

DATE: February 10, 2025

REPORT NO: PD-05-2025

SUBJECT: **Information Report**
Zoning By-law Amendment Application (File No. 1601-003-23)
and Draft Plan of Subdivision Application (File No. 2000-92-24)
submitted by Kainthville Holdings Inc.

CONTACT: Susan Smyth, Senior Planner
Gerrit Boerema, Director of Growth and Sustainability

OVERVIEW:

- An application has been received by Kainthville Holdings Inc. (Owner/Developer) proposing amendments to the Zoning By-law and Draft Plan of Subdivision to facilitate a development consisting of residential, commercial, business park, parkland and environmental conservation uses.
- The proposed development consists of:
 - Five local roads with 20 metre right-of ways.
 - Trail Block between the railway line and commercial business park and expected to connect with a trail on adjacent lands to the east that abuts the Environmental Conservation Area Block.
 - 6-storey retirement home building with 104 dwelling units.
 - 8-storey apartment building with 152 dwelling units and 756 square metres (8,137 square feet) of ground floor commercial uses with 224 parking spaces (74 at grade spaces and 150 underground spaces).
 - 3 single detached dwelling units.
 - 36 semi-detached dwellings units.
 - 34 street townhouse dwelling units.
 - Single, semi-detached and street townhouse units will have 2 parking spaces per unit (tandem parking with one in the garage and one in the driveway).
 - 20 business park commercial units.
 - 0.63 hectares of parkland.
- On February 28, 2022, Township Council adopted Official Plan Amendment 60 which re-designated 34 hectares of land, including the subject property, located to the north of St. Catharine's Street, and east of Industrial Park Road known as East Smithville. The purpose of the amendment is to provide for a greater mix of uses and densities and expected to function as a future prominent gateway into the urban area of Smithville.

RECOMMENDATION:

1. That, Information Report PD-05-2025 titled “Zoning By-law Amendment Application (File No. 1601-003-23) and Draft Plan of Subdivision (File No. 2000-92-24) submitted by Kainthville Holdings Inc.” dated February 10, 2025 be received for information.

ALIGNMENT TO STRATEGIC PLAN:

Theme #1 and 2

- Build a safe, connected, caring and active community
- Champion strategic, responsible growth

BACKGROUND:

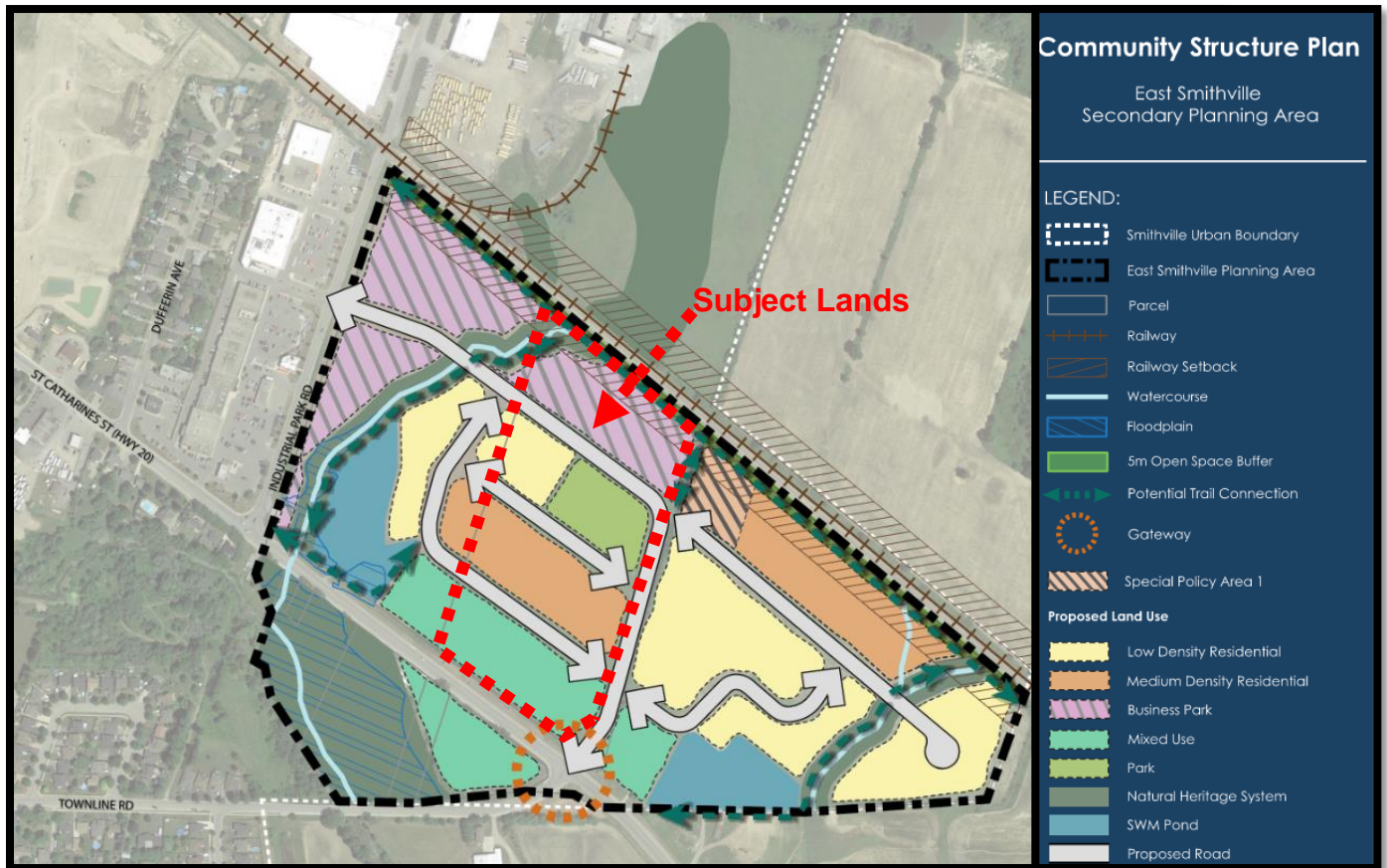
On February 28th, 2022 Township Council adopted Official Plan Amendment 60 (OPA 60) and passed By-law No. 2022-13 for the East Smithville Secondary Plan. OPA 60 amended the Township’s Official Plan and the policies related to the Secondary Plan are found under Section 6.11.6 and the land use designation map are found on Schedule ‘E-5’ of the Official Plan. The lands have been in the urban boundary since the 1990’s but were designated for employment uses. The East Smithville Secondary Plan and OPA 60 converted these lands to a mix of uses including residential.

