's
 consultants are optimistic that the building
 would soon be occupied, perhaps by a number
 of small boutiques. This encouraging view is
 countered by the fact that the store formerly
 occupied by Collington's is still empty after
 some months.

If the IGA closes, so will the Drug Mart. Who will stop at the square then? No one. They will drive straight through to the Post Office and the LCBO. All the small stores at the square will close then; we will have a deserted mall.

Agd and I drive into Welland at least once a week, past Commissioner's and/or Zehr's. If I wanted a richer shopping experience, I would stop and shop at one of these supermarkets. [I am satisfied with the present IGA, but I can see that a larger store would satisfy a larger portion of the town's population.]

And there is also the problem of traffic. Some seniors, particularly women, are cautious and tentative drivers. It would be a daunting prospect for many of them to make a left-hand turn into the heavy traffic on Regional Road 20 in order to get to the centre of town or to get to Station Street for access to the seniors apartments or the new condominiums. A traffic light at the corner of Regional Road 20 and Station Street would be of little use. [What will be needed is a traffic light at the entrance to Soley's parking lot.]

And that raises another issue: the question of aesthetics. A parking lot, fronting on Regional Road 20 with over 200 cars, will not be a pretty sight. And only one block from the town centre!

The right decision has to be made now. Once Sobey's is there, there will be no turning back. I envisage a series of huge box stores and gigantic parking lots. The nature of our little town will be changed forever.

I urge you not to think only of the taxes that Sobey's would bring into the town, thus enabling you and the council to keep tax increases down. Consider the future of our town and the level of satisfaction and happiness of its citizens.

I urge you to be patient. [Although the site is, at present, less than attractive, a development will come forward that will enhance our town.]

Yours truly,

Velma Ferrell

(Mrs Sydney B. Ferrell)

Clerk Cheryl Miclette

From: "Bonnie Birch"
To: <clerks@town.pelham.on.ca>
Sent: Wednesday, June 27, 2001 1:21 PM
Subject: Sobey's

As a resident of Fonthill and a homeowner for 11 years, I have showed an interest in and participated in town meetings on a number of issues. Unfortunately our council does not see fit to listen to its constituents.

If attendance is low at the 2nd stage of planning I for one will not be surprised as it does not seem to matter what a lot of people think, only what the older council member see as a money grabber.

I, as have others, have complained about:

The trees in the old part of town and their treatment and or replacement

Not wanting more housing on Chestnut Street
 Not wanting a Sobeys on the 20. etc etc

I personally go to the lights at the corner of the 20 and Pelham St. in order to get onto the highway as it is next to impossible to get onto it otherwise. Highway 20 's traffic is horrendous and getting worse. Mr. Harris' announcement to put in a new highway is not going to alleviate the problem already existing in this area. We do not need another grocery store, the current IGA in Pelham and the new Commisso's in Welland on Pelham Street are sufficient to meet the needs of the people of Pelham (Fonthill). With a left hand turning point and a traffic light being added I can see that the already slow moving , high volume of traffic moving through to get to the 406 becoming even more of a nightmare.


But then, I am just a taxpayer who lives here all the time (not just sleeping here and working out of town), so my opinion like Mr. Brande (who seems to be the only one on council with any sense) has no validity. I would like to know how many of the 5 voters for Sobeys live in Fonthill and try to travel on HWY 20, and if their taxes have jumped in 10 years from approx. \$900 to \$2,100 and whose streets and trees have not been looked after. All money from the OVER DEVELOPMENT that has been occurring in the last 8 years is assisting no one who moved to Fonthill because it WAS a quiet Town.

Sincerely

Bonnie Birch
 21 Chestnut St.
 905 892 3677

06/27/2001

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J. Bernardi
JACK BERNARDI

PLANNING SERVICES REPORT

P-6/01

TO: Chair, Councillor Brian Walker and Members of the General Committee,
Planning Services Division

DATE OF REPORT: January 18, 2001

DATE OF MEETING: January 22, 2001

FROM: J. Bernardi, Director of Planning Services

SUBJECT: TECHNICAL INFORMATION REPORT
Proposed Official Plan and Zoning By-law Amendment Application #AM-12/00
609793 Ontario Inc. & Ramgold Ltd.
Part Lot 3, R.P. 25, Plan 717 - 110 Highway 20 East

RECOMMENDATION:

THAT the General Committee, Planning Services Division, receive Planning Services Report P-6/01 re Technical Information Report - Proposed Official Plan and Zoning By-law Amendment Application #AM-12/00 - 609793 Ontario Inc. & Ramgold Ltd. Part Lot 3, R.P. 25, Plan 717 - 110 Highway #20 East; and

THAT a public meeting be targeted for February 28, 2001, pursuant to the provisions of the Planning Act.

1. Background:

The Town is in receipt of an application from Ramgold Ltd. on behalf of 609793 Ontario Inc. to amend the Town's Official Plan and Zoning By-Law.

2. Proposal:

The applicant proposes to amend the Official Plan and Zoning By-Law to include a supermarket as a permitted use within the Highway Industrial Commercial designation of the Official Plan and within the Highway Commercial Zone of the Zoning By-Law. A reduced copy of the survey sketch and the preliminary site plan are attached.

3. Location:

The subject lands are located on the south side of Regional Road 20 just east of Station Street. The legal description is Part of Lot 3, Registered Plan 25, Plan 717, and municipally known as 110 Highway #20 East.

4. Property Description and Surrounding Land Use:

The subject land is irregular and predominantly rectangular in shape with a total area of approximately 1.8 hectares (4.4 ac. \pm) with a total frontage of approximately 138.6 metres (300 ft.) along Regional Road 20. The subject land contains a vacant concrete block building and the lands are relatively flat as are the surrounding lands.

Cont.../2

The lands abutting the subject land are as follows:

- (a) North - Regional Road 20 and across the street is industrial (Fonthill Lumber)
- (b) South - Residential
- (c) East - Commercial (Donut Diner)
- (d) West - Commercial (Fonthill Paint and Paper) and residential at the rear

PLANNING REVIEW

5. Provincial Policy Statement:

Efficient, Cost-effective Development and Land Uses Patterns.

Subject to the provisions of policy 1.1.2, cost-effective development patterns will be promoted, in part, as follows:

- 1.1.1 a) Urban areas and rural settlement areas (cities, towns, villages and hamlets) will be the forms of growth;
- 1.1.2 Land requirements and land use patterns will be based on:
 - a) the provision of sufficient land for industrial, commercial, residential, recreational, open space and institutional uses to promote employment opportunities, and for an appropriate range and mix of housing, to accommodate growth projected for a time horizon of up to 20 years.
 - b) densities which:
 - 1. efficiently use land, resources, infrastructure and public service facilities;
 - 2. avoid the need for unnecessary and/or uneconomical expansion of infrastructure;
 - 3. support the use of public transit, in areas where it exists or is to be developed;
 - 4. are appropriate to the type of sewage and water systems which are planned or available; and
 - 5. take into account the applicable policies of Section 2: Resources, and Section 3: Public Health and Safety;
 - c) the provision of a range of uses in areas which have existing or planned infrastructure to accommodate them;
 - d) development standards which are cost effective and which will minimize land consumption and reduce servicing costs; and
 - e) providing opportunities for redevelopment, intensification and revitalization in areas that have sufficient existing or planned infrastructure.

6. Regional Niagara Policy Plan:

The relevant residential objectives and policies applying to this proposal are as follows:

Objective 5.7 To ensure that each municipality and the entire Region has an adequate supply of convenient, attractive and economically viable shopping facilities.

