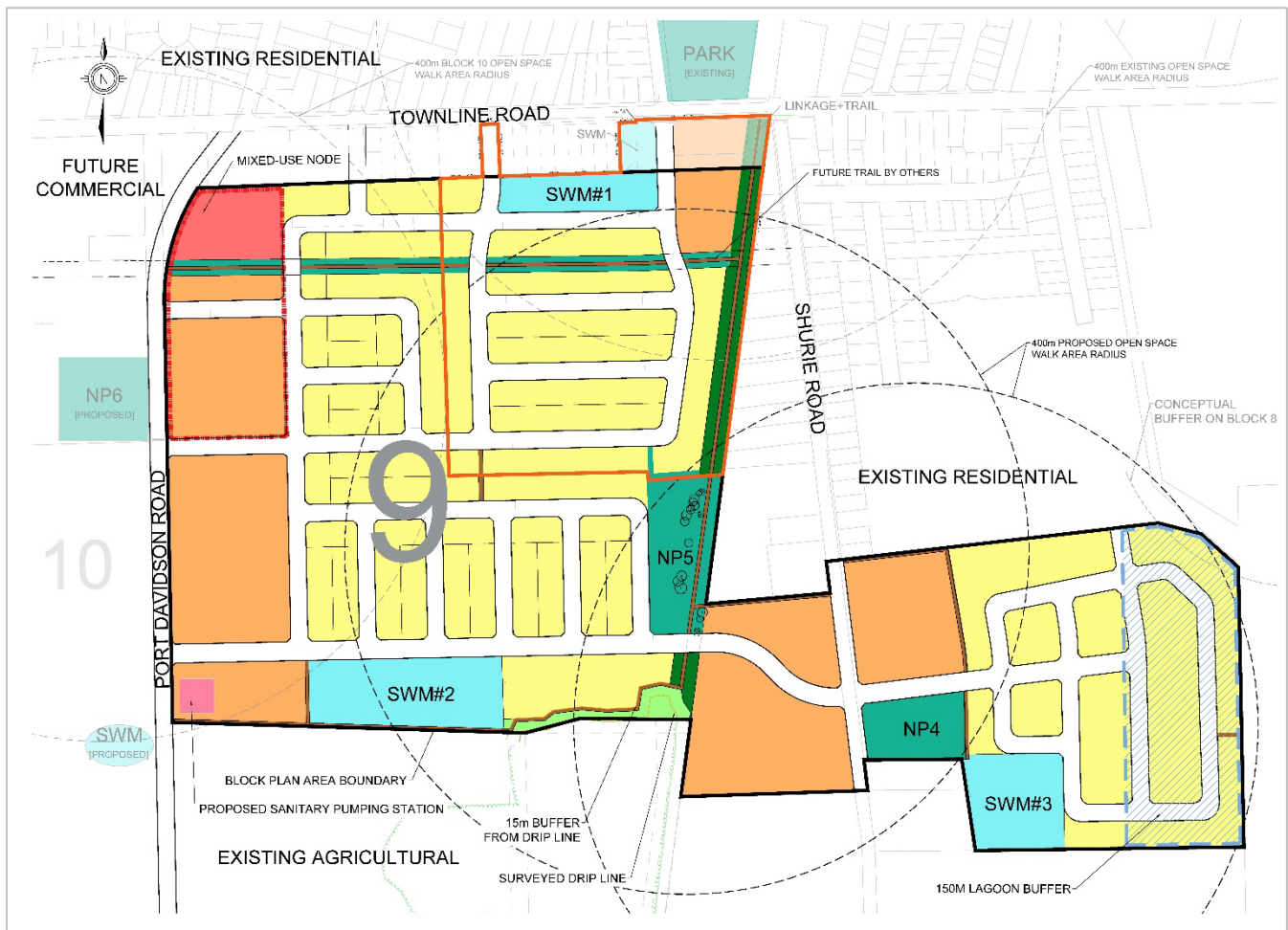


Lockbridge Development Inc.

Comprehensive Block Plan Summary Report

Block Plan Area 9 in the Township of Smithville

November 4, 2025



Comprehensive Block Plan Summary Report

Block Plan Area 9 in the Township of Smithville

November 4, 2025

Prepared By:

Arcadis Professional Services (Canada) Inc.
360 James Street North, Suite 200
Hamilton, Ontario L8L 1H5
Canada
Phone: 905 546 1010

Prepared For:

Lockbridge Development Inc.
1858 Avenue Road
Toronto, ON M5M 3Z5
Canada

Our Ref:

144262



Carmen Jandu MCIP RPP
Senior Associate, Studio Manager – Planning



Isabelle Ilagan
Planner

This document is intended only for the use of the individual or entity for which it was prepared and may contain information that is privileged, confidential and exempt from disclosure under applicable law. Any dissemination, distribution or copying of this document is strictly prohibited.

Version Control (optional)

Issue	Revision No.	Date Issued	Page No.	Description	Reviewed By
1	N/A	November 4, 2025	45	Comprehensive Block Plan Summary Report	Carmen Jandu

Contents

- Acronyms and Abbreviations..... v**
- Land Acknowledgement vi**
- Executive Summary..... 1**
- 1 Introduction..... 1**
 - 1.1 Participating Owners..... 1**
 - 1.2 Policy Context..... 2**
 - 1.3 Existing Land Use..... 3**
- 2 Community Identity 4**
 - 2.1 Vision and Goals..... 4**
 - 2.2 Principles..... 6**
 - 2.3 Community Elements and Themes..... 8**
- 3 Public Engagement 9**
 - 3.1 Block Area 9 Landowner Engagement Correspondence 9**
 - 3.2 Neighbourhood Open House..... 10**
 - 3.3 Public Meeting 13**
- 4 Land Use..... 13**
 - 4.1 Built Forms..... 13**
 - 4.2 Parkland and Restoration (Phase 1 Lands) 14**
- 5 Transportation 15**
 - 5.1 Road Network..... 15**
 - 5.2 Pedestrian and Cycling Network..... 16**
 - 5.3 Future Transit Opportunities 17**
- 6 Servicing..... 17**
 - 6.1 Water..... 18**
 - 6.2 Sanitary..... 19**
 - 6.3 Storm..... 20**
- 7 Supporting Studies Summaries 21**
 - 7.1 Environmental Impact Statement..... 21**
 - 7.2 Functional Servicing Report..... 22**
 - 7.3 Hydrogeological Assessment 23**
 - 7.4 Transportation Impact Study..... 24**

- 7.5 Urban Design Brief 25
- 7.6 New Reports and Plans 26
- 7.7 Previously Submitted Technical Reports..... 27
- 8 Alignment with Provincial and Township Policies..... 27
 - 8.1 *Planning Act, R.S.O. 1990, c. P.13* 27
 - 8.2 Provincial Planning Statement, 2024..... 28
 - 8.3 Niagara Official Plan, 2022..... 28
 - 8.4 Amendment Number 63 to the Official Plan of the Township of West Lincoln (Smithville Master Community Plan) 2022 29
- 9 Implementation 30
- 10 Conclusions 31

Tables

- Table 2-1: Block Plan Lands development details 7
- Table 2-2: Block Plan Area 9 MCP Area density targets and proposed population 7
- Table 3-1: Email correspondence received from residents and responses..... 10
- Table 3-2: Comments received from the public at the Neighbourhood Open House and responses 11
- Table 4-1: Parkland calculation..... 14

Figures

- Figure 1-1: Block Plan Lands ownership map..... 2
- Figure 1-2: Aerial image of the Block Plan Lands, retrieved from Google Maps..... 3
- Figure 5-1: Excerpt of future lane configuration and intersection control from the TIS..... 16
- Figure 5-2: Road Classification and Active Transportation Plan 17
- Figure 6-1: Excerpt of Drawing No. C-130 from the FSR..... 19

Appendices

- Appendix A – Revised Lockbridge Block Plan
- Appendix B – Revised Draft Plan of Subdivision

Acronyms and Abbreviations

Arcadis	Arcadis Professional Services (Canada) Inc.
Block Plan Lands	Landowners' assembly of land parcels within Block Plan Area 9
DPS	Draft Plan of Subdivision
EIS	Environmental Impact Study
FSR	Functional Servicing Report
GeoProcess	GeoProcess Research Associates
Lockbridge	Lockbridge Development Inc.
MESP	Master Environmental Servicing Plan
MCP	Master Community Plan
Niagara	Regional Municipality of Niagara
NPCA	Niagara Peninsula Conservation Authority
NP	Neighbourhood Park
OPA	Official Plan Amendment
Owner	Lockbridge Development Inc.
PHC	Parslow Heritage Consultancy Inc.
Phase 1 Lands	Lands within the Block Plan Lands generally located south of Townline Road
Planning Act	Planning Act, R.S.O 1990, c. P.13
Region	Regional Municipality of Niagara
SPS	Sanitary Pumping Stations
Subject Lands	Landowners' assembly of land parcels within Block Plan Area 9
Summary Report	Comprehensive Block Plan Summary Report
SWM	Stormwater Management
SWMF	Stormwater Management Facility
SWS	Subwatershed Study
TIS	Transportation Impact Study
TMP	Transportation Master Plan
Township	Township of West Lincoln
UDB	Urban Design Brief
UPH	Units per Hectare
ZBLA	Zoning By-law Amendment

Land Acknowledgement

The Township of West Lincoln, being part of the Regional Municipality of Niagara, is situated on treaty land. This land is steeped in the rich history of the First Nations such as the Hatiwendaronk (Hat-i-wen-DA-ronk), the Haudenosaunee (Hoe-den-no-SHOWee), and the Anishinaabe (Ah-nish-ih-NAH-bey), including the Mississaugas of the Credit First Nation. There are many First Nations, Métis, and Inuit from across Turtle Island that live and work in Niagara today. The Township of West Lincoln, as part of the Regional Municipality of Niagara, stands with all Indigenous peoples, past and present, in promoting the wise stewardship of the lands on which we live.

Executive Summary

The Block Plan Area 9 as shown in Figure 1-1 form part of the approved urban expansion areas in the Smithville Master Community Plan (Official Plan Amendment 63) which provides policy direction to guide the transformation of an expanded Smithville Urban Boundary into a complete, sustainable, and resilient community. The proposed growth will support the Township of West Lincoln's long-term growth to the year 2051.

The Township has outlined the application process for the development within the expansion areas within the Block Plan and Master Environmental Servicing Plan. The Block Plan process is a non-statutory planning tool for the development of the expansion areas as per OPA 63 ensuring coordinated land use, infrastructure, and environmental planning.

Lockbridge Development Inc., Judy Hendler, and TEK Corporation are landowners of multiple parcels within Block Plan Area 9 who have established a Landowners Cost Sharing Group to coordinate and front end a proposed Block Plan application as outlined in the MESP. Applications for the approval of the Block Plan were submitted with concurrent planning applications for Draft Plan of Subdivision Approval and Zoning By-law Amendment which would permit the immediate development of Phase 1 located at the northwest quadrant of the area, south of Townline Road and west of Shurie Road. Phase 1 has an area of 13.45 ha and would permit the construction of 222 residential dwellings with a proposed population of 635 future residents.

The Block Plan is anticipated to accommodate a population of up to 3,249 persons with a potential of 114 jobs to meet the minimum planned Gross Density Target outlined in OPA 63. The Block Plan will provide two neighbourhood parks, a linear park, active trail system, and future trail blocks within the Block Plan Area.

The Block Plan has identified a system of roads and active transportation facilities that will provide connectivity of this Block Plan to other areas of the Township. Future improvements to Port Davidson Drive would align the intersection with Canborough Street, creating a more efficient road system for this higher order road.

The Regional Municipality of Niagara is planning for water and wastewater servicing for the Block Plan Area and other expansion areas within the Town. Presently, capacity exists within the existing servicing infrastructure to service a portion of the Block Plan Lands. Future wastewater needs will be serviced by a new sanitary pumping station located east of Port Davidson Road.

Block Plan Area 9 includes a linkage/open space corridor over the former railway lands. The linkage corridor is part of a greater active trail network connecting parks, naturalized areas, and a significant woodlot with the greater trail network. Refinements of the proposed linkage corridor parks and overall trail system will be reviewed through the preparation of an Environmental Impact Study.

The Block Plan has been developed in consultation with residents, stakeholders, and other non-participating landowners. A Neighbourhood Open House was held on March 4, 2025 and then formally presented at Council for public comment at the Statutory Public Meeting held on April 14, 2025. Efforts to inform and meet with non-participating landowners were done prior to the submission of the original applications, and throughout the application process. Comments received from the community and Council informed the revisions to the plan that resulted with the Block Plan at hand.

The Landowners Group's consulting team prepared the technical studies to inform and support the Block Plan and Phase 1 Draft Plan of Subdivision. The initial application package was submitted to the Township on August 27, 2024, and included the proposed Block Plan, Draft Plan of Subdivision, and Zoning By-Law Amendment applications.

The resubmission of the application package was provided to the Township on November 22, 2025. As requested by the commenting agencies, necessary changes and modifications have been made to the Block Plan Land Use Concept, Development Report, Environmental Impact Study, Functional Servicing Report, Hydrogeological Assessment, Transportation Impact Study, Urban Design Brief, and Draft Plan of Subdivision. A new Arborist Report (with a Tree Management Plan and Inventory), Preliminary Trail and Park Plan, and Stage 3 Archaeological Assessment are also included in this submission. The completed revisions and new plans are in keeping with Official Plan Amendment 63 as they support the proposed development which represents good planning and facilitates an appropriate form of development within the Township.

This Comprehensive Block Plan Summary Report is to be read in conjunction with the original Development Report which was included within the original submission material from August of 2024 and the Development Report Addendum which is submitted concurrently with this Comprehensive Block Plan Summary Report. As confirmed by Township Staff, the purpose is to provide Township Council and the public with a comprehensive secondary/neighbourhood type planning document which includes a summary of all background studies as well as land-use planning. This Comprehensive Block Plan Summary Report has been identified in the Block Plan Guidelines endorsed by Council. A summary of applicable updated materials is included and a full copy of each will be included within the submission package.