The Secondary Plan area totals approximately 32 hectares in size and is located on the eastern edge of Smithville. The Secondary Plan lands are surrounded by existing commercial uses to the west, the Canadian Pacific Rail Line (CPKC Rail) and industrial uses to the north, primarily undeveloped agricultural land to the east, and residential/agricultural land uses to the south.

It is the intent of the East Smithville Secondary Plan for the lands be developed with a mix of uses and densities and to function as a future prominent gateway into the urban area of Smithville, with the potential to accommodate approximately up to 500 new residential units. This area is to be planned to reflect the small town character and provide an attractive, high-quality, safe, sustainable, interconnected, and pedestrian-friendly community for future residents of all ages and abilities to enjoy. Refer to Figure 1 that illustrates the community structure of the East Smithville Secondary Plan Area.

The majority of the lands within the Secondary Plan are identified as ‘Designated Greenfield Area’ located within the delineated Built-up Area in the Regional and Township Official Plans. The lands are planned to be developed as primarily low and medium density residential with the opportunity to develop a limited amount of local mixed uses including commercial uses at key locations.

Figure 1: East Smithville Secondary Plan Area



Greenfield areas are required to meet an overall density of 50 persons and jobs per hectare. Under the Region’s growth target, a minimum of 40% of residential growth will be directed to Built-up Areas through intensification annually within the Region although 15% of this annual residential development is reserved for West Lincoln in the Built-up Area which includes Smithville.

To achieve the minimum density target of 50 persons and jobs per hectare in the Designated Greenfield Area and the 15% annual residential growth in the Built-up Area of West Lincoln, this will require the creation of complete communities that provide for housing needs and choices in a more compact, multi-modal, and higher density mix of uses which utilizes land, infrastructure and services efficiently.

Based on the land area and the density required to achieve the Designated Greenfield Area density target in the East Smithville Secondary Plan, it is expected to yield between 450-500 residential units which would support a population of approximately 1,000 to 1,200 people.

CURRENT SITUATION:

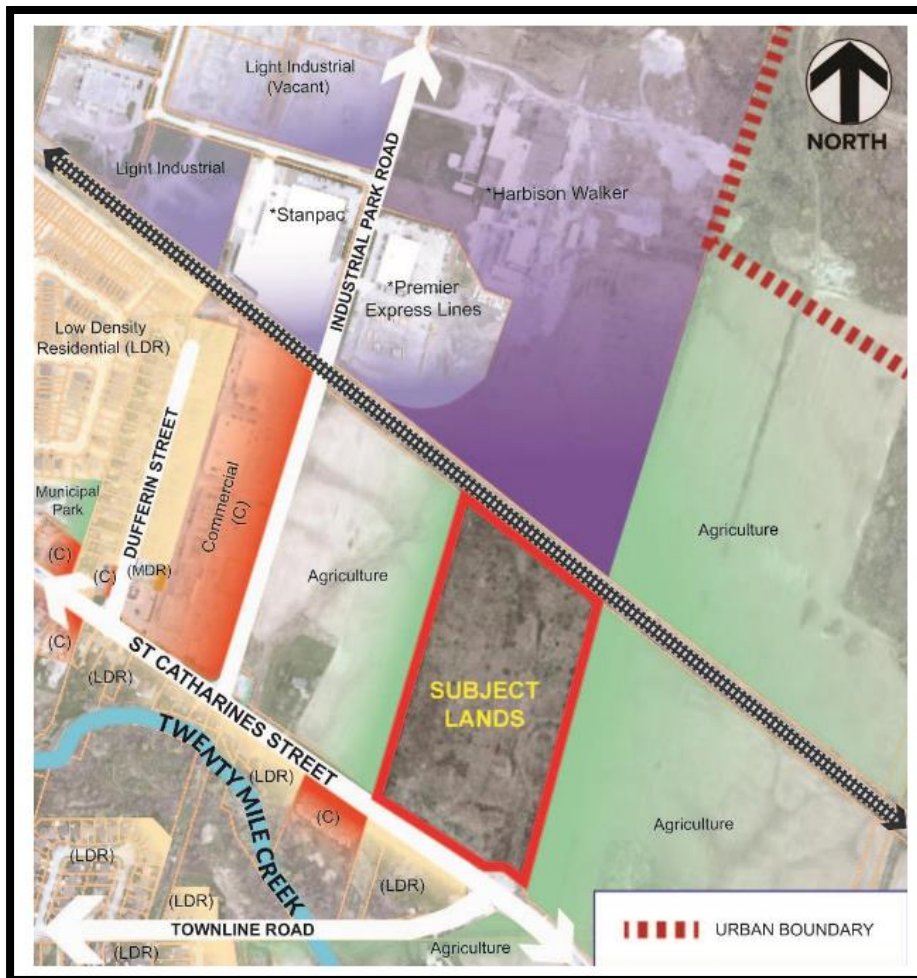
An application for Zoning Bylaw Amendment and Draft Plan of Subdivision have been

submitted by Niagara Planning Solutions Inc. on behalf of the owners Kainthville Holdings Inc. As the property is currently zoned Development 'D', a zoning bylaw amendment is required to rezone the lands for the appropriate new land uses. A draft plan of subdivision application has been submitted as well to create lots, blocks and public roads to facilitate the development. The details of the subject property and development is summarized below.

DETAILS OF THE SUBJECT LANDS

Niagara Planning Solutions Inc. (NPG) are the planning consultants for Kainthville Holdings Inc. (Owner). The subject lands have no known municipal address are legally described as South Grimsby Concession 9 Part Lot 5. Refer to Figure 2 which provides the general location of the subject lands.

Figure 2: Subject Lands



The subject lands have approximately 215 metres of lot frontage along St. Catharines Street (Regional Road 20), and lot depth of approximately 385 metres with a lot area of 7.68 hectares (18.98 acres).

The Regional Road 20 roundabout where Townline Road terminates at St. Catharines Street is located to the southeast of the subject lands and Industrial Park Road is located approximately 200 metres west of the subject lands. St. Catharines Street, running in a general east/west direction is characterized as a mixed use corridor that features a range of commercial, institutional, and residential uses including retail, restaurants, grocery stores, automotive services and service-based uses.

The subject lands are surrounded by a mix of land uses including agriculture uses to the east and west, and commercial and low density residential uses across St. Catharines Street to the south. These surrounding lands are intended for future development and designated for a range of uses including mixed use, low density residential, medium density residential, and business park as identified in the East Smithville Secondary Plan. To the north is the CPKC Railway line and the Smithville Industrial Park located across the railway line with industrial uses including manufacturing, commercial depot, packaging, distribution and trucking operations.

Public parks are located within 1 kilometre of the subject lands, including Hank MacDonald, Rock Street Park and Alma Acres Park. A public elementary school (Smithville Public School) is also located approximately 1 kilometre west of the subject lands on the northwest corner of Canborough Street and Colver Street. There are no public secondary schools located in proximity to the subject lands.

The subject lands have access to a range of transportation options including On-Demand Transit, a shared-ride public transit service without a fixed schedule or route and the lands are connected to the Region's Strategic Cycling Network with an existing bike lane along St. Catharines Street which connects to downtown Smithville. Refer to Figure 3 for the map that illustrates the community amenities in proximity to the subject lands.

PROPOSED DEVELOPMENT

The proposed development will require an amendment to the Zoning By-law 2017-70, as amended for site specific provisions and relief from the current regulations for residential uses, employment and commercial mixed uses.

Additionally, a Draft Plan of Subdivision is required for the development to legally create the public road network, blocks for the environmental conservation areas and parkland, block for the multi-use trail, blocks for the townhouse dwelling units, blocks dedicated to the retirement home building and commercial mixed use condominium apartment building, along with the lots dedicated for the single detached and semi-detached dwelling units, and lastly the block dedicated to the commercial business park.