Objective 5.8 To support a **dispersed** pattern of shopping facilities. Under this dispersed approach, shopping facilities must be related to the needs of the municipalities in which they are located, in terms of location, size, accessibility by auto or by public transit, and other relevant factors.

Objective 5.9 To ensure that the overall supply of shopping facilities in each local municipality is sufficient to provide healthy competition **without** endangering the essential character and quality of existing shopping facilities.

Note: This objective requires a careful balance between the extremes of "no competition" and "unlimited competition". The significance of an oversupply of commercial space must be a continuing concern, and future decisions must be made on the amount of oversupply which is desirable or tolerable.

Policy 5.12 Each local municipality should encourage the provision of convenient, attractive and economically viable shopping facilities within its boundaries, compatible with the needs and desires of its residents.

Policy 5.13 The primary responsibility for determining a detailed commercial strategy guiding the size and location of new and expanded shopping facilities within any local municipality rests with that municipality.

The local official plan is the appropriate document for indicating the strategy for the provision of shopping facilities. The Region will encourage each local municipality to undertake planning and market studies to assist in establishing its commercial strategy and policy statements.

7. Town of Pelham Official Plan:

The subject lands are designated Highway Industrial Commercial within the Town's Official Plan and the policies applying to this proposal are as follows:

The lands designated Highway Industrial-Commercial focus on the Highway 20 corridor from Station Street through to the eastern municipal boundary. Industrial and commercial uses within this designation shall focus on the role of Highway 20 as a major transportation corridor through the Town and as an entrance to the urban area of Fonthill.

1.23.A.1 Commercial uses permitted within the designation include restaurants, business and professional offices, gas stations, car wash establishments, car dealerships, hotels, motels, building supply outlets, construction trades suppliers, nursery or garden centres, farm produce market, and similar uses catering to the travelling public and vehicular traffic providing:

- (i) all storage is enclosed;
- (ii) open display areas for retail or wholesale sales be adequately landscaped and/or screened to reflect the prestige location at the entrance to the Fonthill urban area;
- (iii) no detrimental affects result from noise, dust, fumes, vibration, etc.;
- (iv) the building and site be designed attractively to reflect the prestige location at the entrance to the Fonthill urban area;
- (v) adequate buffering measures be incorporated to screen the use from abutting residential uses.

1.23.A.2 Ancillary commercial uses permitted include a limited amount of retail uses. These ancillary commercial uses shall:

- (i) not threaten the viability of the commercial core in Fonthill, and a market study may be required to provide evidence to that effect;
- (ii) not detract from the primary permitted uses focusing on vehicular traffic and the travelling public;
- (iii) not threaten the overall character of the area nor absorb so much land that the character of the area would be threatened or altered significantly;
- (iv) be permitted only by amendment to the zoning by-law.

1.23.A.6 Notwithstanding the permitted uses of this Section, the existing building supply operations with open storage facilities located north and south of Highway 20 just east of Station Street, shall be permitted.

1.23.A.7 The following design criteria be addressed in the review of development and redevelopment applications along this corridor:

- (i) joint or consolidated access points be implemented wherever possible to minimize entrance points and traffic congestion;
- (ii) The public road right-of-way be clearly delineated as a separate entity via landscaping, fencing, or similar measures to provide clear definition of the street;
- (iii) Linked parking areas from one property to the next be encouraged to reduce the number of turns onto and off of Highway 20;
- (iv) Landscaping amenities be required and implemented to provide an attractive entrance to the urban area of Fonthill."

8. Town of Pelham Zoning By-law No. 1136 (1987):

The subject lands are zoned Highway Commercial HC Zone in accordance with Zoning By-law No. 1136 (1987), as amended. The Highway Commercial permits the following:

Permitted Uses:

Automobile service stations; motor fuel retail outlets; car washes (automatic or coin operated); vehicle repair shops; motor vehicle sales, service and rental establishments; vehicle autobody shops; dry cleaning plants; farm implement sales and service; service shops; restaurants including take-out, drive-in, eat-in restaurants and refreshment rooms; places of entertainment and recreation; public and private clubs; hotels and motels; custom

workshops; showrooms; light manufacturing and warehousing within wholly enclosed buildings; farm produce market; personal service shop; antique shop; arts and crafts shop; magazine, stationary or tobacco shop; bakery; bakeshop; bank; delicatessen; studio; souvenir and novelty shop; building supply outlets within wholly enclosed buildings; nursery or garden centre; swimming pool sales and service; machinery and equipment sales, service and retail; boat, trailer and recreational vehicle sales, service and rental; funeral homes and undertaking establishment; plumbing, heating, electrical, air conditioning sales and service; radio and television sales, service and rental; warehouse sales outlets; business and professional offices; shopping centres less than 2,323 square metres (25,000 square feet).

(b) uses, buildings and structures accessory to the foregoing permitted uses.

Regulations for Permitted Uses:

- (a) Minimum Lot Frontage 30.0 m (100 ft)
- (b) Minimum Lot Area 1400 m² (15,070 ft²)
- (c) Maximum Lot Coverage 60 percent
- (d) Minimum Front Yard 18 m (60 ft)
- (e) Minimum Side Yard
 - (i) nil where the yard abuts a Commercial zone and legal access is available to the rear yard by a private or public land or easement
 - (ii) one side yard 4.0 m (13.12 ft) and the other side yard nil, where the yard abuts a Commercial zone and no access to the rear yard is available except via the said side yard.
 - (iii) 9.0 m (29.53 ft) where the side yard is adjacent to a residential zone.
 - (iv) 9.0 m (29.53 ft) where the yard abuts a street (minimum exterior side yard)
- (f) Minimum Rear Yard
 - None except where adjacent to a residential zone the minimum rear yard shall be 9.0 m (29.53 ft)
- (g) Yards Adjacent to a Railway
 - Notwithstanding sections (e) and (f) herein, no minimum side yard or rear yard shall be required adjacent to a railway.
- (h) Landscaping
 - In addition to the provisions of Section 6.17 planting strips of By-law 1136 (1987), a planting strip shall be required along the front lot line, exterior side lot line and rear lot line where it abuts a street, and shall be required along any lot line which abuts a railway.
- (i) Exterior Lighting
 - In addition to the provisions of Section 6.16 (e) of By-law 1136 (1987), exterior lighting and illuminated signage shall be directed away from any adjacent residential zone.
- (j) Loading spaces
 - In addition to the provisions of Section 6.9 of By-law 1136 (1987), no loading space shall be permitted in a yard adjacent to a residential zone.
- (k) Maximum Building Height 10.5 m (34.45 ft)
- (l) Outside Storage
 - Except as otherwise specifically provided for in this By-law, outside storage is not permitted

The definitions of Section 5 of By-law 1136 (1987) shall apply throughout the Highway Commercial zone. In addition, the following definition is established as follows:

"WAREHOUSE SALES OUTLET (factory outlet, warehouse showroom) means a building or structure or part thereof where commodities are stored and offered for sale and shall include only the following: home furnishing and home improvement products, furniture, appliances, electrical fixtures, carpets and floor coverings, building supplies, plumbing supplies, draperies and decorating supplies such as paints and wallpaper."

The provisions of Section 6.16 (a) of By-law 1136 (1987) shall apply throughout the Highway Commercial zone, with the exception of the minimum parking requirement for a "retail store" which is deleted and replaced as follows:

Type of use	Minimum Parking Requirement
Retail store (other than a furniture store or factory outlet)	1 space per 25 m ² (269 ft ²)

Notwithstanding the Permitted Uses of the "Highway Commercial, HC" zone as outlined in Section 1 above, nothing shall prevent the continued use of the lands zoned "Highway Commercial Exception 85, HC-85" on Schedule A attached hereto and forming part of this By-law for open storage facilities.

