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# PLANNING JUSTIFICATION REPORT

JUNE

2023

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**Station Meadow West**  
Smithville, Township of West Lincoln

**Date:**

June 8, 2023

**Prepared for:**

P. Budd Development Inc.

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# 1.0 INTRODUCTION

MacNaughton Hermsen Britton Clarkson Planning ("MHBC") has been retained by P. Budd Development Inc. to seek planning approvals to facilitate the development of the property legally known as Lot 1, Plan M-94, Township of West Lincoln, Regional Municipality of Niagara (the "Subject Lands").

A Zoning By-law Amendment (1601-021-19) was approved on May 28, 2021 under By-law 2021-49. The Zoning By-law Amendment rezoned the Subject Lands from Development 'D' zone to Low Density Residential 'R2', Medium Density Residential 'RM2-201', Medium Density Residential 'RM3-202', Medium Density Residential 'RM3-203' and Open Space Recreation, to permit the property to be developed for residential and parkland purposes.

In addition to the Zoning By-law Amendment, the Subject Lands have also received draft approval for Draft Plan of Subdivision (2000-89-19) which was granted on May 26, 2021. On January 16, 2023, revisions to the draft approved plan of subdivision were granted. These revisions included reducing the area of Blocks 84 and 85 (Town Homes) to provide Block 87 (Apartment Block) with increased lot frontage along the proposed internal Street E.

This Planning Justification Report has been prepared in support of the new proposed Implementing Zoning By-law Amendment and an Official Plan Amendment to facilitate the development of the Subject Lands to include a residential subdivision comprised of 56 single detached residential units, 144 freehold townhome units and 78 condominium townhouse units, 16 back-to-back units, 64 stacked back-to-back townhouse units, 54 apartment units in a six-storey apartment and a 1.24 hectare neighbourhood park and multi-use trail.

This report provides the following:

- A general description of the Subject Lands, existing conditions, surrounding uses, and nearby developments to provide an understanding of the physical and locational context;
- A description of the proposed development and its design elements;
- A summary of the technical reports and studies prepared to support the proposal;
- A description of the proposed Official Plan Amendment and implementing Zoning By-law Amendment;
- An evaluation of the current applicable policy and regulatory framework;
- An assessment of the proposed development's consistency and conformity with Provincial, Regional and City policies and regulations; and,

- A summary of key conclusions and recommendations related to the proposed development.

The required Pre-Consultation Meeting Request was submitted to the Township of West Lincoln on March 29, 2023. In review of this request, Township Staff determined a Pre-Consultation Meeting was not required and provided a list of material required in support of the proposed Official Plan Amendment and Zoning By-law Amendment. The following items were identified as required for a 'complete application' and are included as part of the application submission:

1. A Concept Plan of the proposed apartment building;
2. A Justification Letter/Brief; and,
3. Draft Zoning By-law Amendment.

Upon preparing the applications for submission, it was determined that given the height restriction of 4-storeys on apartments, an Official Plan Amendment would also be required to facilitate the development of a 6-storey apartment building. As such, in addition to the above items, we have also included the following:

4. A Draft Official Plan Amendment;

These items have been included with this submission of the Official Plan Amendment and Zoning-By-law Amendment Applications and illustrate the proposed development represents a well-planned residential greenfield development which meets the Region and City's Official Plans policies and objectives.

# 2.0 SITE DESCRIPTION AND SURROUNDING CONTEXT

## 2.1 Site Description

The Subject Lands are located in the community of Smithville, in the Township of West Lincoln. The Subject Lands are located within the North West Quadrant Secondary Plan. The Subject Lands are legally described as Part of Lot 1, Registered Plan M-94, Township of West Lincoln, Regional Municipality of Niagara.

The Subject Lands are approximately 14.85 hectares in area, and are generally bound by South Gimsby Road 5 to the west, a Canadian National Rail corridor to the south, an existing low-density residential subdivision to the east and agricultural and rural areas to the north with a conceptual future collector road proposed in the vicinity of the northern boundary of the Subject Lands. This area is characterized by a mix of rural and agricultural areas and low-density residential development, indicative of the Subject Land's location on the periphery of the built boundary of Smithville. The Subject Lands are currently vacant.

A location map which identified the Subject Lands within the surrounding context is included in this report as **Figure 1**.

The Subject Lands are proposed to be developed as a residential community with a mixture of low-density and medium-density residential forms. The Subject Lands were formerly designated Good General Agricultural Lands and were brought into the Smithville Urban Boundary in 2015 through Official Plan Amendment 37 (OPA 37), which added approximately 34 hectares of additional residential land to the north-west boundary of Smithville through a Land Swap/Exchange process. Regional Official Plan Amendment 3 (ROPA 3) was initiated by the Region in coordination with OPA 37 and was approved by the Ontario Municipal Board on May 29, 2015. The North West Quadrant Secondary Plan was prepared for these additional lands, and approved by the Council of the Township of West Lincoln on June 26, 2017.

## 2.2 Surrounding Land Uses

An aerial photograph showing the Subject Lands and the surrounding land uses is included in this report as **Figure 2**.

A general description of the surrounding uses is as follows:

- NORTH:** Currently rural and agricultural lands; these lands form part of the Smithville Master Community Plan which will expand the urban boundary and permit a variety of residential uses;
- EAST:** Low density, single-detached residential development (existing Station Meadows Subdivision); open space and a stormwater management pond further east;
- SOUTH:** Canadian National Railway corridor; low density, single-detached residential development and West Lincoln Arena & Community Centre further south; and
- WEST:** Rural and agricultural lands (designated for future low and medium density residential development under the North West Quadrant Secondary Plan – “NWSQSP”).

## 2.3 Neighbourhood Context

The Subject Lands are immediately surrounded by a mix of low density residential buildings to the south. Future residential development to the north is anticipated where lands form part of the Smithville Master Community Plan (SMCP). The SMCP proposes medium density residential fronting the extended Spring Creek Road, with residential development further north and a mixed use medium density node and the corner of South Grimsby Road 5 and Spring Creek Road. Future residential development is anticipated to the west, where lands form part of the NWQSP Area. Medium density residential development (the Stepping Stones development by Phelps Homes) is also located within close proximity to the Subject Lands, along Regional Road 20.

The Subject Lands are immediately served by South Grimsby Road 5, which is identified as a Local Road. South Grimsby Road 5 connects to Highway 20 which is identified as an Arterial Road, approximately 390 metres to the south. An extension of a proposed collector road, is proposed to generally align north of the Subject Lands. Currently, no public transit is available in the community of Smithville.

The surrounding area amenities and services, and their proximity to the Subject Lands, are described in detail in **Table 1**, below, while **Figure 3** provides a Neighbourhood Context Map for visual reference.

**Table 1: Proximity to Nearby Destinations**

Destination	Travel Distance (km)	Travel Time (minutes)		
		Walk	Cycle	Car
Smithville Canadian Reformed Church	0.55	6	2	1
John Calvin School	0.55	6	2	1
Cornerstone Christian Assembly Pentecosta	0.85	10	3	2
West Lincoln Historical Society	0.85	10	3	2
Smithville Church of Christ	1.0	11	3	2
St. Luke's Anglican Church	1.1	12	3	2
Smithville United Church	1.4	14	4	2
Saint Martin of Tours Roman Catholic Church	1.3	15	4	2
St. Martin Catholic Elementary School	1.0	12	4	2
West Lincoln Public Library – Smithville Branch	1.4	16	5	2
West Lincoln Arena & Community Centre	1.6	19	5	3

Smithville Public School	1.8	21	6	3
Township of West Lincoln Administration Building and Library	1.9	22	7	3

Note: Distance and travel time are approximate and based on Google Maps routing.

# 3.0 DESCRIPTION OF PROPOSAL

## 3.1 The Proposal

A Zoning By-law Amendment (1601-021-19) was approved on May 28, 2021 under By-law 2021-49. The Zoning By-law Amendment rezoned the Subject Lands from Development 'D' zone to Low Density Residential 'R2', Medium Density Residential 'RM2-201', Medium Density Residential 'RM3-202', Medium Density Residential 'RM3-203' and Open Space Recreation, to permit the property to be developed for residential and parkland purposes.

In addition to the Zoning By-law Amendment, the Subject Lands have also received draft approval for Draft Plan of Subdivision (2000-89-19) which was granted on May 26, 2021. On January 16, 2023, an extension and revisions to the draft approved plan of subdivision were granted. These revisions included reducing the area of Blocks 84 and 85 (Town Homes) to provide Block 87 (Apartment Block) with increased lot frontage along the proposed internal Street E.

The proposed Official Plan Amendment seeks to amend the Official Plan to permit an apartment building with a maximum of 6 storeys, where a maximum of 4 storeys is currently permitted (up to 5 storeys by way of specific exception).

The current proposal seeks to amend the recently approved Zoning By-law Amendment to permit the following:

- 56 single detached residential units;
- 144 conventional freehold townhouse units;
- 78 condominium townhouse units;
- 16 back-to-back townhouses;
- 64 stacked back-to-back townhouses;
- 54 apartment units;
- 1.24 hectares of neighbourhood park, and a multi-use trail.

Together, these elements form part of the "Station Meadows West" Subdivision. A copy of the proposed draft plan, in terms of overall density and population yield, is described in the tables below and visualized on the proposed Draft Plan of Subdivision (**Figure 4**).

**Table 2: Summary of Proposed Concept Plan**

<b>Description</b>	<b>Block/ Lot</b>	<b>Units</b>	<b>Area (hectares)</b>
Single Detached Residential (15 metre lots)	Lots 1 – 24	24	1.44
Single Detached Residential (12.50 metre lots)	Lots 25 – 56	32	1.10
Conventional Freehold Townhouse (7.0 – 8.0 metre lots)	Blocks 57 -85	144	3.11
Condominium Townhouse (7.7 metre lots)	Block 86	38	1.23
Condominium Townhouse (6.5 metre lots)	Blocks 89, 90	32	1.17
Back-To-Back Townhouses	Blocks 91, 92	16	0.62
Stacked Back-To-Back Townhouses	Blocks 87, 88	64	1.71
Apartment Units	Blocks 87, 88	54	
Condo Townhouses (6.5 metres lots)	Blocks 87, 88	8	
Roads	-	-	3.18
Neighbourhood Park / Trail	Block 93, 94	-	1.24
Servicing Corridor	Blocks 95	-	0.02
Road Widening / Daylight Triangle	Block 96, 97	-	0.03
<b>Total</b>	-	412	14.85

**Table 3: Summary of Proposed Unit Mix**

<b>Dwelling Type</b>	<b>Number of Units</b>	<b>Unit Mix (%)</b>
Single Detached (15 metre lots)	24	5.83%
Single Detached (12.50 metre lots)	32	7.77%
Conventional Freehold Townhouse (7.2 – 8.0 metre lots)	144	34.95%
Condominium Townhouse (7.7 metre lots)	38	9.22%
Condominium Townhouse (6.5 metre lots)	40	9.71%
Back-To-Back Townhouses	16	3.88%
Stacked Back-To-Back Townhouses	64	15.53%
Apartment Units	54	13.11%
<b>Total</b>	412	100%

**Table 4: Summary of Projected Population**

<b>Unit Type</b>	<b>Total Units at Full Buildout</b>	<b>Persons Per Unit (PPU)*</b>	<b>Population</b>
Single Detached Dwellings	56	2.929	164.02
Townhouse Dwellings	302	2.093	632.09
Apartment Dwellings	54	1.690	91.26
<b>Total Population</b>	-	-	<b>887.37</b>

*\*Note: Numbers for PPU derived from May 30, 2022 Niagara Region Development Charge Background Study (Source: <https://www.niagararegion.ca/business/property/pdf/2022-dc-background-study.pdf>)*

**Table 5: Residential Density Calculation**

Total Units	412
Total Population	887.37
Total Site Area (hectares)	14.85
Residential Site Area (hectares) (excluding Neighbourhood Park)	13.61
Net Development Area (hectares) (excluding Neighbourhood Park, Roads, Daylight Triangle, Service Corridor) (hectares)	10.38
Gross Residential Density Calculation (people per hectare) (Based on Total Site Area)	59.76 people per hectare
Gross Residential Density Calculation (units per hectare) (Based on Total Site Area)	27.74 units per hectare
Gross Residential Density Calculation (units per hectare) (Based on Residential Site Area)	30.27 units per hectare
Net Residential Density Calculation (units per hectare) (Based on Net Development Area)	39.69 units per hectare

**Table 6: Phasing of Development**

<b>Unit Type</b>	<b>Phase 1</b>	<b>Phase 2</b>	<b>Total</b>
Single Detached	56	-	56
Freehold Townhouse	144	-	144
Condominium Townhouse	-	78	78
Back To Back Townhouses	-	16	16

Stacked back-to-back Townhouses	-	64	64
Apartment	-	54	54
Proposed Access	VanWoudenberg Way, Street F via S Grimsby Road 5, and Street B and Street E via future collector road extension	South Grimsby Road 5	-
Anticipated Completion Date	2025	2026	2028

Ultimately, at full buildout, the development will yield a total of 412 new residential units and provide a gross residential density (based on residential site area) of 30.27 units per hectare and 59.76 people per hectare, as highlighted in **Table 4 and 5** respectively.

Vehicle access for the subdivision is proposed to be maintained by four roadway connections to the surrounding road network: the extension of Van Woudenberg Way west of Las Road; two proposed connections to a westward extension of a future collector road (Spring Creek Road); and, a connection to South Grimsby Road 5.

## 3.2 Proposed Official Plan Amendment

The proposed Official Plan Amendment seeks to amend the existing policies that apply to the Subject Lands to permit redevelopment of the site to a maximum height of 6 storeys for the proposed apartment building on Block 87, exclusive of mechanical penthouses. The current maximum permitted height set out in Section 6.11.5.2 (c) (vii) of the current Official Plan is 4 storeys. Section 6.11.5.2 (c) (viii) of the current Official Plan also notes; *"The Township may consider a maximum height of 5 storeys in the Medium Density Residential designation, on a site specific basis, provided the increased building height is compatible with the built form and physical character of the neighbourhood and complies with the Township's urban design guidelines"*.

The Official Plan Amendment does not require any mapping changes.

A copy of the proposed Official Plan Amendment is included in this report as **Appendix A**.

As demonstrated in the following sections of this report, the proposed Official Plan Amendment is appropriate for the Subject Lands and is required to allow for the optimization of underutilized lands and a redevelopment which conforms with and implements the Growth Plan, Provincial Policy Statement, and Regional Official Plan.

## 3.3 Proposed Zoning By-law Amendment

As previously mentioned, a Zoning By-law Amendment (1601-021-19) was approved on May 28, 2021 under By-law 2021-49. The Zoning By-law Amendment rezoned the Subject Lands from Development 'D' zone to Low Density Residential 'R2', Medium Density Residential 'RM2-201', Medium Density Residential 'RM3-202', Medium Density Residential 'RM3-203' and Open Space Recreation, to permit the property to be developed for residential and parkland purposes. Through By-law 2021-49, a number of residential uses are permitted on the Subject Lands including, single detached, townhouses and apartment units.

The Subject Lands are zoned Low Density Residential 'R2', Medium Density Residential 'RM2-201', Medium Density Residential 'RM3-202', Medium Density Residential 'RM3-203' and Open Space Recreation by Zoning By-law No. 2017-70 (Per By-law 2021-49). The proposed Zoning By-law Amendment will apply a number of zoning standards to the Subject Lands to account for the range and mix of dwelling types provided and will allow for flexibility to respond to shifts in market demand. **Table 7** below outlines the current Zoning and proposed Zoning By-law Amendments.