Figure 3: Community Amenities

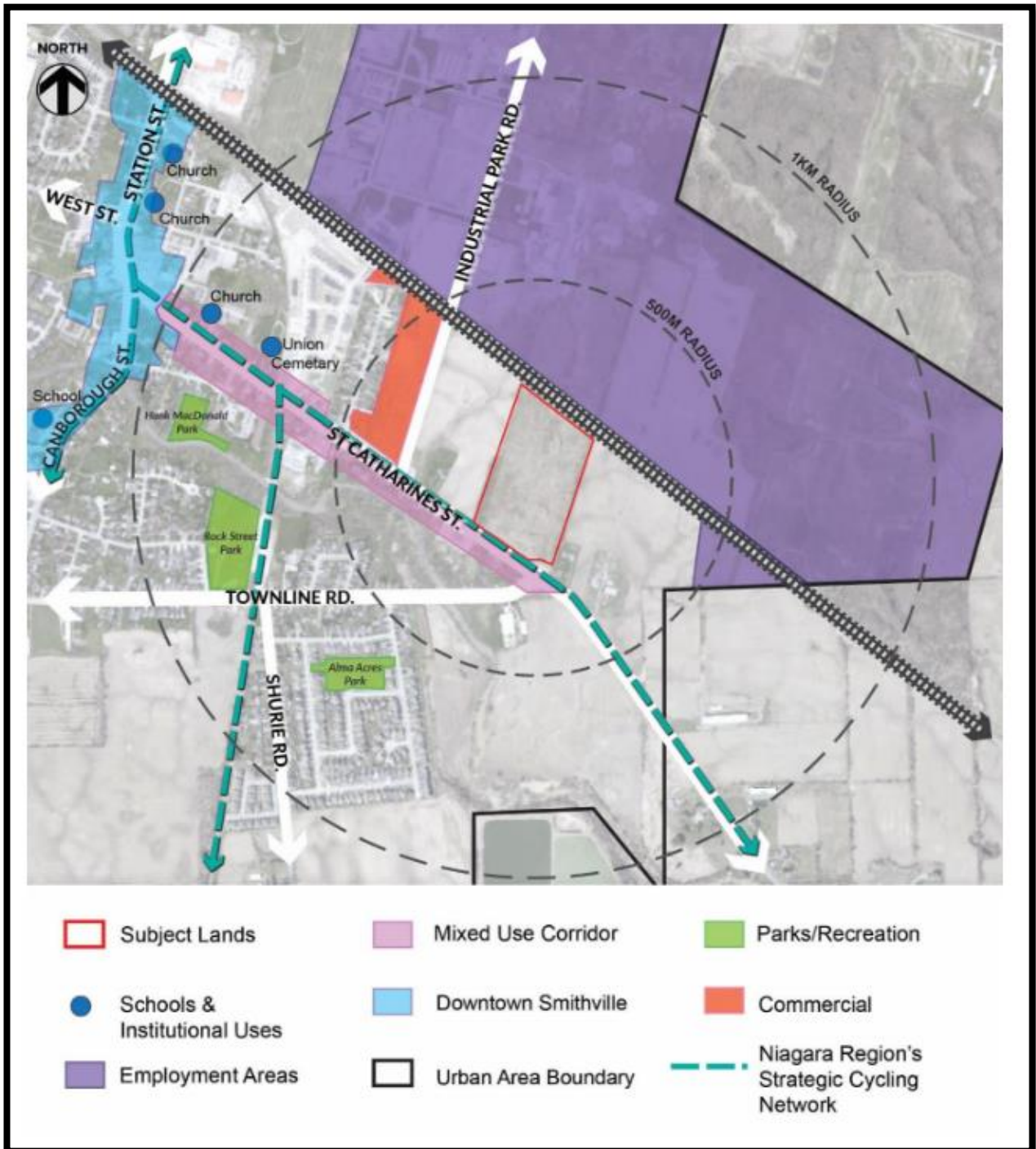


Table 1 below provides the land use schedule with the details of each use and reference to the lot or block in the Draft Plan.

Table 1 – Proposed Land Use Schedule

LAND USE	BLOCK/ LOT NO.	NO. OF UNITS	AREA (HA)	AREA (%)
Environmental Conservation	1	0	0.18	2.3%
Business Park	2	20	1.15	15.0%
Parkland Dedication (for Subject Lands)	3	0	0.30	3.8%
Parkland Dedication (for other Lands)			0.33	4.4%
Single Detached	14, 15, 16	3	0.18	2.4%
Semi-Detached	4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 18, 21, 22, 23, 24, 25, 26, 27	36	1.07	14.0%
Street Townhouse	17, 19, 20, 28, 29	34	0.79	10.2%
Retirement Home	30	104	0.92	12.0%
Mixed Use Apartment	31	152	0.93	12.1%
Future Development	32, 33		0.02	0.3%
One-Foot Reserve	34, 35, 36		0.002	0.03%
Trail	37		0.065	0.85%
Right of way			1.74	22.7%
TOTAL		349	7.68	100%

Table 2 provides the breakdown of the proposed development and the intended land uses.

