

**DATE:** April 14, 2025

**REPORT NO:** PD-16-2025

**SUBJECT:** **Application for Block Plan (Block 9 (4000-01-24); Zoning By-law Amendment (1601-008-24); Draft Plan of Subdivision (2000-93-24); Lockbridge Development Inc., TEK Corporation and the Trustee for Judy Hendler**

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

**OVERVIEW:**

- An application for Block Plan has been submitted by Arcadis Consulting (formerly IBI Group) on behalf of the participating landowners of Block Plan Area 9. A Block Plan is a non-statutory planning process to help coordinate development across multiple properties and to further refine the land use plan from the approved secondary plan (Official Plan Amendment No. 63).
- Block Plan Area 9 is located in the Township's urban expansion area in the south west quadrant located south of Townline Road, north of Sixteen Road, east of Port Davidson Road, and extends past Shurie Road until the west limit of the lagoons.
- Block Plan Area 9 was added to the Township's urban settlement area through Official Plan Amendment (OPA 62) and the implementing policies and land use schedules through Official Plan Amendment (OPA 63) in 2023 and 2024. Please refer to Report [PD-17-2023](#) for more details.
- The subject lands that form part of this proposed development and contained in Block Plan Area 9 is an assembly of multiple parcels and owners. The Block Plan, Zoning By-law Amendment and Draft Plan of Subdivision applications were submitted by Lockbridge Development Inc., TEK Corporation and Hendler Judy Trustee ("Lockbridge") and is an irregular shape of approximately 12.5 hectares.
- In addition to the Block Plan submission, the Arcadis, on behalf of the landowners, have also submitted an application for zoning Bylaw Amendment and Draft Plan of Subdivision for 196 residential units, specifically 154 units of single detached dwellings, 12 units of semi-detached dwellings, and 30 units of townhouse dwellings. It will also include six new roads with two road connections to Townline Road, stormwater management pond, open space trails and restoration area.
- As part of the preliminary review, Administration has found that the proposed Block Plan that has four notable deviations from the MCP regarding the stormwater management ponds, neighbourhood park, restoration area and corridor linkage, transportation network and lotting pattern.
- A recommendation report will be presented at a future Committee Meeting once the application has been fully reviewed and all agency and public comments have been considered. As per OPA 63, the Block Plan must first be approved prior to approval of any further planning applications.

## **RECOMMENDATION:**

1. That Information Report, PD-16-2025, titled “Application for Block Plan Area 9 (4000-01-24); Zoning By-law Amendment (1601-008-24); and Draft Plan of Subdivision (2000-93-24); Lockbridge Development Inc., TEK Corporation and the Trustee for Judy Hendler”, dated April 14, 2025 be received.

## **ALIGNMENT TO STRATEGIC PLAN:**

### **Theme # 1 and #2**

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

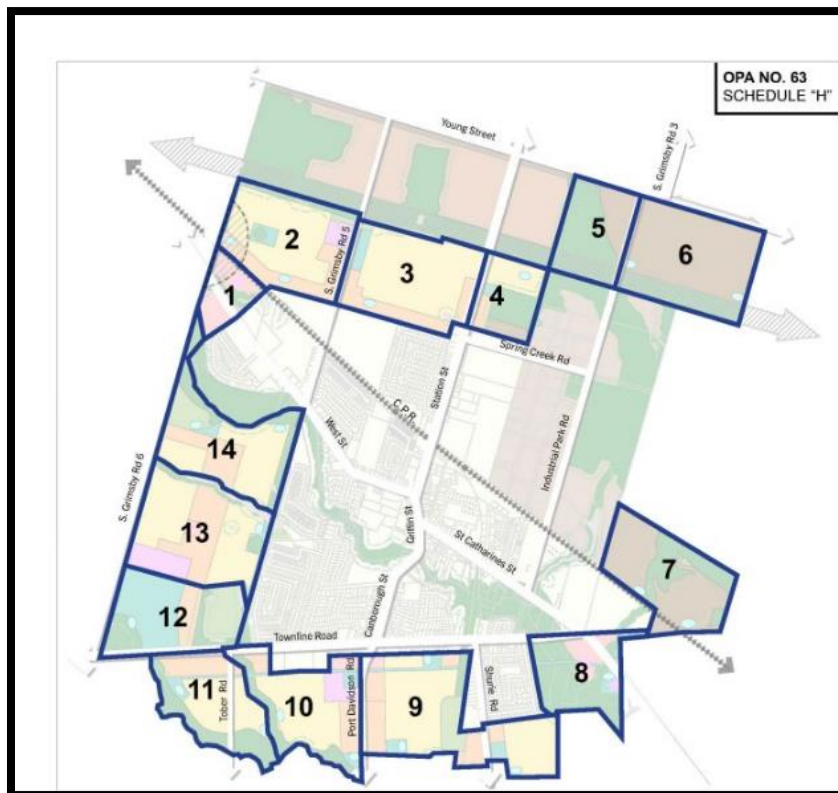
## **BACKGROUND:**

The Smithville Master Community Plan (MCP) process was completed by the Township of under the Planning Act and Municipal Class Environmental Assessment (Class EA) to add additional lands to the Urban Settlement Area of Smithville to accommodate future growth. The MCP process was completed through the adoption of Official Plan Amendment No. 62 (OPA 62) which implemented the changes to the Smithville urban area boundary and the Official Plan Amendment No. 63 (OPA 63) implemented the land use policies and growth forecasts for the Township in accordance with the Niagara Region Official Plan for the 30 year horizon and beyond to 2051. Certain policies within OPA 63 are still under appeal, but the majority of the policies are in effect through the Ontario Land Tribunal decision.