**Table 7: Current Zoning and Proposed Zoning By-law Amendments**

<b>Zone</b>	<b>Current Zoning Policies (Per By-law 2021-49)</b>	<b>Proposed Amendment</b>
R2 (Blocks 1-56)	Permitted Uses: As per parent zone.  Regulations: As per parent zone.	Zoning By-law Amendment proposes to split the current R2 Zone into R2 and R3 Zone and add additional site specific policies  R2-XXX Zone (Blocks 1-24)  Permitted Uses: As per parent zone  Notwithstanding Section 3.9.1, only the following shall apply: <ul style="list-style-type: none"> <li>• On residential zoned lots a minimum of 30% of the front yard shall be landscaped open space</li> </ul> Notwithstanding Section 3.9.2, only the following shall apply: <ul style="list-style-type: none"> <li>• A 1.5m planting strip shall only be required adjacent to the street line.</li> </ul> Notwithstanding Section 3.12.2, only the following shall apply: <ul style="list-style-type: none"> <li>• Driveways on abutting internal units can be paired together</li> <li>• Maximum driveway width of 70% of front yard, to a maximum of 6 m</li> </ul> R3-XXX Zone (Blocks 25-56)  Permitted Uses: As per parent zone  Notwithstanding Section 3.9.1, only the following shall apply: <ul style="list-style-type: none"> <li>• On residential zoned lots a minimum of 30% of the front yard shall be landscaped open space</li> </ul> Notwithstanding Section 3.9.2, only the following shall apply: <ul style="list-style-type: none"> <li>• A 1.5m planting strip shall only be required adjacent to the street line.</li> </ul> Notwithstanding Section 3.12.2, only the following shall apply: <ul style="list-style-type: none"> <li>• Driveways on abutting internal units can be paired together</li> </ul>

		<ul style="list-style-type: none"> <li>Maximum driveway width of 70% of front yard, to a maximum of 6 m</li> </ul>
RM2-201 (Blocks 57-85)	<p>Permitted Uses: As per parent zone</p> <p>Regulations: As per parent zone, except for interior unit where a maximum driveway width of 70% if the unit frontage and a minimum front yard landscape area of 30% is permitted. Driveways on abutting internal units can be paired together. Minimum Separation distance between townhouse exterior unit side wall: 2.4 metres</p>	<p>Permitted Uses: As per parent zone</p> <p>Regulations: As per the parent zone, except for the following:</p> <ul style="list-style-type: none"> <li>Minimum lot area per townhouse dwelling unit: 130 square metres</li> <li>Minimum lot frontage for townhouse dwellings: 24.0 metres</li> <li>Minimum setback to a daylight triangle: 2.0 metres</li> <li>Minimum separation distance between townhouse exterior unit side walls: 2.4 metres</li> </ul> <p>Notwithstanding Section 3.9.1, only the following shall apply:</p> <ul style="list-style-type: none"> <li>On residential zoned lots a minimum of 30% of the front yard shall be landscaped open space</li> </ul> <p>Notwithstanding Section 3.9.2, only the following shall apply:</p> <ul style="list-style-type: none"> <li>A 1.5m planting strip shall only be required adjacent to the street line.</li> </ul> <p>Notwithstanding Section 3.12.2, only the following shall apply:</p> <ul style="list-style-type: none"> <li>Driveways on abutting internal units can be paired together</li> <li>Maximum driveway width of 70% of front yard, to a maximum of 6 m</li> </ul>
RM3-202 (Blocks 91-92)	<p>Permitted Uses: As per parent zone, and in addition, back-to-back townhouses</p> <p>Regulations: As per parent zone, except: a minimum lot area of 265 sq. metres per dwelling unit to be applied to the entire block. Minimum Separation distance between townhouse exterior unit side wall: 2.4 metres</p>	<p>Permitted Uses: As per parent zone, and in addition, back-to-back townhouses and stacked back-to-back townhouse.</p> <p>Regulations: As per parent zone, except for the following:</p> <ul style="list-style-type: none"> <li>a minimum lot area of 75 sq. metres per dwelling unit to be applied to back-to-back townhouses</li> <li>Minimum lot frontage for townhouse dwellings: 24.0 metres</li> <li>Minimum separation distance between townhouse exterior unit side walls: 2.4 metres</li> <li>Back-to-back and stacked back-to-back townhouses do not require balconies</li> </ul>

		<p>Notwithstanding Section 3.9.1, only the following shall apply:</p> <ul style="list-style-type: none"> <li>On residential zoned lots a minimum of 30% of the front yard shall be landscaped open space</li> </ul> <p>Notwithstanding Section 3.9.2, only the following shall apply:</p> <ul style="list-style-type: none"> <li>A 1.5m planting strip shall only be required adjacent to the street line.</li> </ul> <p>Notwithstanding Section 3.12.2, only the following shall apply:</p> <ul style="list-style-type: none"> <li>Driveways on abutting internal units can be paired together</li> <li>Maximum driveway width of 70% of front yard, to a maximum of 6 m</li> </ul>
<p>RM3-203 (Blocks 86-90)</p>	<p>Permitted Uses: As per parent zone, and in addition, stacked townhouses</p> <p>Regulations: As per parent zone, except for stacked townhouses where a minimum unit area of 120 sq. metres per dwelling unit to be applied within the entire block. Minimum Separation distance between townhouse exterior unit side wall: 2.4 metres</p>	<p>Permitted Uses: As per parent zone, and in addition, back-to-back townhouses, stacked back-to-back townhouse.</p> <p>Regulations: As per parent zone, except for the following:</p> <ul style="list-style-type: none"> <li>Minimum lot area per apartment unit: 75 square metres</li> <li>Minimum lot area per <i>townhouse</i> unit: 120 square metres</li> <li>Minimum lot frontage for townhouse dwellings: 24.0 metres</li> <li>Maximum height of apartment building: 21.5 metres (exclusive of MPH)</li> <li>Minimum setback to a daylight triangle: 2.0 metres</li> <li>Minimum Exterior side yard: 1.2 metres</li> <li>Minimum separation distance between townhouse exterior unit side walls: 2.4 metres</li> <li>Back-to-back and stacked back-to-back townhouses do not require balconies</li> </ul> <p>Notwithstanding Section 3.9.1, only the following shall apply:</p> <ul style="list-style-type: none"> <li>On residential zoned lots a minimum of 30% of the front yard shall be landscaped open space</li> </ul> <p>Notwithstanding Section 3.9.2, only the following shall apply:</p> <ul style="list-style-type: none"> <li>A 1.5m planting strip shall only be required adjacent to the street line.</li> </ul>

		<p>Notwithstanding Section 3.12.2, only the following shall apply:</p> <ul style="list-style-type: none"> <li>• Driveways on abutting internal units can be paired together</li> <li>• Maximum driveway width of 70% of front yard, to a maximum of 6 m</li> </ul>
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These site specific exceptions have been incorporated into the Draft By-law to allow for a variety of product types and flexibility in development across the site in order to respond to market shifts while maintaining conformity with the intent of the Secondary Plan.

A request to amend the Zoning By-law is warranted and appropriate as demonstrated throughout this report. A copy of the proposed Draft Zoning By-law Amendment can be found attached to this report as **Appendix B**, while a further summary respecting the Zoning By-law is provided in **Section 4.7** of this report.

## 3.4 Public Consultation Strategy

The public consultation process for the proposed Official Plan Amendment and Zoning By-law Amendment will follow the *Planning Act* statutory requirements and the general practices undertaken by the Township as set out in the Region's Official Plan (Consultation, Engagement and Implementation) as well as the overarching goal set out in the Township's Official Plan ("To encourage the engagement of residents, community groups, and other stakeholders, including Aboriginal groups, in the planning process"). Throughout the duration of this process, commenting agencies, members of the public and stakeholders will be given the opportunity to provide written comment with respect to the application.

Once the application has been deemed complete, Township staff will circulate the application, including all technical reports and supporting studies, for comment to commenting agencies and will provide notice of complete application in accordance with the Planning Act. A development application notice sign will be posted on the Subject Lands and updated throughout the process, as needed, to identify important dates (e.g. statutory meeting, recommendation meeting). We understand all application materials will be publicly available for viewing at the Township's

Planning counter and our contact information, as well as the Township staff contact information, will be available. Additionally, we understand news updates will be posted on the Township's website to identify visitors to the website of upcoming meetings.

A public information meeting under the Planning Act will be held in accordance with the regulations set out therein. At this meeting, staff will provide the Committee with a report summarizing all comments and feedback received from the public, agencies and stakeholders.

Additionally, members of the public will be provided with an opportunity to make oral comments at this meeting. We will be available to meet with the area residents and stakeholders, as needed, prior to the public information meeting.

The consultation strategy described herein will ensure that members of the public are given an opportunity to review, understand and meaningfully comment on the proposal.

# 4.0 POLICY CONTEXT OVERVIEW AND ANALYSIS

The following section of the Planning Justification Report provides a review and assessment of the land use policy and regulatory framework related to the Subject Lands and the proposed development. Each subsection describes the applicable policies and regulations and identifies how the proposed development as well as the proposed changes to the City's current Official Plan and Zoning By-law are consistent, conform to and implement Provincial and Regional policy. The following sections summarize the relevant policies and how they are addressed through the proposed development.

## 4.1 Provincial Policy Statement (2020)

The Provincial Policy Statement (the "PPS"), issued under Section 3 of the Planning Act, is the guiding policy document that directs the use and development of land in Ontario. The PPS provides policy direction on matters of provincial interest related to land use planning and development, encouraging appropriate development that is compact and transit-supportive while protecting resources, public health and safety, and the quality of the natural and built environment. The most recent Statement came into effect on May 1, 2020, and applies to planning decisions made on or after the effective date.

The PPS strongly encourages development that will provide long term prosperity, environmental health and social well-being. These directives depend on the efficient use of land and development patterns that support strong, livable and healthy communities that protect the environment and public health and facilitate economic growth. Land use planning decisions, including those made on applications for Official Plan Amendments and Zoning By-law Amendments, must be consistent with the PPS. In assessing the redevelopment proposal and the proposed amendments for the Subject Lands, this report further identifies how the proposal advances and implements the policies of the PPS beyond the current Township of West Lincoln Official Plan policies.

In assessing the development proposal and the proposed amendments for the Subject Lands, this report further identifies how the proposal advances and implements the policies of the PPS, beyond the current Township of West Lincoln Official Plan policies. An analysis of the policies contained in the 2020 PPS, and how the proposed Official Plan Amendment and Zoning By-law Amendment are consistent with these policies is provided below.

## **Section 1.0 Building Strong Healthy Communities**

Within Section 1.0 Building Strong and Healthy Communities, **Policy 1.1, Subsection 1.1.1**, describes how healthy, livable and safe communities are sustained. The following is a review of the relevant policies and how the proposed amendments address them.

### **Policy**

a) *promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*

b) *accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*

c) *avoiding development and land use patterns which may cause environmental or public health and safety concerns;*

### **Evaluation**

**The Subject Lands are located within a Settlement Area, as defined by the PPS, and are optimally situated for development given their immediate proximity within the built boundary of Smithville. The proposed development represents an efficient use of land and resources in the area and the optimization of development of a greenfield parcel, and will be developed on full municipal services.**

**The proposed development envisions a mix of housing types and densities including 56 single detached dwellings, 302 townhouse dwellings, and 54 apartment dwellings, which will provide for an overall projected gross residential density of 30.27 units per hectare.**

**The Subject Lands are located in an area of Smithville designated for growth and development, and not located in proximity to an- area where there are**

**environmental, public health, or safety concerns. The proposed redevelopment will introduce new residential units in an area well-served by surrounding commercial-retail, institutional, recreation, and parks and open space uses.**

*e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*

**A Public Transit system is not currently available for Smithville although, the proposed redevelopment will provide for transit-supportive residential density within the built boundary when one become available. The proposed development optimizes land through an integrated and compact residential community of varying dwelling types that minimizes land consumption and enhances accessibility to existing adjacent residential, recreational and commercial land uses.**

*f) Improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society;*

**The proposed buildings will be constructed in accordance with the Ontario Building Code, AODA and all required accessibility standards.**

*g) Ensuring that necessary infrastructure and public service facilities are or will be available to meet current or projected needs; and*

**The proposed development represents an efficient use of land and resources in the area and the optimization of development of a greenfield parcel, and will be developed on full municipal services.**

*h) Preparing for the regional and local impacts of a changing climate.*

**The proposed redevelopment will facilitate the compact redevelopment of the Subject Lands, improving residential density in the area.**

Additional policies in **Section 1.1** include:

- 1.1.3.1 Settlement areas shall be the focus of growth and development* **The Subject Lands are located within a Settlement Area and therefore the proposed redevelopment will provide for intensification of a currently underutilized site within a Settlement Area as supported by this policy objective.**
- 1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:*
- a) efficiently use land and resources;*
  - b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
  - c) minimize negative impacts to air quality and climate change, and promote energy efficiency;*
  - d) prepare for the impacts of a changing climate;*
  - e) support active transportation;*
  - f) are transit-supportive, where transit is planned, exists or may be developed; and*
  - g) are freight-supportive.*
- The proposed redevelopment will reflect a density that will provide for the efficient use of land and resources and facilitates residential intensification that makes efficient use of existing water, wastewater, and stormwater infrastructure. The proposed compact built form also serves to minimize impacts to climate change and promote energy efficiency by providing additional density in proximity to a number of community services.**
- "1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety."* **The proposed development optimizes land through an integrated and compact residential community of varying dwelling types that minimizes land consumption and enhances accessibility to existing adjacent residential, recreational and commercial land uses. The proposed development provides for single detached, townhouse, back-to-back townhouse, stacked back-to-back townhouse and apartment dwelling**

**units, which represent an efficient redevelopment of the Subject Lands that will not result in public health and safety issues. The proposed compact built form and site layout are intended to facilitate active transportation use, which will improve public health, reduce emissions, and lead to a healthier lifestyle for future residents.**

*"1.1.3.6 New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities."*

**The proposed redevelopment is located adjacent to recently development residential subdivision and provides for a compact form and mix of densities consistent with the direction of the Provincial Policy Statement, as well as the growth policies of the Township of West Lincoln Official Plan and Northwest Quadrant Secondary Plan.**

## **Section 1.4 – Housing**

*"1.4.3 Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market area by:*

- a) *establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households and which aligns with applicable housing and homelessness plans.*
- b) *Permitting and facilitating:*
  - i. *All housing options required to meet the social, health and well-being required of current and future residents, including special needs requirements and needs arising from demographic*

**The proposed development represents a form of residential intensification in an area where appropriate levels of infrastructure and public services exist. It will efficiently utilize land and infrastructure by providing 412 residential units in a compact urban built form on a site which currently vacant. The proposed development provides a mix of housing types (single detached, townhouse, back-to-back townhouse, stacked back-to-back townhouse and apartment dwellings), in order to ensure housing needs are met for a wide variety of occupants, including families. The development will also assist in supporting the use of active transportation due to the proximity to trails, parks, and walking paths. The**

- changes and employment opportunities; and*
- ii. All types of residential intensification, including additional residential units and redevelopment in accordance with policy 1.1.3.3;*
- c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*
- d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;*
- e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and,*
- f) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.*