Table 2 – Proposed Development Breakdown

Proposed Use	Unit Count	Reference (Lot / Block) and Location
RESIDENTIAL		
Single Detached Dwelling	3	Lot 14 with frontage on Street 'B' Lot 15 and 16 with frontage on Street 'C'
Semi-Detached Dwelling	36	Blocks 4 – 11 with frontage on Street 'E' Blocks 12, 13 with frontage on Street 'B' Blocks 18, 22, 24, 26, 27 with frontage on Street 'D' Blocks 23, 25 with frontage on Street 'C'
Street Townhouse Dwelling	34	Blocks 17, 19, 28 with frontage on Street 'C' Blocks 20, 29 with frontage on Street 'D'
Retirement Home	104	Block 30
Mixed Use Apartment Condominium	152	Block 31
Total	329	

Proposed Use	Unit Count	Reference (Lot / Block) and Location
BUSINESS PARK		
Business Park Building	20	Block 2 with frontage on Street 'B'
Total	20	
Grand Total of Units	349	Residential and Commercial units

Refer to Attachment 1 for the proposed Draft Plan of Subdivision and Attachment 2 for the Conceptual Site Plan.

The proposed development is projected to yield the following densities as described in Table 3.

Table 3 – Proposed Residential Density

Land Use Designation	Estimated Unit Count	Land Area (ha)	Density Target (u/ha)	Planned Density
Low Density Residential	23	0.82	30 max	28
Medium Density Residential	50	1.23	30-50	40.7
Mixed Use	256	1.85	90	138.4

The proposed amendment to the Zoning By-law would facilitate the following residential densities for each of the land use designations as shown on Figure 4.

Figure 4 – Residential Densities Map



The density calculation excludes the Environmental Conservation Block (Block 1) being 0.18 hectares as well as the Future Development Block (Block 32) being 0.02 ha and Future Development Block (Block 33) being 0.0023 hectares, as these blocks are not proposed to be developed at this time, leaving a developable area of 7.477 hectares.

Block 1 is proposed to be rezoned to Environmental Conservation (EC) and be used for environmental conservation purposes. Block 3 is proposed to be dedicated as parkland. Block 37 is proposed to accommodate a noise-mitigating wall as well as a public multi use trail which will also be dedicated to the Township as parkland. Staff will note that the noise attenuation wall is to be separated from the public multi-use block and shall be solely located in its own block that belongs to the development (condominium ownership) and not dedicated to the Township for ownership and long term maintenance purposes.

Blocks 32 and 33 are not proposed to be developed at the moment and is slated for future development. Lastly, Blocks 34 to 36 will be dedicated to the Township as one-foot reserves at the western ends of Street 'B', Street 'C' and Street 'D'.

Table 4 provides the estimated population and number of residents being proposed for this development.

Table 4 – Proposed Number of Residents

Housing Type	Proposed Number of Units	Average People Per Unit (PPU)	Total Residents Estimated
Single Detached Dwelling	3	3.0	9
Semi-Detached Dwelling	36	2.6	93.6
Street Townhouse Dwelling	34	2.2	74.8
Retirement Home	104	1.5	156
Apartment Condominium	152	1.5	228
Total	329		561.4

The proposed development is estimated to generate 22 jobs in the business park. With that being said, the business park is determined to be an industrial use and the density used is 1,300 square feet per person. The proposed business park has an approximate gross floor area of 26,011 square feet.

Similarly, the proposed commercial gross floor area in the apartment condominium (ground floor) in Block 31 is anticipated to create 16 jobs, based on 500 square feet per employee.

The Township of West Lincoln has a work from home rate of approximately 9.9% based 2021 Census of Population and with this assumption it is estimated that 56 residents within the development would work from home, contributing to 56 more jobs.

Therefore, the combined residents and jobs planned by the proposed development is to accommodate 656 residents and jobs for the site, or 87.7 residents and jobs per hectare.

PROPOSED ZONING BY-LAW AMENDMENT

The subject lands are presently zoned Development (D) Zone and Environmental (EC) Conservation Zone.

The following provides a summary of the requested site-specific relief from the Zoning By-law 2017-70.

R3xx (Semi-Detached Dwelling)

- Reduced minimum lot frontage for semi-detached from 18 metres to 17 metres; and
- Where each private garage of a semi-detached dwelling is located on a separate lot, no interior side yard shall be required along the common lot line of the attached wall joining the two private garages.

RM2xx (Semi-Detached and Townhouse Dwelling)

- Semi-detached dwelling units are permitted on lands not within a Registered Plan of Condominium nor be tied to a common elements condominium private street; and
- Notwithstanding provision of Section 3.9.2, no planting strip is required along the interior side lot line and the rear lot line of a lot that is used for a street townhouse dwelling or a townhouse dwelling.

M1xx (Business Park)

- Permit personal service shops; retail stores and restaurant;
- Permit accessory uses including outside storage and renewable energy system;
- Reduced minimum front yard from 15 metres to 3 metres;
- Reduced minimum interior side yard when adjoining a lot in Residential Zone from 15 metres to 13 metres;
- No minimum amount of landscaped open space is required to be provided in the front yard whereas a minimum of 50% of landscape is required as per the by-law;
- No maximum retail gross floor area whereas a maximum of 10% of gross floor area can be retail as per the by-law; and
- Maximum gross leasable floor area per commercial unit 1,000 m².