In this expansion area, OPA 63 provides the policies and guidelines that direct how to develop municipal infrastructure and transportation systems to support Smithville’s growth and expansion to accommodate the Township’s forecasted growth to the planning horizon. Additionally, OPA 63 provides the framework for any proposed development to offer a balanced mix of urban land uses that will help Smithville become a complete community while respecting and enhancing the small-town character of Smithville. This includes a requirement for Block Planning, to coordinate development across multiple landowners and to further refine the land use plan.

Figure 1 provides the schedule (Schedule H) in OPA 63 that outlines the newly expanded boundary limits for the Smithville urban area.

**Figure 1: Smithville New Urban Expansion Boundary Limits**



An application for Block Plan has been submitted on behalf of the participating land owners within the block by Arcadis Consulting (formerly IBI Group). Applications for Draft Plan of Subdivision Approval and Zoning Bylaw Amendment have also been submitted by Arcadis on behalf of Lockbridge Development Inc.; TEK Corporation and Judy Hendler Trustee (Owners) for an assembly of multiple parcels of land within the new urban expansion lands. The subject lands are referred as Block Plan Area 9 – Stage 3A consisting of approximately 12.5 hectares of land. These applications are:

- **Block Plan Application** – this application is a detailed development plan for the entire Block Plan Area 9 that will identify the different lands uses, and transportation corridors and the Township encourages the Block Plan applications to be consistent with the MCP. This block plan area is comprised of different landowner groups and it is required that the block plan application represents the interests of participating and non-participating land owners.

Block Plan approval is not a Planning Act application but rather an exercise to further refine the approved secondary plan and to help coordinate developments across different landowners, subject to the Township Council's approval. Block Plan Approval will be required prior to individual draft plan of subdivision approval is granted to ensure the achievement of the vision for the future growth and expansion of Smithville to accommodate growth over a period of approximately 30 years (to

2051). Refer to Schedule A of this report for the proposed Block Plan.

Figure 2 below identifies the location of Block Plan Area 9 in the context of the MCP urban expansion area.

**Figure 2: Location of OPA 63 Block Plan Area 9**



- Zoning By-law Amendment Application – this application for zoning by-law amendment requires approval under the Planning Act (Section 34) and is the mechanism to implement the regulations and site specific provisions for the land uses in the proposed draft plan of subdivision.
- Draft Plan if Subdivision Application – this application requires approval under the Planning Act (Section 51) and is being processed simultaneously to facilitate the creation of development lots and blocks for the townhouses, environmental and open spaces, and the new public roads.

### CURRENT SITUATION:

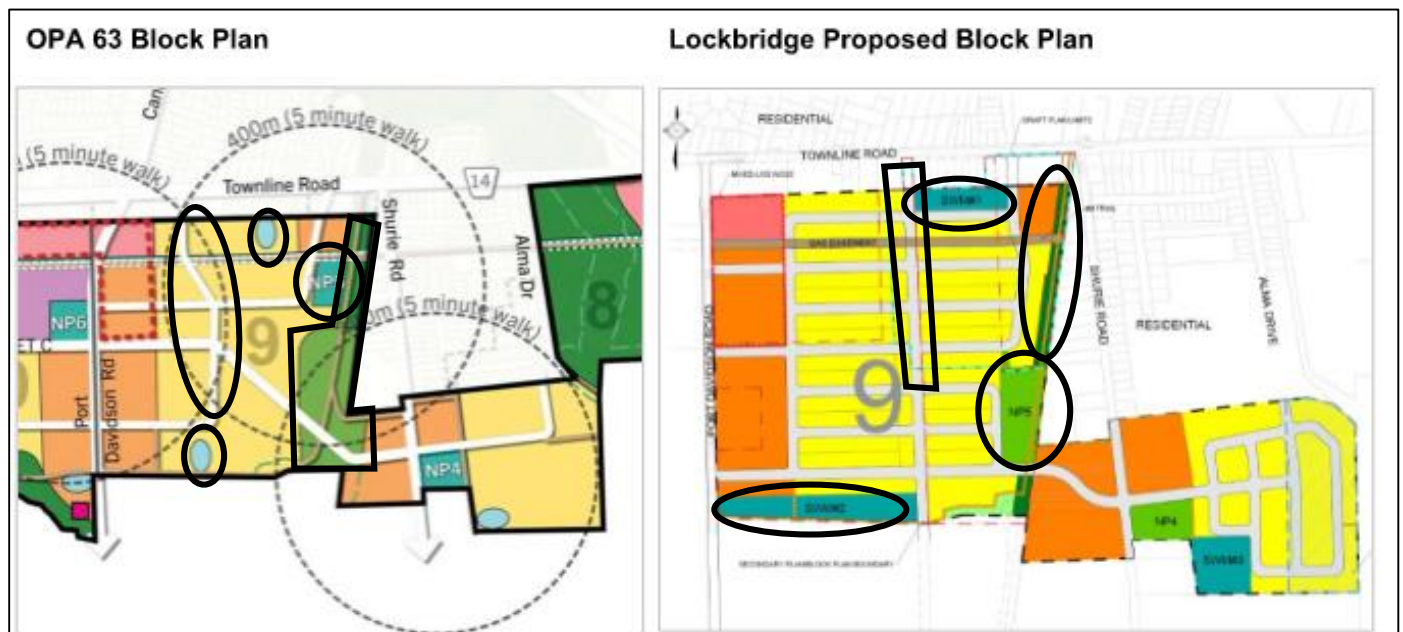
The applications consider a proposal for 154 single detached lots, 12 semi-detached lots, 30 townhouse dwelling units, with blocks dedicated for stormwater management ponds, new public road network, block dedicated for open space and trail, and block dedicated for the existing Westover pipeline easement that runs west-east through the subject lands.

