

DATE: December 16th, 2020

REPORT NO: COA-009-20

SUBJECT: **Recommendation Report**
Application for Minor Variance by Dan Hlywka
File No. A16/2020WL

CONTACT: Madyson Etzl, Planner II
Brian Treble, Director of Planning and Building

OVERVIEW:

- A minor variance application has been submitted by Dan Hlywka for the property municipally known as 103 McMurchie Lane.
- This application is requesting two minor variances.
- The first minor variance is requesting a second storey at the same setbacks as established by the walls of the existing one storey building, which is legal non-conforming.
- Generally, the existing setbacks are ± 0.5 m (± 1.64 ft) front yard, ± 0.9 m (± 2.95 ft) west side yard, ± 0.6 m (± 2.0 ft) east side yard, and ± 1.1 m (± 3.61 ft) rear yard.
- The second minor variance is requesting a decrease in the required residential parking space requirement from 2 spaces to 1 space.
- The applicant has requested these minor variances to enlarge the existing one storey commercial building with a two storey mixed use building that accommodates both commercial and residential uses.
- The survey package that the applicant initially provided shows aesthetic bump outs that would have altered the existing legal non-conforming footprint of the building, but they have since decided not to proceed with altering the current legal non-conforming footprint as that would have required an additional variance.
- Planning Staff recommend support of this application.

RECOMMENDATION:

1. THAT, the application for the first Minor Variance made by Dan Hlywka as outlined in Report COA-009-20, to permit a second storey at the same setbacks as established by the walls of the existing one storey building, which is legal non-conforming, BE APPROVED.
2. THAT, the application for the second Minor Variance made by Dan Hlywka as outlined in Report COA-009-20, to permit a decrease in required parking spaces from 2 spaces to 1 space, BE APPROVED.
3. Subject to the following condition:
 - a) That the façade be designed to be compatible with the character of Smithville's Downtown to the satisfaction of the Planning Department.

BACKGROUND:

The subject lands are legally described as Plan M-92 Lot 28 on Concession 9, Part of Lot 8, in the former Township of South Grimsby, now in the Township of West Lincoln. The property is located on the south side of McMurchie Lane, west of Griffin Street North. The subject property is municipally known as 103 McMurchie Lane.

The subject property is approximately 2,123 ft² (197 m²) in size. The property is in the Smithville Urban Settlement area and has a Commercial Core designation. The adjacent properties to 103 McMurchie Lane are all commercial.

The applicant has submitted an application requesting two minor variances. The first variance is requesting permission to permit a second storey at the same setbacks as established by the walls of the existing one storey building, which is legal non-conforming. The second variance is requesting permission, to permit a decrease in required residential parking spaces from 2 spaces to 1 space. If approved, the applicant will enlarge the existing one storey commercial building with a two storey mixed-use building that accommodates commercial use on the first floor and an accessory dwelling unit on the second floor.

The survey package that the applicant initially provided shows aesthetic bump outs that would have altered the existing legal non-conforming footprint of the building. The applicant has since decided not to proceed with altering the current legal non-conforming footprint. As such, no minor variance was applied by the applicant to integrate aesthetic bump outs on this property at this time.

CURRENT SITUATION:

Planning Staff have completed an analysis of the proposed Minor Variance application and can provide the following evaluation:

**Does the proposal maintain the general intent and purpose of the Official Plan?
Yes**

The property is within the Smithville Urban boundary and is designated as part of the Commercial Core in the Township's Official Plan. It is the intent of this plan that the Commercial Core, in Smithville, promote the economic revitalization of the downtown (6.7.1). It is further the intent of the Official Plan to ensure that new development be designed to be compatible with the character and image of the area and will not create adverse impacts on adjacent areas within Downtown.

The first minor variance that is requested by Dan Hlywka, to permit a second storey at the same setbacks as established by the walls of the existing one storey building, which is legal non-conforming, does facilitate the objective of the Official Plan. It enables the objective of the Official Plan as the second storey is an appropriate scale for the area (6.7.2.b), the second storey is compatible with existing development patterns of the area (6.7.2.c), and the proposed building will enhance the appearance of the area (6.7.2.e).

However, it is important to note that the current rendering of the design of the building

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does not meet all of the objectives of the Official Plan. While the enlarged building will enhance the appearance of the street (6.7.2.e) it is not clear that it is designed in a way that will enhance the character of the historic downtown (6.7.2.a).

The second minor variance that is requested by the applicant, to permit a decrease in required home occupation and home industry parking spaces from 2 spaces to 1 space, is also facilitating the objectives of the Official Plan. The Official Plan encourages the provision of sufficient parking to accommodate new development in the commercial core of Smithville (6.7.2.f). This applicant is meeting this Official Plan objective as they are in fact creating additional parking but looking for relief in the amount of parking they create. The current legal non-conforming building does not have any on-site parking available and the applicant is proposing to create an additional space by means of an internal garage. The one car garage within the building is being built to avoid exacerbating the Township's public parking options in Smithville's Downtown.

Township Planning Staff are of the opinion that both minor variances meet the general intent and purpose of the Official Plan.

**Does the proposal maintain the general intent and purpose of the Zoning By-law?
Yes**

The subject land is zoned Residential Core Commercial 'C1' in the Township's Zoning By-law 2017-70, as amended. The subject parcel is ± 0.02 ha (± 0.05 acres) in size. The C1 zone normally considers commercial as the principal use. The C1 zone also permits a dwelling unit to be accessory to a permitted principal use.

The requested first minor variance meets the general intent for the Township's Zoning by-law, as the application identifies that the proposed use of the new building will be to provide commercial space with an accessory dwelling. However, it should be noted that Planning Staff have identified to Dan Hlywka's agent that the accessory dwelling units should be separate from the commercial space. Therefore, stairs to the accessory dwelling unit should not be accessible by means of the commercial space.

The Township's Zoning By-law 3.12.6 requires there be 2 parking spaces for the residential unit. The applicant has requested that a second minor variance be added for parking, to reduce the parking requirements from 2 spaces to 1. However, the current legal non-conforming building does not offer any on-site parking. To help meet Zoning By-law 3.12.6 the applicant is purposing to construct a one car garage inside the building to create a parking space and is hoping for relief from creating a second space. This is acceptable as the location is intended to be walkable in nature and additional car storage is not necessary for residential unit's in this location.

As such, Township staff are of the opinion that both requested minor variances in this application meet the general intent of the Township Zoning Bylaw.