9. Servicing:

This area is serviced by municipal water and sanitary sewer. Storm drainage is provided by storm sewers. Sidewalks do not exist on the either side of Regional Road 20.

10. Conclusion:

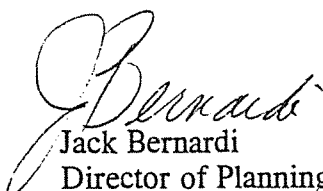
The proposed Official Plan and Zoning By-Law Amendment would permit the development of the lands for the purpose of a supermarket.


A public meeting is being targeted for February 28, 2001.

This report is for information only and serves to make the Committee aware of its submission and to advise of a future public meeting date. A recommendation report will be presented to this Committee for their consideration at a subsequent meeting after the public meeting. It is not intended to discuss or debate the merits of this proposal at tonight's meeting as such discussion must occur during a public meeting.

Prepared by,

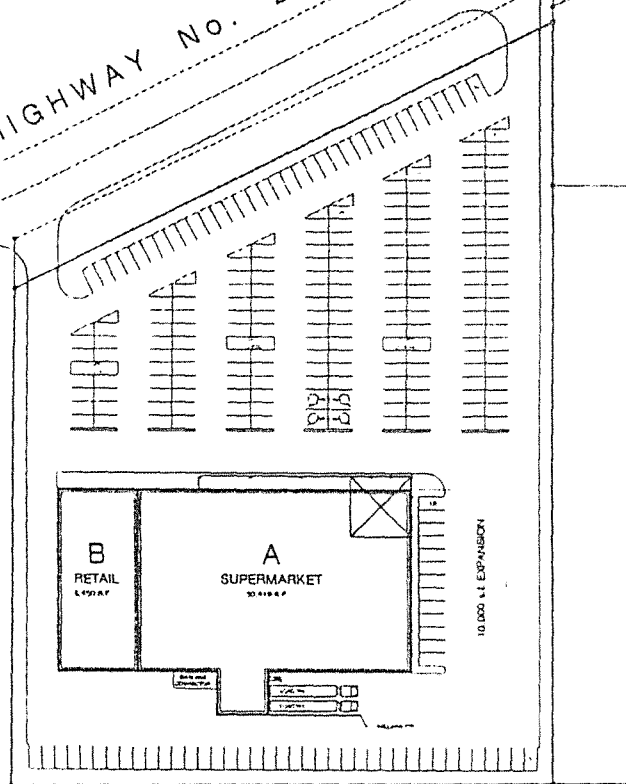
Approved and submitted by,


Jack Bernardi
Director of Planning Services
/JB
Encl.


Gord Cherney
C.A.O.

HIGHWAY No. 20 (CANBORO ROAD)

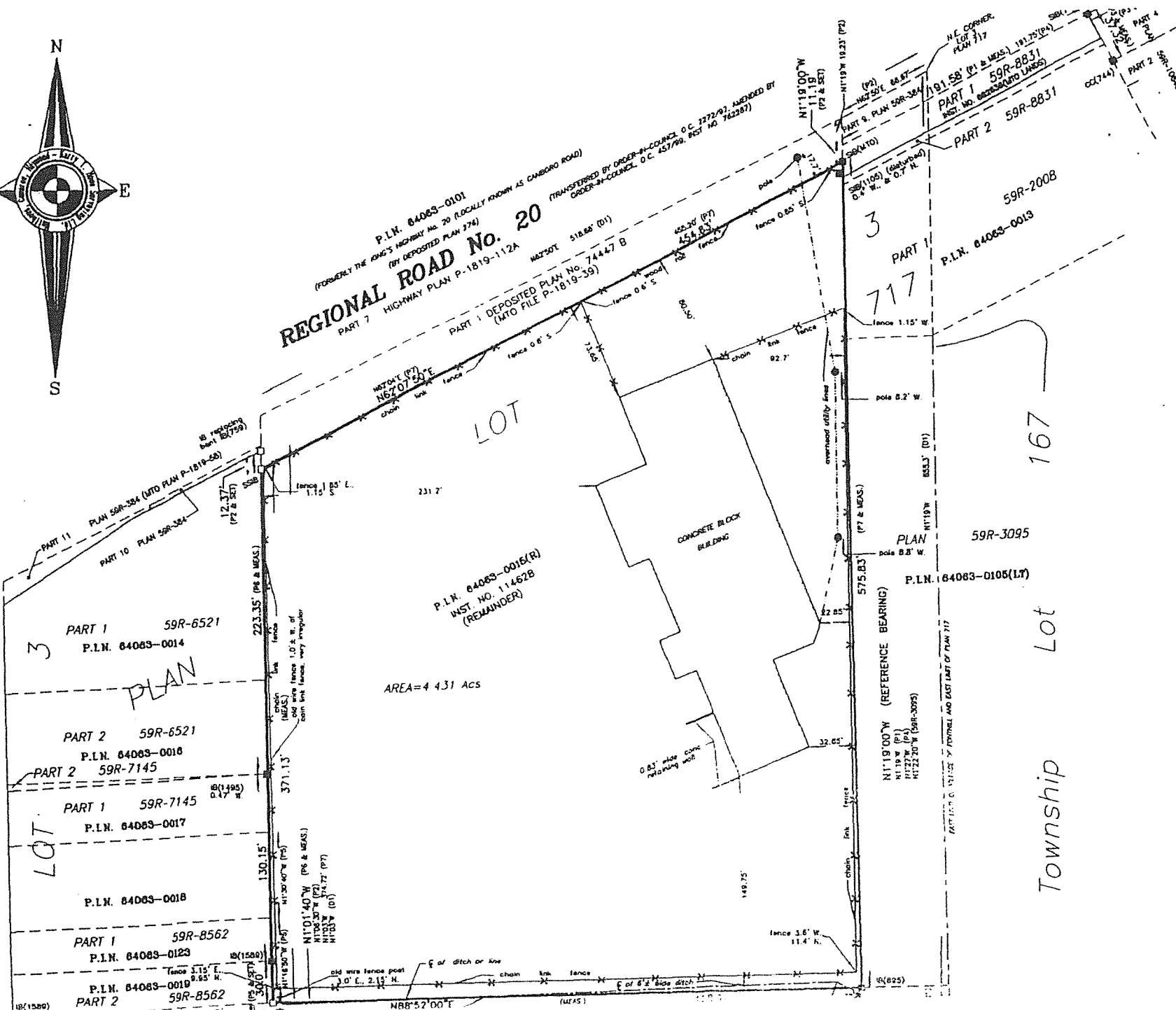
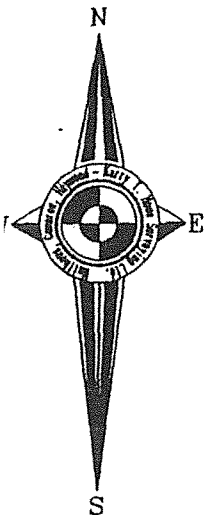
STATION STREET



(1) SITE PLAN

SITE AREA	17,898.65 m ²	4.42 ACRES
BUILDING	AREA m ²	AREA ft ²
A	2,829.65	30,416
B	785.00	8,420
TOTAL	3,614.65	38,836
PARKING REQUIRED		214 SPACES
5.00 / 1,000 sq ft		
PARKING PROVIDED		245 SPACES
AFTER EXPANSION		
BUILDING	AREA m ²	AREA ft ²
A	3,754.65	40,416
B	785.00	8,420
TOTAL	4,539.65	48,836
PARKING REQUIRED		244 SPACES
5.00 / 1,000 sq ft		
PARKING PROVIDED		245 SPACES