### **Block Plan Application:**

The application for Block Plan approval has been submitted and Administration Staff have identified some notable differences from the secondary plan within OPA 63 specifically with respect to the recommended transportation network, location and size of the park and restoration areas and corridor linkages.

The proposed Block Plan for the Lockbridge development has relocated, removed and/or reduced some of the recommended land uses or servicing and road infrastructure requirements from that identified in the MCP and accompanying Master Plans. The main differences are described below and highlighted in Figure 3.

**Figure 3: Comparison of OPA 63 MCP Block Plan and Proposed Block Plan**



The image above shows four distinctive modifications from the OPA 63 Block Plan:

- Stormwater Management Pond – the location of the stormwater management pond is generally in the same location in the proposed Block Plan for Lockbridge but shows a significantly larger pond for the southwest quadrant of the block plan.
- Neighbourhood Park (NP5) – the location of the neighbourhood park was relocated south and consolidated within the recommended restoration area which is completely outside of the Lockbridge development that is subject to the applications submitted for approval. It would be challenging to combine a restoration area and park, as there would be significant limitations to locating playgrounds, trails and sports facilities within an area that is to be naturally restored.
- Restoration Area and Corridor Linkage – the restoration areas and corridor linkages



identified in the MCP sub-watershed study are those areas necessary to provide native plantings to restore habitat and naturalized corridors for significant species and being a minimum of 50 metres wide and along the former rail corridor. Reductions of these restoration areas and corridor linkages can be modified subject to the completion of the environmental assessments approved by the Region and the Conservation Authority. The proposed Block Plan generally kept the location of the corridor linkage but with a reduced width varying between 23 – 27 metres. The restoration area has been relocated south outside of the proposed Block Plan for the Lockbridge development and combined with the park, which would create significant challenges.

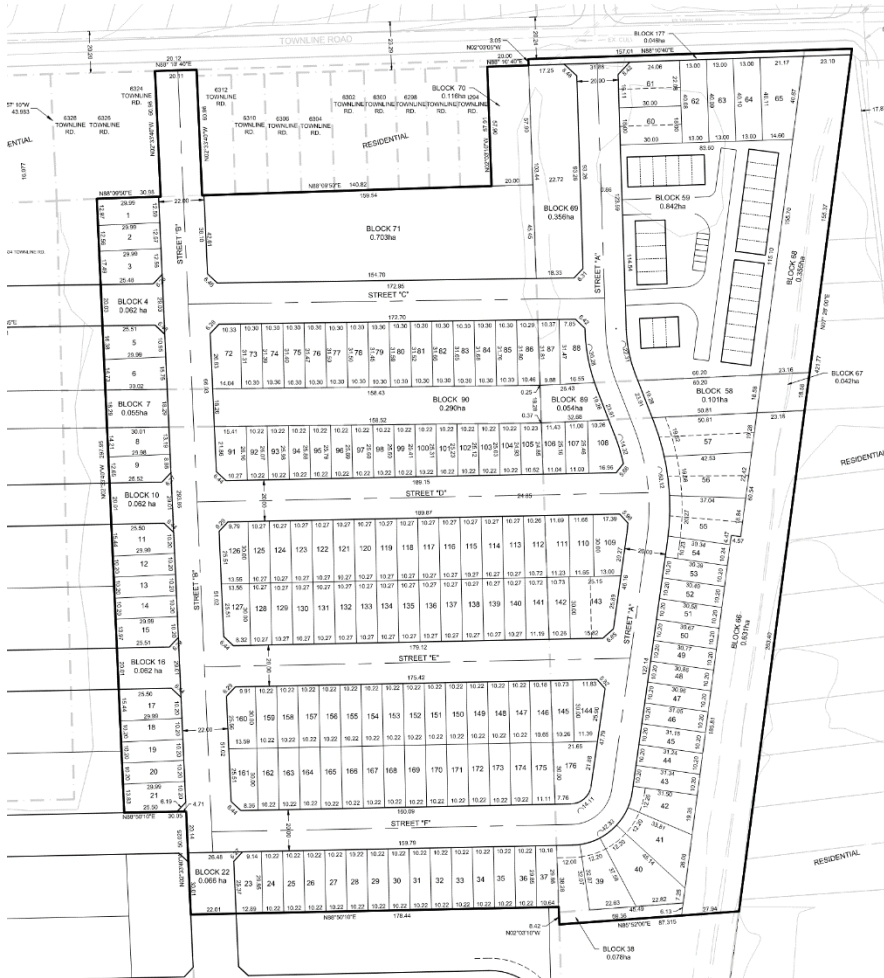
- Transportation Network – the proposed Block Plan for Lockbridge shows a varied transportation road network which is slightly different to that of the Transportation Master Plan which lends itself to propose lots fronting on a proposed collector road. These lots should be oriented in the same pattern as the balance of the proposed lots.