1 Introduction

Lockbridge Development Inc. (“Lockbridge” or the “Owner”) is one of the landowners of an assembly of land parcels within Block Plan Area 9 in the Township of West Lincoln (the “Township”) in the Regional Municipality of Niagara (the “Region” or “Niagara”) (herein referred to as the “Block Plan Lands” or the “subject lands”). Block Plan Area 9 is located within the Township’s urban expansion area and is approximately 60.89 ha in size and is predominantly agricultural with some single detached dwellings and associated accessory structures. Using the conceptual plan approved as Schedule “L” in Official Plan Amendment (“OPA”) 63 for Block Plan Area 9, it is the Owner’s intent to create a Block Plan that establishes the land use, serving, transportation, and natural heritage systems, and to propose the development of Phase 1 which are lands generally located south of Townline Road. The Phase 1 Lands have an area of approximately 13.4 ha from the overall 60.89 hectares included within Block Plan area.

On August 27, 2024, applications for Block Plan, Draft Plan of Subdivision (“DPS”), and Zoning By-law Amendment (“ZBLA”) were submitted to the Township. This submission included a Development Report prepared by Arcadis which provided an overview of the planning policy framework and outlined how the proposed development demonstrates overall conformity to OPA 63.

This Comprehensive Block Plan Summary Report (“Summary Report”) is a required report identified in the Block Plan Guidelines endorsed by Township Council. As confirmed by Township Staff, the purpose of this Summary Report is to provide Township Council and the public with a comprehensive secondary/neighbourhood type planning document which includes a summary of all background studies as well as land-use planning. A summary of applicable updated materials is included and a full copy of each will be included within the submission package.

1.1 Participating Owners

The Township Council approved guidelines for the preparation of Block Plans for the Block Plan Areas within the Smithville Master Community Plan (“MCP”) Area. Property owners within a block plan area are required to be notified of the pending block plan area submissions and that they be invited to participate in the design, review, and approval process. To comply with this requirement, property owners within the Block Plan Lands were identified. An introductory letter was mailed to all the Block Plan property owners on June 27, 2024 by Arcadis, inviting them to participate and review the proposed Block Plan process. Subsequently on July 29, 2024 a copy of the Block Plan Land Use Concept was mailed directly to the same property owners. Written correspondence was received and responses were provided to by Arcadis. Additionally, several in person and virtual meetings were held with agents representing the Alma Daughters for their lands located west of Shurie Road. Meetings were held on July 8, 2024, July 17, 2024, April 30, 2025, and October 1, 2025. As a landowner showing interest in the Block Plan process, application materials were circulated to their agents throughout the Block Plan process and some requested revisions were incorporated into the Block Plan as per their request. Written correspondence providing general support for the proposed Block Plan was received on July 23, 2024 which also noted that further design changes (i.e. the location of the Stormwater Management (“SWM”) Block, would be detailed in a future DPS application for their lands).

To date, the following owners have participated in the design process and have initiated the development of a Landowners Cost Sharing Agreement which facilitates the equitable share of costs related to the processing of the Block Plan approval process. The participating landowners at the time of preparing this Summary Report are:

- Lockbridge Development Inc.;
- Judy Hendler; and,
- TEK Corporation.

The above represents 100% of the land area east of Shurie Road and approximately 76% of Block Plan Area 9. Please refer to Figure 1-1 for the map outlining the ownership of the Block Plan Lands.

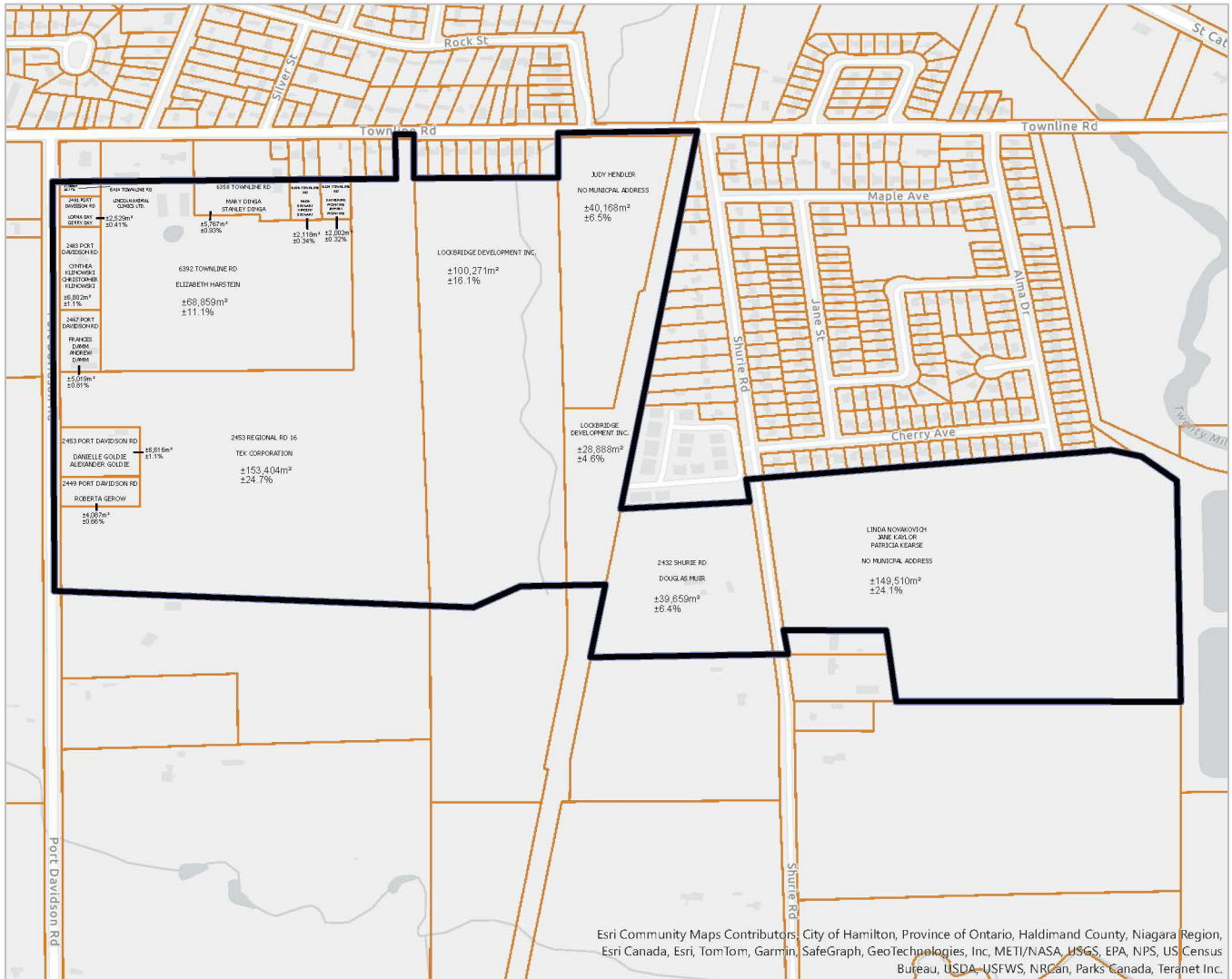


Figure 1-1: Block Plan Lands ownership map

1.2 Policy Context

As discussed in the Development Report and its addendum prepared by Arcadis, the following would typically be addressed in a Planning Justification Report: *The Planning Act, R.S.O. 1990, c. P.13* (“*Planning Act*”), the Provincial Policy Statement 2020, A Place to Grow: Growth Plan for the Greater Golden Horseshoe 2019, the Niagara Official Plan 2022 (i.e. applicable regional Official Plan), the Township of West Lincoln Official Plan 2021 (“*Official Plan*”)

(i.e. applicable local Official Plan), and the Township of West Lincoln Comprehensive Zoning By-law No. 2017-70 (i.e. applicable zoning by-law).

As Block Plan Area 9 was part of the larger urban expansion exercise by the Township, planning policy review within the Development Report submitted with the applications focused on OPA 63 of the Township of West Lincoln (Smithville MCP) and the Comprehensive Block Plan and Master Environmental Servicing Plan (“MESP”) Guidelines. OPA 63 conforms with and is consistent with all upper tier and provincial planning documents given that OPA 63 received final approval on June 11, 2024 by the Ontario Land Tribunal. OPA 63 would not have been approved had there been any conflict or non-conformity with any upper tier or provincial plans. A Block Plan is also not a *Planning Act* application but rather one subject to a Director’s approval and possibly a Township Council resolution in support. The *Planning Act* applications are for the DPS and ZBLA and therefore the *Planning Act* analysis has been limited to these two instruments.

Both the Development Report and its addendum concluded that proposed development and subsequent planning applications conform with and are consistent with all upper tier and provincial planning documents given that OPA 63 has received final approval and that the DPS and ZBLA implement the approved OPA 63.

1.3 Existing Land Use

The Block Plan Lands located within the Smithville MCP Area, specifically south of Townline Road, north of Sixteen Road, east of Port Davidson Road, and extends past Shurie Road until the western limit of the pond. It is irregular in shape, approximately 60.89 hectares in size, and has an approximate frontage of 625 metres along Port Davidson Road. While the majority of the land is agricultural, there are some single detached dwellings concentrated along Port Davidson Road and small forested areas. The former rail corridor runs north to south through the approximate centre of the subject lands. Please refer to Figure 1-2 for an aerial image of the Block Plan Lands.



Figure 1-2: Aerial image of the Block Plan Lands, retrieved from Google Maps

2 Community Identity

The Smithville MCP is intended to accommodate growth over a period of approximately 30 years (to 2051). It is anticipated that future updates and changes to the MCP may be required by way of amendments to the Township's Official Plan. The Vision of the MCP, as discussed below, describes the overall outcomes and desired future state of the MCP Area and articulates the general intent of the MCP. The following subsections below describe how the proposed development and subsequent planning applications align with the established community identity as outlined within OPA 63.

2.1 Vision and Goals

As outlined in Subsection 6.11.7.1.2 of OPA 63, Smithville is a vibrant centre of community life and economic activity in western Niagara, offering a range of services and amenities to residents across the Township and as a memorable place to visit. The Vision for the Smithville MCP is to strengthen the Township's diverse agricultural sector, retain its rural and small-town character, and allow quiet neighbourhoods to provide a range of housing to meet diverse needs. The Vision is provided below:

*Smithville is a **vibrant centre of community life and economic activity** in western Niagara, offering a range of services and amenities to residents across the Township and as a memorable place to visit.*

*West Lincoln's **diverse agricultural sector is strengthened by local access to supportive and complementary businesses** in Smithville's north-east employment area and farm-related services nearby, and local food retailing opportunities. The movement of goods including agricultural products is efficiently accommodated by strong regional transportation connections and delivery routes, connecting local businesses to broader markets. Smithville's well-defined community edges provide certainty to the long-term protection of high-quality farmlands and investment in agricultural production.*

*Smithville **retains its rural, small-town character**, while using land, energy and infrastructure efficiently. Community and environmental health, sustainability and resiliency are protected by a linked system of natural features, water resources and open spaces, supported by environmental stewardship and watershed management. Urban places are framed and enhanced by connected natural landscapes.*

***Quiet residential neighbourhoods provide a range of housing to meet diverse needs.** Local retail and services, parks, open spaces and community facilities are within convenient walking and cycling distances via safe, multi-modal streets and multi-use trails. A network of **complete streets** supports enhanced connectivity within neighbourhoods and throughout Smithville and provides access to local and regional transit and ride-sharing options.*

Subsection 6.11.7.1.3 of OPA 63 provides the goals which are built on the Vision for the Smithville MCP and further establishes the intent and direction of OPA 63. The goals emphasize the importance of supporting desirable and appropriate growth and expansion within Smithville to accommodate the Township's forecasted growth and development. As discussed in the Development Report and its addendum, the Block Plan prepared by Lockbridge meets these goals, thereby supporting the Township's vision as described above.

The proposed Block Plan is aligned with the Vision outlined in the Smithville MCP as it will support the growth and expansion of Smithville, which is a primary location for growth and development, by providing an increased number of residential dwellings, a mix of dwelling types, and commercial development. The provision of medium density residential development will help achieve a more compact and sustainable built form. This appropriate form of

intensification will assist the Township in achieving their population and employment targets, contributing to a complete community. Policy 6.11.7.2.1 c) of OPA 63 provides that the Smithville MCP Area will be planned to achieve an overall minimum density target of 50 combined people and jobs per hectare. For areas designated as Residential, Policy 6.11.7.2.2(f) and (g) of OPA 63 provides that the planned gross density target for areas designated Low Density Residential is 15 to 20 dwelling units per hectare (“UPH”) and 20 to 40 dwelling UPH for areas designated for Medium Density Residential.

With a total land area of 60.89 ha and the provision of 549 to 731 units of low density residential and 336 to 672 units of medium density residential, the proposed density will continue to contribute to the Township achieving the overall minimum density in the context of the overall area.