CMxx (Ground Floor Commercial in the Apartment Condominium)

- Reduced minimum rear yard from 9 metres or one third of the building height whichever is greater to 6 metres ;
- Increase maximum building height from 15 metres to 28 metres or 8 storeys, whichever is less;
- Maximum gross leasable floor area: 50% of total lot area;

- Dwelling units are permitted on the ground floor provided they do not occupy more than 30% of the ground floor of the building. Dwelling units are permitted to abut the front wall of a building whereas 50% is the maximum as per the by-law;
- Notwithstanding the requirement to provide loading facilities in Section 3.12.5, where a loading space is provided for a commercial use, an apartment building on the same lot containing more than 50 dwelling units is not required to provide loading facilities;
- Notwithstanding the minimum numbers of parking spaces required for motor vehicles identified in Section 3.12.6, the minimum number of parking of parking spaces shall be provided in accordance with the following:

Apartment Dwelling 1.25 parking spaces per dwelling unit

All Commercial Uses 1 parking space per 30 m² gross leasable floor area

SUPPORTING STUDIES REVIEW

The Applicant attended two pre-consultation meetings with the first being held on September 16, 2021, and the second meeting on March 17, 2022 regarding the applications for the amendment to the Zoning By-law and Draft Plan of Subdivision. The pre-consultation meeting agreement identified several study requirements necessary to deem the applications complete and are summarized below.

Noise and Vibration Study

A Noise Feasibility Study was prepared by HGC Engineering dated December 8, 2023, and revised September 12, 2024 to address the updated conceptual plan and draft plan of subdivision.

The Noise Feasibility Study recommends various measures to mitigate impacts including the use of warning clauses, the provision of air conditioning, the use of brick or other masonry for exterior wall construction, acoustic barriers etc. The Noise Feasibility Study will need to be updated during the Site Plan stage when detailed site plan, floor plans and building elevations are determined.

Scoped Land Use Compatibility Study

A scoped Land Use Compatibility Study was prepared in support of the Applications by HGC Engineering dated December 8, 2023, and revised on September 12, 2024. The study indicated that the establishments on the west side of Industrial Park Road, south of the CP Rail line, are best categorized as Class I commercial operations, with no observable night-time activity, no outdoor operations, and no audible sound emissions.

The study indicated that the Class II classification (industrial uses) represents a place of business with medium scale processing and manufacturing, with outdoor storage of wastes or materials (i.e., it has an open process), periodic outputs of minor annoyance, and/or occasional outputs of fugitive emissions for noise, odour, dust and/or vibration. Daytime and/or night-time operations are permitted, and there can be frequent

movement of products and/or heavy trucks during daytime hours.

The study indicated that the facilities do not necessarily require an Environmental Compliance Approval (“ECA”) from the Ministry of the Environment, Conservation and Parks (MECP) to operate (for Air and Noise). Rather the air/noise environmental footprint is sufficiently minor that either self registration within the MECP Environmental Activity and Sector Registry (“EASR”), or no action is required with regard to permitting with the MECP.

To summarize, physical mitigation measures are not required for sound emissions for the commercial/industrial land uses, as such uses will comply with the MECP guideline limits at the future residential locations. Any future uses established in proximity to the subject lands would need to comply with Section 3.13 of the Zoning By-law which prohibits obnoxious uses throughout the Township.

Archaeological Assessments

A Stage 1 and Stage 2 Archaeological Assessments were prepared by ASI Heritage, dated November 12, 2021, and September 8, 2022, respectively. The Stage 2 Archaeological Assessment documented two Early Archaic Indigenous sites and required a Stage 3 Archaeological Assessment to be completed to identify the character, extent and significance of the archaeological deposits more fully, in accordance with Ministry Standards.

A Stage 3 and Stage 4 Archaeological Assessments were completed by AS&G Archaeological Consulting. Representatives of the Haudenosaunee Development Institute (HDI), Six Nations of the Grand River Elected Council (SNGREC), and Mississauga of the Credit First Nation (MCFN) participated in the Stage 3 fieldwork. Following the completion of the Stage 3 (report dated July 29, 2024) and 4 Archaeological Assessments (report dated August 7, 2024), the sites no longer retain further cultural heritage value or interest. As such, no further archaeological mitigation of site is required and the Ministry clearance letters are forthcoming.

Urban Design Brief

An Urban Design Brief was completed by NPG dated November 2024 and concluded that proposed development represents good urban design and adopts a comprehensive approach to design that enhances the livability and physical appeal of the subject lands.

The report indicated that the development ensures the sensitive integration of new development with existing and planned development. This sensitive integration is achieved through the incorporation of public and private spaces, varied land uses and built form, a wide range of housing choices, ample open space and recreational facilities, and convenient access to transportation options. Additional urban design matters will be addressed through future Site Plan Applications for Blocks 2, 30 and 31 for the business park, retirement home, apartment condominium building.