### **Draft Plan of Subdivision Application:**

The Applicant submitted the Draft Plan of Subdivision with the following lots and blocks being proposed. Refer to Figure 4 for the proposed draft plan of subdivision.

LAND USE SCHEDULE				
BLOCKS/LOTS	DESCRIPTION	AREA (ha)	AREA (Acres)	# UNITS
1-3, 5,6,8,9,11-15, 17-21, 23-37, 39-54, 62-65, 72-88, 91-142, 144-176	SINGLE DETACHED DWELLINGS	5.265	13.010	154
55-57, 60, 61, 143	SEMI DETACHED DWELLINGS	0.429	1.060	12
59	TOWNHOUSE DWELLINGS	0.842	2.081	30
69, 70, 71	STORMWATER MANAGEMENT	1.175	2.903	
7, 90, 89, 58, 67	GAS EASEMENT	0.542	1.340	
66, 68	OPEN SPACE/TRAIL	0.986	2.436	
38	OPEN SPACE ACCESS	0.078	0.193	
177	ROAD WIDENING	0.046	0.113	
STREETS "A", "B", "C", "D", "E" & "F"	PUBLIC R.O.W.	2.897	7.160	
4, 7, 10, 16, 22	FUTURE ROAD CONNECTION	0.252	0.623	
TOTAL		12.512	30.296	196

Figure 4: Proposed Draft Plan of Subdivision



A larger version of the draft plan is found in Schedule B of this report. The applicants recently submitted a revision to the draft plan, however, due to the timing of that submission, it has not been fully evaluated at this time or included in this report.

### **Zoning By-law Amendment Application:**

As per the Zoning By-law, the Draft Plan Lands are currently zoned the following:

- Development 'D' zone
- Residential Low Density – Type 1C – Site-Specific Provision 33 'R1C-33' zone
- Agricultural Purposes Only 'APO' zone

To accommodate the proposed development, the Applicant submitted a Zoning By-law Amendment application to rezone the subject lands to implement the land use and lot areas proposed by the Draft Plan of Subdivision:

- Residential Low Density – Type 3 ‘R3’ zone
- Residential Medium Density – Type 3 ‘RM3’ zone
- Open Space ‘OS’ zone

Refer to figure 5 for the visual representation of the rezoning and uses.

**Figure 5: Proposed Site-Specific Zoning Regulations**



There is a request to decrease to the minimum lot area for the shallow middle lots backing onto the gas easement/trail is due to proposed lotting plan and road patterns of the proposed draft plan.

### **Supplemental and Technical Studies:**

The Township hosted two pre-consultation meetings (October 19, 2023 and February 1, 2024) with the Applicant and Consulting team to discuss the proposal and provide comments and suggested modifications to better align with the MCP Block Plan, identify the technical study requirements the to support the Block Plan, Zoning By-law Amendment and Draft Plan of Subdivision applications, as well as the associated



planning review fees for each of these applications. These studies can be found on the Township's website under [Planning Notices](#).

### Functional Servicing Study

A Functional Servicing Report ("FSR") was prepared by Stantec Consulting Ltd. in August 2024. The purpose of the FSR was to outline how the Block Plan Area and Draft Plan Area can be developed with full municipal services, including grading, sanitary, storm drainage, domestic water, and utility services. The FSR included a preliminary stormwater management (SWM) Report.

The FSR is in support of the proposed development based on the following conclusions:

- The proposed Lockbridge Draft Plan and Block Plan Area 9 can be adequately serviced by municipal sewage, storm drainage, water services and utilities;
- The proposed north storm pond provides water quantity and water quality control for the proposed Lockbridge Draft Plan development;
- The proposed storm pond provides sufficient storage to attenuate post-development discharge to maintain existing target flow rates; and,
- SWM measures can be provided in accordance with various agency guidelines.