(2) SITE STATISTICS



PLAN OF
PART OF LOT 3,
(REGISTERED PLAN 25, VILLAGE OF
PLAN 717

TOWN OF PELHAM
REGIONAL MUNICIPALITY
MATTHEWS, CAMERON, HEYWOOD - KERRY
25' 0' 50' 100'
2000

THIS PLAN IS SUBJECT TO 1
REPORT DATED: October 18,

THIS REPORT WAS PREPARED
TRANSACTION INVOLVING 60%
THE UNDERSIGNED ACCEPTS
FUTURE USE BY OTHER PAR

LEGEND	
SB	DENOTES SURVEY MONUMENT FOUND
IT	SURVEY MONUMENT SET
CC	IRON TUBE
IB	CUT CROSS
SB	IRON BAR
SSIB	STANDARD IRON BAR
SB	SHORT STANDARD IRON BAR
CB	ROUND IRON BAR
CB	CONCRETE MONUMENT
CP	CONCRETE PIN & WASHER
WTO	MINISTRY OF TRANSPORTATION
WTO	Matthews, Cameron, Heywood - Kerry
WTO	D.A. LAKE, O.L.S.
WTO	JOHN F. MANTLE, O.L.S.

IMPERIAL NOTE
DISTANCES SHOWN ON THIS PLAN ARE
CONVERTED TO METRES BY MULTIPLYING

BEARING NOTE
BEARINGS ARE ASTRONOMIC AND ARE
LIMIT OF PART 1, PLAN No. 74447B, H.

© MATTHEWS, CAMERON, HEYWOOD - KERRY
No person may copy, reproduce or alter this plan
the written permission of MATTHEWS, CAMERON, HEYWOOD - KERRY

CAUTION: This plan is not valid unless

SURVEYOR'S CERTIFICATE
1. THIS SURVEY AND PLAN ARE CORRECT
AND IN ACCORDANCE WITH THE SURVEYS
ACT, THE SURVEYORS ACT, AND THE
REGISTRY ACT AND THE REGULATIONS MADE
UNDER THEM.

2. THE SURVEY WAS COMPLETED ON October
17, 2000

Matthews, Cameron, Heywood - Kerry
Andrew Cameron
Ontario Land Surveyor
DATE: October 18, 2000

Matthews, Cameron, Heywood - Kerry

PLANNING REPORT

P-30/01

TO: Chair, Councilor Brian Walker and Members of the
General Committee, Planning Services Division

DATE OF REPORT: June 18, 2001

DATE OF MEETING: June 25, 2001

FROM: G. Barker, BLS Planning Associates

SUBJECT: Recommendation Report
Proposed Official Plan and Zoning By-law
Amendment Application AM-12/00
609793 Ontario Inc. and Ramgold Ltd.
Part of Lot 3, R.P. 25, Plan 717, 110 Highway 20 East

1 RECOMMENDATION

- a) THAT the General Committee, Planning Services Division, receive Planning Report P-30/01 regarding Official Plan and Zoning By-law Amendment Application AM-12/00, 609793 Ontario Inc. and Ramgold Ltd., Part of Lot 3, R.P. 25, Plan 717, 110 Highway 20 East.
- b) THAT Official Plan and Zoning By-law Amendment Application AM-12/00 be approved which would:
 - i) Rezone the subject lands (4.45 acres) to a "Highway Commercial (HC) Special Exception Zone" to apply the following special regulations thereto:
 - Adding a supermarket as a permitted use;
 - Defining Supermarket as *"a retail establishment having a minimum floor area of 300 m² (3,229 ft²) and a maximum floor area of 3,800 m² (40,904 ft²), primarily selling food and grocery items and which may sell other accessory merchandise such as household supplies and personal care products but not including a pharmacy, a photo shop, a dry cleaners, or a florist."*;

- Maximum Lot Coverage.....40%;
 - Minimum number of Loading Spaces.....2;
 - Landscaping strip requirements along
Regional Road 206 m;
 - Landscape strip along easterly boundary.....1.2 m; and
 - Minimum number of parking spaces.220.
- ii) To amend the “Highway Industrial/Commercial” designation that applies to the subject lands by adding supermarket as a permitted use.
- c) THAT the subject lands be subject to site plan control.
- d) THAT the site plan recommendations detailed in this Report be incorporated into the requisite site plan.
- e) THAT staff be directed to prepare the necessary amending by-laws for consideration by Council.

2 BACKGROUND

The applicant wishes to construct a 2,797 m² (30,110 ft²) supermarket with the option to expand by 929 m² (10,000 ft²). Also, a freestanding 371 m² (4,000 ft²) restaurant is proposed for the subject lands. Both the Town’s Official Plan and Zoning By-law do not permit supermarkets at this location. Thus, an application to amend the Town of Pelham’s Official Plan and Zoning By-law on behalf of 609793 Ontario Inc., was submitted on January 16, 2001.

In the early 1980’s Miller O’Dell conducted a Commercial Review for the Town of Pelham which resulted in the adoption of Official Plan Amendment No. 16 and the redesignation of the subject lands from “Industrial” to “Highway Industrial/Commercial”. Official Plan Amendment No. 16 was adopted by Pelham Council on June 5, 1989 and approved by the Ministry of Municipal Affairs on August 3, 1990.

It is noted that during the review of the recommended draft Official Plan policies it was proposed not to permit a shopping centre over 929 m² (10,000 ft²). After some discussion the size restriction on the shopping centre was revised increasing the permitted

size from 929 m² (10,000 ft²) to 2,322 m² (25,000 ft²). The reason for capping the size of the shopping centre was to help ensure the economic viability of the core.

Official Plan Amendment No. 16 specifies that an Official Plan Amendment is required if a shopping center building plate is greater than 2,322 m² (25,000 ft²). At the time of consideration of Official Plan Amendment No. 16 a Shopping Centre was defined by By-law 1136 (1987) as:

*“one or more buildings or part thereof containing two or more separate permitted commercial uses, which is maintained as a single unit and located on a single lot, such lot being held and maintained under one ownership or under condominium ownership pursuant to **The Condominium Act**, R.S.O. 1980, as amended from time to time, or any successors thereto.”*

In 1993, Housekeeping Zoning By-law Amendment 1609 (1993) revised the shopping center definition to read as follows:

*“Shopping Centre means one or more buildings or part thereof containing five or more separate permitted commercial uses, which is maintained as a single unit and located on a single lot, such lot being held and maintained under one ownership or under condominium ownership pursuant to **The Condominium Act**, R.S.O. 1980, as amended from time to time.”*

The rationale for changing the definition was to more accurately reflect the minimum composition of a shopping centre.

Although the subject proposal is not considered a shopping centre it proposes a floor area greater than 2,322 m² (25,000 ft²). From a staff perspective a need therefore existed to amend the Official Plan and Zoning By-law and require a market impact analysis.

3 SITE CONTEXT

3.1 Site

The subject lands are located within the Urban Area Boundary of Fonthill. The lands are located on the south side of Regional Road 20, just east of Station Street. The property has a total lot area of 1.8 hectares (4.4 acres) with 138.6 metres (300 feet) of frontage along Regional Road 20. The land is relatively flat and no significant vegetation exists as the site was previously occupied by Fonthill Building Supply. A concrete block building exists on the site and will be removed if the proposed development proceeds into developmental stages.

