

General Comments	Response
<b>Outstanding information:</b> detailed breakdown of units, population and jobs	See attached
<b>Outstanding information:</b> justification demonstrating how the Secondary Plan meets the land use change requirement of providing space for a similar number of jobs per Growth Plan policy 2.2.5.14	A similar number of jobs are provided for through a combination of the policies of the Business Park and Mixed Use designations and consideration of a small amount of employment generated in residential areas. See attached.
<b>Outstanding information:</b> land use Compatibility Assessment between existing employment and more sensitive land uses	To be addressed through application of a holding zone on lands north of the railway.
<b>A Place to Grow:</b> lands south of St. Catharines St are within the Built-up Area. Province requires the Region to achieve 50% intensification. Information is required to confirm the Draft will meet the density target and how it contributes to intensification targets	<p>The Secondary Plan has been updated to clarify that the lands north of St Catharines Street are Designated Greenfield Area and the lands south of St Catharines Street are within the Built Up Area.</p> <p>The Secondary Plan redesignates the Service Commercial lands south of St Catharines Street to Mixed Use. The Mixed Use designation permits high density residential development (whereas the Service Commercial designation does not permit residential uses) allowing redevelopment of the lands to contribute to the intensification target.</p>
<b>Regional Official Plan:</b> recommend that the Secondary Plan achieve or exceed density targets for DGA and the Built-up Area	The anticipated density on the DGA portion of the Secondary Plan is approximately 60 people and jobs per hectare. Minimum density requirements for residential development are identified in the land use policies to ensure that the DGA lands achieve a minimum of 50 people and jobs per hectare.
<b>Employment Lands:</b> The Secondary Plan should ensure provisions for retaining similar number of jobs as prescribed in the growth plan. Distinguish between small scale employment uses and light industrial	See above regarding number of jobs. The uses in the Business Park designation have been refined to prohibit industrial type uses that would conflict with adjacent residential areas.

uses. Refine intent of the Business Park to remove “small scale and self-contained plant or warehouse operations” as it is not consistent with other uses in the Business Park and may result in larger setbacks.	
<b>Land Use Compatibility:</b> Regional staff feel that the minimum separation distances noted in the D-6 guidelines be reflected in the land use schedule for nearby industrial uses. If applied, much of the residential land use and amenity space will be within the 300m MSD. Region has concerns with placing onus on land owners to address compatibility through the holding provision, given that the MSD are not achieved.	
<b>Land Use Compatibility:</b> Layout of Secondary Plan will need to be revised to reflect land use compatibility. If not revised a Land Use Compatibility Assessment will be required.	
<b>Land Use Compatibility:</b> Encourage Township to review proposed Land Use Compatibility Guideline to determine how the area of influence and MSD could affect build-out of the Secondary Plan	
<b>Environmental Feature north of rail line:</b> Environmental feature shown on Harbinson Walker is an extension of the Type 2 fish habitat south of the rail line. This may be modified through future EIS	Noted
<b>Engineering Comments:</b> Servicing easement along St. Catharines Street frontage	The Secondary Plan has been modified to recognize that a servicing easement may be required.
<b>Transportation Comments:</b> Include detail on other sustainable travel modes. Discuss cycling routes and connections to Smithville’s trail network and downtown. Identify deficiencies within the study area and improved connections to areas outside study area	<p>Added to draft Plan:</p> <ul style="list-style-type: none"> <li>• Connections to St. Catharines Street bicycle lanes will be encouraged</li> <li>• Pedestrian linkages to existing trail networks will be encouraged.</li> <li>• Improvements to the existing sidewalk along St. Catharines</li> </ul>

	street to have a sidewalk on both sides of the road
<b>Transportation Comments:</b> future connections to Smithville-Grimsby transit should be mentioned	Section 7.3.3 added.
<b>Transportation Comments:</b> Should mention Transportation Demand Management opportunities	
<b>Transportation Comments:</b> be consistent with the Regions complete streets design manual, with discussion on regional road and street typology	Added to section 7.3
<b>Transportation Comments:</b> identify operational and capital infrastructure improvements to accommodate short and long term development levels consistent with the Niagara Region Master Plan.	Operational and capital infrastructure will be further identified through submission of draft plans of subdivision and the Township's annual capital budgeting exercise.
<b>Transportation Comments:</b> safety assessment should be undertaken to identify and mitigate safety related to concerns on historical collision data and a field investigation	The secondary plan has identified St Catharines Street and Industrial Road have capacity to accommodate the future development of the Secondary Plan area. Transportation impact assessments will be required as part of future draft plan of subdivision applications and any safety improvements to existing streets will be identified then.
<b>Transportation Comments:</b> cut-through traffic from existing commercial area, identify counter measures to mitigate cut-through traffic	Policy has been added to section 7.3.1
<b>Transportation Comments:</b> park located across from Business Park lands. Alternative park locations should be considered	Added to draft: design standards of park to ensure safety.
<b>Stormwater Management comments:</b> west SWM facility located within flood hazard limits be confirmed and if the flood spill area can be eliminated	The Secondary Plan requires that detailed stormwater management plans be submitted as part of development applications.
<b>Stormwater Management comments:</b> Karst SE3 is close to study area,	A policy has been added to require that any application for