**development has been designed to integrate with the surrounding community and will contribute to a mix of housing types in the neighbourhood to meet current and future needs of residents and achieve a complete community.**

## **Section 1.5 – Public Spaces, Recreation, Parks, Trails, and Open Space**

1.5.1 Healthy, active communities should be promoted by:

- a) planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster*

**The proposed redevelopment with provided for a 1.24 ha public park and a public trail that runs along the adjacent rail line as promoted by the PPS.**

*social interaction and facilitate active transportation and community connectivity;*

- b) *planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;*
- c) *providing opportunities for public access to shorelines; and,*
- d) *recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas.*

## **Section 1.6 – Infrastructure and Public Service Facilities**

*1.6.3 Before consideration is given to developing new infrastructure and public service facilities:*

- a) *the use of existing infrastructure and public service facilities should be optimized; and,*
- b) *opportunities for adaptive re-use should be considered, wherever feasible.*

**The Subject Lands are adequately serviced by adjacent public services facilities and existing and planned municipal infrastructure including water and sewage that can accommodate the level of growth envisioned by the development proposal.**

*1.6.6.1 Planning for sewage and water services shall:*

- a) *accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing:*
  1. *municipal sewage services and municipal water services; and,*

**The proposed development will introduce a level of intensity that is promoted and encouraged by the Provincial Policy Statement and will be fully serviced by municipal services. Stormwater management is an integral component of the development concept and the proposed storm pond is intended to be amalgamated with the existing Hornack Road (Station Meadows**

2. *private communal sewage services and private communal water services, where municipal water services are not available or feasible;*

- b) *ensure that these systems can be provided in a manner that:*
1. *can be sustained by the water resources upon which services rely;*
  2. *prepares for the impacts of a changing climate;*
  3. *is feasible and financially viable over their lifecycle;*
- and,
4. *protects human health and safety, and the natural environment;*
- c) *promote water conservation and water use efficiency;*
- d) *integrate servicing and land use considerations at all stages of the planning process.”*

**Subdivision) storm pond adjacent to the Subject Lands which is capable of accommodating anticipated stormwater runoff.**

*1.6.6.2 Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.*

**The proposed development will be fully serviced by municipal services. Stormwater management is an integral component of the development concept and the proposed storm pond is intended to be amalgamated with the existing Hornack Road (Station Meadows Subdivision) storm pond adjacent to the Subject Lands which is capable of accommodating anticipated stormwater runoff.**

*1.6.7.2 Efficient use should be made of existing and planned infrastructure, including through the use of*

**The proposed development offers enhanced connectivity to the existing residential community immediately to the east of the Subject Lands and to the**

*transportation demand management strategies, where feasible.*

*1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.”*

**rest of Smithville. The proposed street network enhances connectivity to surrounding developments by providing access points via Van Woudenberg Way, South Grimsby Road 5 and the planned extension of a future collector road. The planned multi-use trail adjacent to the existing rail corridor enhances pedestrian and cycling networks and provides opportunities for active transportation to nearby amenities and services.**

#### **Section 4.0 – Implementation and Interpretation**

*4.6 The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans.”*

**The proposed development optimizes the Subject Lands and represents an efficient use of land through the provision of an appropriate level of development and residential density on greenfield lands within an identified Settlement Area and adjacent to existing residential developments and the delineated built boundary. The introduction of 56 single detached dwellings, 302 townhouse dwellings, and 54 apartment units, of either freehold or condominium tenure, contributes to supporting a 25-year housing supply and supports Provincial policies promoting a range and mix of housing types.**

**The proposed development will provide a gross residential density of 59.76 people per hectare and 30.27 units per gross hectare (based on Residential Site Area) which will contribute to the achievement of the Township’s density targets as well as the Regional density target of 50 units per gross hectare across all designated greenfield areas.**

**The proposed Official Plan and Zoning By-law Amendment will allow refinements to the development, aligns development standards with those in the Official Plan and Secondary Plan to permit development as contemplated in these documents. The proposed Zoning Amendment will incorporate site specific refinements to facilitate the development of the subject lands for a range of low density residential and medium density residential uses and is aligned with Provincial, Regional and the Township's growth objectives for Greenfield Areas.**

#### Summary/Conformity Statement

**For the reasons outlined above, it can be concluded that the proposed development and related Official Plan and Zoning By-law Amendments are consistent with the policies of the Provincial Policy Statement, 2020.**

## 4.2 Provincial Policy Statement (2023 – Draft)

On April 6, 2023, the Province of Ontario released proposed revisions to the PPS. While these policies are not in effect, it is important to consider emerging Provincial policy in relation to the proposed redevelopment. This proposed Provincial Planning Statement takes policies from both A Place to Grow: Growth Plan for the Greater Golden Horseshoe and the Provincial Policy Statement, 2020 to support the achievement of housing objectives across Ontario.

The Provincial Policy Statement, 2020 is issued under the Planning Act and is the primary provincial land use planning policy document, applying across Ontario. A Place to Grow is a growth plan issued under the Places to Grow Act, 2005. The Province is now seeking input on a proposed Provincial Planning Statement that would replace the existing Provincial Policy Statement and A Place to Grow.

Should the government adopt the proposed Provincial Planning Statement, the government would consequentially revoke the Provincial Policy Statement, 2020 and A Place to Grow, as well as amend regulations (O. Reg. 416/05 and O. Reg. 311/06) under the Places to Grow Act, 2005

The Province has combined the elements of A Place to Grow and the PPS into a new land use policy document that the Province is proposing for public feedback. Through this proposed new Provincial Planning Statement, the government is proposing policies grouped under five pillars:

- Generate an appropriate housing supply
- Make land available for development
- Provide infrastructure to support development
- Balance housing with resources
- Implementation

The following section provides a summary of how the proposed redevelopment is in alignment with the emerging housing supply and mix policies of the proposed draft PPS.

**Section 2.0** of the proposed Draft PPS sets out Provincial direction for the management and direction of land uses in order to build strong and competitive communities. Similar to the current PPS, **Section 2.1** direction to ensure there is adequate housing supply to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of at least 25 years and at all time, times the ability to accommodate residential growth for a minimum of 15 years through lands which are designated and available for residential development is to be provided. **Section 2.2** provides direction for planning authorities to provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents by permitting all types of residential intensification which will result in a net increase in residential units. **Section 2.3** provides direction and maintains settlement area shall be the focus of growth and development and general intensification with supports the achievement of complete communities should be supported.

**With respect to the proposed redevelopment and associated Official Plan Amendment Zoning By-law Amendment, the proposal is well positioned to provide for consistency with the Province’s emerging policy framework, though not yet in-force. The development of the Subject Lands, as described throughout this report, will provide for increased residential density to assist the Township and Region in the provision of sufficient housing supply within the timeframes set out in the draft document. Finally, the proposed development will provide a variety of residential dwelling types to respond to market-based needs and provide options for a diverse workforce.**

### **Summary/Conformity Statement**

**For the reasons outlined above, the proposed development and related Zoning By-law and Official Plan Amendment is in alignment with the proposed policy changes to the Provincial Policy Statement contained within the Proposed Draft New PPS (April 2023).**

## 4.3 A Place to Grow, Growth Plan for the Greater Golden Horseshoe (2020)

*A Place to Grow: Growth Plan for the Greater Golden Horseshoe* (the “Growth Plan”) establishes a long-term framework for growth and development in the Greater Golden Horseshoe (‘GGH’) region, which encourages the efficient use of land through the development of complete communities that are compact, transit supportive, and provide a range of housing and employment opportunities. The Growth Plan utilizes a land use planning horizon to 2051.

The Growth Plan builds upon the policy foundations of the PPS and previous plans, as well as responds to key challenges in the GGH region by providing enhanced policy directions designed to achieve complete communities that are compact, transit-supportive, and make efficient use of investments in infrastructure and public service facilities, while ensuring the protection of agricultural and natural areas and supporting climate change mitigation and adaptation. Guiding principles of the Growth Plan are established to support the achievement of complete communities; prioritize intensification and higher densities to make efficient use of land and infrastructure; provide flexibility to capitalize on economic and employment opportunities; support a mix of housing options; improve the integration of land use planning with planning and investment in infrastructure; protect and enhance the natural environment; conserve and promote cultural heritage; and, integrate climate change considerations into planning and growth management.

The Growth Plan provides policies for where and how to grow, stating that population and employment growth is to be directed to urban areas and rural settlement areas. Within these areas, the Growth Plan distinguishes between two different areas of growth: the Built-Up Area, where growth is to be directed and accommodated through intensification; and, Designated Greenfield Areas, which are generally undeveloped, vacant land, where growth and development should achieve a compact urban form. **The Subject Lands are considered a Greenfield Area, in accordance with the Growth Plan.**

**Section 1.2.1** sets out a vision for the development of the Greater Golden Horseshoe. That vision is grounded in several principles that provide the basis for guiding decisions on how land is developed, resources are managed, and public dollars invested, including:

- Support the achievement of complete communities;
- Prioritize intensification and higher densities in strategic growth areas to make efficient use of land and infrastructure and support transit viability
- Support a range and mix of housing options, including second units and affordable housing, to serve all sizes, incomes, and ages of households.

**The proposal satisfies this vision for growth in the Greater Golden Horseshoe by contributing to compact, vibrant and complete communities. In addition, the proposal optimizes the use of existing water, wastewater and stormwater infrastructure to support growth in a compact and efficient form. The proposal will also provide for a mix of housing options.**

## **Section 2.2 Policies for Where and How to Grow**

**Section 2.2.1** of the Growth Plan provides direction on where and how growth is to occur and be managed. In accordance with **Policy 2.2.1.2 a)**, the vast majority of growth will be directed to settlement areas that have a delineated built boundary; have existing or planned municipal water and wastewater systems; and can support the achievement of complete communities. The policies of the Growth Plan support the achievement of complete communities that feature a diverse mix of land uses; improve social equity and overall quality of life; provide a diverse range and mix of housing options; expand convenient access to transportation options, public service facilities, supply of safe, publically accessible open spaces, parks, trails, recreational facilities; and healthy, local and affordable food options (**Policy 2.2.1.4**).

**The Subject Lands are located within a settlement area, as defined by the PPS and the Growth Plan, and the proposed development represents an appropriate level of growth that efficiently uses land and resources given its close proximity to existing development within Smithville. The proposal contributes to the development of complete communities by providing a mix of housing units and options and expanding access to transportation options via pedestrian connections and multi-use paths that promote active transportation. The proposed development will situate future residents within walking distance to a range of services, public service facilities, parks and food options that can meet residents' daily and long-term needs, as identified in Table 1 of this report.**

### **Section 2.2.6 Housing**

Policies respecting housing are contained within **Section 2.2.6** of the Growth Plan, including the requirement of a municipality to develop a housing strategy. **Policy 2.2.6.2** states that municipalities will support the achievement of complete communities by planning to accommodate forecasted growth; planning to achieve the minimum intensification and density targets; considering the range and mix of housing options and densities of the existing housing stock; and planning to diversity their overall housing stock access the municipality. **Policy 2.2.6.3** states that to support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.

**The proposed development will allow for a range of uses on the Subject Lands, all of which are currently permitted on the various blocks in accordance with the Secondary Plan, while achieving the minimum density target. The Amendments requested aim to provide greater flexibility to respond to shifts in market-based housing demands.**

### **Section 2.2.7 Designated Greenfield Area**

As noted above, the Subject Lands are located within a Designated Greenfield Area and, accordingly, the policies of the Growth Plan respecting development within Designated Greenfield Areas apply. These policies are set out in Section 2.2.7 of the Plan and direct that new development taking place in designated greenfield areas will be planned, designated, zoned and designed in a manner that supports the achievement of complete communities; supports active transportation; and encourages the integration and sustained viability of transit services (**Policy 2.2.7.1**).

A minimum target for development across all Designated Greenfield Areas within a municipality is also provided in this section. In accordance with the policies contained therein, for municipalities the minimum density target applicable to the designated greenfield area of the Region of Niagara is not less than 50 residents and jobs combined per hectare, measured over the entire designated greenfield area, excluding natural heritage features and areas; natural heritage systems and floodplains, provided development is prohibited in these areas; rights-of-way for electricity transmission lines, energy transmission pipelines, freeways, and railways; employment areas; and, cemeteries (**Policy 2.2.7.2 a**) and **Policy 2.2.7.3 a)-d**). With respect to this target, **Policy 5.2.5.1** of the Growth plan states that the density and intensification targets of the Plan are minimum standards and municipalities are encouraged to go beyond these minimum targets, where appropriate, except where doing so would conflict with any policy of the Growth Plan, the PPS or any other provincial plan.

**The policies of the Growth Plan place an emphasis on ensuring a compact built form is achieved in order to provide a level of development which optimizes existing and proposed infrastructure to support the achievement of complete communities and density targets. They also encourage municipalities to go beyond the minimum target, where appropriate.**

**The requested Official Plan and Zoning By-law Amendments are required to provide for the range and types of residential and open space uses permitted on the Subject Lands in accordance with the Secondary Plan and will introduce minor site specific changes to these zone standards in order to provide flexibility for certain blocks to develop with different product types than contemplated currently to respond to any potential changes in market demand. The proposed development supports the achievement of complete communities by incorporating a mix of housing types within close proximity to adjacent community services. Further, the neighbourhood park**

**proposed will provide additional open space for existing residents of the Station Meadows Subdivision as well as for future residents of Station Meadows West. Additionally, the proposed multi-use path will provide an additional active transportation linkage to service existing and future residents. The proposed development will provide development at an appropriate scale given the local context and will result in a gross residential density of 59.76 people per hectare which conforms to the above-noted density policies set out in the Growth Plan and will assist the Region in achieving the residential target for Designated Greenfield Areas.**

### **Section 3 Infrastructure to Support Growth**

**Section 3** of the Growth Plan deals with planning for infrastructure for transportation, water and wastewater services and stormwater management. These policies direct the Province and municipalities to undertake an integrated and coordinated approach to land use planning, infrastructure investments and environmental objectives to achieve the outcomes of the Plan. These policies encourage more compact built form and higher density development. With respect to transportation, the Growth Plan emphasizes the importance of offering transportation options and multimodal access to jobs, housing schools, and goods and services (**Policy 3.2.2.2 a) to f)**).

**The proposed development will assist the Township in achieving the intent of the infrastructure and transportation policies of the Growth Plan by providing for a more compact built form that is within close proximity to a variety of amenities including community centres, churches, schools and employment opportunities. The level of development contemplated will support the economic vitality of the area and community infrastructure services, resulting in a more efficient and cost-effective use of existing public resources.**

### Summary/Conformity Statement

**The 2020 Growth Plan guides development to achieve positive outcomes for the Region and Township with respect to the economy, environment, and quality of life. It focuses on ensuring growth and development is directed to appropriate areas with an emphasis on areas within Settlement Areas with existing and planned infrastructure. The analysis above demonstrates how the proposed development conforms to the Growth Plan, 2020 by allowing for an appropriate level of development, including assisting in the achievement of the minimum targets set out in the Plan, providing development that utilizes existing municipal services and promotes active transportation, contributing complete communities. The development proposes a range of housing opportunities which are well-connected to existing community services, parks and local businesses. As such, it can be concluded**

**that the development proposal and corresponding Official Plan and Zoning By-law Amendments provide conformity with and serve to implement the applicable policies of the Growth Plan, 2020.**

## 4.4 Niagara Region Official Plan (2022)

The Niagara Region Official Plan (the "ROP") applies across the entirety of Niagara Region which is comprised of 12 local municipalities including the Township of West Lincoln. The ROP provides Regional Council with a long-term framework for decision making with respect to land use planning and development. It contains objectives, policies and mapping that provide for managing growth, growing the economy, protecting the natural environment, resources and agricultural land and providing infrastructure.