3.2 Surrounding Lands

The surrounding lands consist of three key areas:

- Immediate surrounding land uses;
- Regional Road 20; and
- The Central Business District.

The subject lands are surrounded by a restaurant takeout complex (McDonald's and Donut Diner) to the east. To the west is Fonthill Paint and Paper and to the north is Regional Road 20. To the south is existing and future residential development.

Compatibility will be addressed by ensuring mitigative measures such as setbacks, landscape strips, buffering and the appropriate location of loading facilities and garbage containers are incorporated through the site plan process. All the mitigative measures listed above will be further examined in the analysis section of this report.

Regional Road 20 is currently a two lane arterial road that accommodates large volumes of traffic. It is primarily commercial lands which rely heavily on business from the traveling public. Regional Road 20 is the easterly entrance into the Town of Pelham and uses along Regional Road 20 consist of a variety of service and retail commercial uses such as the Regal Beagle Pub, Avondale, McDonalds etc.

The traffic related impacts resulting from the proposed development has been addressed in the Traffic Assessment Report prepared by Delcan. This assessment and additional control measures will be further examined in the traffic section of this report

The Central Business District consists of the plaza where the existing IGA Supermarket resides and the immediate surrounding area. The stores and shops in this area include Shopper's Drug Mart, Jumbo Video, the Beer Store, LCBO, Pet Value, Subway, The Village Bakery, CIBC, Tim Hortons, Keith's Restaurant, a Vacuum Repair Shop, a Travel Agency, Quality Cleaners and many others. The Central Business District also contains a number of public and institutional uses such as the library, the Post Office, Town Hall, parks and churches.

The impacts that the proposal may have on the Central Business District have been examined by the Peer Review conducted by Price Waterhouse Cooper. The Peer Review concluded that critical impacts will not occur within the Central Business District as a result of the proposal.

It appears the proposed supermarket in terms of compatibility and impact will affect none of these three areas.

4 PROPOSAL

The applicant proposes to construct a 2,797 m² (30,110 ft²) grocery store with the option to increase the size of the store by 929 m² (10,000 ft²) in the future. Also, to be constructed on site is a 371 m² (4,000 ft²) drive-thru restaurant. The drive-thru restaurant is presently a permitted use under both the Town's Official Plan and Zoning By-law. However, the proposed supermarket is not named as a permitted use. The submitted applications will ultimately amend the Zoning By-law's "Highway Commercial Zone" and the Official Plan's "Highway Industrial Commercial" designation to include a supermarket as a permitted use.

5 PUBLIC MEETING PROCESS

An extensive public participation process has occurred on two occasions. On February 28, 2001 the details of the proposal were presented, including market justification.

Due to the nature of the proposal and its potential impact on businesses within the CBD as well as other commercial nodes a Peer Review of the market study was commissioned. Also, due to the existing operation/capacity problems associated with Regional Road 20 and the traffic implications associated with the proposal a need existed to further review the Traffic Impact Assessment.

On May 28, 2001 a second public meeting was convened wherein the Peer Review was presented as well as the finalized Traffic Impact Assessment.

6 PEER REVIEW

A Peer Review of the Market Analysis study prepared by Henry Joseph Realty Services was the result of the Public Meeting held on February 28, 2001. The Peer Review was requested by Council members in an attempt to rationalize information presented by Mr. B. Meehan and his Market Consultant R. Dee and other issues raised. Price Waterhouse Coopers conducted a Peer Review of the Market Analysis. The highlights of the Peer Review are:

- A smaller trade area should have been assumed by excluding the Secondary Zone in the analysis;
- The inflow was to be held at 10% instead of increasing it over the years to 12.5%;
- An assumed local capture rate of 65% rather than 75%;

- There is a risk that the proposed supermarket will result in the closure of the downtown store;
- The impact on the downtown business section will not be critical;
- Supports the proposed supermarket to meet the needs of existing and future residents;
- Assumptions used to support a single large store would be different from those associated with two stores;
- Proximity of the proposal to downtown would strengthen downtown shopping;
- It is good to have two different banners in Pelham;
- 70% of primary zone shop outside of Pelham;
- Pelham will continue to lose market share if nothing is done;
- If the existing IGA store closes there is a high possibility of re-tenanting the space;
- In the short term IGA will not close;
- The alternative to the new store along the periphery will have negative impacts on Central Business District; and
- Increasing population warrants another store.

Overall, the Peer Review of the Market Analysis concluded with two recommendations.

The first recommendation was to approve the proposed supermarket as it will increase the service to the existing and future population in the community without a critical impact to the downtown.

The second recommendation indicated that in order to promote the continued health to the existing plaza and downtown, the municipality should require a market study to be undertaken (that evaluates the impact on the downtown) for any proposed commercial development not permitted under current planning regulations.

The Peer Review took a more conservative approach than its counterpart and concluded in favour of the proposed supermarket.

7 LAND USE DOCUMENTS

7.1 Provincial Policy Statements

The proposed supermarket is located within the Urban Boundary of Fonthill, thus will utilize the existing infrastructure in the area. The lands are located in close proximity to the Central Business District (downtown) thus Provincial Policy 1.1.3 applies which states:

1.1.3 Long term prosperity will be supported by:

- c) maintaining the well-being of downtowns and main streets.

The impact on the Central Business District (downtown) was examined in the Peer Review conducted by Price Waterhouse Copper and it was concluded that no critical impacts were anticipated.

7.2 Regional Policy Plan

The subject lands are located within the Urban Area Boundary of Fonthill. The lands are designated "Urban" which permits a variety of residential, commercial, institutional and industrial type uses. The proposed commercial development is a permitted use but must adhere to the commercial policies indicated in Section 5 of the Regional Policy Plan. The commercial objectives of Section 5 state:

- Objective 5.7 To ensure that each municipality and the entire Region has an adequate supply of convenient, attractive and economically viable shopping facilities.
- Objective 5.8 To support a dispersed pattern of shopping facilities. Under this dispersed approach, shopping facilities must be related to the needs of the municipalities in which they are located, in terms of location, size, accessibility by auto or by public transit, and other relevant factors.
- Objective 5.9 To ensure that the overall supply of shopping facilities in each local municipality is sufficient to provide healthy competition without endangering the essential character and quality of existing shopping facilities.

Note: This objective requires a careful balance between the extremes of "no competition" and "unlimited competition". The significance of an oversupply of commercial space must be a continuing

concern, and future decisions must be made on the amount of oversupply which is desirable or tolerable.

According to the Peer Review analysis, the Town of Pelham is losing shopping expenditures due to the majority (70%) of the residents within Pelham are shopping outside the Municipality. The existing IGA provides convenient access but does not provide a wide variety or selection to the consumer. The limited size of the store cannot provide the variety consumers are asking for. The proposed new grocery facility will provide convenient access and the size of the store is adequate to meet current consumer demands. Healthy competition is possible between the proposed new store and the existing store. In addition, the proposed supermarket is located in close proximity to the Central Business District and will help strengthen the commerce in the area by encouraging residents to shop within their municipal boundaries.

The Regional Policy Plan also contains commercial policies to guide development. Two policies apply specifically to the subject proposal Policy 5.12 and 5.13 which states:

Policy 5.12 Each local municipality should encourage the provision of convenient, attractive and economically viable shopping facilities within its boundaries, compatible with the needs and desires of its residents.

Policy 5.13 The primary responsibility for determining a detailed commercial strategy guiding the size and location of new and expanded shopping facilities within any local municipality rests with that municipality.