The Block Plan also provides a commercial area, parkland / open space, trails, natural heritage areas, and stormwater management facilities (“SWMF”). These uses complement the existing small-town character of Smithville as they reflect and enhance the currently existing uses, and provide active transportation pathways to enhance connectivity within the Smithville. Furthermore, these uses can be supported by the existing municipal infrastructure and transportation infrastructure. The specific goals are provided below:

- a) *Designate urban land areas and direct the establishment of municipal infrastructure and transportation systems, to **support Smithville’s growth and expansion as the primary location for accommodating the Township’s forecast growth and development** to the planning horizon of this Plan.*
- b) ***Provide a framework for the development of a balanced mix of urban land uses** in the MCP Area that will help Smithville become a complete community while respecting and enhancing the small-town character of Smithville.*
- c) ***Promote the development of a compact, sustainable, and resilient built environment** that supports the reduction of greenhouse gas emissions.*
- d) *Recognize the importance of agriculture in the Township and protect agricultural areas by establishing well-defined community edges and appropriate transitions to urban land uses in the MCP Area while mitigating and minimizing impacts on agricultural operations.*
- e) *Provide opportunities for the establishment of land uses, businesses, industries, and facilities in the MCP Area that will support the agricultural sector, and enhance Smithville’s role as a service centre by providing regional transportation connectivity and efficient goods movement corridors.*
- f) ***Identify and designate a linked Natural Heritage System** and direct the manner in which it will be protected, restored, and enhanced while promoting environmental stewardship and watershed management.*
- g) ***Identify the conceptual locations for future stormwater management facilities**, as informed by subwatershed planning for the MCP Area, and provide direction for addressing and managing the impacts of development through green infrastructure and low-impact development approaches, ensuring that these facilities help the community adapt to the effects of climate change.*
- h) ***Identify the conceptual locations for future community facilities, parks, open spaces, and a well-connected active transportation and recreational trails system** that will meet community needs and support access to a range of built and natural settings for active and passive recreation, education, health care, and other public and community services.*
- i) ***Promote diversification in the local economy**, and protect, reinforce, and provide for the expansion of the North-East Smithville Industrial Park as the primary location for urban employment growth in the Township.*

- j) *Protect corridors for future transportation facilities and other linear infrastructure needs, including potential routes for the future alternative truck route / by-pass (identified conceptually in the Niagara Region Official Plan) to support the implementation of that future by-pass.*
- k) **Establish a multi-modal transportation system** that supports choice and efficiency through a well-connected street network, including complete streets, and identify the conceptual location and general pattern of future streets and active transportation routes.
- l) **Provide for a range and mix of housing types** that meet residents' full range of housing needs while achieving targets for densities and for the mix of unit types.
- m) *Provide for the emergence of mixed-use nodes as village centres that will serve as pedestrian-oriented neighbourhood and community focal points in central locations offering local access to retail, commercial services, community facilities, and public spaces while achieving a high level of quality for urban design.*
- n) *Establish new community commercial "anchors" at the northwest and south-east community gateways along Regional Road 20 (West Street and St. Catharines Street) as retail and service nodes to meet the needs of the community and of visitors.*
- o) **Avoid conflicts between incompatible land uses** by directing development to appropriate locations that allow for the separation of incompatible uses and the provision of appropriate buffering and other mitigative measures.
- p) **Direct development away from areas where natural hazards pose a risk to public safety or a risk of damage to property, buildings, and structures**, and provide a framework for the further assessment of hazards and constraints on development related to flooding, erosion, and karst features particularly as those hazards are amplified by the impacts of a changing climate.
- q) *Provide for the preparation of more detailed Block Plans, to be supported by Master Environmental Servicing Plans, that will facilitate the implementation of the MCP Land Use Concept; the protection, restoration and enhancement of the Natural Heritage System; and the establishment of required infrastructure and transportation systems, and clarify what is required for a complete application proposing development in the MCP Area.*
- r) **Ensure the logical and orderly development of the MCP Area in a staged and coordinated manner** that is aligned with investments in, and the timing of the development of, infrastructure and transportation systems based on and informed by the Region's and Township's Master Plans for servicing and transportation.

2.2 Principles

Subsections 6.11.7.2.1 and 6.11.7.2.2 of OPA 63 provide policies related to land use concepts and the residential place-type, respectively. These policies focus on achieving the minimum density target for the Smithville MCP Area and providing a mix of place-types to support the achievement of complete communities. Specifically, the residential place-type is intended to provide opportunities for the development of residential land uses at lower densities which are reflective of the existing community character.

As discussed in the Development Report Addendum, the Block Plan consists of approximately 549 to 731 low density residential dwelling units and 336 to 672 medium density residential dwellings as well a commercial area, parkland / open space, trails, natural heritage areas, and SWMFs. The provision of additional units and a commercial area will contribute to minimum density target of 50 combined people and jobs per hectare for the Smithville MCP Area. The proposed development provides a variety of complementary land uses, contributing to a complete community. Please refer to Table 2-1 and Table 2-2 for the development details and net land use densities.

Table 2-1: Block Plan Lands development details

Land Use	Area	Percentage
Low Density Residential	±23.97 ha (59.23 ac)	±56.03%
Medium Density Residential	±12.45 ha (30.76 ac)	±29.10%
Commercial (mixed use node)	±1.02 ha (2.52 ac)	±2.38%
Linkage	±1.10 ha (2.72 ac)	±2.57%
Natural Features and 15m Buffer	±0.45 ha (1.11 ac)	±1.05%
Open Space Parklands	±3.37 ha (8.33 ac)	±7.87%
Future Active Transportation / Trails Outside of Linkage Areas, Park, and Gas Easement	±0.42 ha (1.04 ac)	±0.98%
Net Developable Area	±42.78 ha (105.71 ac)	±100%
Storm Water Management Facilities	±3.86 ha (9.54 ac)	
Right-of-Way	±14.25 ha (35.21 ac)	
Total Land Use Area	±60.89 ha (150.46 ac)	

Table 2-2: Block Plan Area 9 MCP Area density targets and proposed population

MCP Area Density Targets	Units
±36.57 ha LDR @ 15 TO 20 uph	549 to 731
±16.80 ha MDR @ 20 TO 40 uph	336 to 672
Total Units	885 to 1,403
Population	
LDR @ 2.8 ppu [avg]	1,537 to 2,046 ppu
MDR @ 2.2 ppu [avg]	739 to 1,478 ppu

2.3 Community Elements and Themes

Guiding Principles detailed within OPA 63 encourage strategic growth, planning for complete communities, preserving and enhancing the natural heritage system, and planning for climate resilience and community design. The following subsections provide a discussion on the proposed residential dwellings, commercial areas, parkland, open space, community uses, natural heritage areas, and SWMFs.

2.3.1 Residential Dwellings

As provided in Table 2-1 above, the Block Plan proposes ±23.97 ha (59.23 ac) of low density residential dwellings (±56.03% of the net developable area) and ±12.45 ha (30.76 ac) of medium density residential dwellings (±29.10% of the net developable area). A variety of dwelling types will be provided, such as single detached dwellings, semi-detached dwellings, and townhouses dwellings. In addition to diversifying the existing housing stock within the Town and Region, it will also help accommodate a range of incomes as it is planned to provide a variety of unit compositions, which will be confirmed at the Site Plan Approval stage.

The increased residential intensification and density will be achieved through the development of underutilized parcels of land, which will increase the population in proximity to existing complementary land uses, amenities, and services. Overall, the principles of OPA 63 will be achieved as the increased residential intensification and density will support the existing and future variety of complementary land uses (i.e. employment, public service facilities, institutional uses, recreation, and parks and open space) through potential increased use and access from the added population.

2.3.2 Commercial Areas

The proposed commercial area is purposefully located at the northwest corner of the Block Plan Lands, close to the proposed realignment for the intersection of Townline Road and Port Davidson Road. The intent is to support a defined and activated street edge. The provision of a commercial area will foster social interaction and pedestrian movement in a location which is in a convenient walking distance and has access to a range of residential, commercial, institutional, employment, and cultural uses. The proposed commercial area will contribute to employment growth within the Community of Smithville, assist the Region and Town in achieving their employment targets, and overall aid in the achievement of a complete community.

2.3.3 Parkland, Open Space, and Community Uses

Two neighbourhood parks (“NP”), NP4 & NP5, are proposed for the final build-out condition. NP4 & NP5 and situated to serve the residential community separately but situated strategically to enhance connections with each other and the broader network of trails and streets. The proposed locations will ensure that there is an existing or proposed park within a 400 m walk radius from the future homes. The design and programming of the parkland blocks will occur at future stages of development, but the size and proposed context of these spaces are conducive to providing passive and active recreational activities with ideal interfaces to adjacent lands.

2.3.4 Natural Heritage Areas

The existing natural heritage system is supported by the north-south linkage corridor over the former rail corridor, connecting open space parks and ecological areas with a trail system that extends throughout the Block Plan Lands

and providing recreational opportunities and outdoor enjoyment for users. The proposed naturalization of the existing east-west gas easement provides opportunity to support both existing ecological communities. These corridors connect the site to the broader community, allowing users potential access to an expanded network of parks and trails.

2.3.5 Stormwater Management Facilities

Two (2) SWMF blocks are proposed at the north and south of the Block Plan Lands. There may be potential for further recreational opportunities if these blocks are designed in such a way, however in any case, their locations serve to further support the natural connections made throughout and beyond the Block Plan Lands. The proposed development includes additional parkland/open space that bisects the property east-west and contains a trail to be completed in the future by others. An existing gas easement that bisects the property east-west has been identified and identified for naturalization. It will also contain a trail to be completed in the future by others.

3 Public Engagement

3.1 Block Area 9 Landowner Engagement Correspondence

On June 27, 2024, an introductory letter was mailed to property owners within Block Plan Area 9. The purpose of the letter was to establish contact with residents, advise them that the Block Plan process is starting, and invite their cooperation and participation in the Block Plan process. Table 3-1 provides the email correspondence received from residents in regard to the letter.

Table 3-1: Email correspondence received from residents and responses

Email	Response
<p>July 5, 2024</p> <p>Correspondence received from a landowner that they are not interested in redeveloping their property and would like it to remain a farm.</p>	Noted.
<p>July 7, 2024</p> <p>Correspondence received from a landowner within Block Plan Area 9 asking for ownership details, questions about cost sharing, budget, calculation of area.</p>	A reply via email was sent to provide ownership information, land area, anticipated cost sharing of required studies and coordination, and anticipated cost recovery for future development applications.
<p>July 8, 2024</p> <p>Correspondence received from a landowner again that they are not interested in redeveloping their property and would like it to remain a farm.</p>	Noted.
<p>July 10, 2024</p> <p>Correspondence received from a landowner that they are not prepared to get involved in the development.</p>	Noted.
<p>August 6, 2024</p> <p>Correspondence received from a landowner requesting if it is the clients' intention to persuade the Township to abandon the realignment of Canborough Street with Port Davidson Road in the northwest corner.</p>	A Transportation Impact Study ("TIS") was prepared as part of the Block Plan process and indicated that any re-alignment of this intersection is not warranted to accommodate the development of this Block and the re-alignment would have to be determined/confirmed when Block 10 further west proceeds.

3.2 Neighbourhood Open House

A Neighbourhood Open House was held by Arcadis on March 4, 2025 at the West Lincoln Community Centre. A notice of invitation was delivered by mail on February 4, 2025 to landowners and residents within Block Plan Area 9. A total of 21 residents attended the meeting. The purpose of the meeting was to present information on the proposed development and gather feedback. Members of the project team were present to respond to questions and discuss the project, applications, and process details. The key elements which were emphasized by the public include the following:

- Provision of trails, paths, and parks;
- Removal of trees and reforestation of the restoration area;
- Traffic and parking;

- Flooding;
- Design of future dwellings; and
- Construction impacts.

Please refer to Table 3-2 below for the comments received from the public and the responses provided by the project team.

Table 3-2: Comments received from the public at the Neighbourhood Open House and responses

No	Comment	Response
1	Smithville is lacking in many services/provisions and there is a lack of walking/biking paths/trails and parks with benches.	The proposed development provides parkland/open space, trails, and natural heritage areas.
2	Request confirmation that the restoration area will be reforested.	A restoration area is proposed in the southeast portion of the Phase 1 Lands and will increase native plantings within the Block Plan Lands.
3	Concern that the notice of invitation was not received.	The Township planner was in attendance and informed the residents that the circulation was completed by the Township and was sent to residents within a 120 m radius as required by the <i>Planning Act</i> . Residents were asked to provide their contact information to ensure inclusion in future mail outs.
4	Concern with proposed parking as there is no bus or taxi service in the community.	Arcadis provided that the development would meet the requirements under RM3 and although a model of the houses is not available, it is anticipated that each single-family home would have a garage and driveway space.
5	Concern about the look and design of the future homes, residents would like to see a model of the subdivision to see how it compares with the rest of the community.	Arcadis provided that a model of any proposed homes would not be available until a builder purchased the lots. An Urban Design Brief (“UDB”) was submitted with the application which spoke to the overall design considerations and provides representation of the types of homes and lots being planned for.
6	Concern with tree removal, residents understood that the proposed linkage trail would be reforested. Request that a large Elm tree located near Townline Road be saved within an open space block.	Arcadis and the Owner’s agent advised the community that the trail would be landscaped which would be detailed in a future landscape plan. The Owner's agent advised that the Elm tree would be located and cautioned that large trees have difficulty surviving in situations where the area

		around them changes or is graded. The Tree Management Plan and Inventory will identify the existing large trees and provide an arborist's comments on each tree condition.
7	Request that the trails have connection to Shurie Road to provide points of access to the linkage.	The proposed development includes additional parkland/open space that bisects the property east-west and contains a trail to be completed in the future by others.
8	Concern regarding existing flooding in 10 Mile Creek.	Arcadis advised that the SWM plan and application were reviewed by the Region, Town, and Niagara Peninsula Conservation Authority ("NPCA").
9	Concern with traffic impacts on Townline Road.	Arcadis advised that the TIS submitted concluded that the existing intersections continue to operate at acceptable levels of service. Arcadis noted that the Town had requested for the future alignment of Port Davidson Road with Canborough Street to address some of the congestion caused by the jog in the road.
10	Concern about odours from a chicken processing facility located at Port Davidson and Townline Road impacting future residential areas.	Arcadis advised that a Minimum Distance Separation analysis was being completed as part of the application, there will be no requirement to remove the operation. The owner of processing operation was present and noted that there are existing homes that are closer in proximity than the proposed homes.
11	Concern regarding construction start and timing for the completion of the rest of Block 9 Lands.	The Owner's agent advised that the proposed subdivision represents development of lands that require no significant infrastructure improvements. The Owner's agent advised that the remaining areas of Block Plan Area 9 and other Block Plan Areas will require upgrades to the sanitary infrastructure, new regional pumping station planned for 2030 and/or beyond. Additionally, the ownership group involved in the proposed DPS would like to start site alteration in Q1 of 2026.