Is the proposal desirable for the appropriate development or use of the land?
Yes

The applicant has proposed two minor variances in their application. The first to permit a second storey at the same setbacks as established by the walls of the existing one storey building, which is legal non-conforming. The second to permit a decrease in required parking spaces from 2 spaces to 1 space.

Planning staff believe that both minor variances that have been requested are desirable development as they will help enhance the Smithville's Downtown and meet the general intent of both the Township's Official Plan and Zoning By-law.

Is the proposal minor in nature?
Yes

The applicant has proposed two minor variances in their application. The first to permit a second storey at the same setbacks as established by the walls of the existing one storey building, which is legal non-conforming. The second to permit a decrease in required parking spaces from 2 spaces to 1 space.

Planning staff believe that the first minor variance request is minor in nature as it will match the scale of the existing development patterns of the area.

Planning staff believe that the second minor variance is also minor in nature as the applicant will in fact be creating a new parking space in the Commercial Core of Smithville's Downtown and are looking for relief from creating a second. While it is a private parking spot that is being added the use of it will help avoid further exacerbating the need for public parking in the area.

For these reasons above and as detailed in this report, Staff are of the opinion that both variances are minor in nature.

FINANCIAL IMPLICATIONS:

There are no financial implications associated with this application.

INTER-DEPARTMENTAL COMMENTS:

Notification was mailed to all applicable agencies and departments on November 26th, 2020. A yellow sign was also posted on the property a minimum of 10 days before the hearing.

Township Public Works Department and Building Department have no objections to the application as proposed.

The Niagara Region has no objections to the application as proposed.

The Niagara Peninsula Conservation Authority (NPCA) have identified that there does not appear to be any NPCA regulated features or hazards on this subject property. As

such, the NPCA does not object to the proposed Minor Variance(s).

PUBLIC COMMENTS:

Notification was mailed to all neighbouring properties within a 60m radius of the subject lands November 26th, 2020. A notice was posted to the Township's website on the same day, and a Yellow sign was posted on the property a minimum of 10 days before the hearing.

The Township has received one public comment as of December 11th 2020. This public comment articulated that their biggest concern was regarding the variance to decrease the parking from 2 spaces to 1 space. This concern stems from their belief that parking is already greatly limited in the downtown core. The citizen is a property owner in Smithville's Downtown and has articulated further that the previous removal of parking on Griffin Street North decreased their tenants parking options and that the further removal of parking, by means of the second minor variance requested by the applicant, would further exacerbate the citizen's tenants' parking options in the area. The letter acknowledges that the parking spot in question is not a public parking space, but believes that the overflow of parking from this property would spill into public parking spaces. The letter is concluded by saying that the continues removal of parking in Smithville's Downtown is putting added pressure on small local businesses to operate in the Downtown Core. Refer to Attachments for the full comment.

CONCLUSION:

A Minor Variance application has been submitted by Dan Hlywka for the property municipally known as 103 McMurchie Lane. Dan Hlywka application requests two minor variances. The first minor variance request is proposing to grant relief from Section 7.3 of the Township Zoning Bylaw 2017-70, as amended, to permit a second storey at the same setbacks as established by the walls of the existing one storey building, which is legal non-conforming. The second minor variance request is proposing to grant relief from Section 3.12.6 of the Township Zoning Bylaw 2017-70, as amended, to permit a decrease in required parking spaces from 2 spaces to 1 space. The applicant is proposing to construct a two storey mixed-use building with a one car garage, where commercial is the primary use on the first floor and a dwelling is the accessory use on the second floor.

The survey package that the applicant initially provided shows aesthetic bump outs that would have altered the existing legal non-conforming footprint of the building. The applicant has since decided not to proceed with altering the current legal non-conforming footprint. As such, no minor variance was applied by the applicant to integrate aesthetic bump outs on this property at this time.

Planning staff are of the opinion that both minor variance requested in the applicant's application meets all four tests of a minor variance and as such, can recommend the approval of both requests.

However, it is important to note that the current rendering of the design of the two storey

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building does not meet all of the objectives of the Official Plan. While the enlarged building will enhance the appearance of the street (6.7.2.e) it is not clear that it is designed in a way that will enhance the character of the historic downtown (6.7.2.a).

Planning staff are of the opinion that this application meets all four tests of a minor variance and as such, can recommend the approval of this application subject to the conditions as outlined in the recommendation.

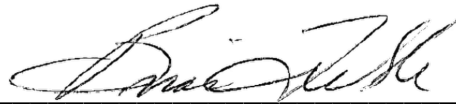
ATTACHMENTS:

1. Location Map
2. Zoning Provisions
3. Agency comments

Prepared by:



Madyson Etzl
Planner II



Brian Treble, RPP, MCIP
Director of Planning and Building

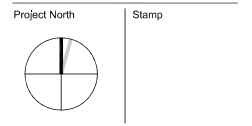
Attachment No 1. to COA-009-20

103 McMURCHY

103 McMurchy, Lane, Smithville,
Ontario

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No.	Issue / Description	Date
1.	FOR REVIEW	20/12/04



Project No: 20066

Scale: 1:200

Date: DEC 04, 2020

Drawn by: SS

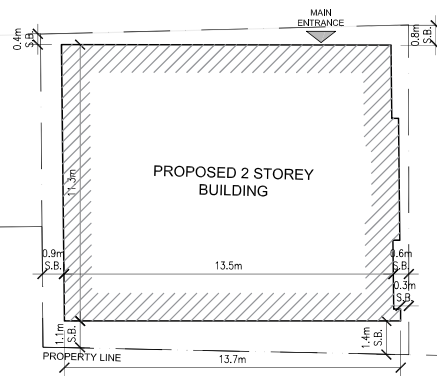
Drawing Title

PROPOSED SITE PLAN

Drawing Number

A400

McMurchie Lane



1 Existing Floor Plan
A101 Scale: 1:200

PART 7. COMMERCIAL ZONES

7.1 APPLICABLE ZONES

The permitted *uses* and regulations of Part 7 apply to land within the following *zones*:

Zone	Symbol
Core Commercial	C1
Neighbourhood Commercial	C2
Service Commercial	C3
Commercial Plaza	C4

These *zones* apply to land identified with the corresponding *zone* symbol as shown in Schedule “A”.

7.2 PERMITTED USES

In the *zones* identified in Section 7.1, no *person* shall *use* or permit the *use* of any *lot* or *erect, alter* or *use* any *building* or *structure* for any purpose except in accordance with the permitted *uses* in Table 16.