Both policies place the responsibility of determining the appropriateness of the development with the municipality. In addition, the proposed development will help to address the shopping needs of residents so shopping expenditures remain inside the Pelham Urban Area Boundary.

7.3 Pelham Official Plan

The subject land is designated "Highway Industrial Commercial" in the Town's Official Plan and located within the Urban Area Boundary of Fonthill. The applicable "Highway Industrial Commercial" policies are:

1.23.A The lands designated "Highway Industrial Commercial" focus on the Highway 20 corridor from Station Street thorough to the eastern municipal boundary. Industrial and commercial uses within this designation shall focus on the role of Highway 20 as a major transportation corridor through the Town and as an entrance to the urban area of Fonthill.

- 1.23.A.1 Commercial uses permitted within the designation include restaurants, business and professional offices, gas stations, car wash establishments, car dealerships, hotels, motels, building supply outlets, construction trades suppliers, nursery or garden centres, farm produce market, and similar uses catering to the traveling public and vehicular traffic providing:
- i) all storage is enclosed;
 - ii) open display areas for retail or wholesale sales be adequately landscaped and/or screened to reflect the prestige location at the entrance to the Fonthill urban area;
 - iii) no detrimental affects result from noise, dust, fumes, vibration, etc.;
 - iv) the building and site be designed attractively to reflect the prestige location at the entrance to the Fonthill urban area; and
 - v) adequate buffering measures be incorporated to screen the use from abutting residential uses.
- 1.23.A.3 A shopping centre greater than 2,323 square metres (25,000 square feet) shall not be permitted in this designation.
- 1.23.A.7 The following design criteria be addressed in the review of development and redevelopment applications along this corridor:
- i) joint or consolidated access points be implemented wherever possible to minimize entrance points and traffic congestion;
 - ii) The public road right-of-way be clearly delineated as a separate entity via landscaping, fencing, or similar measures to provide clear definition of the street;
 - iii) Linked parking areas from one property to the next be encouraged to reduce the number of turns onto and off of Highway 20; and
 - iv) Landscaping amenities be required and implemented to provide an attractive entrance to the urban area of Fonthill.

The proposed supermarket is not a permitted use within the "Highway Industrial Commercial" designation and the requested amendment to the Town's Official Plan will recognize a supermarket as a permitted use. The proposed drive-thru restaurant is currently a permitted use within the "Highway Industrial Commercial" designation.

The site plan process for the proposal will provide the opportunity to address the issue of joint access with the neighbouring property to the east and west. This coupled with the signalization of the easterly driveway will assist in improving traffic movements along Regional Road 20 and ingress and egress to the subject lands.

No negative off site impacts are anticipated as landscaping and buffering measures are to be effectively utilized. The proposed supermarket has located the loading facilities to the easterly side of the building away from the existing residential development along Station Street. The Urban Area Boundary Concept Plan proposed future residential development to the east and south. These lots were given greater setbacks to achieve land use compatibility with the commercial/industrial uses in existence at that time.

Parking requirements are adequately met at the proposed site. The proposed development will have an excess of 91 parking spaces over By-law requirements.

7.4 Pelham's Zoning By-law

The Town's Zoning By-law 1136 zones the subject lands "Specific Exception Highway Commercial (HC) Zone" which permitted open storage facilities as an additional permitted use. The "Highway Commercial (HC) Zone" also permits the following:

- a) Automobile service stations; motor fuel retail outlets; car washes (automatic or coin operated); vehicle repair shops, motor vehicle sales; service and rental establishments; vehicle autobody shops; dry cleaning plants; farm implement sales and service; service shops; restaurants including take-out, drive-in, eat-in restaurants and refreshment rooms; places of entertainment and recreation; public and private clubs; hotels and motels; custom workshops; showrooms light manufacturing and warehousing within wholly enclosed buildings; farm produce market; personal service shop; antique shop; arts and crafts shop; magazine, stationary or tobacco shop; bakery; bakeshop; bank; delicatessen; studio; souvenir and novelty shop; building supply outlets within wholly enclosed buildings; nursery or garden center; swimming pool sales and service; machinery and equipment sales, service and retail; boat, trailer and recreational vehicle sales, service and rental; funeral homes and undertaking establishment; plumbing, heating, electrical, air conditioning sales and service; radio and television sales, service, and retail; warehouse sales outlets; business and professional offices; shopping centers less than 2, 323 square metres (25,000 square feet).

The "Highway Commercial (HC) Zone" does not permit a supermarket as a permitted use. The proposed amendment will recognize the supermarket as a permitted use on a site specific basis. The supermarket is to be defined as:

"a retail establishment having a minimum floor area of 300 m² (3,229 ft²) and a maximum floor area of 3,800 m² (40,904 ft²), primarily selling food

and grocery items and which may sell other accessory merchandise such as household supplies and personal care products but will not contain any additional uses such as a pharmacy, a photo shop, a dry cleaners, or a florist."

8 REGULATIONS FOR PERMITTED USES

- (a) Minimum Lot Frontage 30.0 m (100 ft)
- (b) Minimum Lot Area 1400 m² (15,070 ft²)
- (c) Maximum Lot Coverage 60 percent
- (d) Minimum Front Yard 18 m (60 ft)
- (e) Minimum Side Yard
 - (i) nil where the yard abuts a commercial zone and legal access is available to the rear yard by a private or public land easement;
 - (ii) one side yard 4.0 m (13.12 ft) and the other side yard nil, where the yard abuts a commercial zone and no access to the rear yard is available except via the said side yard;
 - (iii) 9.0 m (29.53 ft) where the side yard is adjacent to a residential zone; and
 - (iv) 9.0 m (29.53 ft) where the yard abuts a street (minimum exterior side yard).
- (f) Minimum Rear Yard

None except where adjacent to a residential zone the minimum rear yard shall be 9.0 m (29.53 ft).
- (g) Yards Adjacent to a Railway

Notwithstanding sections (e) and (f) herein, no minimum side yard or rear yard shall be required adjacent to a railway.
- (h) Landscaping

In addition to the provision of Section 6.17 Planting Strips of By-law 1136 (1987), a planting strip shall be required along the front lot line, exterior side lot

line and rear lot line where it abuts a street, and shall be required along any lot line which abuts a railway.

(i) Exterior Lighting

In addition to the provisions of Section 6.16 (e) of By-law 1136 (1987), exterior lighting and illuminated signage shall be directed away from any adjacent residential zone.

(j) Loading Spaces

In addition to the provision of Section 6.9 of By-law 1136 (1987), no loading space shall be permitted in a yard adjacent to a residential zone.

(k) Maximum Building Height 10.5 m (34.45 ft)

(l) Outside Storage Except as otherwise specifically provided
for in this by-law, outside storage is not
permitted.

The subject proposal meets all the lot and setback requirements specified in the regulation section of the "Highway Commercial (HC) Zone".

Loading Space requirements are further specified in Section 6.9 of the Town's Zoning By-law and will be further examined in the Parking and Loading section of this report.

A number of issues are also addressed in the Town's Zoning By-law but landscape strips, buffering and lighting will all be examined in the analysis section of this report and will be further enforced at site plan stage.

9 ANALYSIS

9.1 Traffic

The proposed development will front onto Regional Road 20. Regional Road 20 is a two lane highway which carries extensive amounts of traffic. Concern was raised regarding the proposed development and the impact on the busy highway.