12	Concern that there are other approved subdivisions that have not started construction in other parts of the community.	The Owner's agent advised that the subdivisions in question required infrastructure upgrades which are now resolved. Improvements are underway and construction is anticipated to move forward.
----	--	---

3.3 Public Meeting

Section 34(12) of the *Planning Act* requires Council to hold at least one public meeting before passing ZBLAs, for the purpose of informing the public in respect of the application. A Statutory Public Meeting under the *Planning Act* for amendments to the Township of West Lincoln Zoning By-law was held by the Township on April 14, 2025 at the Township Administration Building. The purpose of the meeting was to receive comments and answer questions from the public regarding the proposed development and the proposed DPS and ZBLA. Six (6) members of the public presented their comments related to differences between the proposed development and the MCP, density, flooding, public transit, and traffic. Following the submissions from the public, Members of the Committee were invited to make their submissions. The general topics raised in the comments included housing, infrastructure, and green space, which were addressed by the project team and Township's Planning Staff. The following is a list of concerns and questions raised by the public at the public meeting:

- The proposed development varies from the MCP;
- Proposed lot areas and frontages will be small and there may be issues with accommodating driveways;
- Flooding once construction starts and along the old railway line;
- The Elm tree;
- Traffic along Townline Road;
- Drainage;
- Whether a drain would be implemented for the walking path; and,
- Whether public transit would be considered with the future development.

4 Land Use

The Block Plan prepared by Lockbridge proposes the same general land uses as Schedule 'L' of OPA 63 but provides some minor adjustments and "fine tuning". Medium density residential is located along both Port Davidson Road and Shurie Road with low density residential in the interior. The former rail corridor is proposed for open space purposes and NP4 and NP5 are in the same general locations. The three (3) SWMFs are also in the same general locations but have been adjusted based on more detailed engineering analysis. The re-alignment of Canborough Street has not however been shown as the lands required for this purpose are not owned by Lockbridge, however commercial uses are still proposed at this location. The "reforestation" area is proposed to become part of NP5.

4.1 Built Forms

As previously outlined, the Block Plan conceptualizes medium density residential along both Port Davidson Road and Shurie Road with low density residential in the interior (single detached dwellings, semi detached dwellings, and townhouse dwellings). However, future DPS applications may propose to refine the housing types.

An updated UDB was prepared by Arcadis on October 15, 2025. The UDB provides an analysis at a planning level, in direct response to the development stage of the proposal; there are items related to urban design that are not yet developed, such as detailed design of built form and streets, and as a result, cannot be commented on at this time. Arcadis states that subsequent design development would see specific built form patterns, however at this block plan stage, the proposal is limited to designation-level site planning and unit typologies.

4.2 Parkland and Restoration (Phase 1 Lands)

Based on the Net Developable area as defined in the Niagara Official Plan; the required parkland dedication has been calculated. The calculation was made with the 5% parkland conveyance under Section 42(1) of the *Planning Act*, using the gross developable area of 13.45 ha for the DPS. As demonstrated on Table 4-1, the proposed DPS is over dedicated for parkland by 0.46 ha when applying the 5% parkland calculation under the *Planning Act*.

Table 4-1: Parkland calculation

Parcel Type	Block(s) No.	Area (ha)	
Open Space Walkway / Neighbourhood Trail Connection	186, 197	0.071	
Linkage/ Linear Park (excludes Block 197 encumbered lands)	186, 187	1.059	
Total Parkland Area Provided		1.13	
Gross Developable Area on DPS (ha)		13.45	
Parkland Calculation	Required	Provided	Over Dedication
Required: 5% Parkland on gross developable area (ha)	13.45 ha * 0.05 = 0.67 ha	1.13 ha	0.46 ha

Through consultation with Township Staff, we understand that there is a desire to include NP5 within Phase 1 of the development. The applicant has identified that they would be willing to enter into discussions with the Township to include additional parkland through a separate agreement for the development of the park to proceed concurrently with Phase 1. Potential pathways for the provision of the park can be in the form of acquisition or a pre-dedication for future phases of development.

As previously outlined, NP4 & NP5 are proposed for the final build-out condition. NP4 & NP5 are situated to serve the residential community separately but situated strategically to enhance connections with each other and the broader network of trails and streets. The proposed locations will ensure that there is an existing or proposed park within a 400 m walk radius from the future homes.

The recommended restoration area is proposed to become part of NP5. NP5 is an appropriate location for a restoration area as confirmed by the Environmental Impact Study (“EIS”) prepared by GeoProcess Research Associates (“GeoProcess”). The relocation of the restoration area to be a component of the linkage corridor meets the policies of OPA 63 which encourages restoration within Linkages to strengthen ecological connectivity.

5 Transportation

5.1 Road Network

Block Plan Area 9 is situated in the southeast quadrant of the intersection of Townline Road (Regional Road 14) and Port Davidson Road in Smithville. The Block development is part of Stage 3A in the development staging plan of the Smithville MCP of the Township of West Lincoln.

As discussed with Township and Regional staff at an April 30, 2025 meeting, the proposed road network aligns with OPA 63 Block Plan including providing for three (3) road connection to Townline Road; Block Plan Area 9 and an internal road network that connects Port Davidson Road to the west, Townline Road to the north, and Shurie Road and Alma Road to the east.

The proposed Block Plan Area 9 development includes the following accesses and connections to through roads:

- Three (3) accesses connected to Townline Road to the north – Sterling Street, Street ‘B’, and Rock Street (Street ‘A’);
- Three (3) accesses connected to Port Davidson Road – Street ‘D’, Street ‘F’, and Unnamed Street South;
- Connection to Shurie Road; and,
- Connection to Alma Drive.

The proposed road hierarchy is illustrated on Figure 5-1 and identifies proposed local roads plus one main east west collector road connecting Port Davidson Road to Shurie Road terminating further east at Alma Road.

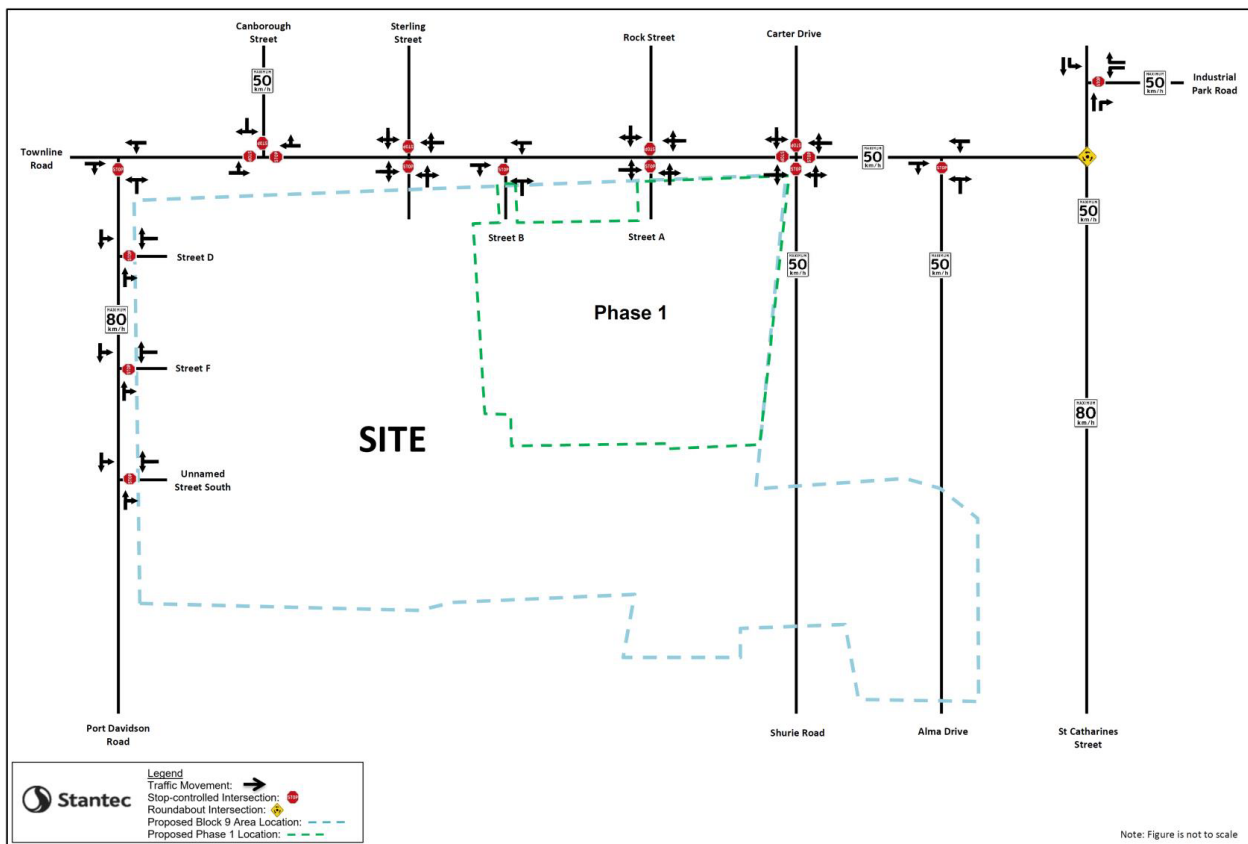


Figure 5-1: Excerpt of future lane configuration and intersection control from the TIS

5.2 Pedestrian and Cycling Network

Figure 5-2 below illustrates the integrated active transportation network proposed for the Lockbridge Block Plan. Three (3) main multi-use trails for pedestrians and cyclists together with connections to on street pedestrian sidewalks will connect the Lockbridge Block Plan to the neighboring Block Plan Areas. Multi-use trails planned for the Lockbridge Block Plan include:

- A north-south trail along the eastern boundary of Phase 1 Development, running between Street 'A' and Shurie Road – This trail will become part of the future Old Rail Trail which connect the other two east-west trails below within Phase 1 Development and provides access to the sidewalks and future on-street bike lanes on Townline Road, as outlined in the Smithville Transportation Master Plan (“TMP”).
- An east-west trail running close to the northern boundary of Block Plan Area 9, connecting Phase 1 Development, the rest of Block Plan Area 9, and Port Davison Road – This trail will become part of the future Westover Express Trail which connects the communities along the south side of Townline Road as outlined in the Smithville TMP, and is expected to be extended eastward to Regional Road 20, and westward to the Tober Road realignment.

- A second east-west trail running along the southern boundary of the Block Plan Area 9 development – This trail will become part of the future South Loop Trail as outlined in the Smithville TMP. Note that the Old Rail Trail, Westover Express Trail, and South Loop Trail outside of the limits of Block Plan Area 9 are part of the planned bike infrastructure outlined in the Town’s TMP and are expected to be implemented by other land developments and/or the Town.

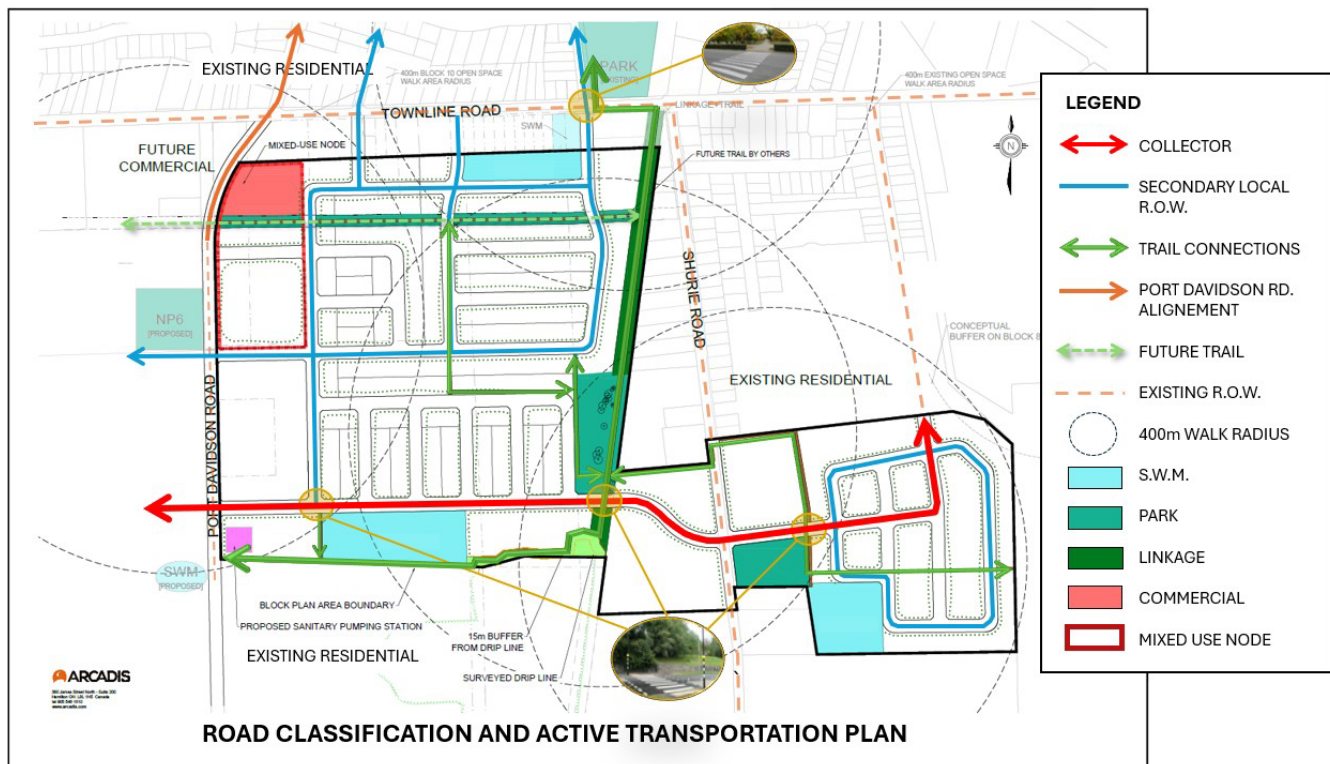


Figure 5-2: Road Classification and Active Transportation Plan

5.3 Future Transit Opportunities

According to the Niagara Region TMP, it is identified that there could be inter-municipal transit that is fixed-route between Grimsby, Smithville, and Port Colborne by the year 2041. The existing NRT OnDemand services will be promoted until that time. As details and timing remain undetermined, the Block Plan does not incorporate any provision for transit service, at this time.