Table 16: Permitted Uses in Commercial Zones

Uses	Zones where Permitted			
<i>Principal Uses</i>				
<i>Apartment dwelling</i>	C1			
<i>Art gallery</i>	C1			
<i>Commercial kennel</i> (see s. 3.8)			C3	
<i>Commercial school</i>	C1	C2	C3	C4
<i>Communications establishment</i>	C1		C3	C4
<i>Contractors establishment</i>			C3	
<i>Day care</i>		C2		
<i>Drive-through facility</i> (see s. 3.12)			C3	C4
<i>Dry cleaning/ laundry depot</i>	C1	C2	C3	C4
<i>Financial institution</i>	C1		C3	C4
<i>Funeral home</i>	C1		C3	
<i>Garden centre</i>			C3	C4
<i>Hotel/ motel</i>			C3	
<i>Motor vehicle dealership</i>			C3	
<i>Motor vehicle gasoline bar</i>			C3	C4
<i>Motor vehicle repair establishment</i>			C3	
<i>Motor vehicle service station</i>			C3	C4
<i>Motor vehicle washing establishment</i>			C3	C4
<i>Office, including a medical office</i>	C1	C2	C3	C4
<i>Personal service shop</i>	C1	C2	C3	C4

Uses	Zones where Permitted			
<i>Pet care establishment</i> (see s. 3.8)			C3	C4
<i>Place of entertainment</i>	C1		C3	C4
<i>Private club</i>	C1		C3	C4
<i>Recreation facility</i>	C1		C3	C4
<i>Restaurant</i>	C1	C2	C3	C4
<i>Retail store</i>	C1	C2	C3	C4
<i>Service shop</i>	C1		C3	C4
<i>Shopping center</i>				C4
<i>Studio</i>	C1	C2	C3	C4
<i>Veterinary clinic</i>	C1		C3	C4
<i>Wayside pit or quarry</i> (see s. 3.27)			C3	C4
Accessory Uses ⁽¹⁾				
<i>Accessory buildings or structures and accessory uses</i> (see s. 3.1)	C1 ⁽¹⁾	C2 ⁽¹⁾	C3 ⁽¹⁾	C4 ⁽¹⁾
<i>Accessory dwelling units</i> (see s. 3.2)	C1 ⁽¹⁾			
<i>Outside display and sales area</i>			C3 ⁽¹⁾	C4 ⁽¹⁾
<i>Outside storage</i>			C3 ⁽¹⁾	C4 ⁽¹⁾
<i>Renewable energy system</i> (see s. 3.15)	C1 ⁽¹⁾	C2 ⁽¹⁾	C3 ⁽¹⁾	C4 ⁽¹⁾

⁽¹⁾ Denotes *uses* that are only permitted accessory to or in conjunction with a permitted *principal use*.

7.3 REGULATIONS

In the *zones* identified in Section 7.1, no *person* shall *use* or permit the *use* of any *lot* or *erect, alter* or *use* any *building* or *structure* for any purpose except in accordance with the regulations in Table 17.

Table 17: Regulations for Permitted Uses in Commercial Zones

Regulation		Zone Requirements			
		C1 ^{(1),(2)}	C2	C3	C4
Minimum <i>lot area</i>		-	500m ²	750m ²	900m ²
Minimum <i>lot frontage</i>		-	15m	25m	30m
Minimum <i>front yard</i>	Adjoining Regional Road 14 or 20	-	6m	9m	
	Other	6m			
Minimum <i>exterior side yard</i>	Adjoining Regional Road 14 or 20	-	6m		
	Other	6m			
Minimum <i>interior side yard</i>	Adjoining a <i>lot</i> in a Residential <i>Zone</i>	3m	5m	9m	
	Other	-	3m	6m	
Minimum <i>rear yard</i>	Adjoining a <i>lot</i> in a Residential <i>Zone</i>	6m	6m	9m	
	Other			6m	
Maximum <i>lot coverage</i>		-	45%	50%	
Maximum <i>height</i>		15m	10m		
Minimum <i>landscaped open space</i>		-	20%	10%	
Maximum <i>outside storage</i>		-		5% of <i>lot area</i> ⁽³⁾	

Regulation		Zone Requirements			
		C1 ^{(1),(2)}	C2	C3	C4
Maximum <i>gross leasable floor area</i>	Per <i>commercial use</i>	-	280m ²	-	
	Total % of <i>lot area</i>		45%	50%	

- ⁽¹⁾ An *apartment dwelling* in the C1 Zone shall be permitted as an exclusive *principal use* of a *main building* or shall be located above the first *storey* within a *main building* containing a permitted non-residential *principal use* on the ground floor, and shall be subject to the minimum *lot area*, minimum separation distance between *dwellings* on the same *lot* and minimum *amenity area* requirements of the RH Zone in accordance with Section 6.3, Table 15. All other requirements of the C1 Zone shall apply.
- ⁽²⁾ The maximum number of *accessory dwelling units* on a *lot* in the C1 Zone shall not exceed 1 *dwelling unit* per 120 m² of *lot area*.
- ⁽³⁾ *Outside storage* for purposes other than *outside display and sales areas* on the *lot* shall be located in a *rear yard* or *side yard* and screened from view from *public streets* and adjacent *lots*.

- i) *On-farm diversified uses* that include overnight accommodations shall be limited to a permitted *bed and breakfast establishment* in accordance with Section 3.4.
- j) Notwithstanding the regulations of this Section to the contrary, certain *on-farm diversified uses* are subject to additional or different regulations contained in other Sections of this By-law, as follows:
 - i. The requirements of Section 3.4, for *bed and breakfast establishments*; and,
 - ii. The requirements of Section 3.7, for *home occupations* and *home industries*; and,
 - iii. The requirements of Section 3.8, for *private kennels* and *pet care establishments*.
- k) Parking for *on-farm diversified uses* shall be provided in accordance with Section 3.12.
- l) A *sign* is permitted to be displayed on the *lot* for on-farm diversified uses, provided:
 - i. A maximum of one (1) *sign* is permitted on a *lot* for each permitted *home occupation*; and,
 - ii. The *sign* shall not be illuminated; and,
 - iii. The *sign* shall have a maximum area of 0.2 square metres per side; and,
 - iv. The *sign* shall be setback a minimum of 1 metre to all *lot lines* and shall not be located within a *sight triangle*; and,
 - v. The maximum *height* of the *sign* shall be 0.8 metre; and,
 - vi. The *sign* shall comply with the *Township's Sign By-law*.