Constraints Analysis and Scoped Environmental Impact Study

A Constraint Analysis and Scoped Environmental Impact Study (EIS) was prepared by Barry Myler of Myler Ecological Consulting dated May 19, 2023 for an earlier application for Zoning By-law Amendment. An Addendum to the Scoped EIS was prepared dated December 1, 2023 to address the current proposal.

The Constraints Analysis and Scoped EIS was required due to the occurrence of a watercourse segment, including its designation as fish habitat that required a buffer/setback and to confirm whether there was a potential wetland on its banks. The investigation confirmed the absence of the wetland and that a 10 metre watercourse buffer would be more than sufficient to protect the quality and function of the feature in consideration of the absence of fish, its intermittent flow regime, and its diminutive channel dimensions.

A confirmation email received from Barry Myler dated March 19, 2024, stated there are no concerns with the trail crossing of the watercourse on Block 1 or with portions of the trail being within and adjacent to the watercourse and its buffer.

Functional Servicing Report

A Functional Servicing Report (FSR) was prepared by S. Llewellyn & Associates Limited Consulting Engineers dated November 2023 and subsequently revised in September 2024. The following are proposed approaches to servicing the subject lands:

- Stormwater drainage within the subject lands will be serviced by a storm sewer system which will convey the 5-year storm event (minor system) to the neighbouring subdivision to the east. Major storm events (>10-Year) will convey through the road network towards the proposed SWM Facility located at 6063 Regional Road 20.
- There are no municipal sanitary sewers fronting the Subject Lands. The closest sanitary sewer network to the proposed development is located at the intersection of Regional Road 20 and Industrial Park Road. A sanitary sewer extension along Regional Road 20 is proposed to service the proposed development. According to the Niagara Region's Wastewater Master Servicing Plan, the Smithville Sanitary Pumping Station has existing capacity concerns under both design allowance peak wet weather flow and during a 5-year storm event. The pumping station is expected to be upgraded within the years 2025 – 2027. The FSR identifies two approaches to address sanitary capacity constraints should the upgrades to the Smithville Sanitary Pumping Station not occur at the time of development:
 - Completion of an Inflow and infiltration Study to identify segments of the trunk sewer that can be replaced to increase resilience to wet weather flows; or
 - Implementation of a phased approach to development until upgrades to the Pumping station.

- There are no municipal watermain fronting the Subject Lands. The closest watermain network to the proposed development is located at the intersection of Regional Road 20 and Industrial Park Road. The proposed watermain network follow the preferred strategies and recommendations presented in the Smithville Master Community Plan.
- It is anticipated that Owner will be expected to enter into a cost-sharing agreement with neighbouring landowners to facilitate the infrastructure upgrades required to service the East Smithville Secondary Plan and Urban Boundary Expansion.
- The Township has retained AECOM Canada to complete a peer review of the Functional Servicing Report to determine the capacity of the existing water system. The peer review will determine what level of infrastructure is needed to support the proposed subdivision.

Parking Plan

A Parking Plan was prepared by NPG dated August 20, 2024, showing up to 35 informal on-street parking spaces. Refer to Attachment 3 for the Parking Plan. These spaces are anticipated minimize any potential impacts from the requested off-street parking relief, necessary to accommodate the densities required as part of the East Smithville Secondary Plan for the proposed development. On-street parking is also provided to accommodate guests and visitors to the park.

Of note, the proposed development will accommodate the required number of parking spaces for all single-detached, semi-detached, townhouse dwelling units, business park units and the retirement home.

Parking relief is required for Block 31 being the mixed use block. Block 31 consists of 152 apartment dwelling units and 756 m² of commercial gross leasable floor area. The planned development of Block 31 would necessitate between 303.3 and 316.5 parking spaces, depending on the specific uses proposed for the commercial uses under the current requirement of the Township's Zoning By-law.

The architectural plans prepared by Raimondo + Associates Architects Inc. (refer to Attachment 4) provides 224 parking spaces for the proposed mixed-use development. Paradigm Transportation Solutions Limited dated September 2024 prepared a Parking to address the parking deficiency and confirmed that the provision of 190 apartment parking spaces (1.25 spaces per unit ratio), 25 commercial parking spaces (1 space per 30 m²) and 9 barrier-free parking spaces would be sufficient to meet parking demand.

The Parking Study also recommended the provision of 30 bicycle parking spaces on site for the residential and commercial uses.

FINANCIAL IMPLICATIONS:

There are no financial implications associated with this report.

INTER-DEPARTMENTAL AND AGENCY COMMENTS:

Operations Department

The Operations Department noted that Block 37 cannot have a dead end as shown on the plan and will need to be consistent with the Township's Transportation Master Plan (TMP) Southeast Rail Trail (TMP Project ID TWL-Trail-09) as part of the East Smithville Secondary Plan.

The FSR needs to update the population densities to be consistent with the Township's Development Charge By-law Study and to confirm the person per unit (PPU) for the business park.

The Operations Department commented on the preliminary engineering design for East Smithville that shows one proposed watermain connection to the Township's existing 200mm watermain at Regional Road 20 and Industrial Park Road and is a deviation from the Water & Wastewater Master Plan (WWMP). The FSR states that confirmation of this watermain connection will be completed at detailed design. Staff stated if there is no capacity, there is the requirement to construct the 400mm looping to align with WWMP.