6 Servicing

The proposed servicing strategy for Block Plan Area 9 in Smithville Phase 3A is detailed as a two-stage process recognizing that Phase 1 DPS can be serviced with existing municipal infrastructure. Below is a summary of the servicing strategies for water, sanitary, and SWM services.

6.1 Water

The proposed water servicing strategy for Block Plan Area 9 in Smithville Phase 3A is outlined in the Functional Servicing Report (“FSR”) prepared by Stantec as follows:

Phase 1 Draft Plan (Initial Stage)

The required water and fire flow serving for Phase 1 will be provided via a connection to the existing 150 mm diameter PVC watermain along Townline Road at the proposed intersections of Streets A and B. Water demand for Phase 1 requires the following:

- Average Day Demand: 196.2 m³/day (2.27 L/s)
- Maximum Day Demand: 392.4 m³/day (4.54 L/s)
- Peak Hour Demand: 784.8 m³/day (9.08 L/s)

It is anticipated that a Water Distribution Analysis will be completed by the Township during the detailed design stage of Phase 1 to determine appropriate watermain sizing within the development to provide for adequate distribution and to ensure fire flow demands are met under various scenarios.

Block Plan Area 9 (Beyond Phase 1)

To service the remainder of Block Plan Area 9 (not including the Phase 1 Draft Plan), it will require the design and construction of the distribution watermain. This includes new watermains throughout Phases 3A and 3B and Phase 4 lands, and upgrades along Townline Road and Port Davidson Road that are outlined in Smithville’s 2023 MCP – Integrated Municipal Class Environmental Assessment Master Plan Report prepared by AECOM.

Further review of these required upgrades should commence immediately by the Region and Township such to allow additional lands to be brought on stream. It is our understanding that these upgrades are needed for any portion of the Block Plan to be developed beyond the current proposed Phase presented in this Report.

The Township has advised that the only connections that will be allowed directly to the Regional 400 mm trunk watermain will be those local distribution mains and water service laterals will only be allowed to connect to the local main.

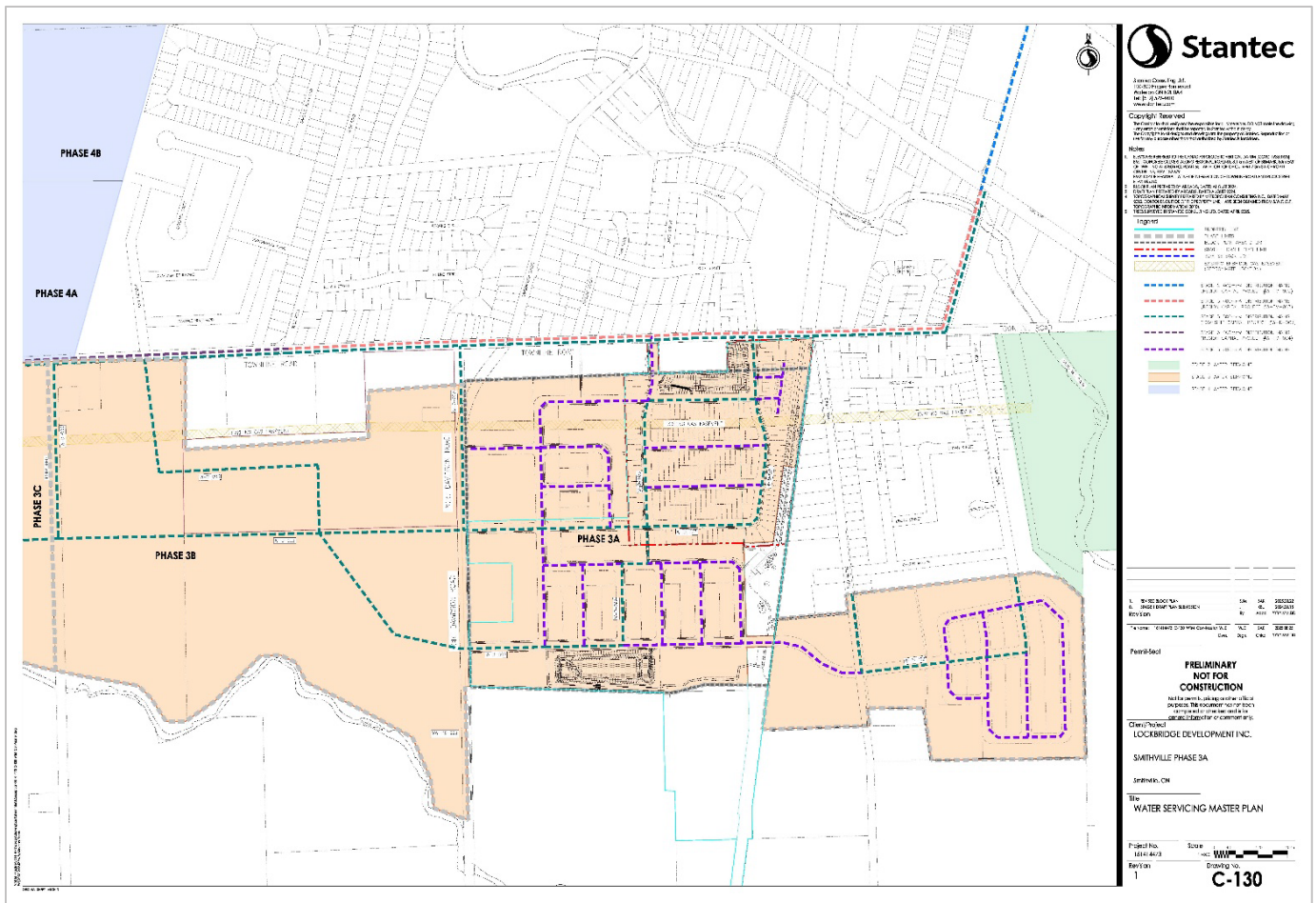


Figure 6-1: Excerpt of Drawing No. C-130 from the FSR

6.2 Sanitary

Within Smithville, there are two Regional operated Sanitary Pumping Stations (“SPS”), Streamside SPS and Smithville SPS. Streamside SPS collects sanitary flows from Streamside Subdivision located on the east side of Smithville and pumps it to the sanitary gravity collection system of Smithville SPS. Smithville SPS collects sanitary flows from the Streamside SPS and the rest of the serviced area of Smithville and pumps it to Grimsby’s sanitary drainage system ultimately discharging to Baker Road Wastewater Treatment Plant located in Grimsby.

Phase 1 Draft Plan (Initial Stage)

The Phase 1 Draft Plan is within the northeastern portion of Block Plan Area 9. From Smithville’s MCP, it indicates that a portion of the northern half of Block Plan 9 can discharge by gravity to the existing Smithville SPS via existing creek crossing under Twenty Mile Creek via existing sewers along Anderson Crescent and Townline Road. The MCP also identifies that the existing downstream sanitary sewers and Smithville SPS will need to be upgraded as the existing peak wet weather flows exceed the infrastructure capacity.

The proposed sanitary sewer design for the subject site includes a network of 200mm dia. sewers that discharge sanitary flows to the existing 200mm dia. sewer along Townline Road at the Street 'A' intersection.

The Township of West Lincoln has undertaken a report, *“Interim Wastewater Capacity Management Strategy, Smithville Capacity Management Strategy Report, dated June 8, 2025 by Agile Infrastructure”*, that provides guidance and a plan to increase the wastewater capacity of the Smithville SPS. Within the report, Table E-5, outlines that by the end 2025 following three specific remedial actions to improve the stations capacity, there will be a net growth of 1,500 units available to the system, by the end of 2027, an additional 500 units will be available supporting 2,000 units and by the end of 2028, up to 500 units will be made available supporting approximately 2,500 units.

Phase 1 of the proposed draft plan provides a total of 222 units and its has been concluded that with the above-mentioned remedial action completed to the Smithville SPS, there will be sufficient capacity at the station to support the Phase 1 Draft Plan.

Block Plan Area 9 (Beyond Phase 1)

To service the remainder of Block Plan Area 9 (not including the Phase 1 Draft Plan), a new sanitary pumping station identified as Capital Project #WW-PS-003, will be required, and located along Port Davidson Road, as outlined in the 2023 Smithville Water and Wastewater Master Servicing Plan prepared by AECOM.

The exact location of the pumping station has not been determined, as discussions have occurred that the suggested location per the AECOM report may not be feasible due to landowner participation. Through discussions, the Ownership Group have offered to locate the future SPS on lands within Block Area 9 fronting onto Port Davidson, should that prove to be more feasible when required. All remaining portions of the Block Plan Area 9 will discharge to the proposed pumping station and pumped by forcemain to Townline Road, and eventually to the Smithville SPS as outlined in Smithville's MCP.

In order to service the Block Plan lands east of Shurie Road by gravity, the sanitary sewer along Street M will be ranging from 2.8 m to 10.2 m deep. This depth is solely due to the length of the service required to allow the aforementioned lands known as the “Almas Lands” to drain by gravity. The subject proposed sanitary sewer will be within the groundwater and bedrock.

The proposed servicing strategy for Block Plan Area 9 is consistent with what was determined in the Master Servicing Strategy with the Sanitary Servicing. The proposed Phase 1 DPS is directed to Townline Road, which will require upgrades to support the conveyance to the Smithville Pumping station. The remaining land within the Block Plan is planned to be serviced by a new Sanitary Pumping Station that has been relocated east of Port Davidson Rd. Water servicing is consistent with the intent of implementing 300mm diameter local distribution mains looping through the Block Plan to the 400mm diameter Regional main proposed on Townline Road.

6.3 Storm

The Block Plan identifies the location of three (3) SWMFs to service the entire Block Plan 9 Area. The locations of the proposed SWMFs shown are generally located in the same location as conceptualized in OPA 63 Block Plan but have been depicted larger on the Block Plan which is reflective of the detailed analysis of the FSR prepared by Stantec. The larger SWM pond along the south boundary is based on the drainage area contributing to the facility and outlet requirements as outlined in the SWM report prepared by Stantec.

Phase 1 Draft Plan (Initial Stage)

Phase 1 is proposed to convey minor flows (5-year storm) to discharge to the proposed North SWM Block via storm sewers, while major flows are conveyed over land and follow a similar route as the minor piped flows.

The flow from the proposed North SWMF will outlet to the existing 900 mm dia. culvert under Townline Road and ultimately to Twenty Mile Creek. As well as the drainage discharging to the Blocks 187 & 188 (old rail corridor) will outlet to the existing 600 mm culvert located at the Northeast part of the Site. The drainage from the Blocks 187 & 188 will not discharge to the proposed North SWMF.

Block Plan Area 9 (Beyond Phase 1)

To service the remainder of contiguous Block Plan Area 9, as shown as shown on the Preliminary Servicing Plan, Drawing No. C-101 and C-102, included in the FSR, the proposed storm sewers will discharge to a SWMF in the south of the Block Plan.

The proposed storm sewer will range from 300 mm to 1200 mm in dia. and is designed for the 5-year storm event. Minor flows will discharge to the proposed south SWM Block and the major flows are conveyed over land and follow a similar route as the minor piped flows.

The south SWMF will outlet to an existing watercourse that is defined by the NPCA at the south. For more information regarding the preliminary Block Plan Area 9 South SWM strategy, please refer to Appendix F.

It is expected that a further SWMF will be required for the Block Plan lands east of Shurie Road as outlined in the Smithville MCP, in conjunction with the development of the Alma lands. This is shown conceptually on the Block Plan and will be subject to clarification through preliminary design of these lands by others.

7 Supporting Studies Summaries

The Township's Pre-Consultation process outlined the information and materials required to be submitted as part of a complete Block Plan application. To address the Township and Region's comments on the submission in August of 2024, and the comments on the EIS which was submitted on November 22, 2024, the following professional reports and materials have been revised or newly included and are summarized below.

7.1 Environmental Impact Statement

An EIS was originally prepared by GeoProcess on November 7, 2024 and submitted to the Township on November 22, 2024, which allowed the applications to be deemed complete. An updated EIS has been prepared by GeoProcess on October 14, 2025. The EIS states that as per OPA 63, Schedule E-10 and Schedule E-12, one Natural Environment System was identified on the Phase 1 Lands, a linkage, along with Significant Woodlands to the north and south beyond the Study Area boundary (surrounding lands within 120 m of the Phase 1 Lands).

The EIS establishes the extent and function of the natural heritage features within the Study Area, considering the natural environment within the context of the policies of the Township, Region, NPCA, and Province. In completing the EIS, the potential impacts of the proposed development on key natural heritage features were assessed, and mitigation measures to protect and enhance the function and connectivity of these features are provided.

GeoProcess has concluded in their EIS that the proposed development will not impact Species at Risk Habitat, Significant Woodlands, Significant Wetlands, or Significant Wildlife Habitat as defined by the Province. The

proposed linkage within the proposed Block Plan and identified in the Subwatershed Study (“SWS”) is recommended to be planted with native species and will improve connectivity around other natural heritage features in the surrounding landscape as well as offset anticipated tree removal as a result of the proposed development. Enhancement opportunities have been recommended in the report to increase the usefulness of the corridor for species. The north/south and east/west linkage corridors will provide the wildlife permeability through the development, maintaining wildlife movement across the properties.

The EIS identifies that the area designated as Recommended Restoration Area was removed with permissions and consultation with the Township, the Region, and the NPCA which was also identified in the SWS. The EIS notes that a multi use restoration area has been proposed within Block Plan Area 9 and is considerably larger than the former woodlot that had been present on the site.