Delcan was retained by the applicant to prepare a traffic assessment. The traffic assessment examined the potential impact arising from the proposed commercial development. Particularly:

- Identify existing traffic volumes at the intersection of Regional Road 20 and Station Street;

- ❑ Derive estimates of the traffic likely to be generated by the proposed commercial development;
- ❑ Undertake capacity and Level of Service analysis, as required, to identify future estimated traffic operations at the key intersection within the defined study area under future conditions;
- ❑ Identify possible physical and operational improvements that may be required to mitigate the impacts of the traffic generated by the commercial development; and
- ❑ Review the operation of the proposed site entrances.

The Delcan report concluded that the proposed development (the 2,797 m² (30,110 ft²) supermarket and the 371 m² (4,000 ft²) drive-thru restaurant) is expected to generate 456 two way vehicle trips during the weekday pm hour and 687 two way vehicle trips during the Saturday midday peak hour. Some of the traffic generated will result in those passing by the site on their way to another destination. Taking this into consideration the number of new two way trips generated from the site will be 212 during the weekday pm peak hour and approximately 321 two way vehicle trips during the Saturday midday peak hour.

The report also examined the traffic impact of permitted uses in the Zoning By-law and the number of trips that would result if other permitted development occurred on this site. It was concluded that the number of trips for the proposed use and the existing permitted uses were similar.

The Region is aware of the need to widen Regional Road 20 and that a Class Environmental Assessment to widen the road was to be conducted in March of 2001. The Region is seeking to construct a three lane roadway (two travel lanes and a center two way left turn lane) within the next two years while protecting for a future five lane roadway.

The Delcan report recommended that the right turn lane be provided at the most easterly driveway. It is also recommended that a 70km/hr design speed be selected for the purpose of designing the right turn lane and that the design be consistent with prevailing design guidelines.

Delcan also examined the condition of the existing Level of Service provided along Regional Road 20 between Station Street and Rice Road. It was determined that currently Regional Road 20 has a Level of Service "E" during the weekday and pm peak hour and a Level of Service "D" during the Saturday midday peak hour. The best Level of Service is "A" and the worst Level of Service is "F". The Delcan report indicates that Level of Service "E" indicates a capacity deficiency and that widening is required.

The traffic assessment concluded that:

- the proposed site accesses are expected to adequately accommodate the traffic generated by the proposed development;
- Delcan recommended that the proposed restaurant be deferred until Regional Road 20 has been widened to three lanes; and
- Review of the historical traffic volumes currently have remained relatively stable from 1993 to 2001.

9.2 Signalization

As of recently, the Region has agreed to the signalization of the easterly entrance and the westerly entrance would be for right turn movements only. The signal would be interconnected to the proposed Station Street signal when it is installed by the Region and a timing plan would be designed to take into consideration the close proximity of the two signals. The proposed signal is required to minimize the traffic concerns of the public as a result of the proposal and is not required to address Regional concerns. The owner of the proposed development will be responsible for the signalization at the Sobey's entrance. The proposed signal at Station Street is warranted by the Region and thus the cost will be covered by the Region.

After the Region agreed to a signalized entrance, Delcan conducted a Supplementary Traffic Assessment dated June 11, 2001. The report concluded that with the signalization of the easterly entrance the Level of Service increases from a Level "E" to a Level "C" which is considered acceptable. Therefore, the original recommendation to defer the development of the drive-thru restaurant is not applicable.

9.3 Parking

Parking requirements for the site are determined by the "Highway Commercial (HC) Zone" standards of the Town's Zoning By-law.

Particularly, the Town's Zoning By-law requires 1 parking space per 25 m² (269 ft²). It is noted that in other commercial zones a parking standard of 1 space per 30 m² (323 ft²) is required.

The proposed 2,797 m² (30,110 ft²) supermarket and the 929 m² (10,000ft²) future expansion totals 3,726 m² (40,110ft²). Parking should be provided for the total 3,726 m² (40,110ft²) supermarket to ensure adequate parking is provided on site in recognition of the proposed 929 m² (10,000ft²) expansion. The supermarket requires 149 parking spaces.

The requirements for the drive-thru restaurant are:

Take-out Restaurant of	1 parking space per 50 m ²
Drive-in Restaurant	(538.21ft ²) of gross floor area

The drive-thru is 371 m² (4000ft²) which would constitute a required 8 parking spaces.

The total spaces required on site to accommodate both the proposed supermarket and the drive-thru is 157 spaces. The submitted site plan (May 23, 2001) illustrates a total of 248 spaces which is an excess of 91 parking spaces.

9.4 Loading Spaces

The number of required loading spaces is regulated by the Town's Zoning By-law and based upon the proposed 3,726 m² (40,110 ft²) supermarket 4 loading spaces are required. Discussions with the Sobey's architect indicated that the required loading spaces for a prototype store to a maximum floor area of 4,459 m² (48,000 ft²) is 2. Staff have also reviewed other supermarkets respecting loading spaces and are satisfied with the provision of 2. The Zoning By-law Amendment will recognize a minimum requirement of two loading spaces instead of four.

Other loading restrictions are detailed in the "Highway Commercial (HC) Zone", Section 20.A.2 (j) which states:

In addition to the provisions of Section 6.9 of By-law 1136 (1987), no loading space shall be permitted in a yard adjacent to a residential zone.

The location of the loading facilities are located adjacent to an "Agricultural (A) Zone" therefore the above policy is not applicable.

9.5 Pedestrian Access

Currently, Regional Road 20 between Station Street to Rice Road does not have sidewalks. The proposed development will be required to provide a sidewalk along the subject sites entire frontage.

As part of the reconstruction of Regional Road 20 it is intended that sidewalks will be provided from the subject site westerly to Station Street.

The construction of the sidewalk will improve pedestrian linkages in this area as: the Steve Bauer Trail runs along the west side of Station Street; sidewalks run along the east side of Station Street; and sidewalks run along the south side of Regional Road 20 from

Pelham Street to Station Street. The requirement to provide sidewalks will help encourage pedestrian travel from near locations. In addition, those without vehicles (seniors, teenagers) can have access to this retail operation.

The applicant, through the site plan process will be required to provide rear access to the southerly lands which are slated for future residential development. This will provide a southerly pedestrian linkage.

9.6 Convenience for Seniors

The Peer Review of the Market Study determined that the existing supermarket might not close with the approval of the proposed supermarket. However, if the existing supermarket does close the new store is 0.3 km further than the existing store. A difference of 0.3 of a km from the Senior's complex located on Town Square is not an excessive distance and Sobey's has suggested to provide Senior's with free home delivery.

9.7 Servicing

Municipal sanitary sewer and water service the subject lands. It was indicated by Pelham's Director of Operations that the Town's existing storm sewers on Regional Road 20 have no residual capacity and cannot be used as outlet for any increase in storm drainage from the site as a result of redevelopment. Therefore, a Storm Water Management Study is requested to ensure post development flows do not exceed existing condition runoff for at least a 100 year storm condition.

9.8 Fire Services

The Town of Pelham's Fire Chief responded to the proposal by requesting site specific details which will be obtained at the time of the site plan process.

9.9 Impact on Central Business District

Price Waterhouse Cooper were hired to conduct a Peer Review of the Market Analysis submitted by Henry Joseph Realty Services. The Peer Review address the impact on the Central Business District and the following comments were made:

- The proximity of the proposed store to the Central Business District helps to ensure the area does not experience any critical impacts;

- Encourage shopping to remain in Fonthill as the majority of shopping is done outside of the municipality. In addition, at the Public Meeting held on May 28, 2001 the representative from Price Waterhouse Cooper indicated that 70% of primary zone shopping is done outside of Pelham. If money was spent inside the community it would benefit the local economy and local merchants;
- The Plaza and downtown stores have a good tenant base and the existing customer base should not change; and
- The existing supermarket may close however, the report suggests that there is a number of re-tenanting options. At the May 28, 2001 Public Meeting the Sobey's representative indicated that if the existing IGA store closes they have plans to re-tenant the IGA store space.