3.12 PARKING AND LOADING FACILITIES

3.12.1 Applicability and General Requirements

The following regulations apply to parking and loading facilities:

- a) Parking and loading facilities shall be provided and maintained for the identified *uses* of *lots*, *buildings* and *structures* in accordance with the requirements of this Section.
- b) Notwithstanding Clause (a) of this Subsection to the contrary, the requirements of this By-law for providing and maintaining parking and loading facilities shall not apply to *existing uses* of *existing lots*, *buildings* and *structures* provided:
 - i. The *existing use*, *lot*, *building* or *structure* was lawfully in existence prior to the effective date of this By-law; and,
 - ii. Where there is a change in *use* of a *lot*, *building* or *structure*, parking and loading facilities shall be provided and maintained for such new *use* in accordance with the requirements of this Section, except that no additional parking or loading facilities shall be required for a change in *use* of an *existing lot*, *building* or *structure* located in the Core Commercial (C1) *Zone*; and,
 - iii. If the number of *dwelling units*, the *floor area* or the seating capacity within a *building* or *structure* is increased, parking and loading facilities shall be provided for such increased *dwelling units*, *floor areas* and seating capacity in accordance with the requirements of this Section.
- c) Parking and loading facilities shall be provided and maintained on the same *lot* as the *uses*, *buildings* and *structures* for which the facilities are required, unless specifically required otherwise in this By-law.

- d) Where a *lot, building or structure* accommodates more than one *use*, the required parking and loading facilities shall be calculated as the sum of the required facilities for each *use*, unless specifically required otherwise in this By-law.
- e) Where the calculation of required *bicycle parking facilities, loading spaces, parking spaces or stacking space* exceeds a whole number by 0.25 or greater, the calculation shall be rounded up to the next whole number to determine the total requirement.
- f) Any area of a *lot, building or structure* that is used, designed or otherwise intended to be used primarily for storage, *outside storage* or *outside display and sales areas* shall not be included as required parking or loading facilities.
- g) Where *parking space* requirements are to be calculated based upon the seating or other capacity of a *lot, building or structure*, such capacity shall be deemed to be the same as the maximum capacity for such *lot, building or structure* permitted by The Ontario Building Code, or where applicable, The Liquor Licensing Board of Ontario, whichever capacity is the lesser, except that where seating is provided in the form of fixed benches or pews, every 0.6 metre of each such bench or pew shall be considered as one (1) seat.
- h) Parking and loading facilities for *commercial uses, industrial uses, institutional uses, and residential uses* with five (5) or more *dwelling units* on a *lot*, shall be provided with suitable lighting facilities. Where parking and loading facilities are illuminated, lighting fixtures shall be arranged, designed and installed so that the light is directed downward and deflected away from adjacent *lots* and travelled *public streets*.
- i) Parking and loading facilities required to be provided by this By-law for a *non-agricultural use* in a *settlement area* shall be provided and maintained with an asphalt, concrete, interlocking brick or stone, bituminous gravel or similar hardscaped surface. For *agricultural uses* and for other *uses* that are located outside of a *settlement area*, a gravel or similar surface shall also be permitted. All parking and loading facilities shall be surfaced to provide stability, prevent erosion and the raising of dust, be usable in all seasons, and facilitate the drainage and infiltration of surface water.

3.12.2 Driveways and Parking Aisles

The following regulations apply to *driveways* and *parking aisles*:

- a) Access to and from parking and loading facilities shall be provided and maintained by permitted *driveways*, and by *parking aisles* where required for access to and from *parking spaces*.
- b) *Driveways* and *parking aisles* shall have minimum and maximum widths in accordance with Table 3.

Table 3: Minimum and Maximum Widths for Driveways and Parking Aisles

Type of <i>Driveway</i> or <i>Parking Aisle</i>	Minimum Width	Maximum Width
<i>Driveways for residential uses with less than five (5) dwelling units:</i>		
<i>Driveway for a dwelling with a private garage</i>	3 metres	<i>Garage width plus 0.5 metre or 50% of the lot frontage, whichever is greater, to a maximum of 6 metres</i>
<i>Driveway for a dwelling with no private garage</i>		<i>50% of the lot frontage, to a maximum of 6 metres</i>
<i>Driveways for residential uses with five (5) or more dwelling units and non-residential uses:</i>		
Single traffic lane for travel in one direction	3 metres	4.5 metres
Double traffic lane for travel in one or two directions	7.5 metres	9 metres
Double traffic lane for travel in one or two directions plus one or more dedicated turning lanes where required in accordance with an approved site plan	9 metres	16 metres
<i>Parking aisles:</i>		
<i>Parking aisles for parking spaces angled 75 or 90 degrees to a line parallel to the aisle</i>	6 metres	7.5 metres
<i>Parking aisles for parking spaces angled 60 degrees to a line parallel to the aisle</i>	5 metres	
<i>Parking aisles for parking spaces angled 45 degrees to a line parallel to the aisle</i>	4 metres	
<i>Parking aisles for parallel parking spaces</i>	5 metres	

Note: the *driveway* width shall be measured along the *street line*, and the minimum and maximum *driveway* widths shall apply along the entire length of the *driveway* on the *lot*.

- c) For a *driveway* that provides access to and from a *public street*, the minimum length of the *driveway* shall be 6 metres measured from the *street line*.
- d) No *driveway* shall exceed 50% of the area of a *required yard*.
- e) *Driveways* shall be located as follows:
 - i. A *driveway* for a *residential use* with less than five (5) *dwelling units* shall be located no closer to the *interior side lot line* than the minimum *interior side yard* required for the *private garage* on a *lot* where the *dwelling* includes a *private garage*, or for the *dwelling* on a *lot* with no *private garage*;
 - ii. A *driveway* for a *residential use* with five (5) or more *dwelling units* or for a *non-residential use* shall be located no closer than 3 metres to a *lot line* that adjoins a *lot* within a *Residential zone*;
 - iii. All other *driveways* shall not be located closer than 1.5 metres to an *interior side lot line* or a *rear lot line*, except for a permitted *driveway* located in the *rear yard* of a *through lot* and a permitted shared *driveway* for two adjoining *lots* that are in the same *zone*.
- f) The minimum distance between a *driveway* and an intersection of *street lines* measured along the *street line* intersected by such *driveway* shall be 7.5 metres.
- g) Notwithstanding Clause (d) of this Subsection, *driveways* for *residential uses* on a *corner lot* may be located closer than 7.5 metres to an intersection of *street lines* provided:

- i. There are less than five (5) *dwelling units* on the *lot*; and,
 - ii. The *lot* cannot accommodate a permitted *driveway* of the required minimum and maximum width prescribed by Table 3 in a required location on the *lot* that is a minimum distance of 7.5 metres from the nearest intersection of *street lines*; and,
 - iii. The *driveway* is located nearest to the *side lot line* that is furthest from the intersection of *street lines* and in accordance with all other requirements of this By-law.
- h) The maximum number of *driveways* permitted on a *lot* shall be:
- i. One (1) *driveway* for *lots* having a *front lot line* or *exterior side lot line* that is 18 metres or less in length measured along the *street line*;
 - ii. Two (2) *driveways* for *lots* having a *front lot line* or *exterior side lot line* of more than 18 metres in length measured along the *street line*;
 - iii. Three (3) *driveways* for *lots* having a *front lot line* and/or *exterior side lot line* of 100 metres or more in total length measured along the *street line(s)*.
- i) The minimum angle of intersection between a *driveway* and a *street line* shall be 60 degrees.
- j) Notwithstanding the requirements of this Subsection, the *driveway* requirements of the *Regional Municipality* of Niagara shall apply along all Regional Roads.