### Desktop Geotechnical Study

A Geotechnical Desktop Review was prepared by Stantec on July 2, 2024 which focused on 11 hectares of land in the northwest corner of the Block Plan Area. The purpose was to review the available factual geotechnical and geological information available for the subject lands, and to provide a summary of the geotechnical subsurface soil and groundwater conditions anticipated to be encountered. The balance of the Block Plan Area was not reviewed in its entirety as there was no permission granted from the non-participating landowners to conduct the study.

### Geotechnical Investigation

A Geotechnical Investigation was completed by Stantec on July 2, 2024 which focused on 29 hectares of land. The scope of work comprised of borehole and monitoring well investigations. The purpose of the investigation was to determine the subsurface soil, bedrock, and groundwater conditions at the site, and to provide the preliminary geotechnical design and construction recommendations for the proposed development.

According to Stantec, based on the results of the investigation, the site is considered suitable for the proposed development from a geotechnical point of view, subject to the recommendations provided.

Recommendations were made for the geotechnical engineering design, construction, and pavement design. Please note that other lands within the Block Plan Area will need to complete the applicable site-specific studies as part of future development

applications.

### Karst Assessment

A Karst Assessment was prepared by Terra-Dynamics Consulting Inc. on July 25, 2024. The assessment was prepared to assess karst conditions on approximately 40 hectares of the Block Plan Area. Based on the findings of the assessment, Terra-Dynamics concluded that one sinkhole, was identified which contributes an insignificant amount of water to aquatic habitat present in Twenty Mile Creek. Terra-Dynamics also concluded that there are no impediments to remediating or closing-out the sinkhole to allow development of the subject lands.

The sinkhole was classified as a low constraint karst feature due to the results of the karst monitoring program, dye tracing test, and Karst Hazard Assessment. Recommendations were provided which include remediation tasks by a karst specialist and a geotechnical engineer to be conducted later in the design and construction phases of the development.

### Transportation Impact Study (TIS)

A Transportation Impact Study (“TIS”) was prepared by Stantec on August 19, 2024. The purpose of the TIS was to assess the potential transportation impacts of the proposed development of the entire Block Plan Area, and assess the impacts of the proposed development specific to the Lockbridge development in the Block Plan Area 9. The TIS also examined the impacts on both the surrounding transportation network and site-specific transportation components. The following conclusions were made:

- The study area intersections are currently performing with acceptable levels under the 2024 existing condition except for the westbound left-turn movement at the St. Catharines Street and Industrial Park Road intersection which has a lower performance during PM peak hour. However, this is considered acceptable after reviewing the intersection delay and v/c ratio. No further mitigation strategy is required;
- Most study area intersection movements are expected to perform with acceptable levels under the 2030 Background Development and 2030 Total Development scenarios, with some exceptions;
- Transportation demand management (TDM) measures are recommended to help mitigate roadway capacity issues and encourage the use of sustainable transportation modes; and,
- The sightlines for the five proposed site accesses for the Lockbridge development are adequate according to intersection sight distance and stopping sight distance guidelines.

### Urban Design Brief

An Urban Design Brief was prepared by Arcadis on August 16, 2024. The purpose of

the brief was to provide a focused review and discussion considering urban design-related items of the proposal including interaction with the existing and planned context, details of the proposed Block Plan composition, and a review of key applicable policies and requirements.

The brief concluded that the proposed development exhibits many positive design markers as outlined in the Smithville MCP, and Urban Design Guidelines. The concept proposes an appropriate mix of land uses in a logical arrangement which respond to existing and future contexts.

### Archaeological Assessments

A Stage 1 and 2 Archaeological Assessment was prepared by Parslow Heritage Consultancy Inc. ("PHC") on July 21, 2020. The purpose of the Stage 1 Archaeological Assessment was to gather information about the geography, history, and current land conditions of a portion of the Block Plan Area as well as any previous archaeological research and listed archaeological sites on or within the vicinity.

A Stage 2 Archaeological Assessment was completed as it was determined that the study area retained both Indigenous and Historic Euro-Canadian archaeological potential. PHC concluded that, "The Algernon Page Site and the J Patterson Site" are sites that represent rural historical farmstead occupations of the study area from the Mid- to Late- 19th century; as such they retain cultural heritage value or interest and are recommended for Stage 3 Site Specific Assessment.

Archaeological assessments will be required for the other lands located within the Block Plan Area at the time of future development applications.

### Noise Assessment

A Noise Impact Study was prepared by Stantec on July 19, 2024 for the Draft Plan Area. The purpose of the study was to assess road traffic noise impact from the surrounding roads and stationary noise sources in the vicinity on the proposed development and to recommend noise control measures where needed. The following conclusions were made:

- Road traffic noise from Port Davidson Road and Townline Road has been identified as potential impact on the development;
- A site visit was conducted on June 26, 2024 and a review of adjacent parcels of land during a site visit revealed that there are no significant stationary noise sources in the area surrounding the site;
- Given that no rail lines exist within 500 metres of the proposed site, an assessment of rail noise and vibration and aircraft traffic noise was not required or assessed in this noise study;
- In accordance with the Ministry noise standards, the recommended road traffic noise prediction method; and, based on the road traffic noise level predictions it is

recommended to include noise warning clauses in addition to complying with the Ontario Building Code specifications to mitigate the impact of road traffic noise.