The Peer Review conducted by Price Waterhouse Cooper overall suggested that the Central Business District will not be heavily impacted and that the proposal may actually strengthen shopping in the Central Business District.

9.10 Alternative Locations

Two alternatives to the subject proposal were explored but because of their constraints they were not chosen as the preferred location. The first option was to expand the existing IGA facility. However, the existing IGA cannot be expanded to an acceptable size and adequate parking could not be provided.

The other alternative was to promote the supermarket facility to locate at Rice Road and Regional Road 20 however, the Peer Review indicated that locating the grocery store further away from the Central Business District could critically affect the viability of the District.

The alternatives suggested have too many constraints and impacts. In contrast, the proposed site provides adequate building size, location and convenient access and does not negatively affect the viability of the Central Business District.

9.11 Accessory Uses

Due to the sensitive nature of the Central Business District no additional uses such as a pharmacy, a photo shop, a dry cleaners, or a florist will be permitted. A supermarket is defined by statistics Canada as primarily engaging in retailing a general line of food, such as canned, dry and frozen foods; fresh fruits and vegetables; fresh and prepared meats, fish, poultry, dairy products, baked products and snack foods. These establishments also typically retail a range of non-food household products, such as household paper products, toiletries and non-prescription drugs.

The proposed By-law Amendment will incorporate the following supermarket definition:

“a retail establishment having a minimum floor area of 300 m² (3,229 ft²) and a maximum floor area of 3,800 m² (40,904 ft²), primarily selling food and grocery items and which may sell other accessory merchandise such as household supplies and personal care products but not including a pharmacy, a photo shop, a dry cleaner, or a florist.”

This definition will help to restrict any additional uses which may impact on the Central Business District.

9.12 Noise

Concern has been raised about noise from the loading docks and heating and air conditioning units. The loading docks are located on the east side of the building which is the furthest possible location from the existing residents and are shielded on 2 sides by the building. Noise should not negatively impact the existing residents. The future residential development indicated by the Concept Plan for the Urban Area Boundary expansion provided for increased setbacks because of existing uses. No negative impacts are anticipated on the future residential development to the south and east.

The noise from air conditioning and heating units will be examined at time of site plan. The unit locations are not yet known however, a location will be chosen based on minimizing noise impacts.

9.13 Lighting

Lighting is restricted in the Town's Zoning By-law, Section 20.A.2 (i) of the “Highway Commercial (HC) Zone” which states:

“In addition to the provisions of Section 6.16 (e) of By-law 1136 (1987), exterior lighting and illuminated signage shall be directed away from any adjacent residential zone.”

All lighting will be required to avoid focus towards the residents to the west or the future residents to the south and east. Any additional lighting issues will be addressed during the site plan approval process.

9.14 Landscaping

Landscaping requirements are regulated by the Town's Zoning By-law and Official Plan and the subject proposal will be required to satisfy these requirements through the site plan process.

It is noted that the preliminary site plan has meet or exceeded the Zoning By-laws minimum planting strip requirements.

In addition, it is recommended that:

1. A 6 m landscaping setback be required along the entire frontage of the property. The increase in size of the required landscape strip from 3 m to 6 m in this area will help with the appearance of Regional Road 20; and
2. A 1.2 m landscape strip will be required along the easterly boundary. This landscape strip is required to protect future residential development proposed to the east.

10 SITE PLAN RECOMMENDATIONS

The following are Recommendations that are to be considered during the site plan process:

- Joint access with the abutting commercial development to the east and west;
- Appropriate landscaping treatments be employed which are sensitive to the westerly located residents and the need to improve the Regional Road 20 streetscape;
- Pedestrian access (sidewalk) be constructed along the entire frontage of the subject lands;
- Pedestrian walkway be provided to the rear of the subject site in conjunction with future development;
- Lighting is to be directed away from the existing residential zones to the west but also should be directed away from the future residential development to the south and east;
- All surface runoff is to be directed away from the Regional right-of-way;

- A Storm Water Management Plan be prepared to ensure post development flows do not exceed existing condition runoff for at least a 100 year storm condition;
- Loading bays are to remain on the east side;
- Air conditioning and heating units are to be located as to minimize noise impacts on the neighbours to the west;
- The driveways be constructed entirely on the subject frontage and be constructed at an angle no less than 70 degrees;
- The approaching radius and easterly radius be conducted with an 18 metre radius, which is necessary for larger delivery trucks entering and exiting the site. The two inside radii can function with 5-metre radii; and
- The easterly entranceway be signalized.


11 CONCLUSION

The proposed commercial development meets the intent of the Provincial Policy Statement and the Regional Policy Plan. Overall, the submitted Market Study indicates the need for an additional store; the Peer Review indicates that no critical impacts will befall the Central Business District; the Traffic Impact Analysis indicated that the proposed supermarket can proceed without upgrading to Regional Road 20; the Region indicated their support for a traffic signal at the easterly entrance of the proposed supermarket; and a review of traffic counts indicated that the provision of the stop light brings the Level of Service along Regional Road 20 to an acceptable "C". The studies and analysis above adequately addresses the main concerns of the public and the requirements of the Town's Official Plan and Zoning By-law. The proposal represents good planning and will provide for the strengthening of the Central Business District over time.

Reviewed by,



Jack Bernardi
Director of Planning Services


Respectfully submitted by,


Gordon Cherney
C.A.O.

Prepared by:

BLS PLANNING ASSOCIATES


for Kira Perry
Planner


for Glen Barker
Director

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) Jack Bernardi
) JACK BERNARDI
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SCHEDULE "A"

1. Pelham Council is submitting an Official Plan Amendment.
2. The lands are described as Part of Lot 3, Registered Plan 25, Plan 717, 110 Highway #20 East in the Town of Pelham, 1.8 hectares (4.4 acres).
3. The purpose of the amendment is to add a special policy to permit an additional use of a supermarket.
4. The current designation of the subject land is Highway Industrial Commercial. This designation permits:

commercial uses including restaurants, business and professional offices, gas stations, car wash establishments, car dealerships, hotels, motels, building supply outlets, construction trades suppliers, nursery or garden centres, farm produce market, and similar uses catering to the travelling public and vehicular traffic providing:
5. The said lands are the subject of a rezoning application under application number AM-12/00. The Town recently approved By-law No. 2305 (2001) rezoning the lands from a Highway Commercial "HC-85" Special Exception Zone to a Highway Commercial "HC-162" Special Exception Zone. The by-law implements the intent of the Official Plan Amendment and it is currently proceeding through the appeal period.

Appendix G-1

LIST OF PUBLIC BODIES GIVEN NOTICE OF PROPOSED PLAN OR AMENDMENT BUT WHICH DID NOT RESPOND

Niagara Peninsula Conservation Authority

Niagara Catholic District School Board

District School Board of Niagara

Enbridge Consumers Gas, Thorold

Preservation of Agricultural Lands

Hydro One Networks Inc., Toronto

Enbridge Consumers Gas, Whitby

Interprovincial Pipe Line, Sarnia

Transcanada Pipe Line, Calgary

Appendix H-1

AMENDMENT BEING INITIATED BY:

APPLICANT - Ramgold Ltd.
1002-75 The Donway West
Toronto ON M3C 2E9
(416) 445-1107

REGIONAL PROCESSING FEE TO BE PAID BY APPLICANT