3.12.3 Drive-through Facilities

The following regulations apply to *drive-through facilities*:

- a) A *drive-through facility* shall be located on a *lot* containing a permitted *commercial use* and only where permitted by the applicable *zone*.
- b) A *drive-through facility* shall include a minimum of eight (8) designated *stacking spaces* for a *restaurant* or *mechanical motor vehicle washing establishment* (per facility) and a minimum of two (2) *stacking spaces* for a *manual motor vehicle washing establishment* (per bay) and any other *commercial use*.
- c) A *stacking space* shall be a minimum of 5.5 metres in length and 3.0 metres in width.
- d) A *stacking lane* shall not be permitted within 20.0 metres of a *lot line* of a *lot* in a Residential *Zone*.
- e) Notwithstanding Clause (d) of this Subsection, the required setback may be reduced to a minimum of 7.5 metres where:
 - i. An acoustic wall, berm or other noise controls certified by a professional engineer, is installed prior to operation of the *drive-through facility* to mitigate the noise impacts; and,
 - ii. The noise levels shall not exceed the maximum levels specified by the Ministry of Environment's NPC-300 – Environmental Noise Guideline, as amended, for stationary sources of noise.
- f) *Stacking spaces* shall not be included in the calculation of required parking spaces
- g) *Stacking spaces* shall not be located within any *parking aisle* or *driveway*.

3.12.4 Off-Street Bicycle Parking Facility Requirements

The following regulations apply to *bicycle parking facilities*:

- a) *Bicycle parking facilities* shall be provided and maintained for the identified *uses* of *lots, buildings* and *structures* in accordance with Table 4.

Table 4: Required Bicycle Parking Facilities

<i>Use</i>		Minimum <i>Bicycle Parking Facilities</i> to be Provided (number of bicycles to be accommodated)
Any <i>use</i> located outside of a <i>settlement area</i> and any <i>use</i> not specifically listed below		No minimum requirement
<i>Art gallery, commercial school, day care, financial institution, medical office, office, personal service shop, place of entertainment, private club, recreation facility, restaurant, retail store, service shop, shopping center, studio</i>		The greater of 2 or 1 per 1,000 m ² of <i>gross floor area</i>
<i>Apartment dwelling</i>		1 per <i>dwelling unit</i>
<i>Industrial use</i>		2 plus 0.25 per 1,000 m ² of <i>gross floor area</i>
<i>Long-term care facility, retirement home</i>		The lesser of 5 or 0.25 per <i>lodging unit</i>
<i>School, private or public</i>	<i>Elementary school</i>	0.25 per classroom, excluding portables
	<i>Secondary school</i>	0.5 per classroom, excluding portables

- b) Notwithstanding Clause (a) of this Subsection, in no case shall the number of bicycles required to be accommodated exceed 30 for any use.

3.12.5 Off-Street Loading Facility Requirements

The following regulations apply to loading facilities:

- a) *Loading spaces* shall be provided and maintained for the identified uses of *lots, buildings* and *structures* in accordance with Table 5.

Table 5: Required Loading Facilities

<i>Use</i>		Minimum Number of Loading Spaces to be Provided
Any use located outside of a <i>settlement area</i> and any use not included below		No minimum requirement
Any <i>commercial, industrial or institutional use</i> that includes receiving and/or shipping and/or transport of goods, supplies or other materials to or from the <i>lot</i>	<i>Gross floor area:</i>	No minimum requirement
	450 m ² or less	
	451 m ² to 900 m ²	1 <i>loading space</i> (9 metre length)
	901 m ² to 1,850 m ²	1 <i>loading space</i> (18 metre length)
	1,851 m ² to 7,400 m ²	2 <i>loading spaces</i> (18 metre length)
	7,400 m ² to 13,000 m ²	3 <i>loading spaces</i> (18 metre length)
	Each additional 7,400 m ²	1 <i>loading space</i> (18 metre length)
<i>Apartment dwelling</i> containing 50 or more <i>dwelling units</i>		1 <i>loading space</i> (9 metre length)
<i>Motor vehicle dealership</i>		1 <i>loading space</i> (18 metre length)

Note: the minimum length of a *loading space* required for a *medical office* or *office* shall be 9 metres.

- b) *Loading spaces* shall have minimum dimensions as follows:
- Minimum width: 3.5 metres;
 - Minimum length: in accordance with Table 5 and in no case less than 9 metres;
 - Minimum vertical clearance: 4.2 metres,
- c) *Loading spaces* shall be located as follows:
- Abutting or within the *building* for which the *loading space* is provided; and,
 - No closer than 7.5 metres to any *lot line* of a *lot* in a Residential Zone, except if the *loading spaces* is located entirely within a permitted *building* or *structure* or is required on a *lot* in a Residential Zone; and,
 - Not within any required *yard*, *front yard* or *exterior side yard*.

3.12.6 Off-Street Motor Vehicle Parking Facility Requirements

The following regulations apply to *motor vehicle* parking facilities:

- a) *Parking spaces* for *motor vehicles* shall be provided and maintained for the identified uses of *lots*, *buildings* and *structures* in accordance with Table 6.