- Note, individual noise analysis will be required for future development applications for the additional lands within the Block Plan Area.

### Environmental Impact Study

The Environmental Impact Statement (EIS) was completed by GeoProcess Research Associates (GeoProcess) in November 7, 2024 in accordance with the Niagara Region Official Plan (NROP), Township Official Plan, and the Niagara Peninsula Conservation Authority regulations. The EIS builds upon the natural heritage information included in the Smithville sub-watershed study.

Under the NROP, the subject lands contains a small area designated as “Other Wetlands and Non-Provincially Significant Wetlands” in the northwest portion of the property where a tributary of Twenty Mile Creek flows.

As per the Township OPA 63 (Schedule E-10 and Schedule E-12), one natural heritage system was identified on the subject lands, a linkage, along with significant woodlands to the north and south. The linkage located is classified as a ‘Secondary Linkage’ and connects the North Creek and Twenty Mile Creek corridors to the south and north of the subject lands, respectively.

GeoProcess conducted various surveys in the fall of 2024 to characterize and confirm the natural heritage features located in the Block Plan study area outlined by previous work completed by Natural Resource Solutions Inc (NRSI), Matrix, and Myler Ecological Consulting. A review of all relevant policies and applicable existing background information was included in the scope of the EIS.

The EIS found that the proposed Lockbridge development will not impact Species at Risk habitat, significant landforms, significant wetlands or significant wildlife habitat as defined by the province. A small cultural woodland will be removed along with the hedgerow feature. Plantings of native species within the linkage to be established along the eastern property boundary will replace the treed cover removed in these two features. The stormwater management strategy will replicate the headwater drainage feature functions, with discharge from the pond to the downstream receiving watercourse meeting release targets set in the sub-watershed study.

Overall, the EIS concluded that the Lockbridge development will not have a negative impact on surrounding natural heritage features or their functions and, through the establishment of a vegetated linkage, has the opportunity to provide a net gain to the area.

### **FINANCIAL IMPLICATIONS:**

There are no financial implications associated with this report.

## **INTER-DEPARTMENTAL COMMENTS:**

There were separate opportunities for agencies to provide comments on the proposed Block Plan, Zoning By-law and Draft Plan of Subdivision applications and the supplemental technical studies.

The first was on the terms of reference and what the consulting team was to examine as part of the Block Plan Application of which these studies would be reviewed concurrently with the Draft Plan of Subdivision to save time for processing the applications.

The second round of comment were on the preliminary submission and the third review was on any revised and new information on the proposal. The fulsome comments are included in Schedule C of this report.

### **Planning:**

- Restoration area – the proposed block plan has significantly reduced the restoration area and appears that the neighbourhood block is to be counted towards the restoration area – this is not the intent according to OPA policies. The park and restoration areas should be kept separate such that the percentage to achieve a naturalization coverage is attainable in this area. The restoration areas are intended to be restored to a natural state to enhance the functions and connectivity of the overall NHS for ecological benefits.
- Confirm the approvals process for the gas easement trail.
- The alignment or proportionate extent of mixed use node versus the commercial and medium density residential at the intersection of Port Davidson and Townline Road are different which may add risks to meeting density targets.
- Access points and alignment of the road system differs from the Transportation Master Plan (TMP) and will need to justify why and how the proposed modifications meet the intent of the TMP.
- Collector road is in a different alignment and will need to understand how this may affect the entire Block Plan Area for 10 and 11.
- Connection to Townline Road and will need justification to understand the reasons for the change at this location.
- Port Davidson Road is planned to align with Canborough Road and this proposal eliminates this opportunity.
- Servicing and the Township will need to understand how the advancement of Block Plan Area 9 will impact servicing allocation for infill development and for other phases/stages in the Block Plan.

### **Engineering:**

- Concerns for the future safety and operating efficiency of the proposed local collector road that runs from Townline Road to the southern limit of the Block Plan area (identified as Street B on the Draft Plan of Subdivision). As the lands to the west of



Stage 3A are developed with connections to Port Davidson Rd the through movements at the intersections with Street B will increase.