With respect to the SWM strategy, the EIS notes that the proposed SWM strategy will replicate the headwater drainage feature functions, with discharge from the pond to the downstream receiving watercourse meeting release targets set in the SWS.

Overall, the EIS concludes that the development will not have a negative impact on surrounding natural heritage features or their functions and, through the establishment of a vegetated linkage and restoration area which will contribute to the Township’s 30% natural cover target and a net ecological gain for the area.

7.2 Functional Servicing Report

An FSR was originally prepared by Stantec in August of 2024 and submitted to the Township on August 27, 2024. An updated FSR has been prepared by Stantec in October of 2024. The purpose of the FSR is to demonstrate how Block Plan Area 9 can be developed with municipal services including sanitary, domestic water, storm drainage, SWM, and utilities in accordance with applicable Municipal Standards and related requirements of the various approval agencies/authorities. Stantec states that the servicing strategies presented in the FSR are conceptual in nature; detailed engineering drawings and a final SWM Report will be prepared as part of the detailed design process once the Block and Draft Plans have been approved. The proposed Block Plan and the conclusions of the Smithville MCP studies form the basis of the preliminary engineering strategies for the Block Plan Lands.

The following conclusions were provided:

- Following completion of the Township and Region improvements/capital projects rated to the Smithville SPS and Townline Rd Sanitary sewer, the proposed Phase 1 Draft Plan within Block Plan Area 9 can be adequately serviced by municipal sewage, storm drainage, water services and utilities.
- The proposed North SWMF features provides water quantity and water quality control for the proposed Phase 1 Draft Plan development.
- The proposed SWMF provides sufficient storage to attenuate post-development discharge to maintain existing target flow rates.
- SWM measures can be provided in accordance with various agency guidelines.

The FSR recommended that detailed grading and servicing design drawings will be prepared as well as a Final SWM Report and Erosion Settlement Control Plan will be completed once the Draft Plan of Development has been conditionally approved to support construction and clearances for Registration.

7.2.1 Alternative Stormwater Management Facility Location

The locations of the proposed SWMF are generally located in the same location as identified in the OPA 63 Block Plan, but shown to be larger along the south, based on the drainage area contributing to the facility and outlet requirements as outlined in the SWM report.

7.2.2 Alternative Water and Wastewater Servicing Plans

The servicing strategy is consistent with what was determined in the Master Servicing Strategy with the Sanitary Servicing for the Phase 1 Lands being directed to Townline Road, which will require upgrades to support the conveyance to the Smithville Pumping station, and with the remaining lands being serviced by a new Sanitary Pumping Station off of Port Davidson Road. Water servicing is consistent with the intent of implementing 300mm dia Local distribution mains looping through the Block Plan to the 400mm dia Regional main proposed on Townline Road.

7.3 Hydrogeological Assessment

A Terms of Reference for a Hydrogeological Assessment was originally prepared by Stantec on August 16, 2024 and submitted to the Township on August 27, 2024. A Hydrogeological Assessment has been prepared by Stantec in October of 2025. The objectives of the assessment were to assess baseline groundwater conditions throughout the site, evaluate how the form and/or function of the hydrogeological system could be affected by the proposed development, and recommend potential mitigation measures to be employed throughout the site to maintain pre-development groundwater functions under post-development conditions.

The FSR prepared by Stantec provides key findings and recommendations based on the preliminary investigation as it relates to site servicing strategies:

- The site was found to be situated above the Niagara Escarpment and within the Haldimand Clay Plain. The Haldimand Clay deposits are mainly comprised generally of lacustrine clay and silt, with minor sand near ground surface and extending to the top of bedrock. respectively. Bedrock ranges from 181.1 m ASML to 186.2 m ASML.
- Based on the continuous groundwater monitoring work between March 2024 and April 2025, groundwater levels recorded ranged from 181.85 m AMSL to 188.00 m AMSL within the overburden and within the bedrock, groundwater levels ranged from 181.84 m AMSL to 186.70 m AMSL. The groundwater table throughout the Site was found to be at its highest positioning during the spring during the monitoring period. It was recommended that servicing depths and groundwater levels be further reviewed during detailed design, and anti-seepage collars be implemented where necessary for areas where less permeable materials are encountered. As some municipal services are likely to be installed below the high groundwater table, dewatering may be required during construction. It was recommended that the need for dewatering be reviewed during detailed design to inform any required permitting, and possible need for localized monitoring at the nearby private wells.
- The preliminary hydrogeological investigation also reviewed the anticipated pre-and post-development water balance on the site. We estimated that 23,720m³ of annual infiltration occur under pre-development conditions within the Site. Approximately 59% of the Site will be converted to impervious surfaces, reducing the annual infiltration to 9,776 m³/year resulting in an annual infliction deficit of approximately 13,944m³/year. Low Impact Development techniques to enhance infiltration is recommended during the

detailed design stage when site specific suitability can be evaluated to maximize groundwater recharge where feasible under post development conditions.

7.4 Transportation Impact Study

A TIS was originally prepared by Stantec on August 19, 2024 and submitted to the Township on August 27, 2024. An updated TIS has been prepared by Stantec on September 25, 2025. The purpose of the TIS is to assess the potential transportation impacts of the proposed development of the entire Block Plan Area 9 and assess the impacts of the proposed development specific to Phase 1 of the Block. The impacts on both the surrounding transportation network and site-specific transportation components were examined. The following conclusions and recommendations were provided:

- 37 inbound and 111 outbound trips in the AM peak hour, and 122 inbound and 74 outbound trips in the PM peak hour are expected to be generated by the proposed Phase 1 Development based on the *ITE Trip Generation Manual, 11th Edition*.
- 119 inbound and 355 outbound trips in the AM peak hour, and 391 inbound and 235 outbound trips in the PM peak hour are expected to be generated by the proposed East Smithville Secondary Plan development; 122 inbound and 365 outbound trips in the AM peak hour, and 389 inbound and 240 outbound trips in the PM peak hour are expected to be generated by the proposed Block Plan Area 9 without Phase 1 development. The trips from these two developments are added to the 2030 background traffic.
- The study area intersections are currently performing with LOS B or better under the 2024 existing condition except for the southbound left-turn movement at the St Catharines Street and Industrial Park Road intersection which performs LOS D during PM peak hour.
- Most study area intersection movements are expected to perform with LOS C or better under the 2030 Background Development and 2030 Total Development scenarios, with the following exceptions:
 - Eastbound movement at the Townline Road and Canborough Street intersection, which performs at LOS E in the 2030 Total Development scenario during the PM peak hour.
 - Southbound movement at the St Catharines Street and Townline Road intersection, which performs at LOS D during the PM peak hour.
 - Southbound left-turn movement at the St Catharines Street and Industrial Park Road intersection, which performs at LOS D and LOS F during the AM and PM peak hours, respectively. Traffic signalization and extension of southbound left turn storage length to 60 metres are recommended as mitigations for both 2030 Background Development and 2030 Total Development scenarios.
- When considering potential mitigation strategy, a few factors were considered, including limited information available for the East Smithville Secondary Plan development, signal timing warrant results, and the conservative assumptions used in the analysis methodology. The following are recommended:
 - For the Townline Road and Canborough Street, and St Catharines Street and Townline Road intersections, it is recommended that future traffic volumes and impacts be monitored for potential need for intersection improvements.
 - For the St Catharines Street and Industrial Park Road intersection, traffic signalization and extension of southbound left turn storage length to 60 metres are recommended as mitigations for both the 2030 Background Development and 2030 Total Development scenarios.
 - For the St Catharines Street and Townline Road, and the St Catharines Street and Industrial Park Road intersections, it is recommended that further traffic analysis be conducted by proposed development applications in the area.

- No mitigation is recommended for the proposed Phase 1 development at the 2030 horizon
- Transportation demand management (TDM) measures are recommended to help mitigate roadway capacity issues and encourage the use of sustainable transportation modes.
- The sightlines for the six proposed site accesses are adequate according to the *TAC* intersection sight distance and stopping sight distance guidelines.
- Per Township of West Lincoln's *Official Plan Amendment (OPA) No. 63, Schedule 'L'*, and the *Smithville TMP*, the Town proposed a future realignment of Port Davidson Road to align with Canborough Street in its intersection with Townline Road to support development of the Urban Boundary Expansion Lands. At this time and per the conclusions noted above, it is found that the existing intersection configuration is sufficient for the projected demand of Block Plan Area 9 and a realignment is not needed to accommodate this projected demand. It is recommended that the needs and timing of the planned realignment to be reviewed by the Town and the Region as this and other future developments in the area progress.

Conclusions for proposed Phase 1:

- Phase 1 traffic impacts are expected to be manageable within the existing road network.
- All intersections affected by Phase 1 are projected to operate at acceptable level of service without requiring upgrades or signalization by 2030.
- No mitigation is recommended for the proposed Phase 1 development at the 2030 horizon.

7.4.1 Alternative Road Network

With the revised Block Plan layout, the plan has been updated to be more in line with the OPA 63 Block Plan including the additional road connection to Townline and based on a meeting with the Township and Region on April 30th, 2025.

7.5 Urban Design Brief

A UDB was originally prepared by Arcadis on August 16, 2024 and submitted to the Township on August 27, 2025. An updated UDB has been prepared by Arcadis on October 15, 2025. The purpose of the UDB is 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 UDB states that the proposed concept for Block Plan Area 9 exhibits many positive design markers which are outlined in the Official Plan, Smithville MCP, Urban Design Guidelines, and as highlighted by the Staff Report. From an urban design perspective, the concept proposes an appropriate mix of land uses in a logical arrangement which respond to existing and future contexts. Integral to the overall quality of life for future community residents, the proposed park, trail and open space linkages support healthy and active living for a range of demographics. They will also support habitat for local area wildlife and ecological communities by providing continuity and connections.

7.6 New Reports and Plans

7.6.1 Arborist Report (With Tree Management Plan and Inventory)

An Arborist Report, dated September 25, 2025, was prepared by Stantec. The Arborist Report includes a Tree Inventory and Tree Management Plan for trees located within the site and trees on adjacent lands that may be impacted by the Phase 1 development. The following summary was provided:

- A total of 315 trees were observed on site, of that 260 trees and 6 dead trees conflict with the proposed grading and construction and will require removal. The remaining 49 trees will remain on site and protected with tree protection fencing throughout the grading and construction process. One of these trees will be protected with a reduced tree protection zone. Any removal of trees on adjacent lands will require coordinating with landowner prior to grading and tree removal.

The Arborist Report has identified a large Elm tree (Tree 738) within the proposed Phase 1 Lands in response to comments received at the Neighbourhood Open House meeting and the Statutory Public Meeting. The tree was inventoried and noted to be healthy and significantly larger than most other trees in the inventory, however the Elm tree is situated within a proposed right-of-way, at a natural high point with an approximate elevation of +/-189.4. To support the major overland flow route to the SWMF, this area will need to be lowered by 0.5 m. Additionally, the installation of sewer and utility infrastructure within the right-of-way would significantly impact the root system and, consequently, the survival of the existing tree. Given the proposed subdivision layout, grading, and infrastructure planned around the existing tree, removal has been recommended due to conflict with the proposed development as the tree is located at the edge of a proposed lot and proposed road and changes in grading would negatively impact its future survivability.

Approximately 250 new trees boulevard planted throughout the new subdivision is proposed to help offset tree removal. Together with a restoration plan that will add additional planting to enhance an identified environmental area. There will be a net increase in the number of trees on the Block Plan Lands as a result of the development.

7.6.2 Preliminary Trail and Park Plan

A Preliminary Trail and Park Plan, dated September 12, 2025, was prepared by Stantec. The plan depicts the proposed location of the SWMF, park areas, restoration area, and pedestrian trails. There is one SWMF located at the north end of the Phase 1 Lands and south of the Phase 1 Lands. Park areas are proposed near the central portion of the Block Plan Lands, as well as north/south and east/west linkage features. The linkage which bisects the property east/west and contains a trail is to be completed in the future by others. The restoration area discussed in the updated EIS is located southeast of the Phase 1 Lands with a total area of 2,856 m². As recommended in the EIS, the landscape plan provides for native species planting in the form of native trees and shrubs and proposes to maintain existing trees identified for preservation in the Arborist Report.

7.6.3 Stage 3 Archeological Assessment

A Stage 1 and 2 Archeological Assessment was prepared by Parslow Heritage Consultancy Inc. ("PHC") on July 21, 2020. The purpose of the Stage 1 Archeological 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 Archeological 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 under MHSTCI S&G 3.4.2 S1a. and the Rural Farmsteads Bulletin (MHSTCI 2014) and are recommended for Stage 3 Site Specific Assessment. Intensification around Findspot 1 did not result in the identification of any further cultural materials, as such it is considered free of further archaeological concern”.

A Stage 3 Site Specific Archaeological Assessment for both find sites was completed by Stantec on April 24, 2025 and it was concluded that the J. Patterson site (AgGv-147) is a Euro-Canadian domestic site dating from the early to late 19th century, with 80% of the occupation period before 1870. It retains cultural heritage value or interest under Section 3.4.2 of the Ministry’s *Standards and Guidelines for Consultant Archaeologists*. As such Stage 4 Mitigation is required as avoidance and protection of the site is not viable due to the proposed development. The Stage 4 Mitigation Assessment is currently underway and is targeted to conclude by the end of 2025.

To date, Archaeological Assessments were completed on lands owned by the participating landowners for the Lockbridge Block Plan approval process. Future applications for draft plan of subdivision will be required to complete an Archeological Assessment as a requirement for the application, or as a condition of draft plan approval.

7.7 Previously Submitted Technical Reports

7.7.1 Geotechnical Investigation

A Geotechnical Investigation was prepared by Stantec on July 2, 2024 and submitted to the Township on August 27, 2024. 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.