The Subject Lands are located within the Urban Boundary of Smithville and are identified as a Designated Greenfield Area in accordance with Schedule B, Regional Structure (**Figure 6**). The Subject Lands are easily accessed via Highway 20 (West Street) and Highway 14 (Station Street) which are identified as Regional Roads (**Figure 7**). A portion of Highway 20 located within the boundary of Smithville and Highway 14 are further identified as a forming part of the Regional Strategic Cycling Network in accordance with Schedule J2, Strategic Cycling Network (**Figure 8**).

### Growth Management

**Section 2** of the ROP contains growth management policies that are intended to ensure that development throughout the Region occurs in the appropriate places. In this regard, the policies within **Section 2** provide a framework for developing complete communities all across Niagara, including a diverse mix of land uses, a range of local employment opportunities and housing types, high quality public open spaces, and easy access to local stores and services via automobile, transit and active transportation. ROP encourages development within existing settlement areas in a manner that promotes an efficient use of existing services. Further, the ROP promotes mixed and integrated land uses; making efficient use of land, resources and infrastructure; promoting compact, transit supportive development friendly to active transportation; supporting intensification; building better greenfield neighbourhoods; fostering development that conserves natural resources and maintains or enhances natural systems; integrating cultural programs and facilities in Urban Areas; and making prudent fiscal decisions. The objective of this section of the ROP is to coordinate Regional growth forecasts with land use, transportation, infrastructure and financial planning.

The Niagara Region is planning to accommodate a minimum population of 694,000 people and 272,000 jobs by 2051. This represents an increase of over 200,000 people and 85,000 jobs compared to 2021. Regional Growth Forecasts policies are set out in **Section 2.1** of the ROP and

provides Population, Household and Employment forecasts, which are to be used as the basis for planning and growth management. **Table 2-1** in this plan furcates the Township of West Lincoln to expect a minimum population growth of 38,370 people. As identified in **Section 2.1.1.4**, the Municipalities are required to plan to accommodate the forecasted growth and direct development predominantly to settlement areas.

**Sections 2.2.2.23 to Section 2.2.2.25** of the ROP provides policy direction with respect to intensification and Greenfield growth. Designated Greenfield Areas shall achieve minimum density of 50 residents and jobs combined per hectare. Municipalities are required to achieve this density target and are encouraged to exceed this minimum. In accordance with **Section 2.2.2.25** Designated Greenfield Development will be planned a complete communities by ensuring that development is sequential, orderly and contiguous with existing built-up areas; ensuring infrastructure capacity is available; and supporting active transportation and encouraging the integration and sustained viability of public transit service.

**The Subject Lands are located within a Designated Greenfield Area immediately adjacent to existing residential communities within the built boundary of Smithville. The proposal provides for orderly development that efficiently uses land and resources, including existing municipal water and sewage infrastructure, which has already been previously justified through the land swap/ exchange process. A phased approach is being taken to the development, to ensure units are brought forward in an orderly manner. Ultimately, at full build out, the proposal will accommodate the anticipated forecast growth and provide for a gross residential density of 59.76 people per hectare, thereby meeting the Greenfield Density policies set out in the ROP which set a minimum density and encourage local municipalities to exceed the target where appropriate.**

**The development proposal incorporates a mix of housing types including single detached, townhouse and apartment dwelling units that are in close proximity with local stores and open spaces and multimodal trails that encourage active transportation and reduce automobile dependency. The proposed street network provides several access points to surrounding areas and enhances pedestrian connectivity through the provision of pedestrian linkages by way of a multi-use path as well as internal sidewalks. Ultimately, the level of development proposed supports achieving a complete community aligned with the growth targets for the Township of West Lincoln and Niagara Region as a whole.**

### Housing

**Section 2.3** of the ROP speaks to housing with that the provision of adequate supply of housing is key to good quality of life. As noted if Section 2.3, housing need change through our lifetimes. A divers housing stock with a range of tenures, sizes types, and supports should be made available

to meet the needs of our communities. The development of a range and mix of densities, lot and unit sizes and housing types, including affordable and attainable housing, will be planner throughout settlement areas to meet housing needs at all stages of life (**Section 2.3.1.1**). As per **Section 2.3.1.5**, new residential development should incorporate universal design standards to meet housing needs at all stages of life.

**The proposed development conforms to the housing policies of the ROP and provide for a mix of single detached, townhouse dwellings of both freehold and condominium tenure and apartment dwelling units. The requested Official Plan and Zoning By-law Amendments generally applies the existing Low Density Residential and Medium Density Residential zone provisions to the development, with the exception of minor changes to address site specific issues; however, the general intent is maintained, including garage setbacks.**

### Urban Design

Section 6.2 of the ROP provides high level policy direction with respect to Urban Design and the Public Realm. In accordance with the policies contained therein, the Region shall promote:

- The creation of liveable and vibrant urban areas and streets;
- Community design that:
  - offers a range of transportation options, including public transit and active transportation;
  - respects the complete streets approach by creating safe and attractive interconnected streets; and
  - encourages a mix of land uses, a vibrant public realm and compact built form;
- A context-specific design approach for areas surrounding strategic institutions, such as post-secondary institutions and hospitals, as well as public service facilities to ensure compatibility and connection;
- Well-designed buildings, high quality streetscapes, and attractive public spaces that create neighbourhood character and strengthen community identity and diversity;
- The integration of views of built and cultural heritage features, landmarks, and significant natural heritage features to enhance a sense of place;
- The clustering of community facilities, services, and spaces to facilitate access to all modes of transportation and to promote community identity and civic pride; and
- The creation of public spaces near public transit stations and bus stops that enrich the urban design experience within areas strategically identified for intensification, including strategic growth areas, and local growth centres and corridors.

**While the proposal is not yet at the detailed design (e.g. site plan) stage, the proposed concept plan demonstrates achievement with the urban design policies set out in the ROP as follows:**

- **A multi-use path, sidewalks and a neighbourhood park are provided within the development in order to enhance quality of life for residents;**
- **Private rear yard spaces are provided for the enjoyment of residents and designed in a way to contribute to the overall development in a positive manner;**
- **As identified on Figure 3 and Table 1 of this report, the Subject Lands are serviced by an number of amenities in the area including schools, churches, community centre and parks;**
- **Building heights are generally proposed in accordance with the established height parameters set out in the Secondary Plan and the Zoning By-law. A minor height increase is requested to allow for the opportunity to provide a greater apartment component to the proposed development and in turn, provide greater variety of housing options; and,**
- **The provision of the neighbourhood park will allow for social interaction at the neighbourhood level and provide a gathering space for residents.**
- **The proposed street network provides several access points to surrounding areas and enhances pedestrian connectivity through the provision of pedestrian linkages by way of a multi-use path as well as internal sidewalks.**

#### Summary/Conformity Statement

**The proposed development meets the applicable goals, objectives and policies of the Niagara Region Official Plan and represents a development opportunity that supports sustainable, cost-effective, growth. The development will provide a density and built form consistent and compatible with the surrounding area and give residents additional housing choice by providing a mix single detached, townhouse units of both freehold and condominium tenure and apartment dwelling units. As demonstrated throughout this report, the development proposal will provide for an overall gross density of 59.76 people per hectare, which aligns with the greenfield density target set out by the Region and, in fact, exceeds this minimum at an appropriate level given the surrounding development context of the area. The proposed development and associated Official Plan and Zoning By-law Amendments will contribute to the achievement of Regional objectives for Urban Areas, Designated Greenfield Areas, housing, transportation and healthy communities and is in conformity with the applicable policies of the Region of Niagara Official Plan.**

## 4.5 Township of West Lincoln Official Plan (Consolidated July 2021)

The Official Plan of the Township of West Lincoln (TWLOP) applies to lands within the Township of West Lincoln. The TWLOP was established on January 1, 1970 and has undergone several amendments since this time to update policies in response to Provincial and Regional conformity requirements. The most recent OP Conformity exercise included Official Plan Amendments 15, 21, 37 and 38 (OPA 15, OPA 21, OPA 37 and OPA 38) which brought the TWLOP into conformity with the 2014 Provincial Policy Statement; 2006 Growth Plan; The Niagara Region Official Plan 2031 Growth Framework (RPPA 2-2009); and, provided for the addition of the Northwest Quadrant lands to the Urban Area Boundary of Smithville through the Land Swap/ Exchange process. These Amendments were approved by Regional Council in June 2014 and came into full force and effect on June 30, 2015.

In addition to the Provincial Conformity exercises, additional amendments have been made to the Official Plan since 2015 and have been incorporated into the Official Plan through a consolidation exercise. The most recent consolidation of the OP was prepared in July 2021 and was used for this report.

The TWLOP provides detailed development and land use policies for the Township, directing and guiding development to areas that best contribute to the long-term social, economic and environmental stability of the Township. It includes a series of goals, objectives and policies established to manage and growth within the Township's urban areas while maintaining and protecting and promoting the viability of the Township's rural and agricultural areas to the 2030 planning horizon.

The TWLOP sets out the land use designations and policies that apply to the Subject Lands. In accordance with the TWLOP, the Subject Lands are designated as follows:

- Smithville Urban Area Boundary- Schedule 'A' Municipal Structure (**Figure 9**);
- Northwest Quadrant Secondary Plan- Schedule 'B-4' Land Use Smithville (**Figure 10**);
- Greenfield Area- Schedule 'B-5' Urban Structure Smithville (**Figure 11**); and,
- Collector Road - Schedule 'F' Infrastructure and Transportation (**Figure 12**)

The following is a summary of the TWLOP policies relevant to the proposed development and an analysis of how the proposal meets the Township's planning objectives of the Official Plan. A summary of how the proposed development meets the policies and objectives of the Secondary Plan for the Northwest Quadrant (Section 6.11.5 of the TWLOP) is provided separately and can be found at **Section 4.6** of this report.

### General Land Use

**Section 3.4** of the TWLOP provides a summary of the variety of land uses within the Township. Based on the land use schedules, the Subject Lands are considered to fall within the 'Residential' land use category. The planned function of this category is described in **Section 3.4 (b)** as consisting of a range of housing types, with single-detached dwellings as the predominant built form in both the hamlets and Urban Area of Smithville. New development and infill development is to be promoted in Smithville, while the Hamlet Areas are not a focus of growth. **The proposed development will introduce a range and mix of housing types within the Urban Area of Smithville and contribute to the new development anticipated therein.**

### Healthy Communities

Section 3.5 of the TWLOP provides objectives and policy direction intended to ensure communities are designed in a way that positively impacts the quality of life of residents within the Township.

Objectives for healthy communities are contained within Section 3.5.1, the following of which apply to the Subject Lands:

- a) Ensure land use designations and zoning by-laws have a positive impact on health and protect the environment;
- d) Design roads and transportation networks that support all users;
- e) Improve road safety by reducing automobile dependency, while creating a safe environment for both pedestrians and cyclists;
- f) Ensure a built environment that supports safe active transportation as a priority travel option;
- g) Provide greenspaces, places to play and gather, and recreational facilities and opportunities for all;
- i) Create complete neighbourhoods that include mixed densities and affordable housing options for people of all ages and socioeconomic status; and,
- j) Provide public spaces, parks and greenspace where residents can meet, connect and congregate for social interaction.

The proposal achieves these objectives as follows:

- **The intended principle land use for the Subject Lands has been determined through the secondary plan process and previously approved Zoning By-law Amendment (2021 under By-law 2021-49) and overall development consistent with this vision. The provision of a compact development that wisely uses resources and provides public open space and pedestrian connections will contribute to the overall health of future residents;**

- **The proposed internal road network allows for connections to the existing road network as well as future areas of development under separate ownership. Additionally, sidewalks are provided in order to support pedestrian use.**
- **Trail linkages and pedestrian connections to existing developments and areas of interest are provided throughout the development to support active transportation and reduced automobile dependency, where possible;**
- **A mixture of unit types and sizes are included as part of the development proposal to provide a variety of options for people of all ages and socioeconomic status; and,**
- **A neighbourhood park is provided as part of the development.**

Policies for Healthy Communities are contained within **Section 3.5.2** of the Official Plan. In particular, these policies promote development patterns that achieve a compact urban form that incorporate a mix of land uses that promote and maximize active transportation (**Policies 3.5.2 b) and e)**). Land use and development is to be planned using a complete streets approach that considers the needs of all users, is accessible, connected to the street system and linked to various uses in the community, providing traffic calming and control measures, as appropriate, to ensure the protection of pedestrians and cyclists (**Policies 3.5.2 f) g), h) and i)**).

**The proposal meets these objectives through the provision of a compact development that provides a density that is appropriate for the surrounding context while meeting provincial objectives for greenfield development. Further, the development includes a street system that provides connections to existing and future residential development on both the east and west sides of the site through road extensions and alignments, as well as connections to the broader transportation network via a future collector road (Spring Creek Road) and South Grimsby Road 5.**

### Sustainability

Achieving sustainable development is identified as having utmost importance in providing positive impacts on the natural environment, economy and social wellbeing of current and future residents of the Township. In this regard, the Township has adopted a 'four pillars' model of sustainable development which are to be considered when making decisions. The objectives for sustainability are set out in **Section 3.6.3** of the TWLOP, the following of which are applicable to the proposed development:

- h) Ensure the development of the Urban Area of Smithville as a complete community;
- k) Promote and encourage alternative forms of transportation such as bicycling and walking; and,
- l) Promote trails and corridors linkages across the Township.

The proposal achieves these objectives as follows:

- **The proposed development provides ample connections to the built up area through pedestrian trails and linkages; and,**

- **A variety of unit types are provided throughout the development, in addition to a neighbourhood park helps to achieve a complete community.**

With respect to policies for sustainability, the TWLOP notes that a comprehensive policy set will be developed in the future (**Policy 3.6.4 a**).

### Growth Management

**Section 5** of the TWLOP details the Township's Growth Management Strategy for urban growth. In accordance with the preamble of this section, Smithville and the Hamlet areas are intended for existing and/or future development and agriculture will remain the predominant use outside of these identified settlement areas. With respect to growth and development, the TWLOP aims to accommodate the majority of residential growth within Smithville in well planned residential areas with sufficient types of housing forms to accommodate the anticipated growth to the 2031 planning horizon.

Objectives for managing growth are contained in **Section 5.2**, the following of which are applicable to the proposed development:

- b) To develop as a complete, balanced community with a diverse mix of land uses, where residents have the opportunity to live, work and play in their community;
- c) To ensure an orderly and logical progression of urban development, and an efficient use of land, infrastructure and services; and,
- g) To direct the majority of the population growth to the Smithville Urban Area and a limited amount to the Hamlet Settlement Areas.