Table 6: Required Parking Facilities

Use		Minimum Number of <i>Parking Spaces</i> to be Provided
<i>Residential uses</i>		
<i>Apartment dwelling, townhouse dwelling or stacked townhouse dwelling</i>		1.5 <i>parking spaces</i> per dwelling unit
<i>Boarding or rooming house</i>		1 <i>parking space</i> per lodging unit
<i>Group home</i>		2 <i>parking spaces</i>
<i>Mobile home park</i>		1 <i>parking space</i> per mobile home park site
<i>Residential uses</i> not specifically listed above		1 <i>parking space</i> per dwelling unit
<i>Accessory residential uses</i>		
<i>Accessory dwelling</i>		1 <i>parking space</i>
<i>Accessory farm dwelling</i>		1 <i>parking space</i>
<i>Bed and breakfast establishment</i>		1 <i>parking space</i> per lodging unit
<i>Garden suite</i>		1 <i>parking space</i>
<i>Home occupation and home industry</i>	Any <i>use</i> not separately defined	1 <i>parking space</i>
	<i>Medical office</i>	4 <i>parking spaces</i>
	Other defined <i>use</i>	See below
	Where up to two (2) outside employees are permitted	2 <i>parking spaces</i>
<i>Agriculture-related uses</i>		
<i>Agricultural service and supply establishment</i>		1 <i>parking space</i> per 40 m ² of gross floor area, plus 1 <i>parking space</i> per 100 m ² of gross floor area used for warehousing / wholesaling
<i>Agriculture-related use</i> not separately defined		1 <i>parking space</i> per 40 m ² of gross floor area
<i>Agri-tourism / value-added uses</i>		

<i>Use</i>	Minimum Number of <i>Parking Spaces</i> to be Provided
<i>On-farm diversified uses</i>	
<i>Commercial uses</i>	
<i>Adult entertainment establishment</i>	1 <i>parking space</i> per 20 m ² of <i>gross floor area</i>
<i>Animal shelter</i>	1 <i>parking space</i> per 40 m ² of <i>gross floor area</i>
<i>Art gallery</i>	1 <i>parking space</i> per 30 m ² of <i>gross floor area</i>
<i>Casino</i>	1 <i>parking space</i> per 30 m ² of <i>gross floor area</i>
<i>Commercial uses</i> not separately defined	1 <i>parking space</i> per 30 m ² of <i>gross floor area</i>
<i>Day care</i>	1.5 <i>parking spaces</i> per classroom plus 1 <i>parking space</i> per 40 m ² of <i>gross floor area</i>
<i>Dry cleaning/ laundry depot</i>	1 <i>parking space</i> per 30 m ² of <i>gross floor area</i>
<i>Dry cleaning/ laundry establishment</i>	
<i>Financial institution</i>	Greater of 5 <i>parking spaces</i> or 1 <i>parking space</i> per 28 m ² of <i>gross leasable floor area</i>
<i>Funeral home</i>	Greater of 1 <i>parking space</i> per 5 seats in a chapel or auditorium or 10 <i>parking spaces</i> per visitation room
<i>Hotel/ Motel</i>	1 <i>parking space</i> per <i>lodging unit</i> , plus required <i>parking spaces</i> for any <i>floor areas</i> used for other <i>commercial uses</i>
<i>Kennel, commercial or private</i>	1 <i>parking space</i> per 40 m ² of <i>gross floor area</i>
<i>Motor vehicle body shop</i>	1 <i>parking space</i> per 50 m ² of <i>gross floor area</i>
<i>Motor vehicle dealership</i>	
<i>Motor vehicle gasoline bar</i>	
<i>Motor vehicle repair establishment</i>	
<i>Motor vehicle service station</i>	
<i>Motor vehicle washing establishment</i>	1 <i>parking space</i> per 50 m ² of <i>gross floor area</i> , excluding any <i>gross floor areas</i> devoted to providing <i>parking spaces</i> for the manual washing of <i>motor vehicles</i> , which shall be counted as required <i>parking spaces</i> , except that <i>parking spaces</i> designated only for interior cleaning, vacuuming or air compressors for tire inflation for <i>motor vehicles</i> shall not be counted as required <i>parking spaces</i> . See also Subsection 3.12.3.
<i>Office, including a medical office</i>	1 <i>parking space</i> per 28 m ² of <i>gross leasable floor area</i>
<i>Personal service shop</i>	1 <i>parking space</i> per 20 m ² of <i>gross leasable floor area</i>
<i>Pet care establishment</i>	1 <i>parking space</i> per 40 m ² of <i>gross floor area</i>
<i>Place of entertainment</i>	Greater of 1 <i>parking space</i> per 5 seats, or 1 <i>parking space</i> per 5 <i>persons</i> capacity, or 1 <i>parking space</i> 30 m ² of <i>gross floor area</i>
<i>Private club</i>	1 <i>parking space</i> per 30 m ² of <i>gross floor area</i>
<i>Restaurant</i>	1 <i>parking space</i> per 20 m ² of <i>gross leasable floor area</i>
<i>Retail store</i>	
<i>Service shop</i>	1 <i>parking space</i> per 20 m ² of <i>gross leasable floor area</i>
<i>Shopping center</i>	
<i>Studio</i>	1 <i>parking space</i> per 30 m ² of <i>gross floor area</i>

Use		Minimum Number of <i>Parking Spaces</i> to be Provided
<i>Veterinary clinic</i>		
Public, institutional, recreational and other uses		
<i>Camping establishment</i>		1 <i>parking space</i> per <i>camp site</i>
<i>Cemetery</i>		No minimum requirement
<i>Hospital</i>		1 <i>parking space</i> per 2 beds
<i>Institutional uses</i> not separately defined		1 <i>parking space</i> per 30 m ² of <i>gross floor area</i>
<i>Long term care facility</i>		1 <i>parking space</i> per 2 <i>lodging units</i>
<i>Place of worship</i>		Greater of 1 <i>parking space</i> per 5 seats, or 1 <i>parking space</i> per 5 <i>persons</i> capacity, or 1 <i>parking space</i> 30 m ² of <i>gross floor area</i>
<i>Recreation facility</i>		
<i>Retirement home</i>		1 <i>parking space</i> per 2 <i>lodging units</i>
<i>School, commercial</i>		1 <i>parking space</i> per 30 m ² of <i>gross floor area</i>
<i>School, private or public</i>	<i>Elementary school</i>	1.5 <i>parking spaces</i> per classroom plus 1 <i>parking space</i> per 9 m ² of <i>gross floor area</i> for a gymnasium or auditorium
	<i>Secondary school</i>	Greater of 1 <i>parking space</i> per 5 classroom seats, or 1 <i>parking space</i> per 15 m ² of <i>gross floor area</i> for a gymnasium, or 1 <i>parking space</i> per 15 m ² of <i>gross floor area</i> for an auditorium
Industrial uses and processing facilities		
<i>Abattoir</i>		1 <i>parking space</i> per 100 m ² of <i>gross floor area</i>
<i>Industrial uses</i> not separately defined		1 <i>parking space</i> per 100 m ² of <i>gross floor area</i>
<i>Salvage yard</i>		1 <i>parking space</i> per 40 m ² of <i>gross floor area</i>
<i>Waste management facility</i>		1 <i>parking space</i> per 40 m ² of <i>gross floor area</i>

- b) Notwithstanding Clause (a) of this Subsection, cash-in-lieu of required *parking spaces* may be accepted by the *Township*, subject to a by-law and agreement approved by Council in accordance with the Planning Act.
- c) Barrier-free *parking spaces* shall be provided in addition to the *parking spaces* required for *residential uses* where *parking spaces* are provided in a common *parking area* excluding a *private garage* or *driveway*, and for non-residential uses, in accordance with this Subsection and Table 7.