The FSR prepared by Stantec provides key findings based on the investigation:

- A total of twenty-seven (27) boreholes were installed and were advanced to depths of 2.3 m to 11.4 m below ground below ground surface (BGS), terminating at inferred bedrock in some locations and/or at various depth within the bedrock. The subsurface conditions encountered in boreholes were found to be approximately 460 mm thick topsoil, underlain by clay and dolostone bedrock.
- Nine (9) additional boreholes equipped with single monitoring wells and three (3) multi-level monitoring wells were installed within the site. Water level monitoring readings during installation from February 27, 2024 to March 5, 2024 were found to range from approximately 1.0 m to 2.5 m above the bedrock and 1.0 m to 7.0 m BGS at the monitoring wells.

8 Alignment with Provincial and Township Policies

8.1 *Planning Act, R.S.O. 1990, c. P.13*

The *Planning Act* is the central piece of legislation governing land use planning in the Province of Ontario. The purpose of the *Planning Act* is to promote sustainable economic development, provide for a land use planning system, integrate matters of provincial interest into provincial and municipal planning decisions, and encourage co-

operation and coordination among interests. The *Planning Act* provides the basis for considering provincial interests, such as providing for adequate housing and employment opportunities, protecting farmland, natural resources, and the environment, and promoting sustainable development.

For the purposes of this Summary Report, the version of the *Planning Act* utilized was the online version found here: <https://www.ontario.ca/laws/statute/90p13>. The proposed development **conforms with the *Planning Act***, as it supports increased residential and commercial growth in an area with access to a variety of services and amenities including stores, medical offices, and restaurants. The proposed development can be supported by the existing municipal infrastructure and transportation infrastructure, as confirmed by the FSR and TIS prepared by Stantec. The Development Report and its addendum prepared by Arcadis states that in terms of the surrounding agricultural lands and environmental features, an appropriate buffer will be provided between the agriculturally cultivated fields and the environmental features along the south boundary to ensure the protection of those elements.

8.2 Provincial Planning Statement, 2024

The Provincial Planning Statement, 2024 is a streamlined province-wide land use planning policy framework that replaces both the Provincial Policy Statement, 2020 and A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019. As the Province has set a goal of getting at least 1.5 million homes built by 2031, the Provincial Planning Statement builds upon housing-supportive policies from both documents and provides municipalities with the tools and flexibility they need to build more homes.

For the purposes of this Summary Report, the version of the Provincial Planning Statement utilized was the online version found here: <https://www.ontario.ca/files/2024-10/mmah-provincial-planning-statement-en-2024-10-23.pdf>.

The proposed development is **consistent with the Provincial Planning Statement** as it will:

- Provide increased residential and commercial development in an area with complementary land uses, services, and amenities;
- Increase the range and mix of housing options and densities to contribute to the existing housing stock, which is necessary to promote the long term liveability and well-being of the Township;
- Efficiently utilize the vacant lands through the inclusion of medium density residential development;
- Promote economic development and foster long-term economic prosperity, through the provision of 1.0 hectares of commercial development;
- Support the existing and future variety of complementary land uses (i.e. employment, public service facilities, institutional uses, recreation, and parks and open space) through potential increased use and access from the added population;
- Make efficient use of existing roads, transit, and full municipal services; and,
- Ensure an appropriate transition to adjacent areas and respect the existing contextual character through the inclusion of strategic setbacks.

8.3 Niagara Official Plan, 2022

On July 1, 2024, through changes to the *Planning Act*, the Province identified the Region as an “upper-tier municipality without planning responsibilities”. As a result, the Niagara Official Plan, 2022 (the Regional Official Plan) is no longer a Regional Plan but is now an Official Plan of the 12 local municipalities in the Region. For the purposes of this Summary Report, the 2024 version of the Regional Official Plan

<https://www.halton.ca/Repository/ROPOffice-Consolidation-Text> was used for information purposes only, while the policies applicable to the subject lands, proposed development, and the OPA and ZBLA are provided below.

This is the Region's long-term, strategic policy planning framework for managing growth coming to Niagara. The policies of the Regional Official Plan will guide land use and development thereby influencing economic, environmental, and planning decisions until 2051 and beyond. As of March 31, 2025, the Niagara Official Plan is no longer a Regional Plan. It is now an official plan of the 12 local municipalities in Niagara.

The proposed development **conforms with the Regional Official Plan** as it will:

- Not develop upon significant natural features;
- Support neighbourhood commercial activities, through the inclusion of a mixed-use residential commercial building;
- Help to achieve a complete community, through a compact layout of diverse land uses and housing densities and typologies;
- Assist in accommodating residential and commercial growth, through providing 224 residential units and a maximum of 1,303 retail/office space;
- More than exceed in meeting DGA targets of 50 persons and jobs per hectare, by providing a density of approximately 63 persons per hectare;
- Create a pattern of development that is sequential and orderly to adjacent parcels, by postponing the development of areas designated 'Future Development' until adjacent lands have been acquired; and,
- Optimize the use of existing municipal infrastructure, by upgrading infrastructure along South Grimsby Road 5 and the Streamside Pumping Station.

8.4 Amendment Number 63 to the Official Plan of the Township of West Lincoln (Smithville Master Community Plan) 2022

The subsections below provide commentary in response to the comments received from the Township on November 29, 2024 on the Block Plan application submission on August 27, 2024, specifically in regard to the Block Plan Land Use Concept and the Development Report.

8.4.1 Conceptual Buffers

An EIS has been submitted that aligns with the policies' direction in this section of the Township's Official Plan. There are no Core Areas identified within Block Plan Area 9 or the proposed Phase 1 Lands. The EIS has identified the location of a Core Area south of Block Plan Area 9 beyond the study boundary. The Core Area includes a significant woodland and a Provincially Significant Woodlot. A portion of the required setback has been identified on the revised Block Plan and is aligned with the overall active transportation network proposed for the Block Plan area. The EIS concluded that the proposed Block Plan and development will not negatively impact the Core Area or its ecological functions.

8.4.2 Linkages

An EIS was prepared to assess the modifications and naturalization of the proposed linkage corridor. The EIS concluded that the proposed linkage would maintain the connection between natural heritage features, support the movement of small wildlife, and provide recreational benefits to the larger community. The width of the linkage has been refined with our revised DPS to achieve a width of 25.0 m to 27.4 m. See Preliminary Trail and Park Plan showing the proposed naturalization treatment for the linkage corridor and the restoration area. The EIS also recommends the existing hydro corridor (pipeline easement) be used as an east-west linkage to complement the north-south linkage. Recommendations for enhancement of the pipeline easement include native species planting, particularly grass and forms, as tree and shrub planting may be restricted due to the utility constraints. The east-west corridor supports wildlife movement, pollinator habitat, and biodiversity.

8.4.3 Recommended Restoration Areas and Potential Restoration Areas

The designated Restoration Area on Schedule 'L' was a former regenerating woodland which has since been converted to Agricultural land with approvals from the Region, Township, and the NPCA. An EIS has been prepared by GeoProcess that recommends that the linkage function can be enhanced by locating compatible land uses adjacent to them such as open space, passive recreational parkland, or naturalization and restoration areas. The EIS has concluded that the proposed naturalized linkage area, park and restoration area will facilitate wildlife movement connecting Twenty Mile Creek to the North Creek corridor as intended in the SWS and has an opportunity to provide a net gain to the Natural Heritage System in the area. Refer to the EIS for further discussion.

8.4.4 Transportation Network

The Port Davidson Road, Townline Road, and Canborough Street intersection has been updated on our Block Plan to align with the recommendations of the MCP. Street 'B' is now proposed as a Local Road and further road network adjustments have been made based on our meeting with Township Staff on April 30, 2025.

9 Implementation

The purpose of an approved Block Plan is to provide a high-level vision for the community and to streamline the draft plan of subdivision process. The MESP Guidelines provide the key implementation and policies following the approval of a Block Plan.

The approved Block Plan will serve as the foundational framework for subsequent DPS development applications within the Block. Amendments to the block plan must continue to align with the Block Plan and if a deviation occurs, a rationale must be provided to show consistency with OPA 63 and the other guiding documents from the approval of the Block Plan. It is recommended that minor adjustments to the Lockbridge Block Plan would not require an amendment to the Block Plan provided that the revision continues to align with the overall block plan strategy.

OPA 63 recognizes that significant infrastructure investments (e.g., roads, SWMFs, water and wastewater systems) are required to support growth, especially in urban expansion areas like Smithville.

Development in urban expansion areas identified in OPA 63 is expected to proceed in a logical, coordinated, and cost-effective manner over a 30-year horizon. The Town encourages that infrastructure costs – such as roads,

SWMFs, and community amenities – will be addressed through Development Charges, Front-Ending Agreements with the Township or Region, and Cost-Sharing Agreements among landowners.

As encouraged within the MECP, a developers cost sharing agreement has been put into place to for the Block Plan planning process and future shared infrastructure. Best efforts to include all within Block Plan Area 9 have been put forth, however there remains a number of non-participating landowners or owners who have chosen not to participate either due to having no redevelopment plans for their lands or not being prepared to apply for a development application.

Following the approval of the Lockbridge Block Plan, any development application submitted by a non-participating landowner must confirm and, if necessary, update Block Plan requirements prior to submission. The Director of Planning, Building and By-law Enforcement is responsible for reviewing and approving Block Plan submissions and has the authority to ensure that best efforts are made to encourage participation in an established landowners' cost-sharing agreement.

Where a cost-sharing agreement is in place, it is recommended that the Director require written confirmation from the landowners' group that appropriate arrangements have been made. This confirmation should be a mandatory component of any future development application.

Approval of development applications will be contingent upon the timing of infrastructure implementation and the availability of servicing capacity.

10 Conclusions

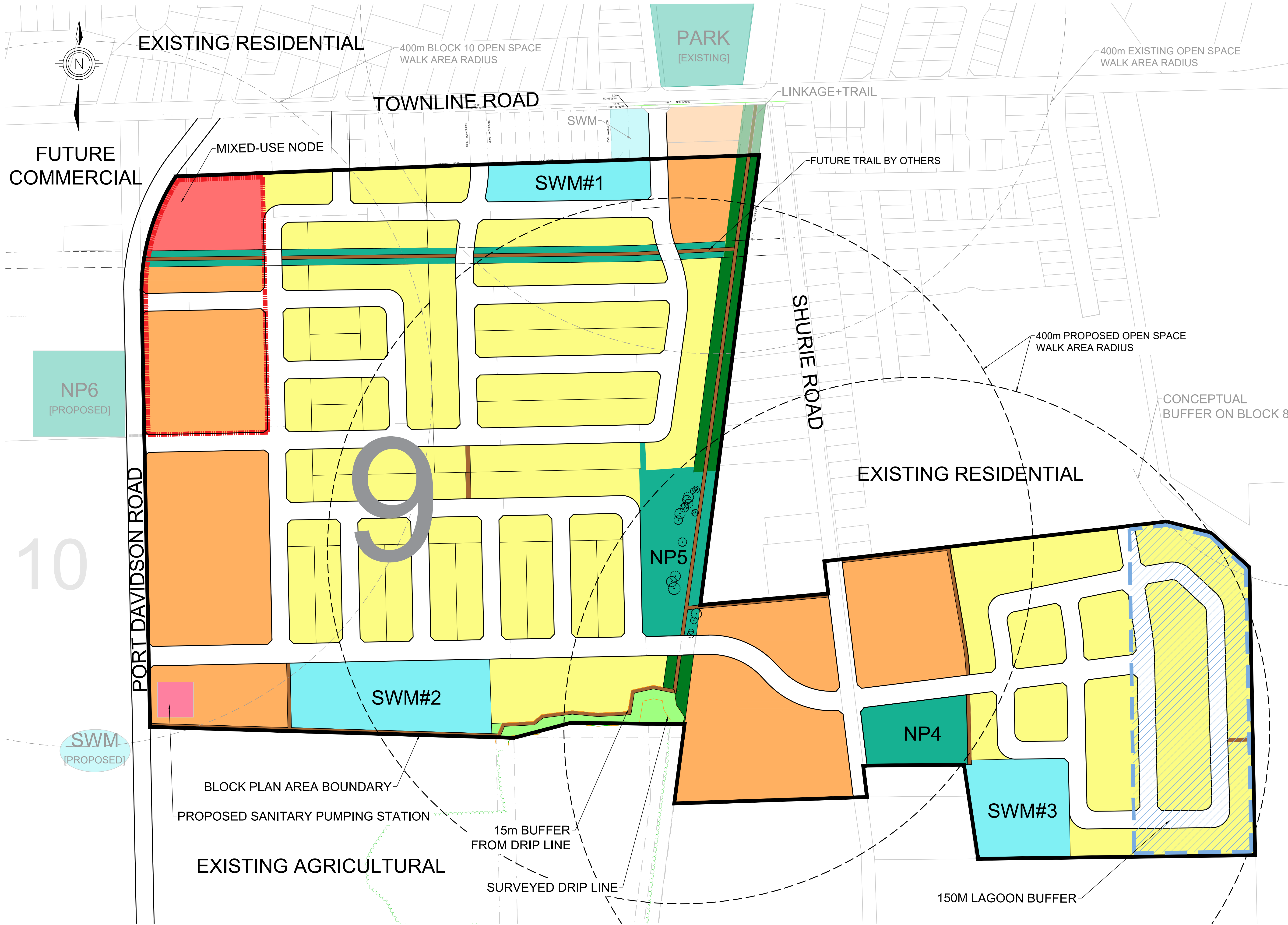
The Lockbridge Block Plan:

- References and builds upon existing studies prepared for OPA 63 and the Smithville MCP Area;
- Coordinates the delivery of services and infrastructure for the proposed phasing plan;
- Defines the layout of and design of public streets and blocks and planned pedestrian and cycling connections;
- Establish the location, configuration of built form, density distribution, NPs, and commercial areas; and,
- Guides the design and function of open space linkages, woodlots, and other natural heritage features.

The Lockbridge Block Plan is a key component to the delivery of new homes within the expansion areas of Smithville. The planning process for the Block Plan proceeded as per the MESP guidelines in place and represents a comprehensive and coordinated progression of development within this area and is recommended to be approved by Council.