The proposal achieves these objectives as follows:

- **The proposed development is identified as appropriate for both low density residential and medium density residential uses, in accordance with the Official Plan and Secondary Plan. In this regard, single detached dwellings, freehold townhouses and condominium townhouses, and apartment dwellings are provided. In addition, a neighbourhood park is included as part of the development, which allows for social interaction and recreational activities within the development itself. Additionally, the multi-use trail allows for further connections to additional areas of activity (e.g. larger recreational sites, community areas);**
- **The development proposal optimizes the use of the Subject Lands through the provision of 412 residential units that are able to efficiently use land, through the compact development, and infrastructure, through the utilization of the existing stormwater management facility located within the adjacent Station Meadows subdivision;**
- **A phasing strategy for the development has been prepared in order to ensure logical and orderly progression of development within the site; and,**

- **The Subject Lands are located within an area identified as appropriate for population growth, being a Designated Greenfield Area located within the Urban Area of Smithville.**

In terms of population growth, **Policy 5.3 a)** and **b)** provide population forecasts for the Township, identifying that a population of 16,990 people is to be achieved by the year 2031. In order to achieve this target, **Policy 5.3 d)** states that the Township shall forecast for an average gross density of fifty jobs and person per hectare within the designated Greenfield area.

**Table 5.4** of the TWLOP provides the projected housing growth by unit type for the Township, which is to form the basis for planning the Municipality's long-term land needs and housing growth. Table 5.4 is provided below, for reference:

**Table 8: Reproduction of TWLOP Table 5.4- Township Housing Forecast, Unit Mix**

<b>Year</b>	<b>Low</b>	<b>Medium</b>	<b>High</b>	<b>Total Housing Starts</b>
2006	N/A	N/A	N/A	N/A
2007-2011	136	1	6	143
2012-2016	178	9	12	199
2017-2021	289	25	27	341
2022-2026	253	36	36	325
2027-2031	214	49	44	307
2006-2031	1070	120	125	1315
<b>2006-2031 Mix</b>	<b>81.4%</b>	<b>9.1%</b>	<b>9.5%</b>	<b>100%</b>

The TWLOP identifies that an alternative housing mix may be applied to secondary plan areas or on a site specific area, depending on characteristics and constraints, provided the alternative mix does not adversely impact the Township's ability to meet the overall housing mix (**Policy 5.5 a)**).

**The proposed development provides for a range and mix of unit types and sizes, with an overall mix of 13.59% single detached dwellings, 73.30% townhouse dwellings and 13.11% apartment dwellings. These unit types are permitted in both the low density residential and medium residential designations of the Secondary Plan and this mix will ensure an appropriate distribution of housing options within the development for future residents and ultimately will not impact the Township's ability to meet the overall housing mix.**

Policies respecting housing affordability are also contained within this section of the TWLOP and state that the Township will target 30% of all new housing units constructed over the long term to consist of affordable housing units which, in the case of ownership, do not exceed 30% of gross annual income for low and moderate income households; or, the purchase prices is at least

10% below the average purchase price of a resale unit in the regional market area (**Policy 5.5 c) and 5.5 d) i.- ii.**).

**Overall, the refinements to the approved subdivision are to allow a variety of unit types and sizes, which will generally assist affordability for various levels of income on a market basis.**

The Urban Structure for the Township is described in Section 5.6 of the TWLOP. Within this section, the Plan identifies that Smithville is the Urban Settlement Area for the Township and therefore the focus for urban development on full municipal services (**Policy 5.6 a)**). The Smithville Settlement Area is comprised of the Built-up Area, which is to accommodate growth through infill and intensification; Greenfield Areas, which is to accommodate growth through the development of new communities in a compact manner; the core natural heritage system; and, transportation corridors (**Policies 5.6 b-f)**). The Subject Lands fall within the Township's identified Greenfield Areas, which are required to meet an overall density of 50 persons and jobs per hectare (**Policy 5.6 d)**).

**The proposed development will achieve a gross residential density of 59.76 persons per hectare, which will ensure that the Township is on target to meet the stated density targets contained within the Official Plan, Regional Official Plan and Growth Plan.**

Ultimately, the intent is that the Urban Structure directs new growth and development/redevelopment to the appropriate areas of the Urban Area and to guide the form and density of growth to achieve a complete community that is vibrant, well-connected and prosperous. In this regard, the TWLOP states that aesthetics of development are important in creating a livable community and urban design guidelines should be used to supplement the policies of the plan when assessing development applications (**Policy 5.6 g)**).

**While the proposed development is not yet in the detailed design stage, it is the intent that a high level of design detail will be incorporated into the development to ensure its vibrancy.**

The Township's strategy for Greenfield development is set out in **Section 5.10**, where the **preamble** identifies that these areas are to be developed in such a way as to create a compact, multi-modal, mixed-use community with a range of housing types.

The policies of the TWLOP state that a minimum combined gross density target of 50 people and jobs per hectare, exclusive of wetlands, significant woodlands, significant valley lands, areas of natural and scientific interest, habitat of endangered species and threatened species, significant wildlife habitat, fish habitat, floodplain areas and any non-developable features designated in the TWLOP, will be achieved across all Designated Greenfield Areas in the Township (**Policy 5.10**).

a)). The Plan further states that all Greenfield Areas will require a Secondary Plan prior to development and that the Northwest Quadrant shall be developed as one secondary plan (**Policy 5.10 b**)).

**As noted above, the proposal will achieve (and exceed) the minimum gross residential density target for Greenfield Areas. Further, given that the Secondary Plan for the Northwest Quadrant was approved in 2017 and is now in effect, the development of the lands for residential uses, in accordance with the approved Secondary Plan, is appropriate.**

### The Urban Settlement Area

Policies for development within the Urban Settlement Area are contained within Section 6 of the TWLOP. General policies are set out in **Section 6.1**, while policies specific to the Northwest Quadrant Secondary Plan Area are contained in **Section 6.11**. An analysis of the specific policies of the Northwest Quadrant Secondary Plan is included in **Section 4.6** of this report. An analysis of how the proposed development achieves the general residential policies of the TWLOP is included in this subsection.

In accordance with **Policy 6.1.1**, it is the intent of the Township that the various residential designations of the Urban Settlement Area protect and enhance the existing character of Smithville, while permitting development and redevelopment that is compatible with the existing area and can improve the quality of life of current and future residents. In this regard, the following objectives for settlement areas are set out in **Section 6.1.2**:

- a) Protect and enhance the character and image of the Urban Settlement Area;
- b) Promote higher density residential development and mixed use development/redevelopment in appropriate locations;
- c) Encourage and facilitate the production of a range of dwelling types and ownership forms, including housing that is more affordable to the existing and future residents of West Lincoln; and,
- d) Encourage high quality design that is environmentally sustainable and is compatible with the character and image of the adjacent buildings.

**The proposal responds to and achieves these objectives as follows:**

- **The proposed development will include single detached dwellings, townhouse dwellings and apartment dwellings that are designed in a way to contribute to, and enhance, the overall existing character of the development;**
- **A mixture of densities on each block is provided, consistent with the upset limits of the respective designations. The location of the proposed dwelling types is appropriate and generally corresponds to the land use concept set out in the Secondary Plan;**

- **A number of tree plantings are proposed within the development, as well as a neighbourhood park, which will provide green space and enhance the tree canopy in the area, ultimately contributing to the environmental sustainability of the development;**
- **A number of sustainable development initiatives will be considered at the detailed design stage to ensure the development is environmentally sustainable; and,**
- **The design of the proposed dwelling units will be further refined during detailed design, however it is the intent that they be sympathetic to the existing surrounding developments and provide a variety in form and appearance to provide a visually appealing aesthetic.**

In addition to the objectives noted above, the TWLOP requires that all instances of development be provided with municipal water and sewer services, and the adequacy of such services will be evaluated as part of any development or redevelopment proposal (**Policy 6.1.4**). **A Functional Servicing Report, Stormwater Management Report was reviewed and approved as part of the original Plan of Subdivision and Zoning By-law Amendment applications. The report demonstrates that there is sufficient infrastructure and capacity to accommodate the proposed development from a servicing perspective. Further, the phasing plan prepared in support of the proposed development will ensure the logical and orderly development of the area.**

### Design Policies

**Section 6.6** of the Official Plan provides the following design policies for Smithville's Residential Neighbourhoods which are applicable to the proposed development and are described in the following section

- a) Enhance the livability and physical appeal of Smithville through the quality, layout and attractiveness of the public streetscape and private spaces and buildings;
- b) Ensure development meets Township design criteria;
- c) Create a built environment within designated Greenfield areas and Intensification Areas which provides
  - i. Sensitive integration of new development with existing development;
  - ii. Visual diversity, interest and character through techniques such as façade and roofline composition, varied materials and colour separation;
  - iii. A well-defined public realm, including an interconnected open space network;
  - iv. Good transportation access and pedestrian oriented development patterns; and,
  - v. A road system that recognizes and preserves the historic character of Smithville (**Objectives 6.6.1 a) –c)**).

**The proposed development responds to and achieves these objectives as follows:**

- **The proposed layout provides opportunity for priority lots at key focal points in the development, while the proposed landscape concept will ensure for an attractive streetscape;**
- **The design criteria will be considered in greater detail during detailed design;**
- **Many of the built environment elements will be considered in greater detail during detailed design, however, consideration has been given to ensuring appropriate transportation and access is available throughout the development and connections to the surrounding area are provided for both vehicular transportation and pedestrian transportation; and,**
- **A multi-use trail and neighbourhood park are provided which assist in defining the public realm and contributing to the Township’s trails network.**

In accordance with **Policy 6.6.2**, each development lot or block is to have frontage on a public road; and, be of a sufficient size and configuration to accommodate development that reflects the planning and urban design policies set out in the Official Plan. **The proposed layout of the lots and blocks within the concept allow opportunities for visual interest throughout, while avoiding rear-lotting and providing for sufficiently sized units.**

The following development standards are set out in **Policy 6.6.3** of the Official Plan:

- a) New development shall be compatible with adjacent and neighbouring built form by ensuring that the siting and massing of new buildings does not result in undue adverse impacts;
- b) To ensure that compatibility is achieved, the implementing Zoning By-law shall establish appropriate setback and yard requirements which recognize the character of the existing build-form;
- c) For reasons of public safety, the main entrances to homes and multi-residential buildings shall be clearly visible;
- d) Access from sidewalks and public open space areas to primary building entrances shall be convenient and direct, with minimum changes in grade;
- e) To minimize disruptions to traffic flow and to maximize safety and the attractiveness of Arterial Roads, individual direct vehicular access shall be minimized, and, in some cases prohibited;
- f) To enhance the quality and safety of the public streetscape, the construction of parking lots which occupy significant proportions of the at-grade frontage of public roads, shall not be permitted;
- g) Location of Buildings will reinforce the road, land and block pattern by using the following measures:
  - a. Along the public street, buildings will be aligned parallel to the road;
  - b. Siting and massing of buildings will provide a consistent relationship, continuity and enclosure to the public roads; and,

- c. Buildings located adjacent to, or at the edge of parks and open spaces and other natural features are encouraged to provide visual opportunities for the features.

**The proposed development responds to and achieves these policies as follows:**

- **The proposed neighbourhood pattern provides single detached dwellings and a neighbourhood park along the eastern boundary of the site to align with the existing single detached lots within the Station Meadows Subdivision at Las Road to mitigate impacts on existing dwellings;**
- **The setbacks proposed generally align with the associated zones for the various dwelling types contemplated;**
- **It is the intent that the main entrances be clearly visible, which will be further articulated during detail design at a later stage in the planning process;**
- **The topography of the site is generally flat, and sidewalks are provided throughout to ensure safe public access throughout the subdivision and to the neighbourhood park; and**
- **Units are generally aligned parallel to the road;**
- **Massing details will be determined at later stages of the development, through detailed design.**

**Section 6.6.5 and Section 6.6.6** of the Plan provide development criteria for single detached/semi-detached and townhouse dwellings within the Urban Settlement Area of Smithville, respectively. **These criteria will be reviewed and assessed at a later date, when the development team enters the architectural design and site planning stages of the planning process.**

Infrastructure and Transportation

Policies for Infrastructure and Transportation are contained within Section 14 of the TWLOP and are intended to ensure the growth of a healthy community through adequate water supply and sanitary infrastructure, along with effective stormwater management facilities to attenuate the impacts of development; and, encourage the provision of a safe, convenient, efficient, and useable transportation system for the movement of people and goods.

The TWLOP sets out the following objectives for infrastructure and transportation systems in Section 14.1.1

- a) Optimize the use of existing infrastructure and public service facilities, wherever feasible, before considering the development of new infrastructure and public service facilities;
- b) Ensure development incorporates the highest level of stormwater management in accordance with provincial, watershed and Township guidelines and standards;
- c) Ensure all development is adequately and appropriately serviced in a coordinated, efficient manner to meet current and future needs;
- d) Encourage active transportation such as walking and cycling; and,
- e) To encourage and promote water conservation and water use efficiency.

**The proposal responds to and achieves these objectives as follows:**

- **The existing stormwater management pond used to for the Station Meadows subdivision will be upgraded to accommodate the proposed development, thereby optimizing the use of existing infrastructure;**
- **The stormwater management strategy has been prepared in accordance with provincial and Township guidelines and standards;**
- **A Functional Servicing Report, Stormwater Management Report was reviewed and approved as part of the original Plan of Subdivision and Zoning By-law Amendment applications .The report demonstrates that there is sufficient infrastructure and capacity to accommodate the proposed development from a servicing perspective. Further, the phasing plan prepared in support of the proposed development will ensure the logical and orderly development of the area.**
- **A multi-use trail, sidewalks and a neighborhood park are proposed in order to encourage active transportation and social interaction; and,**
- **Water conservation and other sustainability measures will be considered as part of the detailed design stage.**

With respect to servicing, all new development within the Urban Settlement Area of Smithville are required to be connected to the municipal water system and municipal sewage system as a condition of approval (**Policies 14.2.1 a), 14.3.1 a)**). **The proposed development will provide connections to both the municipal water system and sewage system. A Functional Servicing Report, Stormwater Management Report was reviewed and approved as part of the original Plan of Subdivision and Zoning By-law Amendment applications. The report demonstrates that there is sufficient infrastructure and capacity to accommodate the proposed development from a servicing perspective. Further, the phasing plan prepared in support of the proposed development will ensure the logical and orderly development of the area.**

Additionally, the policies of the TWLOP require that a stormwater management plan be prepared as part of a development application which demonstrates how the proposal will address vegetation removal, grading and soil compaction, erosion and sedimentation and impervious services. **Policy 14.4.1 g)** includes generally accepted best management practices for stormwater management for which all new developments are to incorporate. The TWLOP also encourages that Low Impact Design (LID) approaches be applied at the individual lot level to reduce runoff volume and treat stormwater runoff on-site (**Policy 14.4.1 j)**). Additionally, stormwater management ponds are to be naturalized with the opportunity for public pedestrian pathways located around the ponds while ensuring public safety (**Policy 14.4.1 i)**). **A Functional Servicing Report, Stormwater Management Report was reviewed and approved as part of the original Plan of Subdivision and Zoning By-law Amendment applications.**

Policies pertaining to the Township's transportation network are included in **Section 14.5** of the Official Plan and correspond with the road hierarchy identified on Schedule F. In accordance with Schedule F, South Grimsby Road 5 is identified as a local road. Schedule F also identifies a future collector road along the northern limit of the Subject Lands. Policies for collector roads are specifically identified in Section 14.5.4 and local roads in Section 14.5.5.