- Township has engaged AECOM (Consultant) to provide peer review services for the water and wastewater components. This would include an update to the water and wastewater models to confirm the proposal addresses the requirements of the proposed Block Plan.
- The layout generally conforms to the Transportation Master Plan with the understanding the realignment of Port Davidson Rd and Canborough Road intersection will need to be considered further.
- The proposal to change the location of the pumping station will require a peer review by AECOM and further analysis is required to address servicing of other lands in the Block Plan Area.
- According to the Water & Wastewater Master Servicing Plan, the proposed Lockbridge development confirms can connect to the existing water distribution network and the remainder of the Block Plan Area will need the Regional 400mm watermain.
- Although the Master Servicing Plan identified the need to upsize the sanitary sewer on Townline Road and Anderson Crescent to support the proposed Lockbridge development and the remainder of the Block Plan Area will require new sanitary sewers and a pumping station. A Front Ending Agreement for the design and construction of this sewer will need to be discussed further.
- The Niagara Region will be performing the Stormwater Management Plan reviews on behalf of the Township. All storm pond outlets are to be fully investigated and confirmed to be legal outlets, with any required easements, that can be maintained by the Township. Any proposals that do not align with the sub-watershed study work may require further peer review services.
- The peer reviews will be completed at the expense of the proponent.

### **Region of Niagara:**

- Subject area is impacted by the Region's Natural Environment System (NES), consisting of the Lower Twenty Mile Creek Provincially Significant Wetland (PSW) Complex, Significant Woodland, a permanent/intermittent watercourse, Other Woodland and Other Wetlands.
- Niagara Official Plan (NOP) policy 3.1.5.7.1 requires the completion of an Environmental Impact Study (EIS) when development or site alteration is proposed within 120 metres of a PSW/Significant Woodland.
- An EIS Addendum was provided however the methodology of the field investigations that occurred for the subject property by previous consultants is unclear. Confirm the data utilized from the previous consultant.
- Staff note that the typically acceptable shelf-life of ecological field surveys is 5 years and that it appears that the majority of information utilized in this EIS was gathered in 2020. As such, updated surveys should be considered to ensure the data remains relevant.
- Staff note that an 'Other Woodland' is mapped adjacent to the northern boundary of the subject lands. It is unclear if these treed communities achieve 'Other Woodland'

designation criteria. Please assess this area in accordance with NOP policies and confirm if an 'other woodland' is present on the subject lands. The EIS need to confirm that there will be no negative impacts on the other woodland or its ecological function.

- The sub-watershed study (SWS Phase 2 Report (Wood, 2022a), identified a secondary linkage, 50 metres in width, identified along the entire length of the eastern property boundary. The EIS does not dispute the 50-metre width; however, the Draft Plan of
- Subdivision appears to only show a 23-metre-wide linkage.
- A restoration area was recommended in the subject lands; however, the EIS does not include the recommendation for a restoration area in the proposed Lockbridge development. If a restoration area is not proposed, thorough justification will be required to explain how additional field surveys have informed this new conclusion and how the Block Plan area will achieve the 30% natural cover objective described in OPA 63.
- The Draft Plan of Subdivision, which proposes 196 residential units on 12.51 hectares of developable area (which excludes the watercourse block), will yield a density of approximately 45 people and jobs per hectare, based on approximately 3 persons per single-detached unit, 2.6 persons per semi-detached units, and 2.2 persons per townhouse unit, and assuming 5% of the residential units would generate "at home" employment. This is under the minimum density target of 50 people and jobs per hectare for Designated Greenfield Areas in the NOP and the MCP.
- Regional staff note that, in accordance with Section 48 (1) of the Ontario Heritage Act, no site alteration or development is permitted on the subject lands until there required archaeological assessments have been completed and Ministry acknowledgement letters have been issued. Recognizing that no archaeological assessment, regardless of intensity, can entirely negate the possibility of discovering deeply buried archaeological materials, staff recommend the inclusion of a standard archaeological warning clauses in the subdivision agreement should any resources be encountered through future construction works.
- Staff notes that Port Robinson Road as well as Townline Road east of Canborough Street (Regional Road 14) are Township Roads and, as such, the NIS's conclusions and recommended noise control measures are to be to the Township satisfaction with respect to local transportation infrastructure. Implementation of any noise mitigation requirements as a result of road traffic on Canborough Street and Townline Road (Regional Road 14), west of Canborough Street, if any, will be addressed through future site plan and / or condominium applications.
- The storm outlet cannot cross the Regional Sewage Lagoon lands immediately east of Alma lands. The overall servicing plan for Block Plan Area 9 should confirm an adequate storm outlet(s) required to service Alma lands and other development east of Shurie Road.
- The flood control storages of north pond need to be enlarged to satisfy the requirements. Sizing for the south pond proposed for other properties within the Block Plan Area is incomplete. This pond should also comply with the criteria of the SSWS with respect to erosion and flood control.