Table 7: Required Barrier-Free Parking Facilities

Total Number of <i>Parking Spaces</i> on the Lot	Minimum Number of <i>Barrier-Free Parking Spaces</i>		
	Type A	Type A or B*	Total
1 to 25 <i>parking spaces</i>	1	-	1
26 to 50 <i>parking spaces</i>	1	1	2
51 to 75 <i>parking spaces</i>	1	2	3
76 to 100 <i>parking spaces</i>	2	2	4

Total Number of <i>Parking Spaces</i> on the Lot	Minimum Number of Barrier-Free <i>Parking Spaces</i>		
	Type A	Type A or B*	Total
Greater than 100 <i>parking spaces</i>	4% of the total number of <i>parking spaces</i> on the <i>lot</i> shall be barrier-free <i>parking spaces</i> . Where an even number of barrier-free parking spaces are required, an equal number of Type A and Type B parking spaces shall be provided. Where an odd number of barrier-free <i>parking spaces</i> are required, the additional barrier-free <i>parking space</i> may be Type A or Type B.		

*Where one or more Type B barrier-free parking space(s) is(are) required, an equal number of Type A barrier-free *parking spaces* may be substituted for the Type B barrier-free parking spaces, provided that this provision shall not reduce the total number of barrier-free *parking spaces* required.

- d) *Parking spaces* shall have minimum dimensions of 2.7 metres in width by 6 metres in length, except:
- i. *Parking spaces* that are parallel to a *parking aisle* or *driveway* shall be a minimum of 6.5 metres in length;
 - ii. Type A barrier-free *parking spaces* shall be a minimum of 3.4 metres in width;
 - iii. Type B barrier-free *parking spaces* shall be a minimum of 2.4 metres in width;
 - iv. An access aisle shall be provided on one side of all barrier-free *parking spaces* and shall have a minimum width of 1.5 metres and a minimum length equal to the full length of the *parking space* and shall be marked with high tonal contrast diagonal lines where the surface is asphalt, concrete or other hard surface, and one access aisle may be shared by two barrier-free *parking spaces* (with one barrier-free *parking space* located on each side of the access aisle);
 - v. Where the side of a *parking space* abuts a *building* or *structure* that has a *height* of 0.5 metre or greater, the *parking space* shall be a minimum of 3 metres in width;
 - vi. Where the side of a *parking space* abuts an area of *landscaped open space* or walkway that is greater than 1 metre in width and located on the same *lot*, the *parking space* shall be a minimum of 2.4 metres in width.
- e) *Parking spaces* shall be located in accordance with the following:
- i. In a Residential Zone, on a *lot* with less than five (5) *dwelling units*:
 1. Within a permitted *private garage* or other parking *structure*; or,
 2. Within a permitted *driveway*, including *parking spaces* that may be in tandem, except that no *parking spaces* shall be located within a required *front yard* or a required *exterior side yard*;
 3. Within any other permitted *parking area* located in an *interior side yard* or *rear yard*, provided that no *parking spaces* or *parking aisles* shall be located closer than 1 metre to an *interior side lot line* or *rear lot line*, and no more than 50% of the area of any required *yard* shall be used for parking.
 - ii. In a Residential Zone, on a *lot* with more than five (5) *dwelling units*:
 1. Within a permitted *private garage* or other parking *structure*; or,
 2. Within any other permitted *parking area* located in an *interior side yard* or *rear yard*, provided that no *parking spaces* or *parking aisles* shall be located closer than 1.5 metres to a *side lot line* or *rear lot line*, and no more than 50% of the area of any required *yard* shall be used for parking; or,

3. Adjacent to a *private street*, provided that such *parking spaces* located along and/or accessed from a *private street* are not located closer than 7.5m to a *public street*;
 4. Plantings strips shall be provided where required in accordance with Subsection 3.9.2.
 - iii. In a Commercial Zone, Employment Zone or Institutional Zone within a *settlement area*:
 1. Within a permitted *private garage* or other parking structure; or,
 2. Within any other permitted *parking area* located in an *interior side yard* or *rear yard*;
 3. Plantings strips shall be provided where required in accordance with Subsection 3.9.2.
 - iv. In any other *zone*, *parking spaces* shall be located within a permitted *parking area* in any yard provided:
 1. No part of the *parking area*, other than a permitted *driveway*, shall be located closer than 1.5 metres to any *street line*; and,
 2. Plantings strips shall be provided where required in accordance with Subsection 3.9.2.
- f) *Parking spaces* that are required in accordance with this Subsection shall be used only for the parking of operative, currently licensed *motor vehicles*, with the following exceptions:
- i. The parking of *commercial motor vehicles* and *trailers* incidental to a permitted non-residential use on the same lot;
 - ii. The temporary parking of *commercial motor vehicles* and *trailers* on a lot in a Residential Zone for the purposes of incidental deliveries, moving services, home maintenance, repair or construction services, for a period not exceeding 72 hours of any month;
 - iii. The temporary parking of one *recreational vehicle* or *trailer* not exceeding 3.6 metres in *height* within a permitted *driveway* on a lot in a Residential Zone, only between May 1st and October 31st, provided it does not occupy a *parking space* required by this By-law;
 - iv. The temporary parking of one *recreational vehicle* or *trailer* not exceeding 3.6 metres in *height*, used explicitly for the transporting of snowmobiles, within a permitted *driveway* on a lot in a Residential Zone, only between November 1st and April 30th, provided it does not occupy a *parking space* required by this By-law;
 - v. For the purposes of Subclauses (iii) and (iv), *height* shall be measured from the bottom of the wheels to the highest point of said *trailer* or *recreational vehicle*, including any load thereon, but excluding any antenna or satellite dish;
 - vi. This Subsection shall not apply to prevent parking of *commercial motor vehicles*, *recreational vehicles* or *trailers* within a permitted *building* or *parking area* in an *interior side yard* or *rear yard*, provided it does not occupy a *parking space* required by this By-law;
- g) No *parking area* shall be occupied or used in a manner that obstructs or protrudes into a municipal road allowance or private right-of-way.