Collector roads are intended to be designed to promote efficient traffic circulation with 20 metre planned right of way widths (**Policy 14.5.4 b**) and **c**). Along collector roads, direct access to abutting properties shall be minimized to the extent possible (**Policy 14.5.4 d**). **Two access at the north boundary to allow traffic flow to and from the east-west collector road within the future road network north of the subject lands. A 20 metre right-of-way is provided on all the proposed internal public roads.**

Local roads are intended to provide access to abutting properties and to discourage through traffic (**Policy 14.5.5 c**). The planned right of way widths are to be 20 metres with sidewalks required on one side of the street, or two sides of the street in the vicinity of schools to ensure the safety of students (**Policy 14.5.5 b**) and **d**). **A 20 metre right-of-way is provided on all the proposed internal public roads. Sidewalk design will be determined at the site plan stage.**

With respect to railway infrastructure, **Section 14.6** identifies that a CP Rail Mainline passes through the Township which is to be protected from incompatible uses. A portion of this railway runs adjacent to the Subject Lands. In accordance with **Policy 14.6 a) iii.**, proposed development adjacent to an active railway shall ensure that appropriate safety measures, such as setbacks, berms and security fencing, are provided to the satisfaction of the Township, in consultation with the appropriate railway. **A berm and fence is identified along the railway, which is intended to be prepared to CP and Township standards.**

The TWLOP identifies improving accessibility of pedestrian and bicycle trails in order to encourage alternative modes of transportation. In this regard, Section 14.7 includes policies for pedestrian and bicycle trails within the Township. In particular, a continuous pedestrian and bicycle trail system linking parks and community facilities is desired (**Policy 14.8 a**). Additionally, the Township requires development and redevelopment proposals to facilitate pedestrian and cycling opportunities and accommodate pedestrian and cycling connections (**Policy 14.8 b**). **The inclusion of sidewalks and a multi-use trail in the development will serve to improve accessibility of bicycle and pedestrian trails, ensure there are continuous linkages of trails throughout the Township and provide opportunities for active transportation.**

#### Summary/Conformity Statement

**The proposed development generally meets the applicable goals, objectives and policies of the Township of West Lincoln Official Plan and represents a development**

**opportunity that supports sustainable, cost-effective, growth. The development will provide a density and built form consistent and compatible with the surrounding area and give residents additional housing choice by providing a mix single detached, townhouse units of both freehold and condominium tenure and apartment dwelling units. The proposed development and associated Official Plan and Zoning By-law Amendment will contribute to the achievement of Regional objectives for Urban Areas, Designated Greenfield Areas, housing, transportation and healthy communities and is in conformity with the applicable policies of the Township of West Lincoln Official Plan.**

## 4.6 Northwest Quadrant Secondary Plan

Following the land swap/ exchange process completed by the Township of West Lincoln and Region of Niagara to address development needs within the Township to the 2031 planning horizon, the Northwest Quadrant lands were brought into the urban area of Smithville in order to accommodate residential development.

The Secondary Plan for the Northwest Quadrant (NWQSP) was approved in July of 2017 with the intent to guide development in the Northwest Quadrant Neighbourhood in a manner that integrates new Greenfield development with the existing urban neighbourhoods and adjacent rural lands. The overall vision for the NWQSP Area is to provide a complete community with residential uses, integrated parks and open space system with local serving commercial uses at appropriate locations. Development within the NWQSP Area is to reflect the small town character of Smithville and provide an attractive, high-quality, safe, sustainable, interconnected and pedestrian-friendly community for future residents of all ages and abilities.

The following provides a summary of the NWQSP objectives and policies applicable to the proposed development and associated Official Plan Amendment and Zoning By-law Amendment and includes an analysis of how the proposal meets these policies and objectives.

### Community Structure and Land Use Designations

**Section 6.11.5 a)** describes the Community Structure for the NWQSP Area, which is further articulated in Schedule E-4 of the Plan (**Figure 13**). The community structure is based around an identified future gateway node, a local road pattern and an integrated open space network. The lands within NWQSP Area are to be developed primarily as a low and medium density residential neighbourhood, with limited amounts of high density residential and local serving commercial uses at key locations. The gross density target for new residential developments is to be a maximum of 20 to 30 units per hectare and are to be planned to achieve the minimum targets set out by the Region and the Province through the Growth Plan. In order to achieve these targets, the NWQSP emphasizes compact, multi-modal, mixed use communities with a range of housing types. Ultimately, the community structure set out in the NWQSP would allow for a yield of approximately 550 and 570 units, however, development could achieve higher densities if individual development proposals provide for a level of development that reaches the maximum densities permitted by the various land use designations comprising the overall community structure.

**The development proposal includes a mixture of single-detached and townhouse dwelling units for a total 412 residential units over 14.85 hectares of land, which equates to a gross residential density (based on residential site area) of 30.27 units**

**per hectare and a gross density of 59.76 people per hectare. The development, as proposed, is within the gross density target set out in the Secondary Plan and will achieve the Regional and Provincial targets in accordance with the Growth Plan. This is achieved through the provision of a compact development that provides a variety of unit types.**

**Section 6.11.5 b)** sets out in detail the various land use designations within the NWQSP Area, which are identified on Schedule E-4 of the Official Plan. In accordance with Schedule E-4, the Subject Lands are primarily designated Low Density Residential and Medium Density Residential, with a 0.7 hectare park and 1.3 hectare stormwater management pond to be provided, in addition to a pedestrian pathway/ trail connection along the rail line.

**The proposal provides for a level of development and land use pattern that generally corresponds with the land use designations set out in the NWQSP, and underlying policies therein. Figures 14 provide a visual comparison of the layout proposed in the Secondary Plan with the layout of the proposed development which demonstrates that the general designations are in alignment, with medium density residential uses provided in the interior of the development and along the rail line and lower density residential uses and the neighbourhood park provided abutting the existing Station Meadows subdivision. While both single detached dwellings and townhouse dwellings are permitted in the low density residential and medium density residential designations, the portion of the lands maintaining a low density residential designation provide the majority of the single detached dwellings. Overall, the proposed density for the low density residential area is 22.0 net residential hectares and the medium density residential area is 45.04 net residential hectares, which meet the density maximums set out in those designations. Additional residential dwellings were able to be accommodated on the Subject Lands as a result of efficiencies through the consolidation of stormwater management with the existing subdivision. Additionally, the multi-use path and neighbourhood park are provided as identified on the land use schedule. The Plan of Subdivision that was approved on May 26, 2021 and revised January 16, 2023, had slightly revised the road system to allow for more favorable servicing and transportation conditions as well as ensure a connection to the future subdivision to the west can be provided. No additional changes are proposed to the road system.**

#### Community Design and Design Principles

**Section 6.11.5 c)** provides general guidance on community design and urban design elements aimed at establishing a complete community founded on the six key themes of safety, integration and phasing, housing mix and density, balance, open space network, and identity and urban design. **It is the intent that a more fulsome analysis of how the proposal meets these**

**objectives and elements be provided at the detailed design stage as part of future submissions (e.g. site plan).**

**Section 6.11.5 d)** establishes a series of design principles which development within the NWQSP Area is to be consistent with. The following principles apply to the Subject Lands:

- Provide a diverse mix of land uses and unit types;
- Provide a neighbourhood design concept that considers safety and mitigates railway-oriented impacts;
- Provide a development which caters to the pedestrian scale to promote social interaction, active streetscapes and an overall walkable neighbourhood;
- Establish an open space network of integrated and connected public spaces including parks, trails, stormwater management facilities and natural features;
- Develop a well-connected network and hierarchy of streets, paths and trails that enhance connectivity and safely accommodate various modes of active transportation;
- Locate parks and recreation spaces that will serve all age groups and physical abilities throughout the neighbourhood and connect them with an integrated active transportation system;
- Promote compatibility of scale and form between new and existing adjacent development;
- Create focal points, corridors and activity nodes to enhance way-finding and establish an identifiable community structure; and,
- Promote sustainable design;

**The proposed development responds to these as follows:**

- **Single detached dwellings of various sizes will be provided, both freehold and condominium townhouse dwellings of various sizes will be provided, apartment dwelling units of various sizes will be provided, as well as a neighbourhood park and multi-use trail, to ensure a diverse mix of land uses and unit types;**
- **The proposed development provides the appropriate 30 metre setback for sensitive uses from the rail line and will incorporate other mitigation measures (e.g. air conditioners);**
- **The proposed development provides sidewalks internally to ensure pedestrian safety;**
- **The proposed internal street network will provide for the flow of automobile traffic throughout the site as well as provide connections to adjacent developments and the surrounding collector road network;**
- **The provision of a multi-use trail will accommodate opportunities for active transportation;**
- **The proposed neighbourhood park is located so as to provide opportunities for existing residents of the Station Meadows subdivision and future residents of the Station Meadows West subdivision to have a place for social interaction and passive recreation within walking distance to their homes;**

- **The proposed location of the single detached dwellings adjacent to the existing residential to the east, townhouse dwellings generally within the interior of the developable area and the proposed apartment building located adjacent to S Grimsby Road 5 provides for a transition in scale and form between the existing single detached dwellings in the Station Meadows Subdivision and the proposed townhouse dwellings and apartment building;**
- **Opportunities for identifying particular focal points and including wayfinding within the development will be explored further during the detailed design stage of development;**
- **Sustainable design measures will be considered and incorporated, as appropriate, at the detailed design stage of development; and,**
- **There is no identified Gateway Node for the Subject Lands within the Secondary Plan.**

#### Urban Design Policies

Urban design policies are contained in **Policy 6.11.5 e)** of the Secondary Plan and apply to development within the NWQSP Area. In this regard, any proposed development is to address the Urban Design policies of the Secondary Plan and, where appropriate, urban design policies of the Township's Official Plan and the applicable built form guidelines established in the Township's Urban Design Manual. **Urban design analysis at this stage is to be high-level in nature, given that the detailed site design is not yet underway. In this regard, many of the policies contained within this section would be better addressed through a detailed urban design brief submitted as part of a future site plan application.**

#### Transportation Network

**Section 6.11.5 f)** describes the general transportation network for the NWQSP. It provides a local road pattern that connects to the existing collector road network and facilitates automotive transportation as well as active forms of transportation such as cycling and walking. In accordance with **Policy 6.11.5 f) v.**, all local roads and collector roads and multi-purpose trails shall be designed to the Township's standards and the Region's standards. **The proposed development provides local roads and collector roads that will be built to Township standard. In this instance, Streets B and F will both provide a 20 metre right-of-way. Additionally, the multi-use trail has been provided and will be designed to the Township and Region standards.**

#### General Land Use Policies

**Section 6.11.5.2** provides general policies for all lands within the NWQSP as well as specific land use policies for the various designation.

In accordance with **Policy 6.11.5.2 a) i.**, the Northwest Quadrant is planned to achieve an overall minimum density of at least 50 people and jobs per hectare. The policy further identifies that the Township promotes, and will support, development proposals which would result in increased density beyond the minimum target. **The proposed development will provide a gross residential density of 59.76 people per hectare, which goes beyond the minimum target while providing for compatible development that considers the surrounding context, in accordance with Township policy.**

In terms of built form, development is to be primarily in a low density and medium density residential form and will be planned, designed and zoned to achieve a variety of housing types and styles (**Policies 6.11.5.2 a) ii. and v.**). **The proposed development includes both low density and medium density forms and the implementing zoning proposed will allow for a variety of unit layouts and styles.**

**Policies 6.11.5.2 a) and iv)** provide direction with respect to development located adjacent to a rail line, noting that compliance with CP Rail Principle Main Line requirements is to be achieved and the Guidelines for New Development in proximity to Railway Operations document should be applied, where applicable and appropriate. **The proposed development provides the requisite 30 metre setback for residential uses from the rail line, as no dwellings will be constructed within the 30 metre rail setback, and will incorporate other mitigation measure as recommended in the noise and vibration study that forms part of the submission.**

As noted previously, the Subject Lands are designated both Low Density Residential, Medium Density Residential and contain a 1.04 hectare park as well as 0.20 hectares of trail linkages. A summary of each land use designation and an analysis of how the proposal complies with each designation is provided below.

#### Low Density Residential

Within the Low Density Residential designation, single detached dwellings, semi-detached dwellings, duplex dwellings, linked semi-detached dwellings and townhomes and other forms of multiple unit ground related housing is permitted to a maximum density of 30 units per hectare and a maximum height of 2.5 storeys (**Policy 6.11.5.2 b) i.-v.**).

**The proposed extent of the Low Density Residential designation is shown in Figure 4. Within this area, both single detached dwellings and townhomes are provided, in accordance with the policy. The net residential density for the lots and blocks forming part of the Low Density Residential designation is 22.0 units per hectare, which is consistent with the designation. Finally, the proposed built form is intended to be 2.5 storeys in this area.**

### Medium Density Residential

Within the Medium Density Residential designation, single detached dwellings, semi-detached dwellings, duplex dwellings, triplex dwellings, townhomes and other forms of multiple unit ground related housing, low-rise apartment buildings and communal housing are all permitted. Development within this area shall have a maximum density of 45 units per hectare and a maximum height of 4 storeys. The Township may consider a maximum height of 5 storeys in the Medium Density Residential designation, on a site specific basis, provided the increased building height is compatible with the built form and physical character of the neighbourhood and complies with the Township's urban design guidelines. While low density housing forms are permitted within this designation, proposals must demonstrate that the overall density of the plan area is maintained at a minimum 50 people and jobs per hectare. Further, medium density residential development is subject to site plan control and is to be designed and located consistent with the direction of the Township's Urban Design Manual (**Policy 6.11.5.2 c) i. to ix.**).

**The proposed extent of the Medium Density Residential designation is shown on Figure 4. Within this area, conventional freehold townhomes condominium townhomes, back-to-back townhomes, stacked back-to-back townhomes and apartment units are provided, and are permitted in accordance with the policy. The net residential density for the lots and blocks forming part of the Medium Density Residential designation is 45.4 units per hectare, which is consistent with the designation. An overall gross density of 59.76 people per hectare will be achieved. Finally, the proposed built form of the apartment building is intended to be 6 storeys in this area in this area which exceeds the maximum height permitted in the NWQSP. The proposed Official Plan amendment proposes an increase in maximum height to accommodate the proposed apartment building.**

### Parks

Policies pertaining to parks are contained within **Section 6.11.5.2 h)** of the NWQSP. In accordance with **Policies 6.11.5.2 h) v., vi., and viii.**, it is the intent that the park blocks have tail connections to promote connectivity and be strategically located and easily accessible to residents. **The proposed park is sized and located consistent with the intended land use schedule for the Northwest Quadrant.**

### Stormwater Management

The NWQSP provides a general stormwater management strategy and identifies that the location and size of stormwater management facilities identified on the Plan is approximate and to be confirmed by a stormwater management study submitted as part of a complete application for development (**6.11.5.2 i) ii.**). **In this regard, the Stormwater Management Plan prepared in support of this application confirms that the existing stormwater pond for the**

**Station Meadows Subdivision can be upgraded to accommodate the proposed development and, accordingly, a stormwater management facility is not required to be provided on the Subject Lands.**

#### Sustainability

Development of the Northwest Quadrant Community is encouraged to implement efficient and effective methods of providing energy and achieve the sustainability goals of the Official Plan by supporting and/or requiring compact development and efficient built form; transit supportive development; environmentally responsible design and construction practices; the use of green roofs; the integration, protection and enhancement of natural features; and, the reduction of resource consumption associated with development. Additionally, the incorporation of green building features is encouraged (**Policy 6.11.5.3 i., ii. and iii.**). **The proposed development provides a compact and efficient lotting pattern and built form. The multi-use trail and neighbourhood park will allow opportunities for active transportation and provide pedestrian connections to other nearby locations. Further sustainability measures related to building design will be explored in greater detail during the detailed design stage.**

#### Development Phasing

In order to ensure the orderly development of the NWQSP Area, the Secondary Plan requires the installation of water and sanitary sewer infrastructure which is to be supported by the appropriate engineering studies and reports (**Policy 6.11.5.4 i**) With respect to general servicing, the Secondary Plan notes that the lands located on the east side of South Grimsby Road 5 will generally be serviced by an extension of the servicing system in the subdivision located to the east and will be connected at Las Road (**Policy 6.11.5.4 ii. b.**). **A Functional Servicing Report, Stormwater Management Report was reviewed and approved as part of the original Plan of Subdivision and Zoning By-law Amendment applications. The report demonstrates that there is sufficient infrastructure and capacity to accommodate the proposed development from a servicing perspective. Further, the phasing plan prepared in support of the proposed development will ensure the logical and orderly development of the area.**

#### Implementation and Interpretation

With respect to implementation, the NWQSP requires that a pre-consultation meeting be attended by the applicant in advance of a formal submission (**Policy 6.11.5.5 c) ii.**).