AECOM has been retained to maintain the Township's water and wastewater models. AECOM will need to update the model with data from the revised FSRs for both the Kaithville Holdings Inc. and the future development to the east to determine the extent to which the existing water system can support these developments. This modelling work will be completed at the cost of both developers.

Building Division

The Building Department noted that building permits with all of the required drawings and specifications along with the fees are required. Furthermore, development charges are required to be paid prior to issuance of building permits.

Additionally, fire break lots must be identified and shown on the plans for the townhouse blocks with 6 or more units and no more than 6 units can be constructed in a row and if there are more than 6 townhouses in a block, a fire wall is required.

Fire Services

Fire Services provided comments on the proposed development for consideration in regards to fire protection service delivery and the high buildings, one of them being a

retirement facility will substantially change the community risk profile, which will require additional firefighting resources and fire prevention efforts to address fires in this type of building and to ensure appropriate maintenance of fire protection systems are within the buildings.

Fire Services is preparing a Master Fire Plan, due for replacement in 2026, and should include the forecasted growth for the community, specifically these different types of buildings, additional residents requiring services and currently available firefighting resources. This should include updates to firefighting skills and equipment to ensure the Fire Service is properly prepared for the different needs and requirements placed on the Fire Service by this type of building, and by the increase in both population and number of commercial occupancies. Furthermore, underground parking can pose new/different risks to firefighting, especially with the growth in the Electric Vehicle market and proper planning for these types of different scenarios should be considered.

Region of Niagara

The Region noted that the proposed development will meet the greenfield density target and is consistent with the proposed uses with the East Smithville Secondary Plan.

The Region stated that the Ministry clearance letter for the Stage 1 -4 Archaeological Assessments will be required and the standard warning clause is to be included in the agreements of purchase regarding the potential for archaeological findings during construction.

The Region also noted that warning clauses be included in the agreements of purchase that relate to the traffic and railway noise that may exceed the Ministry guidelines and inform future occupants of the sound level excesses and presence of the roadways and railway. Also, the recommended mitigation measures in the noise study to be included as draft conditions of approval and an updated noise study be completed at the Site Plan Approval stage when detailed siting information, floor plans, building elevations, and grading information is available for the future residential units to determine the impact of the proposed commercial uses on the site to determine noise mitigation.

The Region had no objection for the findings and recommendations of the Environmental Impact Study (EIS).

The Region commented on the road widening requirements at the round about and reserves along the Regional Road 20 frontage for Block 30 and 31.

The Region stated the site falls within the Smithville Sewage Pumping Station (SPS) sewershed and currently there is some available capacity at the SPS; however, as noted in the FSR the Region supports a combination of both a flow monitoring reduction and infiltration/inflow projects to project additional capacity for new developments as well as include a phasing plan for the development based on the owner's/developer's planned schedule. The Region would recommend that the subdivision agreement

include post flow monitoring to ensure the new system is not adding to the current infiltration and inflow in the system.

The Stormwater Management (SWM) plan requires that an offsite SWM facility, i.e., a wet pond be constructed within 6063 Highway 20, to service the subject development to meet SWM criteria. Staff noted that the proposed SWM facility location is different from that shown on the Community Structure Plan of ESSP. A preliminary assessment is necessary to confirm the plan is practical with respect to the installation of required storage and flow control to meet the allowed discharge rate of erosion and quantity control. The SWS required that Low Impact Development and Green Infrastructure to be explored in the development plan.

Niagara Peninsula Conservation Authority (NPCA)

The NPCA stated there is a required 10 metre setback from the regulated watercourse is now shown on the plans to ensure the entire buffer is contained within in Block 1. The use of Block 1 is noted to be Environmental Conservation, the NPCA will still require that this use is maintained through the Zoning By-law Amendment process to recognize the regulated watercourse and 10 metre buffer.

The NPCA provided conditions into the agreement for erosion and sediment control, work permits, etc. and are provided in Schedule E.

CONCLUSION:

Administration has deemed the application for an amendment to the Zoning By-law and Draft Plan of Subdivision complete for the proposed development that includes low and medium density residential, business park, mixed use residential and commercial, open space and parkland, multi-use trail and environmental conservation, and this report has been presented for information purposes.

Once all stakeholder, agency, public and Committee/Council comments, concerns, issues and feedback is received and are appropriately addressed, Administration will complete a full assessment of the supplement information and prepare a recommendation report along with the associated By-law amendments and conditions of approval of the Draft Plan.

SCHEDULES:

- A. Draft Plan of Subdivision
- B. Conceptual Site Plan
- C. Parking Plan
- D. Architectural Plan (Retirement Home and Apartment Condominium)
- E. Agency Comments

Prepared & Submitted by:

**Susan Smyth
Senior Planner**

Approved by:

**Gerrit Boerema
Director of Growth and Sustainability**

Approved by:

**Truper McBride
CAO**