- The Smithville pumping station (SPS) sewershed experiences significant Inflow/Infiltration (I/I) and has limited capacity. The current Smithville SPS has an operational capacity of 104 L/s and the current 2021 Master Servicing Plan (MSP) has indicated that an upgrade to the station is currently required and will be required to accommodate all anticipated growth in the SPS sewershed. An upgrade to the station is needed together with an I/I reduction program, which should be on-going to restore design capacity and potentially gain additional capacity in the system during rainfall events in order to allow for development. The Smithville SPS planned upgrade will be required to support all the development proposed in the Smithville MCP.
- The proposed Lockbridge Draft Plan as per the FSR indicated it can be serviced by the existing watermain system; sizing will be determined through future analysis. As per the report, the remainder of the Block Plan will require Phase 2 of the Regional Trunk Watermain identified in the Townships MSP. Should the owner wish to proceed in advance of the Region constructing Phase 2 of the Regional Trunk Watermain, then the owner will need to enter into a front-ending agreement to construct the Regional watermain to Regional standards and requirements to the satisfaction of the Region.
- The Region will monitor conditions to determine when various improvements (e.g. recommended signalization of St. Catharines Street and Industrial Park Road) are warranted. The Region notes that traffic patterns in the area could change following the potential future construction of a Downtown Smithville Bypass Route. Future improvements to Regional and municipal roads were also contemplated through the Smithville MCP and Smithville Transportation Master Plan.
- Updates to the traffic report is necessary to confirm the future capacity requirements for the entire Block Plan Area.

#### **Niagara Peninsula Conservation Authority (NPCA):**

- Need to conduct amphibian field surveys, confirmation of any regulated watercourses including fish habitat, vegetation surveys to confirm presence of wetlands and provide raw data of the required seasons as outlined in the terms of reference.
- Should the watercourses be realigned then the NPCA will require natural channel design, and all watercourse blocks be appropriately sized to convey the 100 year flow.
- Once the features within the study area are understood, the proposed development should be designed in such a way that the identified features and functions are maintained and/or enhanced to the satisfaction of NPCA staff.
- A review of the hydrogeological report is required to confirm any impacts to the karst feature.
- In principle, supportive of the proposed mitigation measure identified within the EIS to maintain the function to downstream features (e.g. sediment supply, water supply, seasonal wildlife habitat) by either keeping the feature open or by replicating its function through the stormwater management strategy, which can include elements such as enhanced lot level conveyance such as bioswales, low-impact development measures, vegetated swales or constructed wetlands. Further elements will be

provided through future submissions and/or detailed design.

## **PUBLIC COMMENTS:**

At the time of preparing this report, Administration received the following comments as summarized below. The full details are provided in Schedule D to this report.

- Drainage issues and flooding on adjacent properties (Shurie Road).
- Oppose to trail that runs along the gas easement and bisects property.
- Maintain farming operations and no plans for future development.
- Transportation impacts and speeding on Townline Road between Canborough Street and Shurie Road, what traffic control measures are being examined.
- Excessive number of units.
- Nuisance impacts from construction (noise and dust).
- Concerns with the Block Plan and the location of stormwater management ponds on other lands.
- Concerns that there was not fulsome comprehensive servicing strategy for the entire Block Plan.
- The FSR did not include the location and preliminary sizing of sanitary sewers, storm sewers and watermain for all of Block 9.
- Assessment of phasing and sequencing of infrastructure improvements for all of the Block Plan Area was not done and no timelines regarding when improvements are to occur. Only phasing identified is that the proposed subdivision for Lockbridge.
- High level cost estimates for all of engineering works for the Block Plan Area were not included. All of these matters are to be addressed in accordance with the Terms of Reference for Block Plans.
- The noise study only addressed lands west of Shurie Road and not the entire Block Plan Area.
- The urban design brief did not provide streetscape typologies of the various roads or corridors, did not address pedestrian linkages, layout and design of development parcels, did not adequately address built form design considerations, the relationship of parks with trail systems and location, orientation and size of parks and the open space system, and did not address the active transportation networks, mid-block connections, walkways, trails, etc. as required by the Terms of Reference for Block Plans.
- Cannot confirm if the EIS is suitable or addresses all the lands as it relates to the Block Plan.
- The proposed Block Plan identified a 150 metre lagoon buffer along the east side of the Block Plan Area, however is not addressed in the accompanied reports or the requirements of this buffer area or what land use compatibility considerations need to be addressed for development within the buffer area. There is no guidance provided at all regarding this matter.
- There is no rationale for reducing the size of the restoration area and the loss of the ecological benefit associated with this restoration area.

## **CONCLUSION:**

An application for Block Plan Approval, Draft Plan of Subdivision Approval and an application for Zoning By-law Amendment has been submitted by Arcadis (Consultant-Agent) on behalf of Lockbridge Development Inc.; TEK Corporation and Trustee for Judy Hendler (Owner-Applicant). The applications are to facilitate a residential development which would create an initial phase of development for 196 units.

Administration has provided the following information as it pertains to the Block Plan, Draft Plan of Subdivision and Zoning By-law Amendment applications for review and consideration. A recommendation report will be prepared following a thorough review of all technical documents and applicable revisions, as well as comments received by the agencies and public.

## **ATTACHMENTS:**

Schedule A – Proposed Lockbridge Block Plan  
Schedule B – Proposed Draft Plan of Subdivision  
Schedule C – Agency Comments  
Schedule D – Public Comments

### **Prepared & Submitted by:**

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**Senior Planner**

### **Approved by:**

**Gerrit Boerema**  
**Director of Growth and Sustainability**

**Truper McBride**  
**CAO**