**A Pre-Consultation Meeting Request was submitted to the Township of West Lincoln on March 29, 2023. In review of this request, Township Staff determined a Pre-Consultation Meeting was not required and provided a list of material required in**

**support of the proposed Official Plan Amendment and Zoning By-law Amendment. The following items were identified as required for a 'complete application' and are included as part of the application submission:**

- 1. A Concept Plan of the proposed apartment building;**
- 2. A Justification Letter/Brief; and**
- 3. A Draft Zoning By-law Amendment.**

Based on the revised apartment building height and the limitation on height in the Secondary Plan, **an Official Plan Amendment** was also prepared to allow the apartment building to be a maximum height of 6-storeys.

On the matter of interpretation, the parent Official Plan identifies that where the general intent of the Secondary Plan is maintained to the satisfaction of the Municipality, adjustments to the size and location of land use designations and adjustments to the size and location of new streets will not require an amendment to the Secondary Plan (**Policy 6.11.5. f ii.**).

**As noted previously in this report, the size and location of the low density residential and medium density residential designations have been modified slightly; however, these adjustments continue to generally align with the existing land use schedule and meet the established maximum densities set out within those designations, with 22.0 units per net hectare provided in the identified Low Density Residential designation; and, 45.4 units per net hectare provided in the identified Medium Density Residential designation and an appropriate blended density for the whole development of 30.27 units per gross hectare (Based on Residential Site Area) is provided and the mandated density target is achieved. Accordingly, it can be concluded that the intent of the Secondary Plan is maintained and no further amendment to the Secondary Plan is required to proceed with the proposed development.**

## 4.7 Township of West Lincoln Zoning By-law 2017-70

As mentioned, a Zoning By-law Amendment (1601-021-19) was approved on May 28, 2021 under By-law 2021-49 amending Zoning By-law 2017-70. The Zoning By-law Amendment rezoned the Subject Lands from Development 'D' zone to Low Density Residential 'R2', Medium Density Residential 'RM2-201', Medium Density Residential 'RM3-202', Medium Density Residential 'RM3-203' and Open Space Recreation, to permit the property to be developed for residential and parkland purposes as outlined in the Northwest Quadrant Secondary Plan.

The current proposal seeks to amend the recently approved Zoning By-law Amendment to permit 56 single detached residential units, 144 conventional freehold townhouse units, 78 condominium townhouse units, 16 back-to-back townhouses, 64 stacked back-to-back townhouses, 54 apartment units, 1.24 hectares of neighbourhood park and a multi-use trail. Together, these elements form part of the "Station Meadows West" Subdivision.

**Figure 15** illustrate the current zoning and **Figure 16** illustrates the proposed zoning for the Subject Lands. The following tables outline the proposed amendments to the Zoning By-law

**Table 9: R2 Zone – Blocks 1-24 – Zoning Review Table**

<b>R2 – Residential Low Density Type 2</b>		
<b>BLOCKS 1-24</b>		
<b>Policy</b>	<b>Regulation</b>	<b>Requested Amendment</b>
3.9.1	Landscaped Open Space	On residential zoned lots a minimum of 30% of the front yard shall be landscaped open space
3.9.2	Planting Strips	A 1.5m planting strip shall only be required adjacent to a public street line.
3.12.2	Driveways and Parking Aisles	Driveways on abutting internal units can be paired together  Maximum driveway width of 70% of front yard, to a maximum of 6 m

**Table 10: R3 Zone – Blocks 25-56 – Zoning Review Table**

<b>R3 – Residential Low Density Type 3</b>		
<b>BLOCKS 25-56</b>		
<b>Policy</b>	<b>Regulation</b>	<b>Requested Amendment</b>
3.9.1	Landscaped Open Space	On residential zoned lots a minimum of 30% of the front yard shall be landscaped open

		space
3.9.2	Planting Strips	A 1.5m planting strip shall only be required adjacent to a public street line.
3.12.2	Driveways and Parking Aisles	Driveways on abutting internal units can be paired together  Maximum driveway width of 70% of front yard, to a maximum of 6 m

**Table 11: RM2-201 – Blocks 57-85 – Zoning Review Table**

<b>RM2-201 – Residential Medium Density Type 2</b>				
<b>BLOCKS 57 - 85</b>				
<b>Policy</b>	<b>Regulation</b>		<b>Required</b>	<b>Proposed</b>
6.3 Table 15	Lot Area (min) – Per Dwelling Unit	Townhouse dwelling	200 m <sup>2</sup>	130 m <sup>2</sup>
	Lot Frontage (min) <sup>(2)</sup>	Townhouse dwelling	30 m	24.0 m
	Minimum separation distance between dwellings on the same lot	Between exterior side walls	2.4 m (per current Site Specific Policy)	2.4 m (as per current Site Specific Policy)
	Setback to daylight triangle (min)		-	2 m
<b>Policy</b>	<b>Regulation</b>		<b>Proposed</b>	
3.9.1	Landscaped Open Space		On residential zoned lots a minimum of 30% of the front yard shall be landscaped open space	
3.9.2	Planting Strips		A 1.5m planting strip shall only be required adjacent to a public street line.	
3.12.2	Driveways and Parking Aisles		Driveways on abutting internal units can be paired together  Maximum driveway width of 70% of the unit frontage, up to a maximum of 6.0 metres	

**Table 12: RM3-202 – Blocks 91-92 – Zoning Review Table**

<b>RM3-202 – Residential Medium Density Type 3</b>				
<b>BLOCK 91 - 92</b>				
<b>Policy</b>	<b>Regulation</b>		<b>Required</b>	<b>Proposed</b>
6.3	Lot Area (min) – Per Dwelling Unit	Back-to-Back Townhouses (SS)	265 m <sup>2</sup>	75 m <sup>2</sup>

Table 15			(per current Site Specific Policy)	
	Minimum separation distance between dwellings on the same lot	Between exterior side walls	2.4 m (per current Site Specific Policy)	2.4 m (as per current Site Specific Policy)
	Back-to-back townhouse amenity Area <sup>6</sup>	Balconies	Requires balconies with an area of 5.5 m <sup>2</sup>	May provide balconies, not required.
<b>Policy</b>	<b>Regulation</b>		<b>Proposed</b>	
3.9.1	Landscaped Open Space		On residential zoned lots a minimum of 30% of the front yard shall be landscaped open space	
3.9.2	Planting Strips		A 1.5m planting strip shall only be required adjacent to a public street line.	
3.12.2	Driveways and Parking Aisles		<p>Driveways on abutting internal units can be paired together</p> <p>Maximum driveway width of 70% of the unit frontage, up to a maximum of 6.0 metres</p>	

**Table 13: RM3-203 – Blocks 86-90 – Zoning Review Table**

<b>RM3-203 – Residential Medium Density Type 3</b>				
<b>BLOCK 86</b>				
<b>Policy</b>	<b>Regulation</b>		<b>Required</b>	<b>Proposed</b>
6.3 Table 15	Lot Area (min) – Per Dwelling Unit	Apartment Dwelling	160 m <sup>2</sup>	75 m <sup>2</sup>
		Townhouse Dwelling	180 m <sup>2</sup>	120 m <sup>2</sup>
	Lot Frontage (min)	Townhouse	30 m	24 m
	Exterior Side Yard (Min)		3	1.2 m
	Setback to daylight triangle (min)		-	2 m
	Back-to-back, stacked townhouses	Balconies	Requires balconies with an area of 5.5 m <sup>2</sup>	May provide balconies, not required.
	Height (max)		12 m	21.5 m (Exclusive of Mechanical Penthouse)

	Minimum separation distance between dwellings on the same lot	Between exterior side walls	2.4 m (per current Site Specific Policy)	2.4 m (as per current Site Specific Policy)
<b>Policy</b>	<b>Regulation</b>		<b>Proposed</b>	
3.9.1	Landscaped Open Space		On residential zoned lots a minimum of 30% of the front yard shall be landscaped open space	
3.9.2	Planting Strips		A 1.5m planting strip shall only be required adjacent to a public street line.	
3.12.2	Driveways and Parking Aisles		Driveways on abutting internal units can be paired together  Maximum driveway width of 70% of the unit frontage, up to a maximum of 6.0 metres	

The proposed Zoning By-law Amendment will apply a number of zoning standards to the Subject Lands to account for the range and mix of dwelling types provided and will allow for flexibility to respond to shifts in market demand. Given the previous approval granted, this amendment is to clarify site specific regulations, and to ensure that the approved subdivision can be constructed without the need for additional zoning amendments.

With respect to the R2 zone, no changes are being proposed to the previously proposed lot areas. The intention of the proposed landscape, planting strip and driveway provisions is to ensure consistency is provided throughout the entire subdivision.

A copy of the Draft Zoning By-law Amendment is included in this report and can be found in **Appendix B**.

The following table summarizes the proposed special exceptions to the zoning and rationale for these exceptions:

Exception	Rationale
Reduced Minimum Lot Frontage	The reduction in minimum lot frontage of the townhouse units will allow for the optimization of the Subject Lands and provide a greater variety of housing options and sizes to support the Provincial and Regional housing targets. The reduced minimum lot frontage will ensure that smaller blocks of townhouses (i.e. 4 units)

	are recognized and permitted as was originally contemplated.
Reduced Minimum Lot Area per Unit	The reduction in minimum lot area per unit of the townhouse units will allow for building efficiencies and the optimization of the Subject Lands and provide a greater variety of housing options and sizes to support the Provincial and Regional housing targets. The reduction in the Minimum Lot Area per unit recognizes the type of development that does not require an extensive lot area given the urban format of the townhouse units and apartment units. It will allow for development to require less land to build the same typology and is generally aligned with the lot areas/unit already found in the West Lincoln Zoning By-law.
Reduced Yards	The reduction in exterior side yard will still allow for maintenance of the building to occur. The additional setback to daylight triangles is required to account for the loss of frontage due to the intersection.
Amenity Area – Balcony Requirements	The Zoning By-law is requesting flexibility on the requirement of balconies as it relates to back-to-back and stacked townhouses. Requiring a balcony limits the design flexibility being sought with this unit typologies. Given the extensive public park in the immediate area being designed through this application, there is opportunity for alternative amenities on the subject lands.
Increased Maximum Height	The increase in height is specifically requested in order to properly design an apartment block which was requested by Council. This will allow property design of the building while allowing for a variety of unit sizes.
Amended Driveway Requirements	The West Lincoln Zoning By-law driveway requirements are extensive. We are proposing to simplify them through the development proposal by allowing up to 6 metre driveway widths which will ensure diversity in one and two car garages and at the same time recognize construction efficiencies by allowing twinning driveways for internal lots.

Amended Landscape Strip Requirements	We have simplified the landscape requirements by requiring a 1.5 metre landscape strip along any public road frontage and a minimum of 30% of the front yard to be landscaped. This will allow for front yard amenity while at the same time ensuring driveway and garage spaces are functional.
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A copy of the Draft Zoning By-law Amendment is included in this report and can be found at **Appendix B.**

# 5.0 CONCLUSION AND SUMMARY

As outlined in this report, together with the supporting technical reports, the proposed development and associated Official Plan and Zoning By-law Amendments represent an appropriate development of the Subject Lands. Based on the existing physical context and surrounding neighbourhood, and an analysis of the proposal within the current policy and regulatory context, we conclude the following:

1. The proposal provides an appropriately designed and compatible development for the area that will contribute to the provision of new residential units and the achievement of a complete community, including a range of housing types in close proximity to a number of services and amenities;
2. The proposal is consistent with the Provincial Policy Statement;
3. The proposal conforms to the Growth Plan;
4. The proposal is in conformity with the policies of the Niagara Region Official Plan;
5. The proposal conforms to the policies of the Township of West Lincoln Official Plan;
6. The proposal conforms to the Secondary Plan for the Northwest Quadrant;
7. The proposal conforms to the West Lincoln Zoning By-law; and,
8. The proposal can be adequately serviced and does not create any adverse impacts to the existing site and surrounding area.

The proposed development is appropriate, justified and represents good planning. Based on these conclusions, the applications for Official Plan and Zoning By-law Amendments are appropriate and recommended for approval.

Respectfully Submitted,

**MHBC**



Oz Kemal, BES, MCIP, RPP  
Partner

# Appendix A

# Draft Official Plan

# Amendment

*Draft June 6, 2023*

**AMENDMENT NUMBER XX  
TO THE  
OFFICIAL PLAN  
OF THE  
TOWNSHIP OF WEST LINCOLN  
AS AMENDED**

**PART 1 – THE PREAMBLE**

**1.1. TITLE**

This Amendment when adopted by Council shall be known as Amendment Number XX to the Official Plan of the Township of West Lincoln.

**1.2. COMPONENTS**

This Amendment consists of the explanatory text. The preamble does not constitute part of the actual amendment, but is included as background information.

**1.3. PURPOSE**

The purpose of this Amendment is to introduce a site specific exception to an apartment building height to allow for 54 condominium apartment units on the Subject Lands.

**1.4. BASIS OF THE AMENDMENT**

- a) The proposed Amendment is consistent with the Provincial Policy Statement (PPS) and conforms to the Growth Plan for the Greater Golden Horseshoe (Growth Plan).
- b) The proposal conforms to the Niagara Region Official Plan;
- c) The proposal can be adequately serviced and does not create any adverse impacts; and,
- d) The proposal appropriately transitions to, is compatible with the surrounding area, and provides an opportunity for intensification within the Smithville Urban Boundary.

*Draft June 6, 2023*

## **PART 2 – THE AMENDMENT**

### **2.1. PREAMBLE**

All of this part of the document entitled PART 2 – THE AMENDMENT, consisting of the following text changes constitutes Amendment No. XX to the Official Plan of the Township of West Lincoln.

### **2.2. DETAILS OF THE AMENDMENT**

The text of the Official Plan of the West Lincoln Planning Area is policy 6.11.5.2.c.vii as follows:

- “vii) The maximum building height of the apartment building in the Medium Density Residential designation shall be 6 storeys.

### **2.3. SCHEDULES OF THIS AMENDMENT**

No Schedule required for this amendment.

### **2.4. IMPLEMENTATION**

This amendment will be required to be adopted by Township Council and forwarded to Regional Council for approval unless a Regional exemption has been provided. This amendment will be implemented through notification of the Regional Clerk’s department of decision to approve.

Should the final approval be delegated to the Township, this amendment will be implemented through notification of the Township Clerk’s department to all interested agencies of the decision to approve.

If no appeals are received within the appeal period, the amendment will be in full force and effect.