Appendix A

Revised Lockbridge Block Plan



DEVELOPMENT DETAILS		
LAND USE	AREA	PERCENTAGE
LOW DENSITY RESIDENTIAL (LDR)	±23.97ha (59.23 acres)	±56.03%
MEDIUM DENSITY RESIDENTIAL (MDR)	±12.45ha (30.76 acres)	±29.10%
COMMERCIAL	±1.02ha (2.52 acres)	±2.38%
LINKAGE	±1.10ha (2.72 acres)	±2.57%
NATURAL FEATURES AND 15M BUFFER	±0.45 ha (1.11 acres)	±1.05%
OPEN SPACE PARKLANDS	±3.37ha (8.33 acres)	±7.87%
TRAILS OUTSIDE OF LINKAGE AREAS, PARK, AND GAS EASEMENT	0.42ha (1.04 acres)	±0.98%
NET DEVELOPABLE AREA TOTAL	±42.78ha (105.71 acres)	±100%
SWM	±3.88ha (9.54 acres)	
R.O.W	±14.25ha (35.21 acres)	
TOTAL LAND AREA	±60.89ha (150.46 acres)	

NET LAND USE DENSITIES		UNITS
±59.23 acres of LDR @ 8 upa		474 units
±30.76 acres of MDR @ 15 upa		461 units
TOTAL UNITS		935 units
POPULATION 935 units @ 2.7ppu		2,524 persons

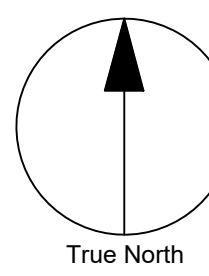
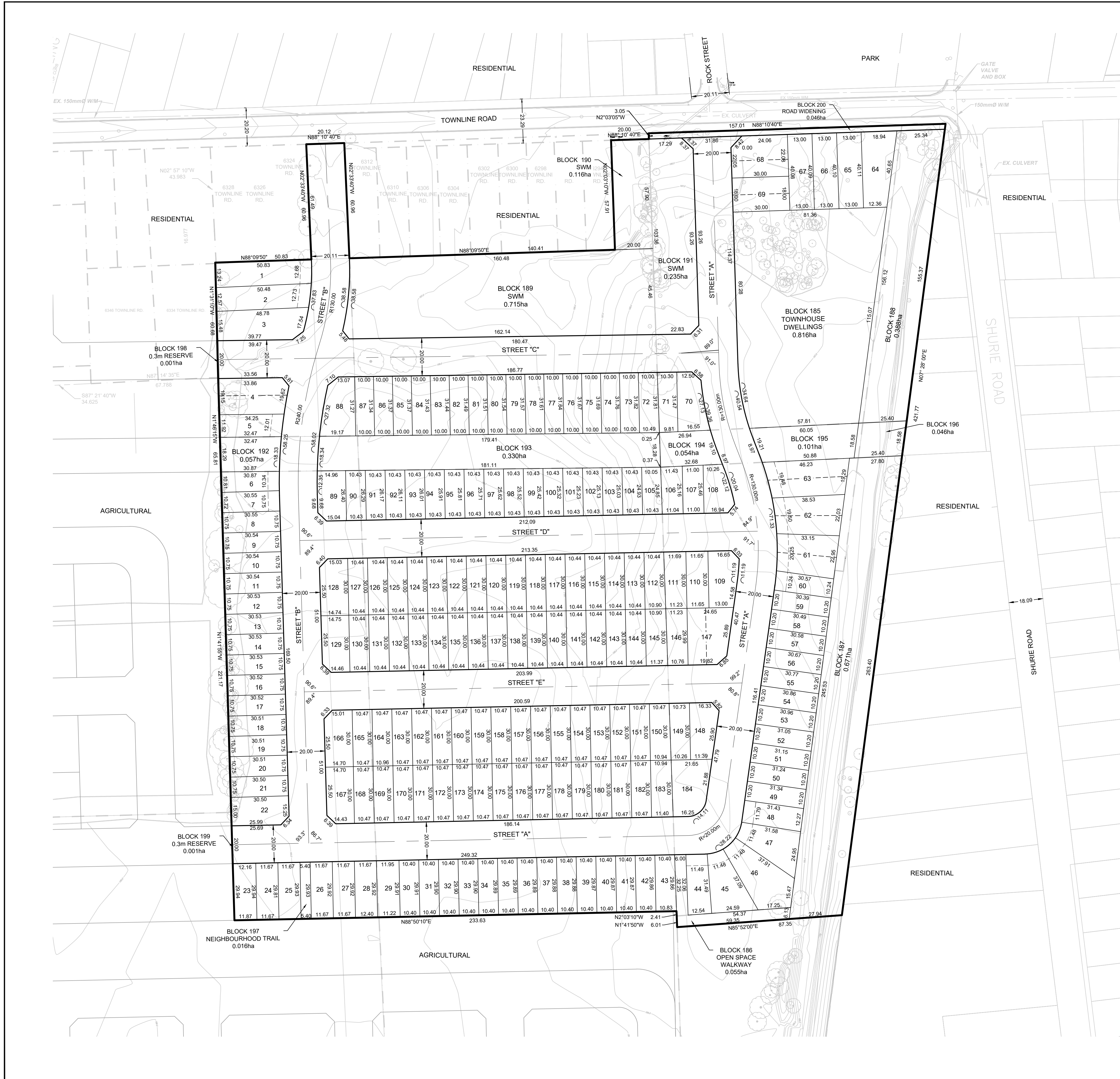
DEVELOPMENT DETAILS - PHASE 1		
LAND USE	AREA	PERCENTAGE
LOW DENSITY RESIDENTIAL (LDR)	±6.12ha (15.12 acres)	68.30%
MEDIUM DENSITY RESIDENTIAL (MDR)	±1.15ha (2.84 acres)	12.83%
PARKS AND OPEN SPACE	±0.59ha (1.46 acres)	6.58%
LINKAGE	±1.09ha (2.69 acres)	12.16%
FUTURE ACTIVE TRANSPORTATION/TRAILS OUTSIDE OF LINKAGE AREAS, PARK, AND GAS EASEMENT	±0.016ha (0.04 acres)	0.18%
NET DEVELOPABLE AREA	±8.96ha (22.14 acres)	100%
SWM	±1.07ha (2.64 acres)	
R.O.W	±3.39ha (8.38 acres)	
TOTAL LAND AREA	±13.43ha (33.18 acres)	

NET LAND USE DENSITIES - PHASE 1		UNITS
±15.12 acres of LDR @ 8 upa		121 units
±2.84 acres of MDR @ 15 upa		42 units
TOTAL UNITS		163 units
POPULATION 163 units @ 2.7ppu		440 persons

- LEGEND**
- BLOCK PLAN AREA 9
 - LOW DENSITY RESIDENTIAL
 - MEDIUM DENSITY RESIDENTIAL
 - COMMERCIAL
 - PARKLAND / OPEN SPACE/ NP4 . NP5
 - LINKAGE - PARKLAND / TRAILS
 - NATURAL FEATURES AND 15M DRIPLINE [WOODLOT]
 - PROPOSED S.W.M. FACILITY
 - LAGOON BUFFER
 - FUTURE ACTIVE TRANSPORTATION/TRAILS 4M WIDE
 - MIXED-USE NODE
 - 400M RADIUS PROPOSED OPEN SPACE WALK AREA
 - 400M RADIUS (OUTSIDE OF BLOCK 9 AREA) OPEN SPACE WALK AREA
- DRAFT PLAN AREA - PHASE 1

Appendix B

Revised Draft Plan of Subdivision



LAND USE SCHEDULE				
BLOCKS/LOTS	DESCRIPTION	AREA (ha)	AREA (Acres)	# UNITS
1 - 3, 5 - 60, 64 - 67, 70 - 146, 148 - 184	SINGLE DETACHED DWELLINGS	6.000	14.825	177
4, 61 - 63, 68, 69, 147	SEMI DETACHED DWELLINGS	0.471	1.164	14
185	TOWNHOUSE DWELLINGS	0.816	2.016	31
186	OPEN SPACE WALKWAY	0.055	0.136	
187, 188	LINKAGE	1.060	2.619	
189 - 191	STORMWATER MANAGEMENT	1.067	2.637	
192 - 196	OPEN SPACE [GAS EASEMENT]	0.585	1.446	
197	NEIGHBOURHOOD TRAIL	0.016	0.040	
198, 199	0.3m RESERVE	0.002	0.005	
200	ROAD WIDENING	0.046	0.114	
STREETS "A", "B", "C", "D", & "E"	PUBLIC R.O.W.	3.333	8.236	
TOTAL		13.451	33.238	222

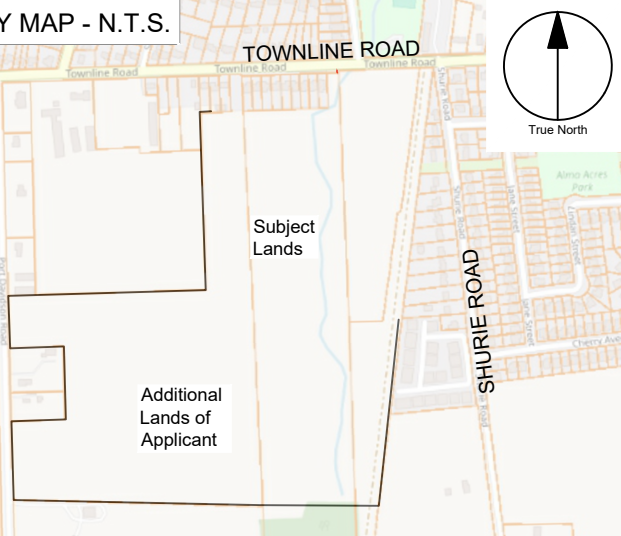
NOTE:
THE FOLLOWING LOTS AND OR BLOCKS ARE JOINTLY OWNED BY LOCKBRIDGE DEVELOPMENT INC. AND TEK CORPORATION:
LOTS 87, 90, 127, 130, 164, 165, 168 AND BLOCK 189 (SWM)

DRAFT PLAN OF SUBDIVISION SMITHVILLE BLOCK 9

PART OF LOTS 31 & 32,
CONCESSION 6 AND PART OF THE
ROAD ALLOWANCE BETWEEN LOTS
31 & 32, GEOGRAPHIC TOWNSHIP
OF GAINSBOROUGH, TOWNSHIP OF
WEST LINCOLN, REGIONAL
MUNICIPALITY OF NIAGARA

COPYRIGHT
This drawing has been prepared solely for the intended use, thus any reproduction or distribution for any purpose other than authorized by Arcadis is forbidden. Written dimensions shall have precedence over scaled dimensions. Contractors shall verify and be responsible for all dimensions and conditions on the job, and Arcadis shall be informed of any variations from the dimensions and conditions shown on the drawing. Shop drawings shall be submitted to Arcadis for general conformance before proceeding with fabrication.

Arcadis Professional Services (Canada) Inc.
a part of Arcadis



INFORMATION REQUIRED
UNDER SECTION 51 (17) OF THE PLANNING ACT, R.S.O. 1990, c.P.13 AS AMENDED

- (a) - AS SHOWN
- (b) - AS SHOWN
- (c) - AS SHOWN
- (d) - AS LISTED IN THE LAND USE SCHEDULE
- (e) - AS SHOWN
- (f) - AS SHOWN
- (f1) - AS SHOWN
- (g) - AS SHOWN
- (h) - MUNICIPAL WATER
- (i) - LACUSTRINE SILTY/HEAVY CLAY
- (j) - AS SHOWN
- (k) - MUNICIPAL SANITARY AND STORM SEWERS
- (l) - GAS EASEMENT

SURVEYOR'S CERTIFICATE
I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LANDS TO BE SUBDIVIDED ON THIS PLAN AND THEIR RELATIONSHIP TO THE ADJACENT LANDS ARE ACCURATELY AND CORRECTLY SHOWN.

SIGNED:
ROY S. KIRILUK, ONTARIO LAND SURVEYOR
J.D. BARNES LIMITED
DATE: Aug 12 2024

OWNER'S CERTIFICATE
I HEREBY CONSENT TO THE FILING OF THIS PLAN BY ARCADIS IN DRAFT FORM.

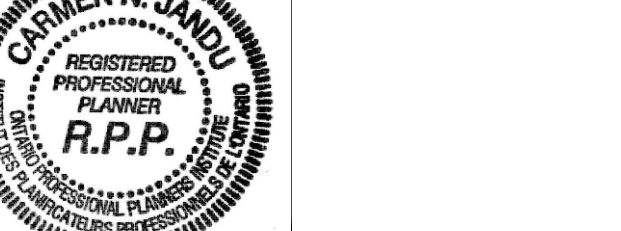
SIGNED:
DON MANSON
LOCKBRIDGE DEVELOPMENT INC.
DATE: Aug 12 2024

SIGNED:
JUDY HENDLER
DATE: Aug 12 2024

SIGNED:
THEODORE KINGMA
TEK CORPORATION
DATE: 08/08/24

No.	DESCRIPTION	DATE
02	2nd DPS SUBMISSION	2025-11-04
01	1st DPS SUBMISSION	2024-08-13

DRAWING ISSUE RECORD



APPROVALS

ARCADIS
360 James Street North - Suite 200
Hamilton ON L8L 1H5 Canada
tel 905 546 1010
www.arcadis.com

SCALE: 1:1000 (m)

PROJECT NO:
144262

DRAWN BY: M. ROJAS
PROJECT MGR: J. MARCUS

CHECKED BY: J. MARCUS
APPROVED BY: C. JANDU

SHEET TITLE
DRAFT PLAN OF SUBDIVISION

SHEET NUMBER: **DPS1.0** ISSUE: **02**

Arcadis Professional Services (Canada) Inc.
360 James Street North, Suite 200
Hamilton, Ontario L8L 1H5
Canada
Phone: 905 546 1010
www.arcadis.com