would proposed development be impacted by Karst. Mechanism be implemented to ensure unimpeded discharge of stormwater across adjacent lands	development south of St Catharines Street must determine if Karst exists and address appropriately
<b>Urban Design Comments:</b> community structure does not capture the design goals of the Secondary Plan. Schedule A to be updated to reflect design direction including gateway locations, focal points, activity nodes, corridors, pedestrian transit, and other design elements	Gateway locations have been identified on the Community Structure schedule and the policies of the secondary plan require that development in this location be in accordance with the design guidelines for Gateways
<b>Urban Design Comments:</b> existing Smithville Urban Design Manual no longer relevant to Secondary Plan. Update Manual or create Urban Design Guidelines	The Urban Design Manual does apply. The residential, commercial, mixed use and open space guidelines apply to all development of each type within the Township. Policies in the Secondary Plan have been added to clarify that for the purposes of implementing the Urban Design Manual, the lands within the Secondary Plan are considered to be in the Neighbourhood Precinct. Section 5.5 also identifies that the design guidelines for commercial development apply to development within the Business Park designation.
<b>Specific Comments</b>	<b>Response</b>
<b>3.2 Goals –</b> add bullet regarding compatibility for land use arrangement	Added.
<b>4.1 Community Structure:</b> Reference Built-up Area and add high density with mixed uses in Community Structure	Added.
<b>4.1.1 Land Use Designations:</b> add the Region to last paragraph.	Added.
<b>4.2 Community Design:</b> underline safety and accessibility and open space network and connectivity	Connectivity and accessibility are referenced in the design guidelines and policies of the secondary plan
<b>4.2.1 Design Principles:</b> Bullet 2 refers to a design concept that considers railway-oriented impacts. Expand to include compatibility with adjacent employment uses.  <b>Bullets 7-10:</b> these design principles would be expanded upon in an	Added.  Stand alone urban design guidelines are not needed. The existing Urban Design Manual applies.

urban design guideline document, land use compatibility assessment. Additional detail on sustainable design	
<b>4.2.2 Urban Design Principles:</b> gateway locations identified on the Schedule, urban design brief for individual mixed-use sites and business park area, add “with buildings addressing the street”, and add “expected to prohibit loading and garage type doors from facing residential lands”	Gateway locations have been identified, and urban design brief requirements have been added to future mixed-use and business park developments.
<b>5.1 General policies:</b> revise states to include MECP noise guidelines. Add policy related to compatibility between existing employment and proposed residential	Added.
<b>5.2 Low Density:</b> add policy that requires a mix of low density residential. Add a minimum density target	Density targets are included.
<b>5.3 Medium Density Residential:</b> urban design guidelines, add a limit to amount of low density allowed in medium density, and have minimum density. Add private amenity space policy	Reference to low density development in medium density has been removed, and minimum density requirements have been added. The Secondary Plan contains a policy regarding private amenity area – 5.6.1.11
<b>5.4 Mixed-use:</b> add minimum requirement for commercial uses; why is retail excluded; allow for stand alone res only if commercial is provided elsewhere on site.	Retail is not excluded as a use, but it is limited in size to prohibit big floorplate retail stores. Policy 5.4.4 allows for standalone residential if it is a mixed use site (i.e. with commercial uses on site).
<b>5.5 Business Park:</b> reference class 1 employment, reference at grade, add urban design brief requirement, develop urban design guidelines	Uses have been clarified to prohibit industrial uses that may conflict with adjacent residential areas. The existing Urban Design Manual applies and provides for detailed design guidance.
<b>5.6 Parks and Natural Features:</b> SWM should not contribute to parklands and may provide <u>passive recreation</u>	Policies modified to clarify.
<b>6.0 Sustainability:</b> add <u>green energy</u> , add design or multi-purpose	Green energy is not defined in the Official Plan. Added a policy

buildings and flex spaces, consider adding green walls with green roofs, add LID	encouraging Low Impact Development.
<b>7.0 Servicing and Transportation Strategy:</b> revise to include all development not plans of subdivision	Revised.
<b>7.1 SWM Strategy:</b> strategy for parcel south of RR20, implement LID, consideration to climate change when sizing infrastructure	Added policy encouraging LID.
<b>8.0 Development Phasing:</b> add policy for cost sharing agreements	Added.
<b>9.2 Industrial Compatibility Setbacks:</b> require land use compatibility assessment for these policies	
<b>9.4 Future Development Applications:</b> built and cultural heritage consideration	Cultural heritage was assessed in the Background Study. There are no identified cultural heritage resources within the Secondary Plan area. Requirement for an HIA has been added to section 9.4 should there be cultural heritage resources within or adjacent to lands proposed for development.
<b>Schedule A:</b> Revise title	Changed title to Community Structure Plan.