3.12.7 Private Garages

The following regulations apply to *private garages*:

- a) A *private garage* shall be located on a lot containing a permitted *residential use*.
- b) No more than one *private garage*, attached or detached, shall be permitted on a lot in a Residential Zone.
- c) Detached *private garages* shall be in accordance with Section 3.1 applicable to *accessory buildings or structures* and this Subsection.



318 Canborough St. P.O. Box 400
Smithville, ON
L0R 2A0
T: 905-957-3346
F: 905-957-3219
www.westlincoln.ca

Memo

To: Meghan Birbeck, Planner I
From: Jennifer Bernard, Coordinator of Engineering Services
Date: December 9, 2020
Re: File A16/2020WL – Hlywka

A review has been completed on this application for a minor variance for a second storey at the same setbacks as established by the walls of the existing one storey building, which is legal non-conforming. An additional variance is applied for to permit a decrease in parking spaces from 2 spaces to 1 space.

Public Works reviewed the Site Plan submission requirements as the pre-consultation meeting with the applicant and has no objections to this application.

Meghan Birbeck

From: Alderman, Aimee <Aimee.Alderman@niagararegion.ca>
Sent: December 11, 2020 8:50 AM
To: Meghan Birbeck
Subject: RE: Notice of Hearing A162020WL

Hi Meghan,

There are no Regional Comments for the Minor Variance at 103 McMurchie Lane.

Thanks for checking in!

Aimee Alderman, MSc, MCIP, RPP
Development Planner

Planning and Development Services
Regional Municipality of Niagara | www.niagararegion.ca
1815 Sir Isaac Brock Way, Thorold, ON L2V 4T7
Phone: 905-980-6000 ext. 3352 | Toll-free: 1-800-263-7215
Email: aimee.alderman@niagararegion.ca

From: Meghan Birbeck <mbirbeck@westlincoln.ca>
Sent: Thursday, December 10, 2020 6:34 PM
To: Alderman, Aimee <Aimee.Alderman@niagararegion.ca>
Subject: FW: Notice of Hearing A162020WL

CAUTION: This email originated from outside of the Niagara Region email system. Use caution when clicking links or opening attachments unless you recognize the sender and know the content is safe.

Good evening Aimee,

Thank you so much for providing a comment for B052020WL –the minor boundary adjustment for 6800 Elcho Road.

I am wondering if you also had any comments for the minor variance A162020 application at 103 McMurchie Lane?

All the best,
Meghan

	<p>Meghan Birbeck</p> <p>Planner I</p> <p>Tel: 905-957-3346 ext. 5140 Email: mbirbeck@westlincoln.ca Web: www.westlincoln.ca</p>
---	---

Meghan Birbeck

From: Nikolas Wensing <nwensing@npca.ca>
Sent: November 30, 2020 9:42 AM
To: Meghan Birbeck
Cc: Madyson Etzl; Gerrit Boerema; Brian Treble; Jeni Fisher
Subject: Re: Notice of Hearing A162020WL

Hello Meghan,

There do not appear to be any NPCA regulated features or hazards on the subject property. As such, the NPCA does not object to the proposed Minor Variance.

Sincerely,

Nikolas Wensing, B.A., MPlan

Watershed Planner

Niagara Peninsula Conservation Authority (NPCA)
250 Thorold Road West, 3rd Floor, Welland, ON, L3C 3W2
905-788-3135, ext. 228
nwensing@npca.ca
www.npca.ca


From: Meghan Birbeck <mbirbeck@westlincoln.ca>
Sent: Thursday, November 26, 2020 4:28 PM
To: Meghan Birbeck <mbirbeck@westlincoln.ca>
Cc: Madyson Etzl <metzl@westlincoln.ca>; Gerrit Boerema <gboerema@westlincoln.ca>; Brian Treble <btreble@westlincoln.ca>; Jeni Fisher <jfisher@westlincoln.ca>
Subject: RE: Notice of Hearing A162020WL

Good afternoon,

Please find attached the above mentioned notice for a Minor Variance application for **103 McMurchie Lane**.

If you have any questions, please contact myself at 905-957-5140 or by email at mbirbeck@westlincoln.ca

Sincerely,
Meghan Birbeck

	<p>Meghan Birbeck</p> <p>Planner I</p> <p>Tel: 905-957-3346 ext. 5140 Email: mbirbeck@westlincoln.ca Web: www.westlincoln.ca</p>
---	---

Meghan Birbeck

From: [REDACTED]
Sent: November 28, 2020 9:15 AM
To: Meghan Birbeck
Cc: [REDACTED]
Subject: COMMITTEE OF ADJUSTMENT A16/2020WL Dan Hlywka 103 McMurchie Lane

Dear Ms Birbeck,

Re: 103 McMurchie Lane

Please be aware there is a spelling error in the body of your Committee letter stating that your email is mbirbeck@westlincln.ca (missing the 'o') which may affect some of your correspondence.

I received the notice of public hearing for the committee of adjustments regarding the minor variance application for the above listed property since I am the owner of the adjacent property at [REDACTED] Griffin Street North. I would like more information regarding the proposed purpose of the second storey. My greatest concern is regarding the variance to decrease the parking from 2 spaces to 1 space. As you may be aware, parking is already greatly limited in the downtown core. The Township has allowed the removal of parking on Griffin Street North which decreased my tenants parking options and now is proposing that there is less parking again for the properties located in this area. The proposed changes to the property will likely INCREASE the parking needs of this property and not decrease them. Although this is not a public parking space, overflow of parking from this property will spill into public parking further making the current commercial business parking needs and whatever is proposed to inhabit the second storey a further burden to our already strained parking system. Downtown parking has been further eroded over the last couple years in the CIBC parkette and on Griffin Street South where I have my personal business adding additional challenges to owning a business in this town.

My objection to the variance is mainly one of parking and I ask the Township and their Planning Committee; what is their plan for making the downtown viable for businesses when parking continues to be eroded? Customers MUST have parking particularly in a rural setting such as Smithville. Aesthetics seem to be the main objective of West Lincoln Township without functionality and business viability being top priority. This is disappointing when there continues to be growth of the residential sector increasing opportunities for small businesses if location and parking would allow them to be competitive and grow the sales and services offered to the residents of our town. Please consider increasing the parking in downtown Smithville so our core may flourish along with the rest of our town.

Respectfully,

[REDACTED]

[REDACTED]
[REDACTED] Griffin Street South
PO Box 736
Smithville, Ontario
L0R 2A0
[REDACTED]

This message is private, if you have received this message in error, please destroy and contact our office immediately.