*Draft June 6, 2023*

**AMENDMENT NUMBER XX  
TO THE  
OFFICIAL PLAN  
OF THE  
TOWNSHIP OF WEST LINCOLN  
AS AMENDED**

Official Plan Amendment Number XX was adopted by the Council of the Corporation of the Township of West Lincoln by By-law No. 2023-XX in accordance with the provisions of Section 17 (22) of The Planning Act, R.S.O. 1990, amendments made thereto on the XX day of XX, 202X.

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JOANNE SCIME, CLERK

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MAYOR CHERYL GANANN

DRAFT

# **Appendix B**

# **Draft Zoning By-law**

# **Amendment**

**THE CORPORATION OF THE TOWNSHIP OF WEST LINCOLN**

**BY-LAW NO. 2023- XX**

**A BY-LAW TO AMEND ZONING BY-LAW NO. 2017- 70, AS  
AMENDED, OF THE TOWNSHIP OF WEST LINCOLN**

**WHEREAS THE TOWNSHIP OF WEST LINCOLN COUNCIL IS EMPOWERED TO ENACT THIS BY-LAW BY VIRTUE OF THE PROVISIONS OF SECTION 34 OF THE PLANNING ACT, 1990, AS AMENDED;**

**NOW THEREFORE, THE COUNCIL OF THE CORPORATION OF THE TOWNSHIP OF WEST LINCOLN HEREBY enacts as follows:**

1. THAT Schedule 'A' Map 'S1' & 'S2' to Zoning By-law No. 2017-70, as amended, is hereby amended by changing the zoning on Part of Lot 1, Registered Plan M-94; Part Lots 12 & 13 on Plans 30M300; Parts 1 and 2 on RP30R15516, in the Township of West Lincoln, Regional Municipality of Niagara, shown as the subject lands on Schedule 'A', attached hereto and forming part of this By-law.
2. Map 'S1' & 'S2' to Schedule 'A' to Zoning By-law No. 2017-70, as amended, is hereby amended by changing the zoning on part of the subject lands shown on Schedule 'A', attached hereto and forming part of this By-law from a Residential 'R2' Zone to a Residential 'R2-XXX' Zone.
3. Map 'S1' & 'S2' to Schedule 'A' to Zoning By-law No. 2017-70, as amended, is hereby amended by changing the zoning on part of the subject lands shown on Schedule 'A', attached hereto and forming part of this By-law from a Residential 'R2' Zone to a Residential 'R3-XXX' Zone.
4. THAT Part 5 of Zoning By-law 2017- 70, as amended, is hereby amended by adding the following to Part 13.2:

R2-XXX

Permitted Uses:

As per the parent zone.

Regulations:

Notwithstanding Section 3.9.1, only the following shall apply:

- On residential zoned lots a minimum of 30% of the front yard shall be landscaped open space

Notwithstanding Section 3.9.2, only the following shall apply:

- A 1.5m planting strip shall only be required adjacent to the street line (A driveway and sidewalk is permitted within the planting strip).

Notwithstanding Section 3.12.2, only the following shall apply:

- Driveways on abutting internal units can be paired together
- Maximum driveway width of 70% of the unit frontage, up to a maximum of 6.0 metres

R3-XXX

Permitted Uses:

As per the parent zone.

Regulations:

Notwithstanding Section 3.9.1, only the following shall apply:

- On residential zoned lots a minimum of 30% of the front yard shall be landscaped open space

Notwithstanding Section 3.9.2, only the following shall apply:

- A 1.5m planting strip shall only be required adjacent to the street line. (A driveway and sidewalk is permitted within the planting strip)

Notwithstanding Section 3.12.2, only the following shall apply:

- Driveways on abutting internal units can be paired together
- Maximum driveway width of 70% of the unit frontage, up to a maximum of 6.0 metres

5. THAT Part 5 of Zoning By-law 2017- 70, as amended, is hereby further amended by deleting the following to Part 13.2 Site-Specific Provisions, Table 29 Site-Specific Provisions, Site-Specific Provision #XX:

RM2-201

Permitted Uses:

As per the parent zone.

Regulations:

As per the parent zone, except for interior units where a minimum Driveway width of 70% of the unit frontage and a minimum front Yard landscaped area of 30% is permitted. Driveways on abutting Internal units can be paired together.

Minimum separation distance between townhouse exterior unit side walls:  
2.4 metres

And replacing with the following to Part 13.2 Site-Specific Provisions, Table 29 Site-Specific Provisions:

RM2-201

Permitted Uses:

As per parent zone

Regulations:

As per the parent zone, except for the following:

- Minimum lot area per townhouse dwelling unit: 130 square metres
- Minimum lot frontage for townhouse dwellings: 24.0 metres
- Minimum setback to a daylight triangle: 2.0 metres
- Minimum separation distance between townhouse exterior unit side walls: 2.4 metres

Notwithstanding Section 3.9.1, only the following shall apply:

- On residential zoned lots a minimum of 30% of the front yard shall be landscaped open space

Notwithstanding Section 3.9.2, only the following shall apply:

- A 1.5m planting strip shall only be required adjacent to the street line. (A driveway and sidewalk is permitted within the planting strip)

Notwithstanding Section 3.12.2, only the following shall apply:

- Driveways on abutting internal units can be paired together
- Maximum driveway width of 70% of the unit frontage, up to a maximum of 6.0 metres

6. THAT Part 5 of Zoning By-law 2017- 70, as amended, is hereby further amended by deleting the following to Part 13.2 Site-Specific Provisions, Table 29 Site-Specific Provisions, Site-Specific Provision #XXX:

RM3-202

Permitted Uses:

As per parent zone, and in addition, back-to-back townhouses.

Regulations:

As per the parent zone, except: a minimum lot area of 265 sq. metres per dwelling unit to be applied to the entire block.

Minimum separation distance between townhouse exterior unit side walls: 2.4 metres

And replacing with the following to Part 13.2 Site-Specific Provisions, Table 29 Site-Specific Provisions:

RM3-202

Permitted Uses:

As per parent zone, and in addition, back-to-back townhouses and stacked back-to-back townhouse.

Regulations:

As per parent zone, except for the following:

- a minimum lot area of 75 sq. metres per dwelling unit to be applied to back-to-back townhouses
- Minimum separation distance between townhouse exterior unit side walls: 2.4 metres

Notwithstanding Section 6.3, Table 15, Footnote 6:

- A back-to-back townhouse and stacked back-to-back may contain a balcony of approximately 5.5 m<sup>2</sup> in area, but is not required.

Notwithstanding Section 3.9.1, only the following shall apply:

- On residential zoned lots a minimum of 30% of the front yard shall be

landscaped open space

Notwithstanding Section 3.9.2, only the following shall apply:

- A 1.5m planting strip shall only be required adjacent to the street line. (A driveway and sidewalk is permitted within the planting strip)

Notwithstanding Section 3.12.2, only the following shall apply:

- Driveways on abutting internal units can be paired together
- Maximum driveway width of 70% of the unit frontage, up to a maximum of 6.0 metres

7. THAT Part 5 of Zoning By-law 2017- 70, as amended, is hereby further amended by deleting the following to Part 13.2 Site-Specific Provisions, Table 29 Site-Specific Provisions, Site-Specific Provision #XXX:

RM3-203

Permitted Uses:

As per parent zone

Regulations:

As per the parent zone, except for stacked townhouses where a minimum unit area of 120 square metres per dwelling unit to be - applied within the entire block.

Minimum separation distance between townhouse exterior unit side walls: 2.4 metres

And replacing with the following to Part 13.2 Site-Specific Provisions, Table 29 Site-Specific Provisions:

RM3-203

Permitted Uses:

As per parent zone, and in addition, back-to-back townhouses, stacked back-to-back townhouse.

Regulations:

As per parent zone, except for the following:

- Minimum lot area per apartment unit: 75 square metres
- Minimum lot area per *townhouse* unit: 120 square metres
- Minimum lot frontage for townhouse dwellings: 24.0 metres
- Minimum setback to a daylight triangle: 2.0 metres
- Minimum exterior side yard: 1.2 metres
- Maximum height of apartment building: 21.5 metres (Exclusive of Mechanical Penthouse)
- Minimum separation distance between townhouse exterior unit side walls: 2.4 metres

Notwithstanding Section 6.3, Table 15, Footnote 6:

- A back-to-back townhouse and stacked back-to-back may contain a balcony of approximately 5.5 m<sup>2</sup> in area, but is not required.

Notwithstanding Section 3.9.1, only the following shall apply:

- On residential zoned lots a minimum of 30% of the front yard shall be landscaped open space

Notwithstanding Section 3.9.2, only the following shall apply:

- A 1.5m planting strip shall only be required adjacent to the street line. (A driveway and sidewalk is permitted within the planting strip)

Notwithstanding Section 3.12.2, only the following shall apply:

- Driveways on abutting internal units can be paired together
- Maximum driveway width of 70% of the unit frontage, up to a maximum of 6.0 metres

8. THAT all other provisions of By-law 2017-70 continue to apply.

9. THAT notwithstanding Section 34(10.0.0.1) and Section 45(1.3) of the *Planning Act*, an application for a Zoning By-law Amendment or Minor Variance can be made within two years of the passing of Zoning By-law 2017-70, without further resolution of Council.

10. AND THAT this By-law shall become effective from and after the date of passing thereof.

**READ A FIRST, SECOND AND THIRD  
TIME AND FINALLY PASSED THIS  
XX DAY OF XXXXXXXX, 2023.**

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**MAYOR CHERYL GANANN**

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**JOANNE SCIME, CLERK**

## **EXPLANATION OF THE PURPOSE AND EFFECT OF BY-LAW NO. 2023-XX**

### **Location:**

This By-law involves a parcel of land legally known as Part of Lot 1, Registered Plan M-94, Township of West Lincoln, Regional Municipality of Niagara.

### **Purpose & Effect:**

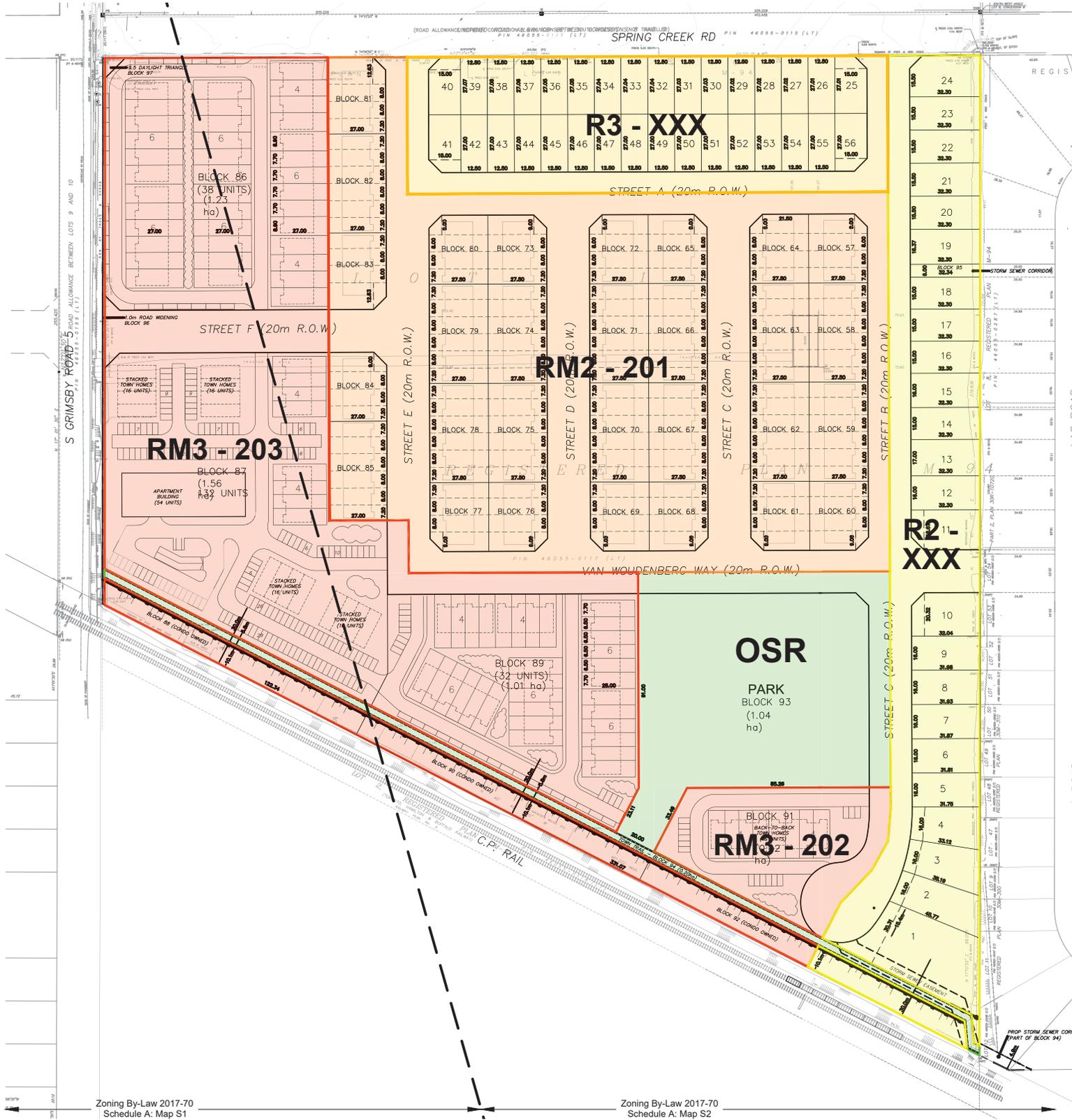
The proposed amendment will allow for the development of a residential subdivision consisting of 56 single detached residential dwelling units, 144 conventional freehold townhouse units, 78 condominium townhouse units, 16 back-to-back townhouses, 64 stacked back-to-back townhouses and 54 condominium apartment units, 1.24 hectares of park and a multi-use trail on the Subject Lands.

The intended future land use of the Subject Lands for a residential development was confirmed through the land swap/ exchange process and subsequent Secondary Plan for the Northwest Quadrant. The amendment is required in order to implement the Secondary Plan, and facilitate the development of the Subject Lands in a manner that is compatible with the surrounding context while providing for a level of development that conforms to and is consistent with the applicable Local, Regional and Provincial land use planning policies as well as assist in achieving the established Greenfield density target.

### **Public Consultation:**

The Public Meeting was held on DATE, 2023. The Township received verbal and written comments from XX neighbour(s) regarding this application. All written and oral comments were considered in the making of the decision by Council.

File: XXXXXXXX  
Applicant: P Budd Development Inc.



Zoning By-Law 2017-70  
Schedule A: Map S1

Zoning By-Law 2017-70  
Schedule A: Map S2

Data Source: Odan - Detech

SCHEDULE A

# ZONING BY-LAW AMENDMENT

Amendments to Township of West Lincoln Zoning By-law No. 2017-70, Schedule 'A', Maps S1 & S2

S Grimsby Rd 5, Smithville, Ontario

## LEGEND

- R2: Low Density Residential Type 2
- R3: Low Density Residential Type 3
- RM2: Medium Density Residential Type 2
- RM3: Medium Density Residential Type 3
- OSR: Open Space Recreational
- Zoning By-Law Map Delineation Line

Date: June 5, 2023

Scale: NTS



**PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE**

204-442 BRANT STREET, BURLINGTON, ON, L7R 2G4 | P: 905.639.6886 | WWW.MHBCPLAN.COM

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